

CHICAGO SCENE

JANUARY
1973

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DATES

January 21

Ice Gymkhana

February 25

Rallye



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THE REAR VIEW MIRROR

NOVEMBER EVENT - TECH SESSION

The tech session overcame all obstacles and was actually very successful. Surprisingly, most of the club showed up to inspect the 1973 models, and to get all the technical details from Mr. Hurte of Porsche Audi Division.

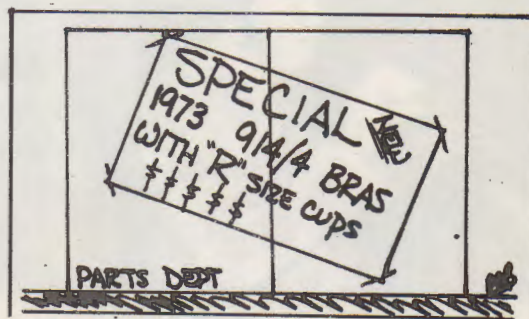
The date and location change had the "powers that be" worried whether the membership could change their plans to attend. They did. The tech session was held at the newest Porsche Audi dealer in our area, Scala-O'Brien, located in the city of Chicago. I am sure all the membership was impressed with the facilities, but they were even more impressed with the hospitality we received from Mr. & Mrs. Scala, Mr. & Mrs. O'Brien, and their staff. These fine people went to a lot of trouble to get to know us. They must have bought out every delicatessen on the north side, for, not only was the food great, but there was enough for an army. Much thanks!

The tech session and new model presentation was well handled by Mr. Hurte and Mr. Chris Dickens of the Porsche Audi Division.

We sometimes overlook all the help PAD gives us. We may take them for granted, but we do want to thank them for their interest in us and the help we receive.

All in all, it was a very good tech session. The new models were as one would expect from Porsche; continued improvement on a great car.

The crowd was friendly and well fed. Thanks to all who helped make this rainy November day a lot better.



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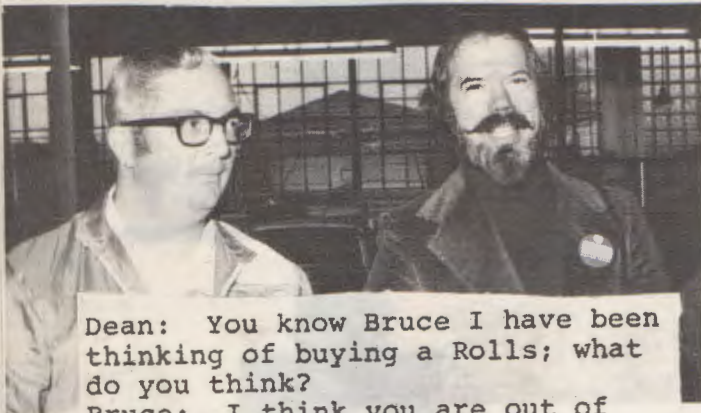
Mr. & Mrs Scala and Mr. & Mrs. O'Brien



Our Fearless Leader



Mr. Al Hurte



Dean: You know Bruce I have been thinking of buying a Rolls; what do you think?
Bruce: I think you are out of your mind.



Censored!



Neil Holleb, Electrical Genius



Worst Half Porsche Audi at O'Hara Tech Team.



Gene Bussian and son (we don't care if you have owned 10 Porsches in the past; you don't own one now and you just have got to own a Porsche)



The family that techs together stays together



1972 recipient of the Rew Godow best-dressed member award and friend



It sure is a gook thing you have your father's good looks and your mother's hair.



How can a good looking man like you drive such an ugly car.



With these prices, all I can afford is this 914



Yes, I did find 50 more horsepower in my 914 - it's called a 914/6



Lance Flynn, winner of the 1972 Dennis Skidmore memorial baby face trophy.



The Gallagher Girls



Actually we prefer driving events



Really, it was sort of ridiculous watching all you "grown ups" slide down my fire pole



Several months ago, I unequivocally stated that my father was the best-looking man present; today, I would like to reiterate that position; now, if he could only drive



Contrary to all those rumors, I definitely will not be running another rallye. Absolutely, positively, no!



So who wants to go on a Stonecipher rallye anyway?



Over the years I have been the butt of jokes about Dubuque; I want you to know that I can't take it any more and have decided to move to Chicago. (Editor's Note: You can take the boy out of the country-but you can't take the country out of the boy)



We only came to get the free beer



I can't understand it; I'm a lot better looking than White, drive better, keep my car cleaner and even with his white socks, I can't get any girls. Could it be I don't use Mennen's foot power, or could it be I just look too damn silly!



Old time member, Irv Gehring, attends his first event in four years. Irv's only remark is that he has been too busy. Hope to see you again before 1976



Jack, don't listen to them about growing long hair and sideburns; you've come a long way for a small-town undertaker



We are just getting in practice for the dinner dance.



We may be newcomers but we think we will fit right in - you are a crazy looking bunch.



Bonnie I do not want you to do anything you will feel bad about



If you think this is a friendly bunch now, wait till you see them at the dinner dance.



This is all so exciting

THE REAR VIEW MIRROR - Cont.

DECEMBER EVENT - ANNUAL DINNER DANCE

It was the perfect end of a perfect year. Not only was 1972 the finest year in the club's history, but it was also the greatest dinner dance most of us had ever been to.

