

CHICAGO SCENE

August '71

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TENTATIVE DATES

SEPTEMBER 10, 11, 12..... Elkhart Week-end

OCTOBER 17..... Rallye

NOVEMBER 14..... Tech Session

DECEMBER 11..... Annual Dinner

JULY 16 - 21, 1972..... 17th Porsche Parade



COMING EVENT

OCTOBERFEST RALLYE AND BEER PARTY

DATE: Sunday, October 17

TIME: 11:00 A.M. Registration

First Car Off at 12:00 Noon

PLACE: Northbound Side Lake Forest Oasis

Event Chairman Bob Babbin has planned a German style Oktoberfest complete with a German dinner and lots of good tap beer. To get us to this delightful evening, he has laid out a great TSD rallye through the back roads of southern Wisconsin. This rallye will be primary TSD with a few gimmicks thrown in to keep everyone on their toes. There will be both an equipped and unequipped class. Unequipped consists of seat of pants, plus stop watch (s) and pencil and paper. Any slide rule, charts, calculator, automatic electric equipment, special odometer, etc. will be equipped class.

Dear Diane:

I intend to bring my beer mug and drive some of the greatest back roads around.

Enclosed is my check for _____ made out to PCA/Chicago Region (\$5.00 pre-registration, \$6.00 at line).

Also please make dinner reservations for _____ adults and _____ children. (As the price of dinner is not known at this writing, we will pay when we get there.)

NAME _____

ADDRESS _____

CAR TYPE _____

EQUIPPED _____ UNEQUIPPED _____

MEMBER _____ APPLICANT _____ GUEST _____

Mail to: Diane Gallagher
6710 North Edgebrook Terrace
Chicago, Illinois 60646

(312) 775-5944

SEPTEMBER EVENT

ELKHART LAKE - September 10 thru 12

A weekend of Porsche fun in the Kettle Moraine forest and hills area of Wisconsin at Siebken's Resort and Road America road race course.

Siebken's meals, scenery and accommodations provide a great location to meet your Porsche friends from Nord Stern, Indianapolis, Milwaukee, as well as Chicago areas.

ELKHART LAKE

MINI-PARADE SCHEDULE

Friday Evening

9-11 Join the group for free Gokart Fun at Kortings Kettle on Rt. 67 (½ mile north of town) - bring helmets

11 Happy hours

Saturday

7:30 Breakfast at Siebken's

9:00 Registration, technical inspections and practice at Road America

10:00 Concours judging at Road America

7:30 Dinner at Siebken's

9:00 Awards

Sunday

7:30 Breakfast at Siebken's

9:00 Autocross at Road America

4:15 Dinner at Siebken's

5:15 Awards at Siebken's

AUGUST EVENT

TOM FUNK'S FUNKHANA

The excellent weather plus the opportunity to push the Porsche around the pylons brought out a record number of members and guests. Approximately 60 cars spent the afternoon sliding through the pylons in search of a silver trophy.

The gumkhana was well laid out and was a lot of fun to drive. A lot of credit goes to the event chairman, Tom Funk (no relation to Frick or Frack) and his wife Kay for running such a good event. Thanks also goes to the Union Oil Company for letting us use their parking lot and to the following "workers" who volunteered their time: Rod and Carolyn Gustafson, Roger and Bonnie Shapiro, Don and Hester Dyrda, Doris Beach, Vince Morreale, Jim Rossi, Jerry Schaub, Bud Crout, and our newest member, Al Marmalad.

Our own John Zmolek not only brought his 1950 356 coupe but also the staff of his educational instructional company, who spent the afternoon color videotaping the event. The tape was available for viewing at the dinner and provided quite a bit of entertainment.

The fastest time was turned in by Bob Hubert with an excellent 78.8, closely followed by Mike Vander Werf with a 79.0. Roger Shapiro cut the third fastest time of the event with a 60 H.P. Roadster, showing that skill can and will beat horsepower.

CLASS 1 356N, 356S, COUPES & CAB, 356C

Roger Shapiro	1600N	83.0	T
Ray Stonecipher	356N	87.0	T
Jay Gamel	356C	89.0	T
Robert Kohl	1600N	89.8	
Frank Wegner	356C	93.3	Guest
John Zmolek	356N	94.5	
Dave Slepcevich	356C	98.2	



CLASS 2 356 SUPER, 356 SC, S90, 914/4

Todd Katis	914/4	85.5	T
Don Dyrda	914/4	86.8	T
Dick Gunther	914/4	87.8	
Mark Leuzinger	914/4	88.3	Guest
Allan Redszus	356SC	89.0	



