

#6

CHICAGO SCENE

NOVEMBER 1974

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COMING EVENTS:

November 17, 1974 Tech
December 14, 1974 Dinner Dance
January 19, 1975 Ice Gymkhana



The **Chicago Scene** is the official publication of the Porsche Club of America, Chicago Region, and is published monthly. PCA dues are \$18.00 annually.

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.

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THE REAR VIEW MIRROR
OCTOBER EVENT - G - C GRAND PRIX

The last driving event of the year should always be one of the better. This one was, except for the weather.

The event chairmen, Dan Gerow and Gene Coburn did their job well. As promised, the Gymkhana was long and the course interesting and tricky; so tricky there was more than the average number of participants who got lost. We would like to thank the Oak Creek Shopping Center for allowing us to use their shopping center. I doubt if we can go back for they will be opening for business soon and Porsche's will not be compatible. Too bad, for with the McDonald's across the street, it made a very nice sight.

As mentioned earlier, all systems were go except for the weather. It was cold, windy with varying amounts of precipitation thrown in for good measure. Some of our members got a nice dry track while others were treated with large amounts of standing water.

Tomchaney Porsche-Audi sponsored the event. Messrs. Ray Gamel, Stormey Graham and Larry Woodman all from Tomchaney represented the dealership. Fortunately they did not drive as well as they sell and service. But they were nice people and we appreciate their participation. Ray and his wife, Dorothy attended the dinner. We appreciate their company and the donated trophies. In the words of Roger Shapiro "be nice to them".

The Gerows and Coburns would like to thank the following

people who stood in the wind and rain so we could all get our fun in. To Bob and Sally Buckthal, Linda Kaitis, Terry Kramer, Steve Zaillyk, Todd Johnson, Chuck Vischulis, the entire Bob White family, Terri Russ, Ed and Debbie Leed, Dick and Joyce Gunther, the Gladish family, Jerry and Helga Meyer, Brian Alman, Bob Hubert, Norm Studier, Roger and Bonnie Shapiro, George Gutmann, John Welden and the Dirty Dozen; we thank you. Thankfully the list is as long as it is colorful. Almost everyone who attended helped, including many new names.

Dinner afterwards was a gas. After freezing all day, most members availed themselves of plenty of liquid warm-me-ups. What a lot of fun. Dave Morrell even bought a round of after-dinner drinks.

Gene Coburn feels that most of the credit for the event goes to the Gerows. The Gerows deserve a lot of credit but so do the Coburns. Our hat is off to Dan and Sandy Gerow, Gene and Gaby Coburn for making a great time out of a cold October day. Much thanks for the fun!

Thanks again to Tomchaney and his fine staff for the help we were given. It was a lot of fun to see the big, ugly Greek get beat -- at his own event!

See you at the next event!

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GYMKHANA RESULTS

CLASS I (All 356 except Carrera)

1.	L. Chmura	55.284T
2.	J. Gladish	56.985T
3.	G. LaCrosse	57.304
4.	E. Leed	57.529
5.	J. Foley	58.400 APP.
6.	R. Feldner	60.234 G

CLASS II (912)

1.	O. J. Meyer	57.896T
2.	J. Leicht	60.159 APP
3.	G. Coburn	60.184T
4.	E. Larsen	60.718 APP
5.	N. Studier	62.157T
6.	S. Scott	65.862

CLASS III (914 1.7 & 1.8)

1.	J. Peterson	57.745T
2.	K. Lessing	60.298T
3.	J. Koloc	60.605 APP
4.	C. Ekstrom	61.168

CLASS IV (914/2.0, 2.0 911 (except E & S) and 356 Carrera)

1.	J. Ratscham	56.361T
2.	D. Gallagher	56.976T
3.	D. Jobeck	57.586 APP
4.	B. Janecek	58.730T
5.	L. Woodman	58.983G
6.	E. Russ	59.309
7.	S. Graham	59.969G

CLASS I, II, III & IV L

1.	H. Meyer	59.599T
2.	T. Russ	62.251T
3.	G. Coburn	63.702T
4.	D. Leed	66.284

CLASS V 2.4 911 & 914/6, 2.0 911E

1.	B. White (Socks)	54.525T
2.	P. Heckman	55.147T
3.	T. Baumhardt	55.451T
4.	D. Gunther	55.685T
5.	L. Bobbe	56.362T
6.	D. Gerow	56.431T

Class V - Continued

7.	F. Wagner	56.759
8.	T. Kaitis	57.110
9.	J. Towey	57.351
10.	D. Adis	57.396
11.	H. Beach	57.746
12.	T. Grutzmacher	57.769
13.	J. Gustauson	58.647 APP
14.	T. Kramer	59.033

