

CHICAGO SCENE

APRIL

1973

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DATES

April 15

Gymkhana

May 25

Gymkhana

THE REAR VIEW MIRROR

MARCH EVENT-BACCHUS BASH

Oh yes, wine fans, it was a goodie. It appears that by way the greatest majority of the members thought that this was indeed a pleasant way to spend a rainy Sunday afternoon, after all who could not enjoy looking at beautiful cars, pretty women and drinking good wine.

Mr. Greg Goldwyn, of Foremost liquors, presented a comparison test of six wines; three European and three California. Mr. Goldwyn's presentation was very well done and quite informative. It is our opinion that the direct comparison between the imported and domestic was very interesting.

Special thanks to Hank Novoselsky and Dan Gallagher who were the co-chairman of this event. The dinner was held right after the wine tasting at Nielsen's Restaurant located nearby. The food was pretty good and all the left over wine surely added to the festive mood of the occasion. As an extra added gesture Judy Holleb presented Neil with a large birthday cake befitting his 29th birthday.

The concours was held in the beautiful and spacious service area of Porsche Audi at O'Hare. Thanks to Jack Cooper, Rew Godow and Bob Hubert for making us feel so welcome and for all the trouble they went through for us. Sometimes

the club overlooks how much our area dealers really do for us, all of them.

The concours was ably run by Bob White. A record seventeen cars (for a March concours) entered. We probably would have been more if it had not been raining. Waldo Schrepfer even drove his beautiful '52 America to the event in the rain. Much thanks to all who entered for letting us enjoy their cars.

Thanks to the following who served as judges: Jerry Meyer, Jim Gladish, Bob Gummow, Paul Fontaine, Waldo Schrepfer, Wally Ryback and Dan Gerow your help was appreciated.

Thanks also to our women, to Diane Gallagher, Debbie Novoselsky, Wilma White, Bonnie Shapiro, Virginia Gummow, and Jean Janecek; we extend our thanks.

A special word of thanks to Rodger Shapiro for supplying the cups used at the wine tasting. Rodger's generosity made the difference between the event finishing in the black instead of in the red and his donation is sincerely appreciated.

I am sure that everyone had enough wine, saw enough cars, talked to many friends, and generally had a good time.

Thanks once again to Dan and Hank and Porsche Audi at O'Hare.

Chicagoland's

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RESULTS

CLASS A

- | | |
|------------------|------|
| 1. Bob Gummow | 310½ |
| 2. Bob White | 290½ |
| 3. Dan Gallagher | 248½ |

CLASS B

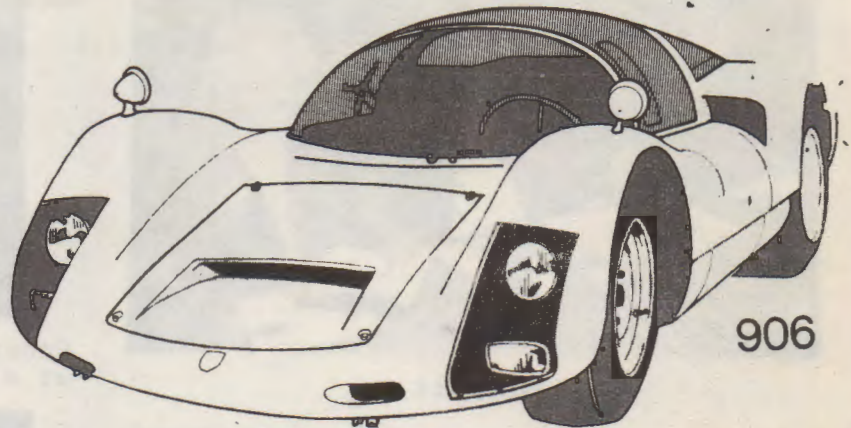
- | | |
|--------------------|-----|
| 1. Anita Ryback | 266 |
| 2. Waldo Schrepfer | 253 |

CLASS C

- | | |
|------------------------|-----|
| 1. Dan and Sandy Gerow | 160 |
| 2. Diane Gallagher | 125 |
| 3. Jack Ward | 100 |

CLASS D

- | | |
|------------------|-----|
| 1. Joe Marcin | 139 |
| 2. Rip Patterson | 136 |
| 3. Robert Krajec | 126 |
| 4. Jack Ratschaw | 120 |
| 5. Walter Wagner | 120 |
| 6. Baumhardt | 114 |
| 7. Larry White | 113 |



**18TH PORSCHE PARADE
MONTEREY 1973**

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Registration



Concours cars inside spacious Porsche Audi at O'Hara



Co-Chairman Novoselsky and wife



Co-Chairman Gallagher and girlfriend



We have only been members for a year and we have become as crazy as the rest of you.