CLASS 3 912

David "904" Redszus	85.4	T
Robert Hallman	86.4	Guest
Richard Abeles	87.1	App.
Dick Farrell	89.4	T
Bruce Janacek	89.8	T
Norm Studier	90.8	T
Jim Bulgrin	91.5	T
Jerry Silverwood	92.5	
Stephen Hunter	94.0	
John Andringa	97.4	
Gerry Ridgeway	DNF	



CLASS IV 911, 911T, 911L, 914/6

Bob "Flash"			
Hubert	911T	78.8	T
Mike Vander Werf	911T	79.0	T
Jay Gamel	914/6	84.2	T
Jim York	911T	84.5	App.
Jerry Schaub	914/6	84.6	T
Ron Weiss	914/6	85.0	
Lance Flynn	911	86.0	App.
Hugh Myers	911T	86.5	App.
Wayne Potter	911	86.5	
Ben Hursch	911	86.9	
Bud Crout	914/6	88.5	
Hank Novoselsky	911	89.0	
Al "Passion"			
Marmalad	914/6	89.5	
James Dolian	911L	90.0	App.
Ernst Mueksch	914/6	92.2	
Lowrey Buchanon	911T	92.5	App.



CLASS V 911E, 911S

Dan Gallagher	911E	83.1	T
Horst Peppia	911E	86.0	T
Vince Morreale	911S	88.5	
Harold Beach	911E	87.4	
Mike May	911S	92.0	App.



CLASS VII LADIES 4 CYL.

Harriet Gamel	356C	87.5	T
Hester Dyrda	914/4	89.6	T
Sue Bulgrin	912	91.0	T
Sue Becker	914/4	92.0	
Bonnie Leuzinger	914/4	92.1	App.
Sandra Redszus	356SC	92.1	
Barb Redszus	912	92.7	
Kathleen Abeles	912	96.5	App.
Millie Hallman	912	DNF	App.



CLASS VIII LADIES 6 CYL.

Harriet Gamel	914/6	86.0	T
Susan Peppia	911E	90.0	T
Dolly Connor	911	91.8	Guest
Jane Mueksch	914/6	95.8	
Diana Gallagher	911E	102.0	



Best Time Overall

Bob Hubert 911T 78.8



Best Time Applicant Member

Jim York 911T 84.5





LE MANS NEVER WAS
LIKE THIS



I MAY NOT BE THE FASTEST
BUT I'M THE BIGGEST



OUR HUSBANDS ARE SO CHILDISH



WORKERS



MAYBE HE WILL BUY ME
CHATEAUBRIAND



CHEESE



GOD BUT I'M GOOD!





JERRY & EVENT CHAIRMAN



SO THIS IS HORST PEPPA



TAKE THIS BROWN
LICORICE AND . . .



SMILE WHEN YOU SAY SPEEDSTER



CHATEAUBRIAND MY FOOT



YOU MEAN I DID NOT WIN?



YOU WOULD HAVE BEAT
RODGER EASILY!



914/s ARE BETTER THAN THOSE
OLD UGLY 356s ANY DAY



STUDENT AND OLD MASTER



YOU CAN SMELL STICKNEY FROM HERE.



WE CAN SEE NO REASON WHY THIS MAN IS SMILING



WE'LL SNEAK OUT WHEN HE IS NOT LOOKING



THE BOSS



S M I L E



JUAN FANGIO



MY FATHER IS A BETTER DRIVER THAN YOURS.

THE POLE POSITION

Well - we did see Le Mans in person and it is all as exciting as McQueen's movie makes it seem. Arlene and I, along with our son Michael, did play traitor somewhat as we worked the signal pits four miles down the course at Mulsanne corner for NART's Ferrari team. This was great fun although we did not get back to the pits for some of the "hairy" action during the race.

Several days of "highly skilled" work at the garage getting 2 - 512's and 1 Daytona ready (moving rims, painting numbers, polishing, etc.) were the prelude to race day-nite-day. Lunch just prior to the race was prepared at a two star hotel and consisted of wines, cheeses, breads, and to beat all - stuffed lobster; this was complete with the appropriate table setting, napkins, wine glasses - a far cry from most races I've attended. Son Michael quipped at this point "I wonder what the poor people are doing today."

Pace lap - no more Le Mans start here either. The race, as followers have read, changed hands many times before settling down. One easy way to keep track of the cars was to listen for the high-pitched scream of the Matra (the right side of my head was numb for a week) till he retired. About four in the morning the adjacent Ferrari pit became ecstatic - they were first.

Timing of the cars each lap kept us tied to the corner and provided the discipline to keep us going as lack of sleep dulls the senses.

The ranks in the pit cleared out as the cars retired, but the French crowds stayed en masse. Being so highly keyed to the NART cars, there was still a pulse-quickening as a 911 would dodge in and out of traffic in the corner (particularly the silver coupes).