CLASS V - L

1.	S. Gerow	57.216T
2.	D. Beach	59.310T
3.	B. Gladish	59.886T
4.	W. White	62.690T
5.	G. Gusauson	64.180

CLASS VI 2.2 911 & 2.0 911S

1.	R. Shapiro	54.436T
2.	H. Holleb	55.423T
3.	L. White	55.786T
4.	C. Vischulis	57.351T
5.	B. White (other)	57.494
6.	J. Bennish	59.084
7.	B. Koehler	59.266
8.	L. Kass	61.941 APP

CLASS VI - L

1.	S. White	57.331T
2.	M. Koehler	60.326T
3.	B. Shapiro	61.868T

CLASS VII - 2.7 911

1.	D. Bangert	56.277T
2.	R. Gamel	58.601G

CLASS VII - Modified 4 Cyl.

1.	B. Buckthal	54.888T
2.	B. Hubert	56.361T
3.	S. Davis	59.399

CLASS VIII - L

1.	D. Ratschan	59.260
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CLASS IX - Modified 6 Cyl.

1.	G. Gutmann	52.750T F.T.D.
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CLASS IX - L

1.	L. Gutmann	56.099T F.T.D.L.
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An apple a day is sure to get you a trophy.



F.T.D.B. achieved by one of our more normal members.



The site.



Illustrious event chairman and Ron Feldner, the city manager of our host city. (Gerow had to let him drive his car to get his permission. Greater love hath no event chairman than to give up his Porsche.)



Bruce: Say Harold, I hear your son is in the band that will be at the dinner dance.
Harold: That is right. He is good, really good, hates beer, loves ripple, will not quaff, cannot tippel. 4



Mary: Why did he say we thought Road America was Highway 66?
Bob: Well, the man is an idiot. We all know it is I-55!



Never fails. Buckthal starts another scandal and bends another trailing arm!



The only thing wrong with this event is the weather and the fact that McDonald's would not serve "Big Macs" til 11 A.M.



My Mommy says I'm smart but my Daddy says I'm beautiful. Can you be both?



Ken: Is it true you cannot drive without the "rug".

Dick: I don't know, I never tried.



Say, didn't I see you drive up in a Corvette?

John: Well, the only good thing about that plastic is that it does not rust.



Pete and Eve enjoy ice cream. No wonder he won, he was shaking so badly he could not get his foot off the gas..



Helga: Take that.

Jerry: I'd like to.



Sandy: How does it feel to get your picture on the same page of PANO as Mark Donahue?

Wendy: He should be pleased. I sent him an autographed picture.



Darlette, her father and Joe "5 tries" Ratschan.



Bob: How come your speedster didn't beat Gallagher's inferior import?
Bonnie: His kids stuffed the ballot box.



Larry: Are you really trying to be another Roger Shapiro?

Jim: Yes, but I don't want to be committed.



Sally: Is it true that Todd is the club's only Lithuanian lover?

Linda: Yes, he loves Lithuanians



Some think that Bathtubs are better but a 911 is heaven!



Helen: For many years you people have been saying "the girls of Dubuque". I think it is now time for the "young ladies of Dubuque".



Don: How come every time I get my picture in this stupid newsletter I have my son on my head?



Todd: First they tried to push us into getting married. Now it is "I am a Lithuanian super-shoe and lover. It is too much!

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Linda: Yep, it is one big lie!



Dave and Bernie in their Porsche bus.



Big John Gustaneson and wife Gail, some of our blue ribbon applicants.



Dirty Dozen: We figure you guys called us the Dirty Dozen because we don't like "bathtubs."

Editor: We already knew that!



Judy: Stick around a while, you will get to like them. But it does take a while.



I bought this gorgeous new coat to go with my gorgeous new fire engine.



Jim: Do you know what you get if you put all the Porsche's in the country end to end?

Ans: A Buick trying to pass them!



Roger: Helga, how is the goodie-store.

Helga: Oh, goodie, oh goodie . . .



Friends!

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Kent Gladish (a nice young man) and trophies donated by Tomchaney, Porsche Audi. Much thanks.



Various graduates of the Porsche Club - Chicago Region finishing school for young ladies and gentlemen.



Current students in our finishing school. Note Roger - he needs help!



Winners of the Corvette Club Annual Challenge Trophy. Congradulations - see Mis. RRamblings.



Winners 356



Winners 912



Winner 914-1.7 & 1.8



Winners 2.0 911, 914/2 and 356 Carrera (yea)



Winners - Ladies 4 Cyl.