If we do not help clean Dad's cars, not only do we not eat; but we get beat with a used toothbrush.



What do you mean you found some dirt.



Immaculate Carrera 2 engine (Some of you may think the editor is prejudiced, you are right).

4



Paul Fontaine judging Wally Rybacks very nice 1957 A Coupe.



If I cannot find some faults, I just take a little dirt from Cuny's trunk and sprinkle it around.



I have a RARE gift of fairness, I am impeccably fair, right Bonnie?



You Americans are so decadent, worrying about these cars.



Bob, I hear you are spending 4 or 5 hours per day cleaning your car for the 18th Parade. Too bad you will never beat the Rockford Flash.



Someday, Gummow you will get yours,



PCA trailer recently repainted by Neil Holleb. Fortunately there is absolutely no truth in the rummor that the paint was dyed mustard.



My, but your short.



We are happy to see you again Alex, now if you only had a Porsche again.



Since this club really needs a good scandal, what do you say, Anita?



Rew Godow with two sweet young things.



You know I worry about Dad, he is not as young as he used to be.



You know John, this would not be a bad place to work.



John Zmolek and family, where have you been so long.



Chuck, stick with me and forget those gymnick rallies and you will go a long way in the club.



I heard that in order to win a Concours you had to be eccentric



Our hosts, Mr. Bob Hubert and Mr. Rew Godow.



Say, Roger, now that you and Bruce have neighboring condominiums at Lake Geneva you two could have the club for dinner.



Why is this man smiling.



We thought a Concours was a small street with expensive boutiques, so we came dressed for the occasion.



Marion I want you to know that I have been very good at this event--no more Demon Rum.



We knew that a Concours was not a after dinner drink--we thought it was a before dinner drink.



Sad But true. Alfred the Alfa may have seen his last miles. Now you wont have us to kick around any more.



The audience



Greg Goldwyn, of Formost.



Wine for my friends. Wino for everyone



Old time members, the Buckleys. How come it took a good glass of wine to get you to come out.



Millie, don't look now but Roger has passed out upon my shoulder.



I'll tell you Chuck, rallies make a lot more sense than this nonsense.



Since last months newsletter Ruthie will not let me out of her sight.



Would you trust these two people, regardlessly?



Hell No!!



Our very illustrious President and old friend Jackie.



Of course I am sober, I just cannot stand up. Have not had so much fun since Bob came back from Sweden.



Marion don't you think we should go to the 18th Parade. Maybe we could sit at the head table.



Winners Class A



Winners Class B



Winners Class C



Winners Class D



Larry White with trophy befitting the cleanliness of his automobiles bottom.

COMING EVENT

APRIL EVENT FORM 1040 GYMKHANA

DATE: Sunday, April 15
 PLACE: Amoco Research Lab
 Whiting, Indiana (see map)
 TIME: Registration 11 A.M., Close
 1:00 P.M. First car off at
 12 noon, sharp.

Wally Ryback and Jerry Meyer promise a gymkhana that will tax your driving skill, as a matter of fact, the best thing about this infamous day will be this event, otherwise the day would just be a waste of good money.

Cars will be run in classes and if you miss your class you will not run. (see Misc. Ramblings for classes). Therefore you can arrive early and help set up the pylons.

The chairman promises that this will be an extremely fast and challenging course. So fast that helmets will be required for all drivers. If you do not own one you can borrow one at the line but you may as well stop procrastinating and buy one. You will need one anyway for driving school and Elkhart Lake.

Dinner will be held after the event at Vogels Restaurant, 1250 Indianapolis Blvd., Whiting, Indiana. Dinner will be family style and will include a large selection of entries.