Only one short year ago the membership had its misgivings as to whether we would survive as a region with the Parade. Well, we sure did. The events, on the whole, were better than ever and better attended. The membership had a feeling of pride and a closeness that had not been seen to that extent before. The Parade, the check presented by Chairman Potter tells the story. As the song says, it was a very good year.

Biltmore Country Club provided a rural setting for this year's gala gathering. This rustic setting, plus the blizzard which was going on at the time, gave just the right background. Those of us who made it through the drifts were not disappointed. Hank & Debbie Novoselsky received a hand out of a ditch by the local constabulary, and arrived with a police escort.

Event Chairman Dennis Skidmore arranged a change of pace this year. The band was definitely a rock band, and they were very good.

It appeared that most of the members approved of the change, as the dance floor was filled until the band quit at 2:30. What a time! I have never seen so many people having such a good time. Some of the "older" members adjourned to the hotel down the road. However, when you find people like Bob White and Bob Gummow dancing, you know that everyone must be having a great time.

The outgoing board was given a big hand, and the new board introduced. Mr. Hurte of PAD presented the trophies to the class winners of 1972. PAD donated the trophies, for which we are thankful. Dan Gallagher repeated as overall Champion and won the Rallye award. Bob White picked up the Concours award, (benefiting from the fact that Gummow's car was not ready for the March Concours) and Colleen Booth, Helga Meyer, Mike Vander Werff, Todd Kaitis and Bob Buchthal won the Gymkhana awards.

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ALL SIZES - ALL RATINGS

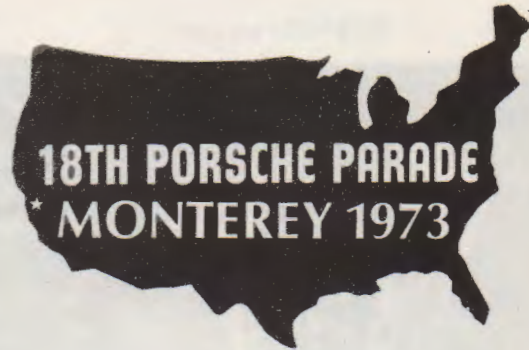
THE REAR VIEW MIRROR - Cont.

We would like to thank our friends, the Porsche Dealers, who helped make this evening a huge success. Scala O'Brien and Shoreline who donated the champagne, and Porsche Audi at O'Hara who donated the door prizes. Dean and Millie Bangert received the dubious achievement award, which was made by our arty president. Bruce Janecek is the recipient of the Henry Novoselsky memorial drinking trophy. June Skidmore and Barb Redszus are the joint recipients of the Jerry Meyer Memorial award for "the best dressed women". Bob "white socks" White and Mike "Black Bart" Vander Werff received accolades as the most distinctive male dressers of the year. (Rumor has it that White has only one pair of white socks, and Mike only one black "T" shirt.)

A special word of thanks to Neil Holleb, who had his IBM equipment print us a new membership directory. It is the unselfishness of people like this who make this a great club.

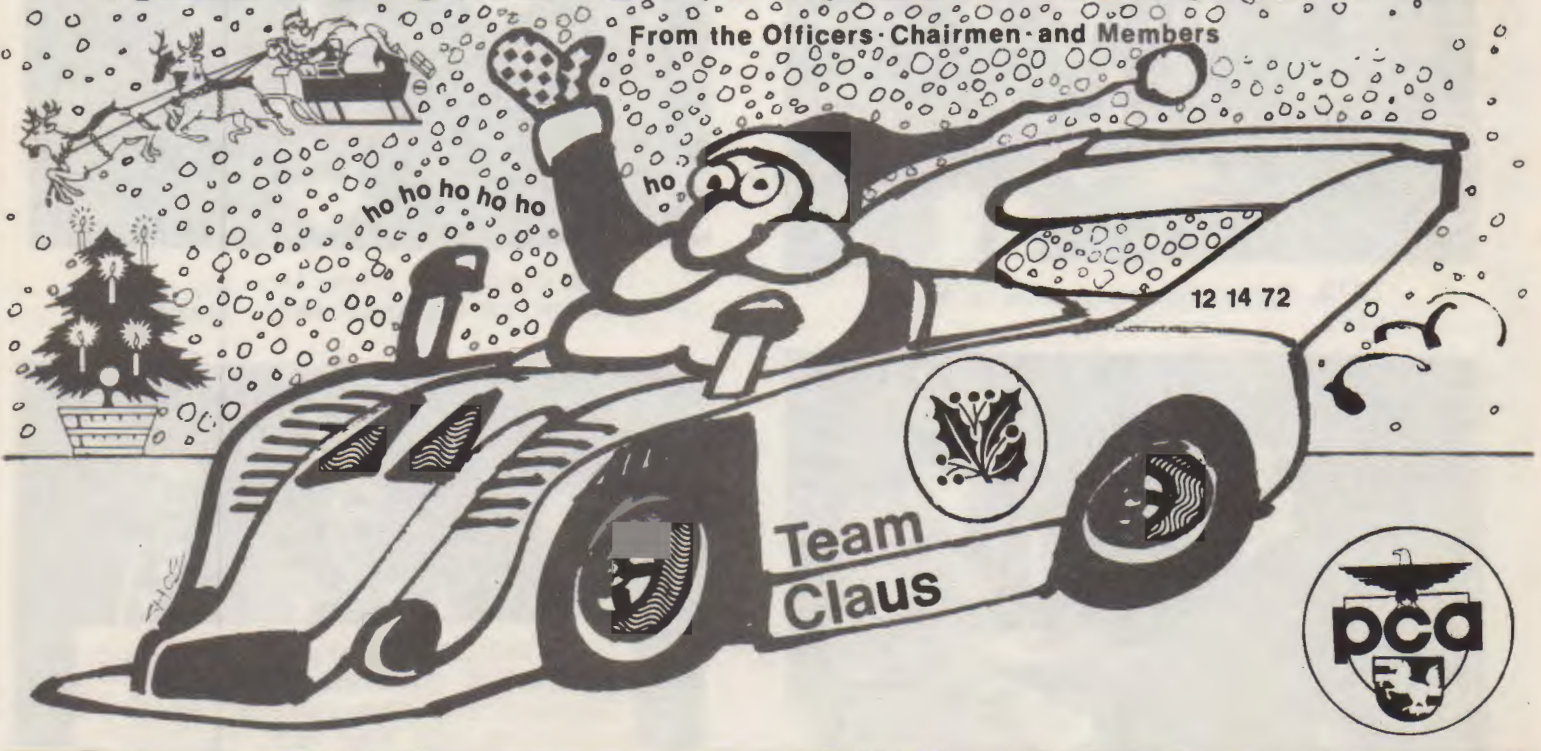
We believe the membership was happy to be back at the Biltmore. The food was truly excellent; as it has been all year. As we said earlier, it was the perfect ending to a perfect year.