Winners 2.4 911, 914/6



Winners 2.2 911



Winners 2.2 911 Ladies



Winners 2.4 911 Ladies



Winners - Modified 4 Cyl.



Winners - Modified 6 Cyl.



Bob Buckthal receiving much sought traveling trophy befitting his performance while warming up his engine on the public highways prior to his timed runs - he bent his trailing arms on a curb.

COMING EVENTS

TECH SESSION & ECONOMY RUN

Tech Session

Date: November 17, 1974
Place: Rockford Porsche Audi
208 Kishwaukee
Rockford, Illinois

Time: 2 P.M.

Economy Run

Place: Shell Station, Dundee Road
and Route 12

Time: 11-11:45 A.M.

It is that time of year again. Time for our annual tech session and new Porsche specs. This year, we will be going north to visit our members in Rockford. Long time member, Dave Morrell, has invited all of us up to his dealership in Rockford. Dave has graciously consented to lay in a large stock of snacks, beer and pop for our enjoyment. Rockford you say. That is a long way away! Not really, and think of all the fun you can have drafting semis trying to win Hubert's Economy Run; also called "yes Mildred, I know Porsches go fast, but I want to go slow". Bob has arranged a gas station to top your tank off, and to receive the route instructions to Rockford P/A. Any kind, make or model of vehicle may be entered. It need not be a Porsche. Classes will be based on number of cylinders the vehicle posses, whether operative or not.

The Event Chairman, Jim Gladish, has arranged a program which should please everyone. Dan Gerow, and his panel of three "experts" will try to stump you with his version of "to tell the truth". Naturally prizes will be awarded for the right guess.

There will be a demonstration by our timing girls of how our timing equipment works. This will be the opportunity for all you girls who wish to learn how to time cars for the future.

Jim has arranged for some Porsche film. This film features film shot out of a carrera during an actual race at Elkhart. I am not going to tell you what vintage Carrera, but suffice to say that it is the better one.

If this isn't enough Jerry Meyer (naturally) will run a short session (pun intended) for the women on what to do in an emergency; i.e. how to change a tire, what to do if a fan belt breaks, etc.

All this is free. Best of all there will be great people and even better camaraderie. Even if you had to pay for it, it would be worth the money, but at no entry or registration, it is a deal you cannot refuse.

ANNUAL DINNER DANCE

Date: December 14, 1974
Place: Biltmore Country Club
Highway 59, 2 miles north of
Highway 14, right in Signal Hill Road
North Barrington, Illinois
Time: 6:00 P.M.

Yes, dance fans, it is time to dust off those dancing shoes, review your crash Arthur Murray courses and come to the best party you have ever attended.

We have been calling this gala gathering our annual snow-bowl. It seems that there is always a blizzard on the date of our dinner dance. This year it will be different. The event Chairman, Judy Holleb, has already been promised good weather by John Coleman.

Anyone who has even attended this highlight of our social season will tell you that it one awfully good party, where people, like Hubert and Gummow have a ball, just think of the time you will have. Judy has hired a band that should make everyone happy. The band, The Millikin Ensemble, is composed of members of that University's Jazz Band.

We are once again returning to fabulous Biltmore Country Club. The place is very nice and the rural surroundings make it an excellent site for the social of the season. This is the only time of the year that we all get out of our driving fatigues and dress up. The women really look beautiful, you would not believe that they are the same people.

For those of you who have never attended this gala gathering, it also features the annual awards banquet with presentation of the annual overall award plus the gymkhana, rallye and the concours championship trophies.

We have never heard a complaint about the excellent food and free champagne except from Bruce whose only complaint was of too much. The price will be \$30.00 per couple. When you consider the picturesque setting, the great food, dancing, free champagne and the best party you will ever attend, the price is cheap. In fact, the club has priced the event as low as possible (non-profit) so all could attend. Reservations will be LIMITED to the first 75 couples because of limited dining facilities brought about by the remodeling.

Dear Judy:

Yes, I have dusted off my dancing shoes and lubricated my elbows. I am looking forward to reviewing the events of this fantastic year with the nicest people this side of Elkhart

Reserve _____ dinners @ \$15.00 each

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Name

- Member Applicant Guest
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60022 or Phone 312/835-1580

MISCELLANEOUS RAMBLINGS

Congratulations to Rip and Linda Patterson. Their second son, Samuel John arrived October 4 and weighed in at 6 lbs., 15½ ozs. Mother and son are reported doing fine. Samuel John will join a very few others in the unique position of being a third generation Porsche pusher. Grandma and Grampa Potter are also reported to be recovering nicely.