This promises to be a very entertaining day. So pay your taxes and head South to the land of perpetual Sunshine and pollution -- Indiana.

Dear Anita:

I cannot pay my taxes but I sure can drive like hell.

Please reserve me a place _____ \$5.50
 (\$6.50 at line)

Name _____

Member Guest Applicant

Porsche Model _____, Class(es) _____

My wife, mistress, girlfriend or what-have-you also plans to run. Class _____

Reserve me _____ places for dinner @\$5.50
 (\$6.50 at the restaurant)

Mail to:

Anita Ryback
 315 Fernwood Lane
 Glenview, Illinois 60025
 729-3155

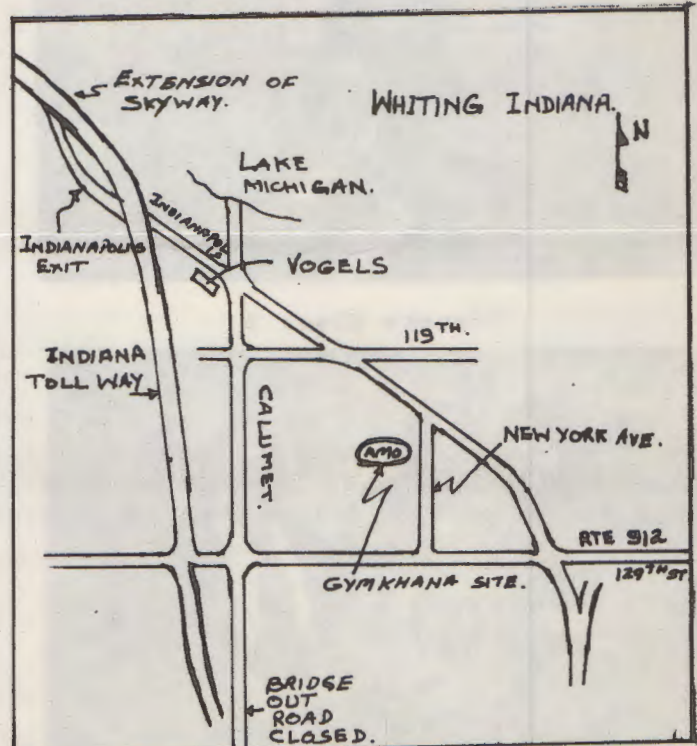
MAY EVENT

May Mayhem Gymkhana

DATE: May 20th
 PLACE: To be determined (probably in the DeKalb Area)
 TIME: Approximately 11 o'clock

Unfortunately not too much is known about this event except that it will be a wild, fast gymkhana with a dinner following.

Event co-chairman, George (lead foot) Gutmann promises an excellent course and co-chairman Dan Gerow (the other half of this heavy weight team) promises an excellent dinner.



Porsche On Mars

by Ladislav Sturmpf of Loma Pireta

The Porsche careened down the mountain road, seemingly out of control. The edge of the road was a precipice which vanished in the mists below. The specially prepared 911E Silver Targa vanquished corner after corner with breathtaking ease. Don Green was exhilarated. The factory had just confirmed his selection as number one driver for the new Porsche Formula One team. His astounding wins at Nurburgring, Targa Florio, LeMans, and The Eight Hours of Blackhawk driving an old 906 prepared by himself, John Truman, Pete Fisher, and O.J. Meyer, was ample proof of his skill. Now, as he pushed the "E" closer and closer to the limit, he was thinking of nothing else but the superb feel of the Porsche on the narrow road. He set the car up for a tight left-hander.

Suddenly, an old Rambler appeared in his lane, coming right at him! His lightning reactions proved his undoing. He swerved right, missed the Rambler, and shot off the cliff, into space, disappearing into the darkness below. The fall seemed to take forever. Funny, he was not scared, only concerned with what this would do to the concours preparation of his car. There was a great concussion, like lightning close by, a vast, chilling change in the air around him, then blackness.