Thanks once again to the Skidmores and everyone else who worked so hard to make this event as successful as it was.



SEASON'S GREETINGS

From the Officers · Chairmen · and Members





Registration



This months inferior foreign import



Parade Chairman presents new President with a check for \$1,400, our share of the parade profits.



1972 overall champion receives trophy



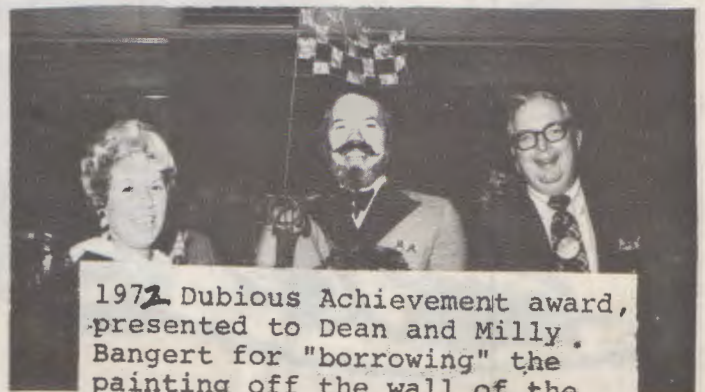
1972 Gymkhana champion (5-way tie)



1972 concours champion (my bottom is cleaner then yours)



1972 Rallye champion (cannot find his way to the men's room)



1972 Dubious Achievement award, presented to Dean and Milly. Bangert for "borrowing" the painting off the wall of the bar in the Holiday Inn of Dubuque in full view of 100 people.



The growing number of men of distinction who have done away with society ditates and joined the very exclusive White Socks Club.



Diane presents door prize to Grandma Potter.



You're not really a Grandma, are you?



Last year you stated that you knew why I was smiling - well it is the same reason why I am smiling now.



You two guys thought I was kidding when I said I could not stand it any longer, and was leaving Dubuque; well you ought to see my flashy clothes and my groovie pad - I have arrived!



I knew that when you were in California you could not keep up with what all was happening so I will fill you in - I am the hottest thing to hit this club since Gallagher's Spyder caught on fire.



I know ... I know ... the Alfa Club did have Lasagne at its dinner dance; I did not dance the Tearentella



Could you please call us something other than - "the clubs other set of mad Hungarians"



Baby, ring my chimes!



The Band



Mr. and Mrs. Scala, doing their thing; by the way thanks for the bubbly so we could do ours.



I don't care if you are eight months pregnant; I want to dance



Judge Siracusa and his wife Betty, honor us with their presence



Harry asking Mr. and Mrs. Hurte when the price of a Porsche will drop to reasonable levels



Susan, don't forget this although I don't wear white socks I still pay the bills.



Ron Rogginger and the same sweet young thing.



Give me a little kiss will you?



And we thought the California parties were wild.



Alex Windorf and friend



Have you ever kissed a dirty old man in a beard?



Irv Gehring attends his second event in four years.



Last year I mentioned that we should have taken dance lessons, so we did - Fox Trot, Samba, Tango; and here we are still setting.



Ben, I am just getting to old for this sort of thing.



This is our first PCA dinner dance but it sure won't be our last.



I want to make it with you



Ron, I understand you are finally getting the S back together



Who needs a Winnebago?



George and Linda—the boys back at Porsche Audi at O'Hare don't know what they missed.



We thought this was going to be a nice sedate party; boy were we ever surprised, right Bruce?



If I had known that the party was going to be this wild I would have brought the Winnebago.



Dr. Cunther and wife, Joyce, getting it all together



Everybody dance!!



Mr. and Mrs. Mike Landrum, fresh from the ARRC in Atlanta. Congratulations



No, Alan I will not!



Our hero discovered that Lynne is French Canadian



Jerry, if you were only a little taller I could go for you, but you are a quite little thing!



Jackie Stewart Morreale and friend



Chuck Regan and Collen Booth discuss proper driving techniques



Even Bob Gummow finally danced



The era of swing!!!