Recently a gang of seven Big time Porsche Pushers arrived for the second annual Corvette Club challenge autocross held at Blackhawk. In keeping with tradition (we also won last year) they took home five first places, 1 second and 1 third, winning the overall championship easily for our marque. Ted Klint took a first in "A Modified" while Larry White and Chuck Regan were beating the "plastics" with a 1st and 3rd in "A stock". "A prepared" was won by George "Gut" Gutmann. Larry Chmura drove his 15 year Roadster to a first place in "C stock", while our girls Susan White and Linda Gutmann grabbed off the 1st and 2nd place silver trophies in the Ladies classes. The PCA team donated their fifty dollar prize money to the Shriner's Hospital for Crippled Children in memory of Jack Cooper. Congratulations.

Because of his restrained eloquence in speech, Bob White (Socks) was recently appointed to the National Parade Competition Rules Committee (PCR). As of this writing, Bob is still in California explaining our points of view, so you will all have to hold your breath til next month's exacting issue to learn the results.

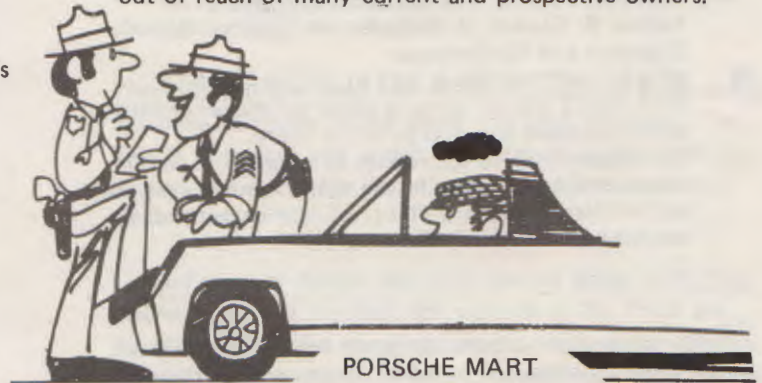
The November issue of CAR AND DRIVER contains a picture purporting to be the 1976 Front-Engined V-8 Porsche. The caption states, "An extra large rear window and the smoothest lines since the Speedster distinguished the bodywork on the new front-engined Porsche. Due sometime next year, the model will be equipped with either an in-line Four or a new water-cooled V-8.

Anyone who believes Illinois citizens are driving at 55 MPH has been on our highways lately. Associated Press reported that the average speed on the interstates in

Illinois was 68.2 MPH. Reasonable citizens will disregard unreasonable laws. As Brock Yates points out "The programs necessary to keep everyone at 55 MPH will provide a truly classic confrontation". Government is telling the majority of its citizens that they are wrong and don't know what is good for them and therefore government will force it down their throat.

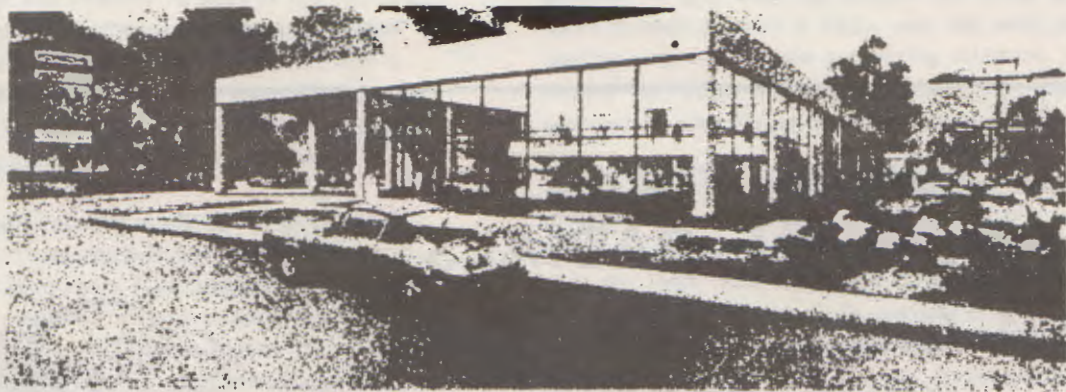
The October 5 issue of AUTOWEEK ran a real nice story about the Speedster . . . "still appealing and going up in value." If you don't believe them, ask Roger.

The recent issue of AUTOWEEK reports that Porsche K.G. has withdrawn totally from racing. We hope that this is not true, but we fear it is. The paper also states that 911 sales are down and the factory recently laid off 500 production employees. Apparently the factory has priced themselves out of reach of many current and prospective owners.