Then, the most tense moment for us - our 3rd place (Sam Posey, Ronnie Bucknam) 512 limped by with only 10 minutes left in the race. By much skill and much luck, a new shock was installed and transmission locked into gear it was on the track for the final lap with only 5 seconds left before the gun. Needless to say, we came unglued as the car went by for the last time - champagne flowed. Off we charged around the course with that swift of all vehicles - VW microbus camper - still felt like a 917 though. We vowed we would return again.

Mike, Arlene & Michael Vander Werf

MISC RAMBLINGS

We were sad to learn that Dave Korzenski broke both his feet in a motorcycle accident. We understand that Dave is recovering satisfactorily and hopes to be back driving his 912 as soon as possible. We all wish him a speedy recovery.

Dennis Skidmore finally sold his beloved 356 Cabriolet to our own Steve Miller. It is nice to know that the beautiful little red car will still be around; however, it is sad that the great RIVALRY (?) between Dennis and Roger Shapiro in the 356 Class is at an end. Now we will never know whether or not Roger would have finally beat Dennis in the last gymkhana.

At the present time the dealers do not know what effect President Nixon's economic policies will have on the price of new Porsches. However, it does not appear that the increase will be the ten per cent as it is almost certain that the seven per cent excise tax will be repealed by Congress.

You may notice that we have changed the Newsletter once again. The board has decided that the \$60.00 a month more than the booklet costs over and above this form (\$320 minus \$100 ad revenue equals \$220, old newsletter \$160) is more than the region can afford. We either need another ad or a cheaper Newsletter. We are sorry to see it go for it has been fun. Please let us and the board know your feelings in this matter.

The factory has announced that it will no longer make the soft back window Targa. If you want a Targa you will have to have the glass rear window. Alas! Alas!

It is the opinion of the editors that members who have more than one Porsche should be able to run all of them in our events but should only get regional points or trophies for one car.

With the acquisition of a 914/6 by Dennis Skidmore we now have ten 914/6's in the club. It would appear that there are almost enough to make their own class.

George Siegel recently married Lynne Malisaas. Congratulations and Best Wishes! However, it is sad to note that the acquisition of a family is forcing our friend George to sell his beloved 911S. It all goes to show that not even a 911S can replace a good woman.

CONCOURS

Over the next several months we will try to cover the five areas of an automobile; i.e., the exterior, interior, engine, trunk and bottom and the way we believe they should be cared for and concours preparation hints.

Generally when a person refers to a clean car, he is referring to the exterior of the car so that is where we will start.

There really is not too much I can tell you about concours preparation of the exterior of your car except that the car should have a good coat of wax. Use a cleaner first then a good 100% carbuna wax like Classic. Use a toothbrush to clean excess wax off the headlights and parking lights. When the car is waxed, all the letters and removable chrome should be taken off. This is not as difficult as it seems. However, when you put the letters back on, it is best to use "speed nuts" instead of the rubbers the factory uses for the next time you will have no trouble getting the letters off.

It goes without saying that the fewer rock chips and dings you have the better. Rock chip can be avoided by purchasing a "bra". In our opinion the best is the full bra from Colgan Custom that is advertised in Road and Track. One word of caution in its use - do not use a bra on a metallic car when it is extremely hot or the car is sitting in intense sun for the paint beneath the bra (actually the clear lacquer covering the metallic paint) becomes too hot and discolors. The best way to avoid dings is never to park your car anywhere where someone else drives it or can hit it. If you cannot do this, be sure and have a good body man.

The biggest enemy of your porsche is rust. Porsches usually rust in the rocker panels first. On the later model cars remove the six screws on the bottom of the aluminum rocker panel, remove the aluminum and clean underneath it. Then remove the drain plug from the bottom front part of the panel (the factory puts a hole in the panel so it will drain then seals it with a plug). Throw the plug away. Fill a flex-neck oil can with Zebart or some rustproofer and insert it in the hole. You may drill additional drain holes in the panel if you wish.

Then remove the door off the hinges (easier than you think) and cover the inside area forward from the hinges with the Zebart. Take all your chrome off at least once a year and clean beneath it especially along the window on top

of the door. Take your entire headlight and tail light assembly at the same time and clean behind them. Paint on all the Zebart you can. However, be careful not to plug the drain holes, in fact, drill a couple more.

Last but not least remove the air intake grill and clean behind it.

Of course, the best way to avoid rust is never to drive in the rain or snow, especially when the streets are salted. If you must drive in the salt, when you get your car home take a high pressure hose and hose off the bottom of the car in all the hard-to-get at places. Do all these things and your Porsche will last years longer and will look much better.