He was aroused by the distant sound of racing engines. He was still strapped into the Porsche, which was apparently undamaged. He stepped out of the car and sharply sucked in his breath at the cold, thin air. He gave the car a very thorough going over, not one ding. The landscape was bleak, and the sun did not give its usual warmth. As far as he could see, the surface of the ground was flat and tinged with red. The sound he heard was coming from beyond some low hills some distance ahead. He turned the key and was somewhat surprised to hear the engine spring to life. As he accelerated toward the hills, he noticed that the car felt unusually strong. This was probably due to the low gravity and thin air on this planet. Apparently, he had somehow ended up on Mars, for the two moons, Phobos and Deimos, could be seen whirling by overhead. The surface reminded him of a red Bonneville Salt flats. Before he realized it, the speedometer needle was pegged at 150 and he was still in third. This did not surprise him, as he was quite familiar with the air drag problem at high speeds, having read a great series of tech articles in the Chicago Scene. Here, the thin air held him back

hardly at all!

As he crested the hill, he looked down upon a vast panorama of life. As far as he could see, beings of various shapes, sizes, and colors were busy setting up shelters, cooking, fighting, and occasionally working on different sorts of vehicles. As he drove through this great campground, he saw things he could never have imagined. There was a group of giant green men, standing upward of fifteen feet tall, with six arms and two giant tusks protruding from their ferocious mouths. They were apparently tuning a racing machine which had ten wheels and looked vaguely like a Cadillac. Farther on he came upon what appeared to be furry, pure white apes. The vehicle they were uncovering looked like a long snowmobile.

Then he reached the track. It was beautifully maintained and larger than any he had ever seen. As he stared at the track, he became aware of activity behind him. He whirled around, only to find a strange assortment of creatures examining his car. They crawled underneath, opened the various decks, climbed in and out, and thoroughly checked it out. Brave as he was, Don was not quite ready to try to rescue the car, especially since they were not harming it. Abruptly, as if on command, everyone stood away from the car. One tall fellow, who resembled a nine-foot, inverted test-tube, with an anemone for feet and a half-dozen, thin tentacles on each side for arms, glided forward to the car. One tentacle, which ended in a sharp point, reached forward and inscribed a tiny symbol in the upper right corner of his side window. The four others pushed the car out onto the track, lining it up with the others at what was apparently start/finish.

Don Green knew then what was going on! Somehow he had stumbled onto an intramartian race meet! His car had just been teched, and he was in the race. Having nothing else to do, and being an ardent race competitor himself, he was more than happy to participate, especially since he had not been certain as to his fate.

TO BE CONTINUED ---

TECH TIPS

Why Wings...Or How To Generate A Force Without Weight

Cars with wings and other protuberances have become so commonplace in the last few years that most of us think little about them. Even the Porsche Carrera RS is sprouting extra appendages and consequently it may be an appropriate time to look at why?

If you read the popular magazines and even PANORAMA you find, "...the design of the body is to generate greater aerodynamic down force ..." What does this mean? How or why does it effect the car? If you need more down force, why not just add weight? These are all questions which the average owners may logically ask. The simplest way to explain the basic underlying phenomena is to look at the simplest device for doing the job (and one commonly used), the wing, and how it can be used to improve vehicle performance such as cornering, acceleration, and braking.

The problem for the race car (or your car in many circumstances) is traction or better yet, the friction between the tire and the road. The original work on friction is generally attributed to the Frenchman Charles Augustin Coulomb (1736-1806). Actually, Amontons in 1699 and Morin in 1733 also made sizeable contributions. In school, friction is usually described as "...the nondestructive sliding between two materials ..." This classical description is not satisfactory for tires since we know it is not nondestructive; however, the basic formulation remains valid. That is

Force generated by friction = A
constant depending on the materials
times the normal load (on say
the tires)

The value of the constant is called the coefficient of friction. Actually, detailed studies have shown this is not a constant but depends on numerous factors such as sliding speed, rubber compound, etc. Typical values of the coefficient of friction are between 0.05 (hydroplaning tire) and 1.5-1.60 for good racing tires on a good car.