6-12 Volt Blaupunkt AM-FM, SW, Speaker, antanie, fits 65-68 3 mo. warranty, asking \$75.00

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OCTOBER BOARD MEETING

Date: September 20, 1974
Place: The residence of Neil & Judy Holleb
In Attendance:
N. Holleb, B. White, H. Beach, G. Urban, B. Gladish,
D. Gerow, J. Meyer, D. Gunther, D. Gallagher and guests.,
G. Colburn and B. Shapiro.

- 1) Accepted minutes
- 2) Approved various reports including President's, Vice Presidents and Treasurer's.
- 3) Accept D. Gallagher's report on newsletter costs. Decided not to change newsletter but to seek an increase in advertising revenue
- 4) Approved final plans for October 6 Gymkhana and October 26 Tour-Rallye-Autocross
- 5) Designated a committee to make up a calendar for next year's events. The Committee consists of N. Holleb, B. Gladish, D. Gallagher, D. Gunther, G. Gutmann and Rip Patterson
- 6) BOARD APPROVED A TOTAL OF 16 EVENTS FOR NEXT YEAR, dates to be set by above committee and subsequent approval by entire board.
- 7) D. Gallagher moved to propose an amendment to our new Constitution changing the term "Associate member" to "Affiliate Member". This resolution passed and is set out below.

In accordance with our constitution an amendment to it can be proposed by either the Board of Directors and Officers or by the general membership. The reason must be given why the change is necessary or desirable.

The following amendment has been proposed by the Board of Directors and Officers. It is intended to change Article 4, Section B which presently reads "Associate Member". An Associate Member of the PCA, Inc., shall be accepted as an

Associate Member of the Chicago Region. An Associate Member shall have all the privileges of membership, except the right to vote or hold office.

The amendment would change Article 4, Section B to "AFFILIATE" member. An AFFILIATE Member of the PCA, Inc., shall be accepted as an Affiliate Member of the Chicago Region. An Affiliate Member shall have all the privileges of membership except the right to vote/or hold office."

This section was intended to recognize for membership in our region a new class of national members. However, National changed the designation of this member from Associate to Affiliate. There are no National Associate Members as they are now National Affiliate Members. Our terminology must be changes so as not to be contradictory.

A simple majority of those voting is required to pass this amendment. All ballots must be signed (yes, you can Xerox this page or make your own if you choose not to cut up your newsletter). Mail to Harold Beach, 25 N. 5th Avenue, Maywood, Illinois 60153.

_____ I am for the amendment to our constitution to change Article 4, Section B from Associate Member to Affiliate Member.

_____ I am against the amendment to our Constitution to change Article 4, Section b from Associate Member to Affiliate Member.

Member: _____

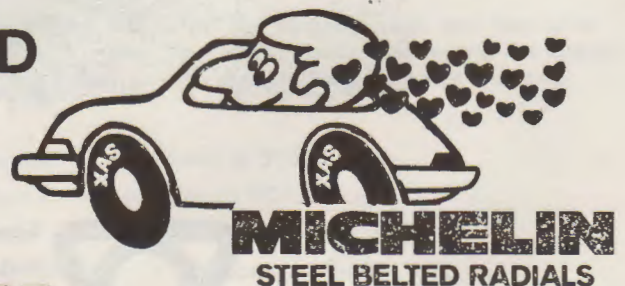
Yes, I am in favor _____

No, I am against _____

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The 55 M.P.H. Speed Limit and Its Enforcement

This article presupposes that you agree with the author's position that the 55 mph speed limit is not the correct method to deal with the so-called "energy crisis" or to improve highway safety. This is not to say the author is encouraging anyone to speed or to drive in a careless manner. As the average speed on Illinois Interstate highways is now 68.2 mph, most are already exceeding our new speed limits.

You own a Proscche and belong to the Club, therefore it is safe to say that you like to drive and are a much better than average driver. You believe that high performance driving and high performance cars can go hand in hand with fuel conservation and safety. Therefore it may be safe to say that you may occasionally exceed the 55 mph speed limit. Invertably the guardians of our highways are going to say that you are endangering the safety of the people of Illinois. We are not going to encourage you to exceed the limit but if you are going to, here are a few tips on the enforcement of the law.

Stay off main highways and use the back roads. All you have to worry about really on the secondary roads are the small towns. Go through these at the posted limit. If you must drive main highways here are a few things for your consideration.

If you are flush with the long green stuff, go out and buy a civilian band radio (C.B.). A small portable unit with a clip-on aerial that uses your cigarette light for a power source is available for around \$70.00. The unit will receive only, but that is all you need. The truckers use channel 10 east of the Mississippi and channel 19 west of the Mississippi. Truckers warn each other on these channels of "smokies" (police) and will give their location. If you do not buy a unit you can still learn a good deal from them. If you see a semi rolling above the limit, you can bet the way is clear. If they slow to 55, you know the police are near.