You know Susan, take off his white socks and he is just an eccentric, balding egg head



Hollywood



Don't beleive it



You people are really okay, we are happy we came



You know what Carolynn, those husbands of our would never dance to this rock!!



Kiss me you fool



Well if our husbands won't we may as well dance with each other



Dán: I could get to like you if you were only Irish, would shave, and didn't drive so well.

COMING EVENT

JANUARY EVENT

DATE: Sunday, January 21, 1973
TIME: Reg.: 10:30 A.M. -- Start: 11:00 A.M.
PLACE: Sterlingworth Motor Inn, 6 miles north of Elkhorn, Wisconsin, on Highway 12.

Once again the worst month of the year will be saved by another of Gritzmacher's famous north of the boarder Gymkhana. Yes, frostbite fans, the time of the year when the old Porsche will walk on water; frozen water, is here again.

Ray Cuny still believes that the only useful purpose ice serves is in a martini glass.

Event Chairman Wayne Gritzmacher promises us that the weather will be much nicer this year; will you ever forget last year's -20° F.? Our beloved Gritz is planning some interesting changes from our usual Gymkhana courses. This event probably will feature a mirror course where you can have the excitement of trying to beat the other Porsches to the finish line. Wayne informs us that this event may be run for regional points (contrary to usual practice); so if you are planning to upset the present overall champion; you had better be present. Four classes will be run again this year: men with snow tires; men with regular tires; women with snow tires and women with regular tires. Only one passenger will be allowed, and then only in the front seat. This event will be limited to Porsches.

The Sterlingworth is a nice winter resort that offers you the opportunity to be at the helm of a snowmobile (at reasonable prices), or on a pair of ice skates next to your own Sonja Henie, relaxing in a heated pool, or just plain socializing. The Sterlingworth has added a new addition to the resort.

wish to stay over should probably be able to get accommodations.

Dinner (remember the great sirloin of beef) will be served promptly at 5:00 P.M. This event is always a lot of fun, so bring along your "longies", ice skates and have a good time.

FEBRUARY EVENT

DATE: Sunday, Feb. 25, 1973
TIME: Reg.: 11:00 A.M. First car off 12 noon.
PLACE: To be determined.

Not much is known about this event as of this writing except that there will be an awards dinner following. The dinner will be held close to the metropolitan Chicago area. So dust off your stop watch, review Larry Reed's Rallye Tables, talk your wife into rallying with you again, and come out and have a good time.



PORSCHE CLUB OF AMERICA
CHICAGO REGION
SCHEDULE OF 1973 EVENTS

Jan. 21	Ice Gymkhana
Feb. 25	Rallye
Mar. 25	Concours/Wine Tasting
Apr. 15	Gymkhana
May 19-20	Weekend Special
Jun. 2-3	Driver's School
Jun. 24	Driver's School
Jul. 15	Gymkhana
Aug. 5	Rallye
Aug. 19	Potter's Picnic
Sept. 14-15-16	Elkhart Weekend
Oct. 7	Gymkhana
Oct. 27	Rallye/Halloween Party
Nov. 11	Tech Session
Dec. 8	Annual Dinner Dance

PRESIDENT
MERV ROSEN 336-2336

MEMBERSHIP
MIKE VANDER WERFF 474-9444

"We have received some additional news about the 1973 Monterey Parade this month. If you are considering attending, I would suggest you decide within the next six weeks, or so. Registration opens January 1 and there will be a limit on certain functions. Rates at the Del Monte Lodge will range from \$24 to \$34 ... The concours is to be held on the Pebble Beach Golf Course and includes a box lunch from Porsche-Audi...Dr. Porsche is expected to attend...The rally seems to be in good hands (John Clever, not to be confused with Eldridge Cleaver) and will have about seven checkpoints, and will take you through some of the finest country in the world, the Monterey Peninsula... Wednesday, originally a "free day", is now being considered as a Driver's School day and will include a "chalk talk" to prepare you for the Laguna Autocross. It sounds like a busy, fun-filled week. Western Parades generate a lot of interest, and early registration for this one is a must!"

**Porsche owners
are different from
car owners.**



MISCELLANEOUS RAMBLINGS

The editor of this rag would like to take this year-end opportunity to thank the people who made this newsletter possible. First, thanks to the advertisers, who provided the funds so vital for this enlarged newsletter. We sincerely hope that the club members patronize these establishments.

Secondly, thanks to those members who contributed articles during the last year. To Bob White, Jim Gladish, Jerry Meyer, Roger Shapiro, Bob Hubert, Bob & Jenny Gummow, Harry Muellich, the White girls, and Wayne Gritzmacher, and anyone else I may have missed; your help was greatly appreciated. I hope the membership will continue to submit articles of interest.

Thanks, also, to Harold Beach and the Dubuque contingent for keeping the editor's camera working.

We have been informed that Florence Godow is still ill. She would probably enjoy hearing from you.

Rick and Kathy Abeles were unable to attend this year's Dinner Dance because of a pinched nerve in Kathy's back. We hope she is up and about shortly. By the way, Kathy has been burning up the Gymkhana courses in the BMW Club. We are sure she learned to drive in a Porsche, however.

While on the subject of burning up tracks, congratulations are in order for Mike Landrum, who did very well in the SCCA Formula Ford class, and was invited to the ARRC in Atlanta. Unfortunately, bad luck hovered over him down south. Congratulations, also, to Mike Vander Werff who finished second in the SCCA Divisional Solo II series. Mike also learned to drive in the Porsche Club.