For a given car and tire then, the force available at the tire ground contact point is only dependent on the load. This is easily improved by simply adding weight, right?...no, wrong! But why? The reason is the weight (mass) must also be accelerated and decelerated. That is, the force at the tire is larger but equally so is the force required. For example, take going around a corner, as in Fig. No. 1.

$$\text{Centrifugal force} = \frac{W (\text{speed})^2}{\text{radius}}$$

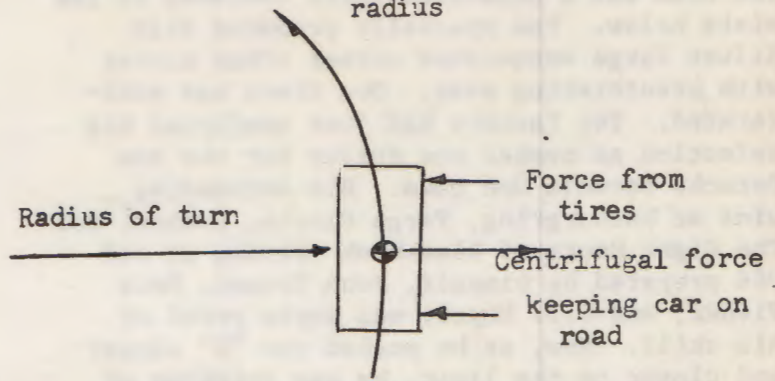


Fig. No. 1

If we double the weight to double tire force, we also double the centrifugal force! The same is true for acceleration or braking. Thus one needs some method of increasing the load (vertical force) without increasing the weight.

Airfoils are the answer for the very reason they allow an airplane to fly. They will produce a lift (or down force) about ten times as large as their drag or weight! The drag-lift relation for a typical airfoil is shown in the following sketch, Fig. No. 2.

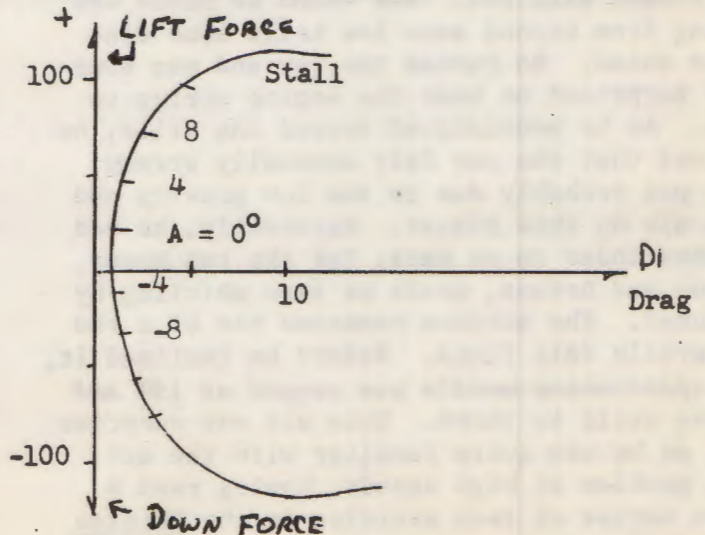
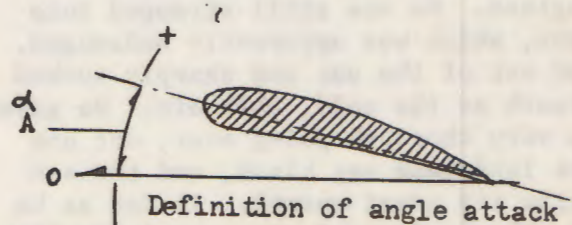


Fig. No. 2

Picking a typical automotive size airfoil (say 1-1/2 feet wide by 4 feet long). It is then possible to calculate the down force and drag, as shown in the next sketch.

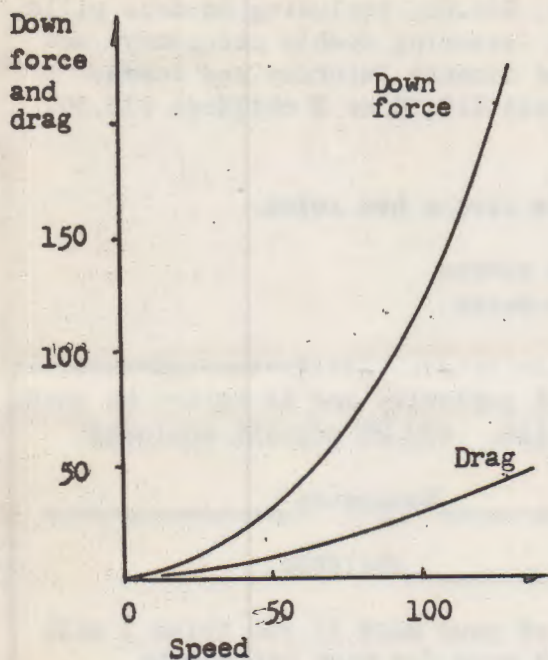


Fig. No. 3

One can now see how an airfoil effects the coefficient of friction. Taking a car with a weight of 400 lbs. on a tire and rubber to tire coefficient of 1.85