Not quite as acceptable but still worth its weight in gold is the "radar sentinel". These come in two types. The more expensive but better permanent type operates off your car's power and has excellent range (just ask Harold Beach). The portable sun-visor clip on type is battery operated, therefore it does not have the range of the "snooper". The portable unit will still give you enough advance warning before entering the "trap" as long as you keep your batteries fresh. Just ask anyone who followed Gallagher's Mercedes back from Elkhart. It is important that you do not get a false sense of security from these devices. They work only in a straight line. They will not pick up a radar beam fast enough when rounding bends in the road or when cresting hills. Also they will not work against Vascar or the new hand held radar gun.

Next you should be familiar with the road. For example on I-55 (U.S. 66) between Chicago and Springfield, there are three state police stations; Pontiac, Bloomington and Springfield. Radar Cops never go too far from their stations. If the violator does not have sufficient funds or bond card, they do not have time to take you all over the state. Also, they need a spot to pull you over, usually a mile or so down the road. Therefore, they establish a preference for particular locations. If you are aware of these, so much the better. If not, learn to find them. Never go fast when there is a cover in the middle of the road. For example, bushes or an overpass abutment. Very, very dangerous.

Then there is the good old rabbit. A rabbit is a car going the same direction at the speed you wish to travel. The idea is to follow him about a quarter of a mile behind so you can watch his brake lights. If he hits his brakes, so do you.

Unmarked state police cars carry license plates with their district and their number; for example 4-24. There are no other plates like these. Be on the lookout for them. The state police drive Chrysler products almost exclusively. Don't hold me to this as they could change, but I doubt it.

On our highways the state sometimes places white lines perpendicular to the highway. If you encounter one, there will be another a quarter of a mile down the road. Planes time the total time it takes you to transverse between these lines. Therefore, if you come across one on a clear day, bring your speed down to under 55 as soon as possible till you cross the second line. Now, if you are lucky enough to own a Targa, you can look out for circling airplanes. If you are paying attention to your driving (as I hope all Porsche pushers are), the airplanes are easy to spot flying over the highway.

As this segment is intended for highway users, instead of city driving (where you really should not use a heavy foot), let me say that you are always given some spread over the limit. You can safely do 6 mph without your eye on the mirror, the radar sentinel on and your hands sweaty. The next chapter will bring you more practical tricks plus what to do if you get stopped AND how to defend yourself if you have to go to court.

Dan Gallagher

HIGH PERFORMANCE LIGHTING: THE BASICS
Reprinted for BMW Club BREEZE

Most articles on special lighting gear appearing in publications deal with creating a rolling blowtorch. Such systems are costly, vulnerable and impractical 90% of the time. The most effective improvement in night vision per dollar invested is the conversion from sealed-beam to quartz-iodine headlight units.

In standard sealed-beam lights, a tungsten steel filament is vacuum-sealed in a molded glass reflector/lens combination. The reflector portion is surface silvered prior to installation of the filament. The vacuum seal reduces internal heat, extending filament life and preventing the shell from cracking or melting.

As the filament burns, it sheds small, heat-blackened particles. These particles have a positive electrostatic charge and are immediately drawn to the negatively-charged reflector (and, to a lesser extent, the lens). Headlight efficiency progressively drops, and the filament wears thin. By the time the filament quits from malnutrition, the darkened reflector and lens have robbed the unit of 70% of its initial output.

The quartz lamp has neight quartz filament, lens nor reflector. The tiny envelope surrounding the stainless allow filament is made of optical-grade quartz. Because the melting point of quartz is many times that of glass, and because the high-strength filament can produce far more heat (and, therefore, brightness) than the tungsten filament, total light output can be dramatically increased.

The quartz bulb (itself a sealed beam) is filled with an iodide gas. The iodide ionizes the particles cast off from the filament and reverses polarity from positive to negative. These particles are therefore repelled by the reflector and attracted back to the filament, where they continue to burn. The end result is a life expectancy approximately three times that of a sealed beam. In that time, the quartz lamp unit will lose but 5%-10% of its original brilliance.

Bromine and halogen gases are sometimes used rather than iodine. Iodine has proven to be reliable, relatively low in cost and capable of providing long filament life.

Better construction comes with the superior luminance and durability of the quartz unit. Accurately-formed metal reflectors have super-brilliant reflective surfaces. Bulbs are located with high accuracy and held in place by elaborate tensioning devices. Lenses are molded of lead crystal—that which costs a king's ransom as stemware—and fluted with exceptional precision.