At the last board meeting, several matters of significance occurred, which should be brought to the attention of the general membership. The board approved the purchase of

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MISC RAMBLINGS CONT

The December 2 issue of Autoweek contains a twenty page special supplement, "The Porsche Era Arrives, Can-Am 1972." This should be required reading for any Porsche Pusher.

Mark Donahue, in an interview entitled, "How to Win the Can-Am" makes some interesting statements. We thought you might be interested.

"Penske Racing dethroned McLaren because it built a better Can-Am car (as distinct from a better McLaren).

Porsche was particularly well suited to play the role of better-Can-Am-car-builder because of its uncanny talent for making innovative and unique ideas work successfully. Porsche likes nothing better than to experiment with and develop lightweight metals and high performance plastics. Special casting techniques, machining processes and welding technology are Porsche's forte and it can justify the tremendous expense of this exotic engineering play because many of the ideas exploited for race cars eventually become incorporated on production cars.

Porsche, by the way, insists upon using synchronized gearboxes in its race cars (which is very unusual) because improvements in them will have direct application to the production cars and because the lessons learned from past production gearboxes smooth the way for racing gearboxes.

The pattern is very much the same with all the components of the Can-Am car; brakes, axles, steering, engine and wheel castings. In fact the same engineering talent is often used to work on both racing and production car design.

All cars Porsche builds, whether race cars or production cars must pass the same endurance test at the proving grounds. They must survive trips through half foot deep puddles, potholes and cobblestone streets at speed which, for the race car, is about equivalent to driving down railroad ties at 100 mph. No monocoque Can-Am car built could survive the shock loads that the tube frame Porsche had to absorb before it was released to Penske racing. Mark assures us that anyone watching one of these tests would never again question the durability of a Porsche -- and that anyone driving these tests will find his guts homogenized in about a half hour. Panzer is not all that inaccurate a nickname for the turboPorsche.

Porsche, unlike so many other factory teams in racing, is unburdened by the enormous weight of traditional thinking. At -18- Porsche the only tradition is winning races -- this is why its racing cars tend toward the unconventional -- as do its street machines.

In Donahue's words, "Listen to the old time racers and they'll tell you that antidive is junk, tubular frames are junk, air cooled engines are junk ... but we have all of those things." He might as well have added -- we win with them too. The reason is simple, the decisions to go with the unusual design features of the 917 (or any other Porsche) are based upon engineers' opinions of the most practical way of solving an engineering problem. There is no consideration given to prejudice or tradition. Period, end of sentence.

The Penske cars ran very conservatively this year. According to Donahue, the 920 + horsepower figures quoted for the Porsches is grossly overrated. Installed horsepower of the engines was close to 820 hp measured on the same scale as McLaren's 780 hp. There is just no reason to "tighten the screw" and sacrifice reliability when you don't need it to win. All along, the Penske plan has been to get the turbos to give just a little more power than the Chevys had and force them to over-extend their reliability -- while the Porsche engines ran understressed. It obviously worked, McLaren had a horrible finishing record (for McLaren), while Follmer's record was phenomenal for the Can-Am -- especially for the car's first year in the series. For the Penske team, there was only 1 finish less than fifth place (a DNF due to a blown tire) and the problems that returned anything less than a win were all due to minor failures of non-critical parts ... or running out of gas.

They still haven't unveiled the rustproof car.



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RALLYE

CHAPTER 2 (2.013 Corrected) of the ongoing saga of Auf and Zu and their heartrending tale: "Do we really have to rally?"

Auf and Zu have paid their money and received their car number and General Instructions. "Hey, Auf, it says here that this is going to be a TSD Rally, what does TSD stand for?" "Well, Zu, TSD stands for Time, Speed and Distance. A TSD rally is straight forward and doesn't contain gimmicks. In that way skill, experience, and determination will win out. Luck and happenstance just do not enter into the outcome."

"But Auf, how come you didn't come in first in that rally we just had out there in Dubuque?"

"I can't figure that out either, there I was, cranking away at my Curta Calculator, taking readings every 1/10th of a mile, when my driver says 'I smell a check-point coming up, I smell one coming up on Gummow Road.' Cranking away and yelling the times out loud, we passed the check-point with no more than a one-second error, according to my calculations. I yelled 'we zeroed the check-point', then I got my slip. We were 1.36 minutes early. How could that happen? My calculations were correct, I thought. But it was true, there was Gummow with that little flag, standing there on the side of the road, Gummow Road at that. Come to think of it, that's like having General Pulaski flag you down on the South-side of Chicago."

"Auf, you're running off at the mouth, you are supposed to tell the people the relation between Time, Speed, and Distance."

"I'm sorry."

$$\text{Distance(miles)} = \frac{\text{Time(hours)} \times \text{Speed (miles/ hour)}}{\text{OR}}$$

$$\text{Distance(miles)} = \frac{\text{Time(minutes)} \times \text{Speed(miles/ minute)}}{\text{OR}}$$

$$\text{Distance(miles)} = \text{Time(min)} \times \frac{\text{Speed(mile/hour)}}{60 \text{ min/hour}}$$

Usually it's Time you want to calculate. What you must do is compare Calculated Elapsed Time and Actual Elapsed Time Staying 'on time' means that your Actual Elapsed Time is the same as your Calculated Elapsed Time. Using the formula above and solving for Time, we get:

$$\text{Time (minutes)} = \frac{\text{Distance(miles)}}{\text{Speed (miles/min)}}$$

In the heat of a rally, it's a lot easier to multiply than to divide. Therefore, we come up with a slight variation of the formula above:

$$\text{Time(minutes)} = \text{Distance(miles)} \times \frac{1}{\text{Speed (mile/min)}}$$

The factor of 1/Speed is called the reciprocal of speed. For purposes related to simplicity, I'll call the Reciprocal of Speed - Deeps, which is Speed spelled backwards. Therefore our formula will now look like this:

$$\text{Time (minutes)} = \text{Distance (miles)}$$

$$\times \text{Deeps (minutes/mile)}$$

Let's take a look at Deeps for a second. The faster you go in Speed, the larger the number (miles per minute). The faster you go in Deeps, the smaller the number (minutes per mile). Are you still with me?