$$\text{Friction} = 0.85 \times 400 = 340 \text{ lbs.}$$

The same vehicle at 120 miles per hour (see Fig. No. 3) has a down force from the wing of 150 lbs. while the weight of the airfoil (15 lbs.) is negligible spread over two tires. Then per tire

$$\text{Friction} = 0.85 (475) = 404 \text{ lbs.}$$

Thus, as far as the weight of the car is concerned the effective coefficient of friction is

$$u = 404/400 = 1.01$$

which is an appreciable improvement.

For the car, airfoil, and coefficient of friction without the airfoil assumed it is now possible to calculate the increase in speed due to the effects of the airfoil. This is shown in Fig. No. 4.

As can be seen, an increase of ten miles per hour in turns is easily possible for the hypothetical conditions assumed. Such values are actually attainable and indicate the reasons for the interest and emphasis on wings and aerodynamics.

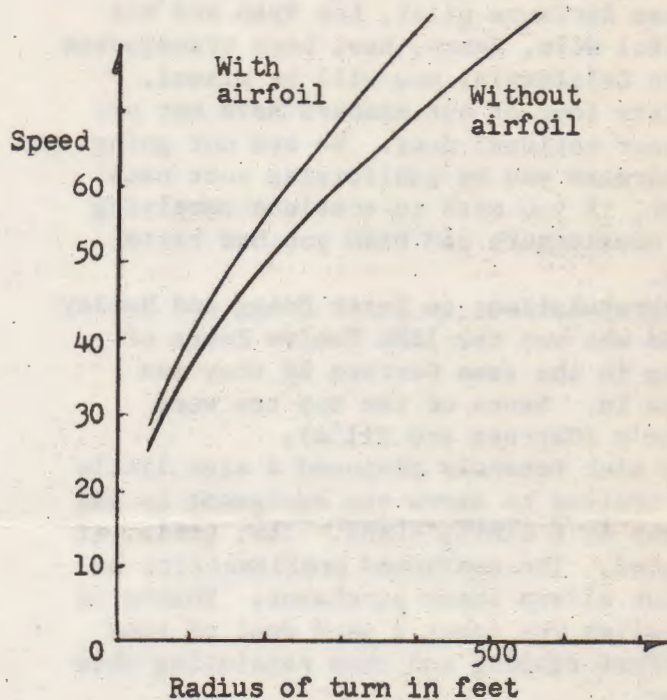


Fig. No. 4

The rear spoiler of the new Carrera produces somewhat the same result but for reasons which are not as easily explained as that of simple wing theory.

It should be noted that the airfoil must also be located in a region where the air-stream over it is not drastically disturbed by other effects of the body. The best example of this is the wings mounted on the rear of some American "sports" models which are essentially ineffective since they are submerged in a low speed, disturbed airflow.

You want to go faster? Try a wing!
Bob White

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MISC RAMBLINGS

Sorry to say that another of our California transfer students is moving from the region. American Airlines pilot, Lee Ryan and his beautiful wife, Jenny, have been transferred back to California, you will be missed.

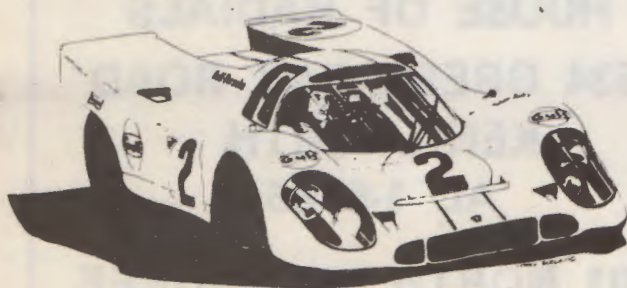
Thirty four of our members have not yet paid your national dues. We are not going to embarrass you by publicizing your name; however, if you wish to continue receiving these newsletters and PANO you had better pay up.