The lens designer working with quartz lighting has more freedom than one restricted to tungsten lights. To obtain maximum efficiency from the low relative output of a sealed beam, the light must be concentrated in a narrow block pattern and aimed directly at the road but a short distance in front of the car. The result is excellent brightness — in those two blobs of light. Precious little light is cast ahead and to the side, however.

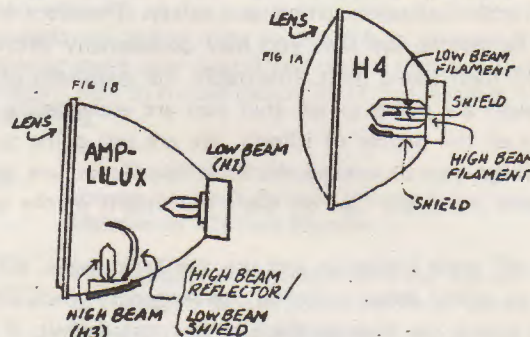
The quartz headlight has been designed to provide a wide sweep with extra right-side intensity and a center-to-upper-right sweep. The effect of immediate road-surface illumination is not as noticeable. But side vision is improved drastically, and quartz headlights reflect back what is on the road, not the asphalt itself.

There are several options open to owners of BMWs employing both twin 7" headlights and quadruple 5-3/4" lights.

7" OPTIONS — PORSCHE 356, 911 & 914

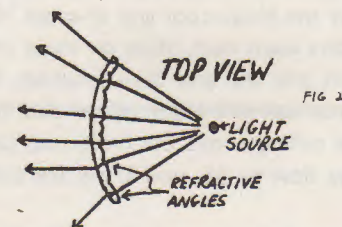
Plug-in: a single-bulb light employing dual filaments through a single reflector. Commonly called H4 because it uses the H4 quartz lamp configuration. Wire-in: a twin-bulb package employing separate reflectors for the H1 (low beam) and H3 (high beam) lamp designs. The only available twin-bulb unit at this time is the Marchal "Amplilux". Bosch has a light employing two H1 bulbs, but it is presently available only in Porsche recessed mounting buckets. Robert Bosch Corp. has not said whether this light will become available for other applications.

Cutaway drawings of the H4 and Amplilux lights are shown in figures 1a and 1b, respectively. Both could be called "The Paradox", for operation is the reverse of what would be anticipated. The LOW beam is actuated by the UPPER filament (or bulb in the Amplilux) and employs the UPPER portion of the reflector. Conversely, the HIGH beam uses the lower filament (or bulb) and exits from the LOWER portion.



In both the H4 and Amplilux, a series of shields are employed to precisely control the shape of the beam. These baffles vary in design and placement according to the theories of different manufacturers.

Another paradox is that the HORIZONTAL spread of the light is controlled by VERTICAL fluting. This employs the technique of refraction—the bending of light rays as they pass through media of different density. The cross-section of a typical lens is shown in figure 2.



The high beams in both H4 and Amplilux units are unencumbered by the shields. The H4 emits light from the entire reflector area. The Amplilux concentrates its high beam through the secondary reflector and a non-dispersant, clear lens. When the high beam is selected, the filament or bulb for the low beam is extinguished. This is a disadvantage in the Amplilux, as the spread beam is eliminated for the narrow beam piercing the blackness. The Amplilux ONLY may be wired to maintain low beam operation when the high beam is selected. This will be explained further on.

5-3/4" OPTIONS — Audi, Etc.

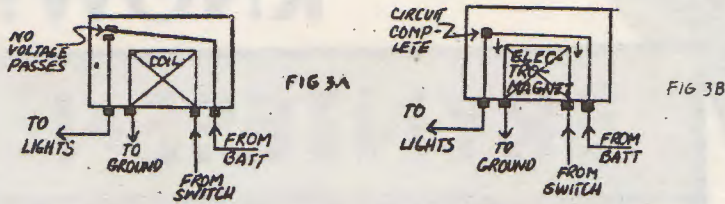
Quad quartz conversion are much less involved. Both high and low beam units are single bulb and single reflector. Both use the H1 bulb. What changes is the beam pattern (through lens design) and bulb placement within the reflector. Quad systems employ a relay to maintain low beam operation when the highs are switched on. This relay is a part of the wiring system and not the headlights.

Continued

Marchal has recently announced a new type of low beam quad light employing a dual filament. This system has not been seen by the author. Presumably, this dual-filament low beam is quite similar to the H4, providing a flat-topped spread on low. When the high beam is engaged, the relay would activate the second filament (the first would be extinguished), also providing a spread beam—but a little further ahead. If this is the case, it is a most worthwhile alternative.