Therefore, if we express Deeps in units of minutes per mile, we can calculate more easily, i.e. multiply instead of dividing in order to arrive at Time. Normally, we are given Speed, expressed in miles per hour, but we want Deeps, expressed in minutes per mile.

$$\text{Deeps(min/mile)} = \frac{60 \text{ (min/hour)}}{\text{Speed(mile/hour)}}$$

$$\text{Deeps} = \frac{60}{\text{Speed}}$$

Examples:

$$34 \text{ mph} = \frac{60}{34} = 1.7647 \text{ min/mile}$$

$$52 \text{ mph} = \frac{60}{52} = 1.1538 \text{ min/mile}$$

If we want to find out what our Calculated Elapsed Time is for:

5 miles at 32.2 mph

First: Convert Speed to Deeps or

$$\frac{60}{32.2} = 1.8634 \text{ min/mile}$$

Then: As long as the Speed remains constant, just multiply the Deeps factor (min/mile) by the mileage and you have your Calculated Elapsed Time.

Examples:

$$5.0 \text{ miles} \times 1.8634 \text{ min/mile} = 9.32 \text{ min}$$

$$10.0 \text{ miles} \times 1.8634 \text{ min/mile} = 18.63 \text{ min}$$

$$22.0 \text{ miles} \times 1.8634 \text{ min/mile} = 40.99 \text{ min}$$

WHY THE ODOMETER CHECK?

In the TSD formula, Time is constant - we must assure that your watch and the official watch are both correct and therefore the same. However, when it comes to Distance, there are actually three Distances. The Official Distance (D, off), your Odometer Distance (D, odo), and the real Actual Distance (D, act). Once again, I'll simplify:

$$\text{Official Distance} = \text{Doff}$$

$$\text{Odometer Distance} = \text{Dodo}$$

-19- Since the real Actual Distance has no bearing on the results, we do not concern ourselves with it.

We would like to have Dodo=Doff, but since few of us are that lucky, or privileged to have a variable odometer, it's best to correct something we can change more readily in order to compensate for the differences between the Official Distance (Doff) and your Odometer Distance (Dodo).

Since we can't correct Time or Distance, the only thing left is Speed - hence the 10.0 mile Odo Check - hence the Correction factor.

Here's the logic behind the whole thing. Let's assume that your Odo reads 11.2 miles at the end of the 10.0 mile Odo Check. This means your Odo is fast in comparison with the Official Odo. Since you have to cover more ground than the Official Car (11.2 vs. 10.0), you will have to go faster in order to make up for that extra 1.2 miles.

The reverse is also true. If your Odo reads 9.1 miles at the end of the 10.0 mile Odo check, you will have to go slower, because you don't have to travel as much as the Official Car.

$$\text{Speed Correction Factor (SCF)} = \frac{\text{Odometer Miles}}{\text{Official Miles}}$$

In a like manner, remembering then Deeps is the reciprocal of Speed

$$\text{Deeps Correction Factor (DCF)} = \frac{\text{Official Miles}}{\text{Odometer Miles}}$$

The Deeps Correction Factor (DCF) also turns out to be the Distance Correction Factor.

This becomes handy when converting from Official Miles to Odometer Miles.

$$\text{Doff} = \text{DCF} \times \text{Dodo}$$

The important thing to remember here is that if you are expressing your forward velocity in Speed, use the SCF (Speed Correction Factor). If you are expressing your forward velocity in Deeps, use the DCF (Deeps or Distance Correction Factor).

Go back to our example where we read 11.2 miles at the 10.0 mile Odo Check. We said we had to go faster. Right? Right! To make everything correct again or to correct for the Distance Differences, we DO NOT use the Speeds given to us in the Route Instructions. We DO use a Corrected Speed.

$$\text{Corrected Speed} = \text{SCF} \times \text{Official Speed}$$

$$\text{Corrected Deeps} = \text{DCF} \times \text{Official Deeps}$$

Normally you do the Speed to Deeps conversion first, while going through the 10.0 mile Odometer Check and then do the Correction conversion. We do this IN THIS ORDER because we have the spare time during the first 10.0 miles. Use this time to your advantage.

Let's go through it again.