Congratulations to Peter Gregg and Hurley Haywood who won the ISMA Twelve Hours of Sebring in the same Carrera RS they won Daytona in. Seven of the top ten were Porsche's (Carrera and 911's).

The club recently proposed a nice little house trailer to store our equipment in and to serve as a timing stand. Yes, girls, it is heated. The continued profitability of the club allows these purchases. Thanks to Neil Holleb who spent a good deal of time and effort finding and then repainting this trailer.

The gymkhana classes for the coming year are as follows:

- Class 1 -- A6 356 (except Carrera)
- Class 2 -- 912
- Class 3 -- 914-4
- Class 4 -- 914S
- Class 5 -- 911; 911L; 911T; (2.0); 914/6; 356 Carrera
- Class 6 -- 911T (2.2)
- Class 7 -- 911E, (2.0 & 2.2); 911S (2.0 & 2.2)
- Class 8 -- All 2.4 911
- Class 9 -- Modified and competition
- Class 10 - Ladies 4 cyl.
- Class 11 - Ladies 6 cyl. and modified



TRUST ME REGARDLESS RALLYE

July Rallye Registration Deadline due to limited accommodations and team selection process.

The suspense continues to build, surrounding this energetic two day (July 21 & 22) TSD and fun rallye.

Maximum cost depending on the number of registration, \$70.00, including no-doze pills, 1/2 of a bed (assuming double occupancy) and smacking good dinners Saturday and Sunday nights (1 child \$19.50 or 2 children \$15.50 each)

Strange roads with a new twist.

Dickie & Bobbie
Syl & Joyce

I am dying of curiosity and it better be good. Babbie, or else. \$20.00 deposit enclosed.

Driver _____ Navigator _____

_____ children

You are out of your mind if you think I will pay \$10.00 or more for your eekamamie mystery.

Name _____ NO

They still haven't unveiled the rustproof car.



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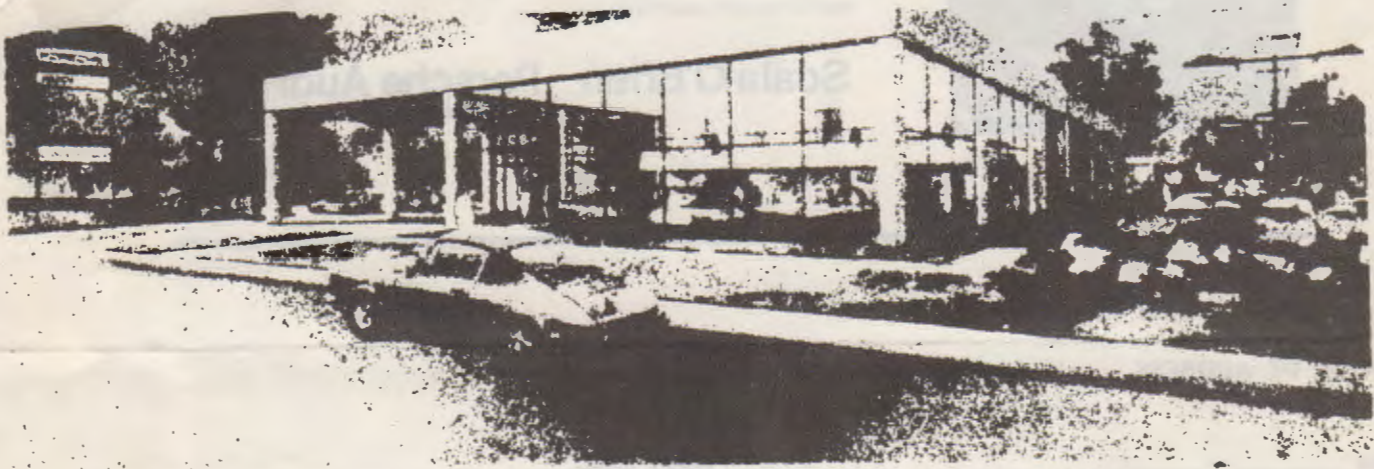
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