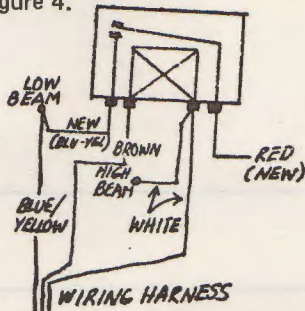
The relay mentioned above providing simultaneous high/low beam operation may be adapted for use on the 7" Amplilux. It must NEVER be used with the H4: the quartz envelope and filaments could not withstand the heat of two filaments burning in such close proximity.

The relay is an electromagnetic switch. Current passed by the interior light switch activates a coil, making it an electromagnet. A spring contact is drawn toward the electromagnet and in the process engages a fixed contact. Unenergized and energized relays are depicted in figures 3a and 3b, respectively.



The relay is fused to prevent a short circuit (and fire hazard) should the spring contact somehow make contact with the coil.

The application of a relay for simultaneous high/low operation is shown in figure 4.



When the low beam (only) is activated, the relay coil is bypassed. Switching to high beam, power is passed to the high beam and relay coil. The coil closes the switching contacts, and battery power maintains power to the low beam.

This system is already installed in BMW cars with quad headlights. How it is to be installed with 7" headlights will be explained shortly.

A popular modification in quad headlights is replacing the standard 55-watt H1 high beam with a Norma 100-watt H1 bulb. The H1-/100 has the drawbacks of 50% higher cost and only a 6-8 hour lifetime. Such a burning time is reasonable, however, when one considers the actual amount of time the high beams are used. Should the Bosch dual-H1 7" headlight be released, it would be an obvious choice for the 100-watt high beam.

Consider several factors before you purchase a 7" quartz headlight system. The H4 is a simple drop-in unit, complete with three-prong SAE plug. Nothing else is required. A plethora of H4 conversions exist, with an average retail price of \$43 per pair. The Amplilux has three pigtail leads which must be red into the correct contacts on the SAE receptacle. For maximum performance, a relay must be added and wiring altered. IMPORTANT: the Amplilux reflector is too deep and round to drop into a standard Hella mounting bucket! The bucket must be removed from the car — a laborious task — and treated with smart, well-aimed blows from a hammer if the Amplilux is to fit. The Amplilux lists at \$59.95 per pair. The same discount information applies.

How much more powerful is the Amplilux than the average H4? The low beams are virtually indistinguishable. A relayed Amplilux will provide noticeably superior output and reach on the high beams. Bear in mind the relative use time of the high beams, however.

One relay is required to operate two Amplilux units, as left and right headlights are wired in parallel. Mount the relay in the left headlight well and on the battery bulkhead. Using diagonal cutters, clip the SAE headlight receptacle, leaving about 6" of wire attached to it. Strip and tin the cut wire ends and crimp on 14-18 gauge female spade connectors (available at most auto supply houses) where required. Note where two wires feed into a single connector. Nylon spade insulators are available from BMW dealers; or you can obtain heat-shrink tubing from the ubiquitous hobby electronics stores.

A single wire must be added to the system: a 12-gauge stranded wire with red insulation, running from the battery to the relay. Crimp a 10-12 hole type connector on one end and attach this underneath the lead from the voltage regulator at the "+" battery terminal. Tape the wire neatly to the existing harness and feed it through the headlight well grommet. Spread an 18-14 female spade connector, crimp on the red wire, and push in place on the relay. End of wiring.

You MUST use a fused relay! Should a wiring error be made, or damaged insulation come in contact with sheet metal, nothing would prevent a fire.

Aiming instructions are supplied with all quartz headlight conversion sets. They must be rigorously adhered to. Quartz lights can blind oncoming traffic if improperly directed.

Because the lens and reflector in quartz conversion are permanently attached, it is difficult to internally clean them. But clean you must, because dirt is inexorable. Remove the entire unit from the car and remove the quartz bulb. Make a 4:1 solution of warm distilled water and household ammonia; pour two or three ounces into the lens/reflector assembly and agitate vigorously for about one minute. Then drain thoroughly. If you share the author's aversion to ammonia, take solace that the cleaning need be done but twice a year. Rinse thoroughly SEVERAL times with four or five ounces of distilled water (if a gallon of distilled water was purchased, the balance may be used in the battery cells, cooling system, and windshield washer reservoir). Shake as much water from the housing as possible and place on the rack of a warm (175-200°F.) oven with the lens upward. A half hour should be adequate for complete drying.

Count your cash, your convenience, your courage. But convert to quartz! You will see and be seen. It might save your life!



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