

PORSCHE CLUB OF AMERICA CHICAGO SCENE

JULY 1971



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TENTATIVE DATES

JULY 25.....Picnic

AUGUST 22.....Gymkhana

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

OCTOBER.....?

NOVEMBER.....?

DECEMBER 11.....Annual Dinner

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A pictorial summary of the annual migration of the Chicago contingent to the Dubuque region including the East Dubuque bistros.

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PAGE 10....TECHNICAL TIPS

Give your Porsche a brake! A dissertation on the finer points of Porsche brake maintenance and preparation.

PAGE 11....CONCOURS

For your edification and amazement we have reprinted an official judges score sheet from a previous Porsche Parade. This might frighten you or save your hours of work.

PAGE 11....THE RALLYE MEISTER

If you didn't make it to the Dubuque rallye school, here are the salient points on odometer correction and speed changes. Read carefully there will be a quiz later.

PAGE 12....THE POLE POSITION

A driving school instructor sounds off about a few pet gripes and a little advice. Good advice.....read and heed!

PAGE 12....MISCELLANEOUS RAMPLINGS

Read this months rumor about the new "big" Porsche. Also, a letter to the editor, precedent, more to come. Sorry.....no gossip this month.

PAGE THIRTEEN.....PRESIDENT'S REPORT

The first of a regular monthly feature; a direct report from the President to the members of the region.

PAGE 14....JULY EVENT - POTTERS PICNIC

If you like OKTOBERFEST, you'll love Potters Picnic. Bring your beir stein, sparkling clean Porsche, mother-in-law, the little nippers and sing Porsche über alles!

WESTWARD HO!

As promised, the Dubuque contingent, treated the club to a truly great weekend. It all started Saturday when twenty brave and fearless crews entered Frick and Frack's Frolic. (Jim Gladish and Jerry Meyer). The "Frolic" was a practice rallye tied in with a economy run. All of us who participated in this learned many valuable points on how to maintain a given speed, compute odometer corrections, and most importantly the art of controlling your bladder for the hundred and seventy mile stretch.

As this was a practice rallye, there was no distinction between equipped and unequipped cars. Further regional points were not awarded and trophies consisted of beer glasses.

POINTS

JIM & BARB RIDGEWAY (T)	2
ROGER & BONNIE SHAPIRO (T)	3
HAROLD & DOUG BEACH (T)	3
WALTER & MARGE KAPPEL (T)	3
PAUL & PAUL, JR. DICKINSON (T)	3
JIM & MARILYN ROSSI	4
BUD & SANDRA CROUT	4
DAN & DIANE GALLAGHER	4
VINCE MORREALE & KARIN ENOCKSSON	6
ALLEN MARMALAD (A)	6
BEN HURSH & DOLLY "HO HO" CONNOR	7
NEIL & JUDY HOLLEB	7
BOB & SYLVIA BABBIN	10
NORM STUDER	10
GUY "PREZ" REVESZ	12
DENNIS & JUNE SKIDMORE	12
WALLY & ANITA RYBACK	15
CHUCK & LUC REGAN	15
DAVE & BARB REDSZUS	23
SUE BECKER	23
ALEX & DONNA WENDORF	36



The results of the economy run which were broken up into four classes, including green 912's, appear below. The editor believes it is of interest that two of the three best mileages were turned in by 912's, one would expect the 356's to win easily. It is interesting that 914/6's appear to get 3 miles per gallon, better than the 911 and 911T. Also, the hotter E & S's did as their carburated cousins (with the exception of "heavy foot" Holleb).