1. Convert Speed units to Deeps units i.e. miles/hour to minutes/mile

$$\text{Deeps (min/mile)} = \frac{60 \text{ (min/hour)}}{\text{Speed (miles/hour)}}$$

2. Calculate your Deeps Correction Factor DCF

$$\text{DCF} = \frac{\text{Doff}}{\text{Dodo}} = \frac{\text{Official Distance}}{\text{Odometer Distance}}$$

3. Correct the Speed figures, given in the Route Instructions. For example: the Official Speed is 24.6 mph.

$$1) 24.6 \text{ mph} = \frac{60}{24.6} = 2.4390 \text{ min/mile}$$

(Official Deeps)

- 2) At the end of the 10.0 mile Odo Check, your Odo reads 9.7 miles

$$\text{DCF} = \frac{10.0 \text{ miles}}{9.7 \text{ miles}} = 1.0309$$

- 3) You then proceed with the rally at a corrected Deeps of

$$\text{DCF} \times \text{Official Deeps} = \text{Corrected Deeps}$$

$$1.0309 \times 2.4390 = 2.5144 \text{ min/mile}$$

- 4) Now it's just a simple matter of multiplying your Corrected Deeps by your Odometer Distance, and the answer comes out as Calculated Elapsed Time. This, you compare to your watch and Voila! you know whether you're ahead or behind.

More Examples:

$$\text{at Dodo} = 5 \text{ miles Time} = 5 \times 2.5144 = 12.57 \text{ min}$$

$$\text{at Dodo} = 10 \text{ miles Time} = 10 \times 2.5144 = 25.14 \text{ min}$$

$$\text{at Dodo} = 13 \text{ miles Time} = 13 \times 2.5144 = 32.69 \text{ min}$$

If you are in the unequipped class, you can choose mileage checks that would make calculations easy, i.e. 10, 15, 20, 30 miles, etc.

Next installment: DEALING WITH SPEED CHANGES

**COMPLIMENTS
OF
C & S DIVERSIFIED CORP.

BUD CROUT, PRES.**

1972 RESULTS

OVERALL(TOP TEN)

Dan Gallagher	60
Bob White	52
Roger Shapiro	46
Helga Meyer	39
Diane Gallagher	36
Wilma White	36
Jim Gladish	32
Dick Gunther	32
Jerry Meyer	30
Bonnie Shapiro	29

RALLYE RESULTS

Dan Gallagher	18
Dick & Joyce Gunther	16
Roger Shapiro	16
Jerry & Barb Ridgeway	15
Bonnie Shapiro	13
Helga Meyer	12
Jim Gladish	11
John & Joan Dolian	9
Diane Gallagher	9
Ray & Gene Urbana	9
Bob White	9
Harold & Doris Beach	8
Paul Dickerson	6
Jerry Meyer	6
Bonnie Gladish	5
Rip Patterson	5
Hester Dyrda	4
Linda Patterson	4
Ron Bodinet	4
Chuck Vischulis	4
Dean & Millie Bangert	3
Wayne & Eileen Coursey	3
Al Marmalad	3
Jim Rossi	3
Norm Studier	3
John & Joan Andringa	2
Todd Kaitis	2
D. Pivan & R. Pivan	2
George & Linda Gutmann	1
Dick & Rick Gollhofer	1
Tony & Judy Perry	1
Horst & Sue Pepp	1
Wayne Gritzmacher	1
Wally & Anita Ryback	1

CONCOURS RESULTS

Bob & Jinny Gummow	30
Bob & Wilma White	28
Dan & Diane Gallagher	27
Wally & Anita Ryback	17
Harry & Betty Muellich	16
Lee & Ginny Ryan	12
Joe Marcin	11
Roger & Bonnie Shapiro	10
Hursh-Dyrda	6
Dan & Sandy Gerow	6
Al Marmalad	6
Harry & Betty Willwerth	6

Dick Burcaw	4
Ron Bodinet	4
Wayne & Eileen Coursey	4
Rip & Linda Patterson	4
Wally Schrepfer	4
Frank Dunn	2
Rick Warren	2
Eugene Urbana	2
GYMKHANA	
Colleen Booth	27
Bob Buckthal	27
Helga Meyer	27
Todd Kaitis	27
Mike Vander Werff	27
Jerry Meyer	24
Roger Shapiro	23
Jim Gladish	21
Dean Bangert	20
Bonnie Gladish	18
Dick Gunther	16
Chuck Regan	16
Dan Gallagher	15
Bob Hubert	15
Dennis Skidmore	15
Bob White	15
Wayne Gritzmacher	13
Joe Marcin	13
Wayne Potter	12
Don Dyrda	10
Al Marmalad	10
Alex Wendorf	9
Dave Redszus	9
Rip Patterson	9
Chuck Fowler	9
Ron Rogginger	9
Ed Jung	9
Linda Gutmann	9
Bruce Janecek	8
John Towey	8
Wilma White	8
Nichlaus	6
Kathy Abels	6
Sue Bulgrin	6
Bonnie Shapiro	6
Wayne Scahor	6
Frank Wagner	6
Ted Klint	6
Wayne Coursey	6
Sue Becker	6
Tony Perry	5
Neil Holleb	5
Susan Pepp	5
Rick Abels	4
Lance Flynn	4
John McInnis	4
Judy Perry	4
Dennis Green	4
Hester Dyrda	4
Richard Collins	4

Dan Gerow	4
George Gutmann	4
Sandy Gerow	4
Al Frohlichstein	3
Barb Redszus	3
Donna Wendorf	3
Jim Bulgrin	3
Rick Collins	3
Julie Frohlichstein	3
James Peterson	3
James Dolian	3
Rick Warren	3
Horst Pepp	2
John Zmolek	2
Larry White	2
Arlene Vander Werff	2
Mike Evans	2
Lowery Buckanan	2
Charles Brown	2
Hunter	1
Norm Studier	1
Bruce Moser	1
Judy Holleb	1
Charles Ekstrow	1
Hank Novoselsky	1

TECH TIPS 914

914/4 OIL STRAINER LEAKING

On all 914/4 models it is of the utmost importance that when cleaning the oil strainer that the retaining nut for the plate be torqued to 1.3 MKG or (9.4 ft. lbs.) maximum!