Dan Gallagher
Henry Novoselsky

TECH TIPS

From the Sun Valley Parade comes these revelations supplied by Porsche/Audi.

1. PURALATOR PC 34 is the only domestic oil filter that should be used on 911 and 914/6 engines, as the other domestics bypass valve is too weak.
2. Maximum operating temperatures for engines is 260°F. The seals break at 280°F. Normal operating temperature is 175-210.
3. The factory only recommends single weight oils.
4. Use 40 weight oil if temperature is above 90°F or add a viscosity thickener to 30 weight oil.
5. Adjust 911, 914/6 valves at 600, 6000 and then every 12,000 miles.
6. 911, 914/6 oil pressure at 165°F and 6000 RPM should be 88PS; (plus or minus 12 PSI) at 2500 RPM it should be 50 PSI (plus or minus 1 PSI).
7. Replace oil filter every 6000 miles.
8. Late model 1971 911s had a different engine shrouding and upper section of grill which reduced cooling by 15 per cent.
9. It is easier to bleed your brakes when the calipers are hot.

1971 SUN VALLEY PARADE

This was a great Parade. Sun Valley was a perfect setting for the 16th Porsche Parade and lived up to its name with sunshine every day. Over 350 cars were registered. The Chicago Region was represented by 16 Porsche Pushers. Flying in were the Godows and Guy Revesz, Dean, Millie and Tyler Bangert came in their air-conditioned Cadillac (to a Porsche Parade?), driving Porsches were Willworths, Tallis', Huberts, and finally, in green 912's were Potters and Myers.

The official start day of the Parade was Tuesday but the concours nuts (like the Huberts) arrived Saturday to get their car in shape for the judging. Huberts and Willworths entered the concours with 107 other Porsches but finished out of the trophy class. The Parade Concours was interesting to us in that the condition of the average car was almost better than the best of Chicago's concour cars (Dan Gallagher excepted).

The banquet after the concours was an outdoor barbeque. In fact, all the meals were eaten outside. The weather only threatened once so no one got wet. One thing for sure, when the sun goes down in Sun Valley, it gets cold quickly.

The autocross was held on public roads which were blocked off for the occasion. The course was easy, only about ten per cent DNF's, but pylons were so arranged to make it about an even match between acceleration and handling. Trophy winners for Chicago Region were: 911 Class, Bob Hubert - 5th place; 912 Ladies, Helga Meyer - 2nd place; 912 Mens, Jerry Meyer - 1st place.

The hillclimb was publicized as fast and dangerous. It lived up to its advertising by claiming 7 victims. No one was injured except in the pocketbook. A 912 out of control went backward through a checkpoint scattering the workers, slowed down by hitting some trees, and smashed into a parked VW. They brought it down the hill and parked it at the start line just as I was making my run, that was done to slow people down, it worked. The course was over 5 miles of Route 93, a main highway in Idaho. With the cooperation of the Governor, it was available for use. Regular traffic was held up while runs were made and then allowed to go through.

Bob Hubert placed 6th and Jerry Meyer 4th. A special trophy has subsequently been awarded to Wayne Potter. It seems that the two green 912's from Chicago returned from the autocross at a speed of 105 MPH downhill, (if Jack Cooper or Dr. Klaren don't believe that Wayne's 912 can go that fast, I have photographic proof).

The Rallye was an interesting exercise in computation. The scenery was gorgeous through the Sawtooth Mountains. Since there is a dearth of roads in that section of Idaho, the rallye was made difficult through gimmicks and speed changes. Out of 70 instructions there were about 60 speed changes. At a speed of 40 MPH we found it impossible, running unequipped, to make speed changes each 0.3 miles. About five gimmicks were used to catch the unwary. Forty per cent of the entrants forgot to convert the kilometer per hour instruction to miles per hour. Alas, no trophy winner from Chicago, but in order of finish were Marion Potter and Florence Godow, Wayne Potter and Rew Godow, Bob and Helen Hubert and Jerry and Helga Meyer.

The last Parade event was the technical presentation and the technical quiz. Porsche-Audi set up a series of interesting talks that were well attended. Roger Chaney supplied an interesting quiz keyed to whatever kind of Porsche you happen to own. Our zone coordinator, Mike Robbins, took 1st place in the 356 category, Helga Meyer was 5th in Ladies 900 series, and Jerry Meyer was 1st in Mens 900 series.

The Porsche Family of the Year award was presented to Dean and Millie Bangert. Millie accepted the award, since Dean could not be found. (Did we really hear Millie announce that Dean was in the bathroom?)

Sun Valley '71 was an educational experience for those of us involved in the 1972 Parade. Everyone in the Chicago Region can find a job to do in next year's Parade - and we will need them.

Jerry Meyer