CLASS I 356 N.C. S. 914/4

SUE BECKER	914/4	31.78
DENNIS & JUNE SKIDMORE	356N	27.76
WALLY & ANITA RYBECK	356N	22.32
ALEX & DONNA WENDORF	356S	20.43

CLASS II 356 SC, S90, 912, Green 912

JIM & MARILYN ROSSI	912	34.28
DAVE & BARB REDSZUS	912	31.75
JIM & BARB RIDGEWAY	356SC	29.66
NORM & RUTH STUDIER	Green 912	29.46

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

ALLEN MARMALAD (App. Mem)	914/6	25.22
BUD & SANDRA CROUT	914/6	25.15
BOB & SLYVIA BABBIN	911T	22.17
BEN HURSCH & DOLLY CONNOR	911	21.72
ROGER & BONNIE SHAPIRO	911T	21.13

CLASS IV 911E, 911S

WALTER & MARGE KAPPEL	911E	25.54
CHUCK & LUC REGAN	911E	25.15
PAUL DICKINSON	911E	25.63
GUY REVESZ	911S	22.43
VIC MORRALE	911S	22.40
DAN & DIANE GALLAGHER	911E	22.11
HAROLD BEACH	911E	20.75
"Heavy Foot" NEIL HOLLEB	911S	13.07

The "Aged Prime Rib" served at the Dubuque Shooting Society was every bit as great as promised. The members availed themselves of the free drinks and excellent hospitality of the several shooting club members there and had a wonderful time. Especially Dennis Skidmore and Dave Redszus. All kidding aside, many thanks to the Society and to Bob and Helen Hubert, Wayne and Eileen Coursey who made this a most enjoyable evening.



Roger and June.....



.....Dennis and Bonnie?





Sunday morning, which came all too early for some, brought a very good rallye over some of the finest twisty and scenic roads ever encountered. The teams must have learned something on the practice rallye for twenty four out of twenty five cars finished (Sue Becker is still in Dubuque).

At the dinner that evening Ruth Studier won the grand prize of "one hundred dollars worth of Porsche parts"consisting of a beautiful welded piston, valve and connecting rod. donated by the Dubuque crew. Dinner was worthy of our huge appetites generated by the drive in the country. Thereafter we all left for the long drive home, that is, unless you lived in Dubuque.

EQUIPPED

STUDIER	(T)	300
BEACH	(T)	1010
SHAPIRO	(T)	1600
HOLLEB		2080
HURSH		2650
DICKINSON		2990
RIDGEWAY		3060

NOT EQUIPPED

COOPER	(T)	340
STONECIPHER	(T)	990
REDSZUS	(T)	1130
ROSSI	(T)	1150
MEYER	(T)	1784
RYBACK	(T)	2520
GLADISH	(T)	2530
WENDORF		2650
MORREALE		2670
GALLAGHER		2950
SWARTZ		3060
SKIDMORE		3550
KAPPEL		3560
REVESZ		4170
CROUT		4680
BOBBIN		5600
MORMALAD		6000
BECKER		





Maturity, distinction, elegance...etc.



\$100...Porsche parts and labor.



Sweep car



Why is this man smiling?

JUNE EVENT

DRIVERS SCHOOL

Event Chairman, Jerry Schaub, thanked the "gods" for a beautiful clear 5th of June, packed his sun-tan oil, and headed for Blackhawk Farms race track in South Beloit for the start of a absolutely fantastic weekend.

Here enthusiasts were taught the proper way to handle their Porsche's around the tight 1.8 mile multi-cornered course.

The instructors were club members who held SCCA competition licenses. These brave gentlemen had the near impossible task of trying to teach the correct way to shift, brake, corner, etc. They all deserve a medal and a big thank you. (See letter to editor) Jack Cooper, Mike Landrum, Jerry Meyer, Jim Gladish, Larry Gross, Gene Bussian, Mike Rahal, Merv Rosen and our lady instructor, Bannie Gladish.

The several couples who camped out on the grounds were rudely awakened around 6:00 A.M. by 70 mile an hour winds and two inches of rain. I understand, even though several large trees were uprooted and the admission shed was blown down, no one was hurt and the biggest damage was done to a Porsche whose owner did not put its targa top on causing several inches of water to accumulate inside.

I am sure the storm will be remembered long after the drivers school is forgotten.

The "gods" once again smiled on our friend Jerry and sent out the sun and a beautiful day. This day was spent practicing all the great things learned the day before. We are happy to report that no one bent their machine and in one way or another we all improved our driving capabilities, especially Dave Redszus who learned that hitting too many speed bumps can jar your headlight loose. Once again, thanks to Jerry Schaub the Chairman, Hester Dyrda, who stood by in case anyone got hurt, Don Dyrda, Wayne Gritzmacher and Rod Gustafson who "started" the cars; and our own team instructors who braved things that would make strong men tremble.