If this nut is over torqued it will pull the internal webbing supports out of the inside of the case requiring the case's replacement.

914/4 WINDOW WINDER REPAIRS

Were you ever stuck with a 914 window that wouldn't roll up? Here is a cure for the ailing winder mechanism. Remove window crank and armrest then remove the door panel. Take care not to pull the retaining clips out of the back of the panel.

Pull the window up and remove the white plastic button in the bottom of the window-lift channel.

Put the window crank back on and wind the winder to the bottom.

On the winder cable there is a metal tab that holds the plastic button on. Install the button

TECH TIPS-914 - Cont.

on the tab. Take a small drill and drill a hole through the thinnest part of the button and through the metal tab. Install a cotter pin through the hole and connect button back to bottom of window.

Reinstall door panel and then trim and presto -- window works again and it won't fail.

914/4 HOT STARTING PROBLEMS

Have you ever been on a long trip, pull into a gas station for gas, go to restart your Porsche and it won't crank?

Here is a cure for this problem.

If especially at high ambient temperature the starter solenoid does not engage, or if it engages, but does not crank the engine, this condition can be a result of excessive voltage drop in wire 50 (yellow). The minimum voltage necessary for starter operation depends on the temperature of the starter which can vary from 7.5 volts at 72°F to 9.6 volts at 194 °F.

Maximum voltage at the starter solenoid contacts can be achieved by eliminating the voltage drop in wire 50. Therefore, we suggest the installation of relay 901 615 102 00 in cases of related complaints.

Craig Ritchie
Shoreline Porsche Audi

914/4 WINTER STARTING

Perhaps the most common problem is caused by the relays and fuses that control voltage to the fuel pump and computer. These are located in the engine compartment on the left (driver's side). Under the plastic cover you will find three black relays and two fuses, located to the front of the voltage plate.

Remove these, and clean the contact points with light steel wool or sandpaper. The corrosion normally found there creates high resistance in the system, causing a voltage drop to the engine components. Result: the engine will turn over but fail to start.

Before reinstalling, coat parts lightly with G. E. Silicone, part number #G-697 (available at your friendly Porsche dealer). This product prevents corrosion buildup and insures a better connection. It can also be used on all electrical contacts, door locks and hinges, and for squeaks in tops. Silicone is also an excellent coating for weather strips, batteries and cables, distributors, and any part requiring a high quality lubricant.

914 DIPSTICK

The oil dipstick on 1970 914 models represents ½ quart between "high" and "low" marks, not one quart as in most Porsche models. Inci-

dentally, if you sprint (autocross) or use your '70 914's at driver's schools, I would suggest overfilling the oil by about ¼ quart. That model, unlike the '71 and later models, has no provision for reducing oil surge. The slight overfill will help keep the little green idiot light out on those long sweepers and will not harm the engine.

(Potomoc Region)

914 CLUTCH PROBLEMS

One area of the car that every 914 owner should keep clean every 6000 miles is the nylon pulley over which the clutch cable pivots. Dirt cakes around the pulley and it's a fifteen minute job to remove the pulley and clean it -- but if this area is not kept clean, the pulley will not rotate and the cable will rub into the nylon. You'll hear a squeak in the cable if you have this problem. The cable will probably last only 2000 miles or so when the pulley is not free to turn.

(Road and Track)

914 TRUNK PROBLEMS

The 914 is very fortunate to have two trunks. The front trunk is released by a pull-lever under the dashboard. A wire cable is connected between the pull-lever and the lock release, secured at the release by a lock screw. However, this cable may slip out from under the screw, usually when the trunk is closed. Should this happen, the trunk must be entered in order to reconnect the cable. Loosen the bolt in the front portion of each of the front wheels wells, thus removing the entire front bumper. A screw driver can then be inserted into the small hole in the center of the front in order to release the front trunk lock and the trunk entered in a normal fashion.

(Potomoc Region)

914 REAR DECK HINGE PROBLEM

Warning: Wet weather combined with infrequent opening of the rear deck can cause failure of one or both hinge pin bolts. What happens is this the hinge pin which resembles an ordinary bolt with a section just under the head that is larger in diameter than the threaded part. It is this large diameter section that is the bearing part of the hinge pin. The bolt is screwed into the body on each side and the hinge arm fastened to the lid has a steel bushing which rotates around the large section of the hinge pin bolt. Notice that bolts are steel (the general rule for bearing materials is dissimilar metals are best) which combines with oxygen in the air accelerated by water (with more oxygen). We have

these ingredients around in good supply. What I'm getting at is if you don't lube these joints regularly the pin-bolt will rust to the lid hinge and when you open the lid next time you will twist the pin-bolt off without even noticing it because the leverage you have on the lid combined with the spring. Repairing this sort of problem is not easy in that what's left of the pin-bolt is

difficult to extract for the same reason it failed. The threaded part breaks off flush and you can't get to the other side well enough to try to turn it. One that was removed required hours of drilling and poking and luckily the threads in the body were saved. It required the leverage of an 18" long wrench and lots of WD-40 penetrant to free the part frozen in the lid hinge. The original part was replaced by a homemade part since at last check that part was back ordered indefinitely -- check and lube yours now!

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