Tenderness



Love



Passion



TECH TIPS

GIVE YOUR PORSCHE A BRAKE

Porsche brakes are operated by the brake pedal causing the piston in the master cylinder to push brake fluid toward each fixed wheel brake cylinder. It pushes the piston outwards, pushing the brake shoes or pads against the rotating brake drums or brake rotor. The Porsche is slowed and the friction generates heat which is dissipated.

Even Porsche brakes can operate poorly if not well maintained. This article is meant to discuss what should be done...not how to do it.

Clean out the master cylinder reservoir (it may have to be removed) and refill it with fresh fluid. Keep the reservoir filled so air will not be sucked in the system. Make sure the reservoir cap vent is open. If it is plugged the brakes will work under normal conditions but your reservoir will not be able to feed any additional fluid to the master cylinder in the event of any leak and you will lose your brakes.

The brake fluid must be of a high enough boiling point to not vaporize with heat generated by repeated stops. Buy name brand brake fluid good for 550° F ... don't skimp.

Flush the entire system until clear clean fresh fluid comes from each brake cylinder bleeder.

Use a small hose to transfer the fluid into a can or bottle. Keep it off tires and brake parts.

On pre-1968 Porsches bleed the rears first. Again, don't let the reservoir run dry; also the liquid level should not be above indicator mark when finished.

Brake shoes and pads must be free to travel from full on to full off. Disc brakes pads tend, with age, to bend in their caliper and if not fully released (spin wheel to listen) will over heat and wear out prematurely. A large metal file carefully used will clean the edges of pad backs and the inside of caliper once the pads are removed. Remove only one pad at a time, Drum brake shoes should be free at each contact point (a little high temperature grease helps after contact points have been cleaned up) check return springs, see if shoe return is correct.

Drum brake shoes should be backed off from locked-up position at least four notches to permit them to center themselves as they push into the drum.

Disc brake pistons must be aligned properly to obtain uniform pad wear.

Rotors and drums must be true (flat, smooth surface) to give uniform contact and smooth safe stopping machined if necessary.

Brake cylinder pistons must be free for full travel in their cylinders. Don't remove them unless you have seen it done before.

Any leaks in seals or lines must be found and eliminated.

Pads and shoe linings should not be worn beyond their normal safe limits or expensive scoring of rotors and drums will result as well as lack of stopping ability.

Check and adjust wheel bearings after working on brakes on 356 Porsches make sure wheel spins freely but is not loose.

Properly maintained Porsche brakes contribute greatly to the confidence of the Porsche driver. They will faithfully stop a fast Porsche in a straighter line quicker than almost any other car even with the drivers hands off the wheel.

Take care of them at least once a year and they will take care of you all year long.

Jim Gladish

PORSCHE MART

'63 356 B Coupe, White with red interior, Blaupunkt, Abarth, new Pirelli's, Chrome Wheels Zebart, Driving lights, Exterior excellent, painted in '71, 52,000 miles, New 911 coming. Steve Miller 541 Wellington, Chicago 312-477-3636. After 6 P.M.

'69 911E Targa, glass rear window, Metallic deep blue. AM/FM/SW. Carolyn Wilson 935-3012 evenings.

FOUND: If anyone lost a watch at Blackhawk farms Drivers School.....call Kent Gladish 729-4706 before 9:30 P.M.

FOUND: Mans Madras pull-over jacket. Call Dan Gallagher 775-5944

NEW MEMBERS

New members elected at the May board meeting:
ALEX and DONNA WENDORF
4939 North Mozart Street
Chicago, Illinois 60625 HP 561-5681

Proud owners of 2 Porsches ('56 Super Conv and '60 Roadster)

CONCOURS

There are various ways in which a concours may be scored for competition. Following is a method of scoring used for a recent Porsche parade. The point values might give you some idea of priorities while you prepare for the next concours.

INTERIOR	Points
Upholstery of seats, panels and headliner.	12
Dashboard, instruments, underside of dash	10
Pockets, glove box, compartments	3
Condition and cleanliness of carpeting and floor covering including underneath	10
Inside of fender wells housing door hinges	8
All mouldings, trim, hardware and all glass inside of car	7
	<u>50</u>
EXTERIOR	
Condition of paint and finish	20
Condition of trim and mouldings	10
Front and rear bumpers	10
Condition and cleanliness of all glass	5
Antenna, windshield wiper arms and grilles	5
	<u>50</u>
ENGINE	
Cleanliness	20
Condition of paint, wiring, metalwork	15
Engine compartment	10
Underside of compartment lid	5
	<u>50</u>
TRUNK	
Underside of hood and hood latches	5
Overall cleanliness and condition of trunk compartment, walls and tire well, washer unit, fuse box, etc	12
Condition of gas tank, cap, master cylinder reservoir, carpeting and retaining straps	10
Battery, cables and strap	5
Spare tire	5
All tools and jack	7
Condition of all mouldings and stripping	6
	<u>50</u>
UNDERCARRIAGE (Jack mounts forward)	
Undercarriage, fender wells, body panels	12
Suspension, backing plates, brake lines, calipers, shocks, etc.	20
Steering gear and arms, torsion bars	13
Wheels and tires, both inner and outer surfaces	5
	<u>50</u>
UNDERCARRIAGE (Jack mounts rearward)	
Undercarriage, rear fender wells, panels	10
Underside of engine and trans, heater boxes and other engine sheet metal.	15
Rear suspension, backing plates, brake and oil lines, calipers, shocks, etc.	15
Hand brake, tach and other cables	5
Wheels and tires, inner and outer surfaces	5
	<u>50</u>

THE RALLYE MEISTER

ODOMETER CORRECTION

The purpose of the odometer correction check leg is to eliminate the variation between the odometer in the rallye car and the official odometer. The correction obtained is applied to the given average speed to obtain an average speed at which to run the rallye and any distance instructions given.

Example: Given average speed of 60 MPH
 Odometer check distance 10.0 miles
 Your odometer reading 10.5 miles

$$\text{Speed to average} = 60 \times \frac{10.5}{10.0} = 63 \text{ MPH}$$

Example: Turn left 7 miles after crossing bridge.
 $7 \text{ miles} \times \frac{10.5}{10.0} = 7.35 \text{ miles}$

7.35 miles would be your odometer reading at turning point.

SPEED CHANGE

If you're on time and on course, speed changes pose no problem. However..... There are many correct and workable ways to make a speed change. Some use one watch while others use two watches. The best way is whatever works most easily for you. Below is a working method for one watch.

Example: Given average speed = 60MPH
 At odometer check = 10.5
 $\frac{10.5}{10.0}$
 Your odometer reading at speed change point = 75 miles.
 Actual rallye miles = $75 \times \frac{10.0}{10.5} = 71.5$
 Your elapsed time = 76 minutes

At given 60 MPH average, actual time should be 71.5 minutes. Therefore, you are 4 min. 30 sec. late. To get back on the time, drive the next leg faster than the given speed until you are 4 min. and 30 sec. ahead of time. At that point you will be on time overall and can resume driving to maintain the given average speed.

"FRACK"

THE POLE POSITION

One anonymous instructor's observations at
Driver's School

The scene is the pit lane at Blackhawk; the instructor has just finished buckling his seat belt and has shown the student how to do hers.

"Well Myrtle*, what is this, a four or a five speed?" asks the instructor. "Five speed, I think, but I'm not sure".

At this point, the instructor begins to realize the magnitude of the job ahead.

After several teaching laps showing her braking, shifting points, the line thru the corners and explaining what not to do, the instructor yields the wheel to the student. It becomes immediately clear that, even though she understood what was said, she is unable to put it into practice because of a lack of familiarity with the car. Smoothness through the gears is non-existent and self-assurance is totally lacking.

Where does the fault lie? Certainly not in the student! We as husbands have not schooled our wives enough in the techniques of Porsche driving. Possibly because we are too selfish to let anyone else drive and maybe we don't trust them.

In any case, it is not fair either to the student or instructor to come so unprepared to Drivers School.

The points that need the most work are obvious to the instructor. Braking seems to be a forgotten skill. Practice hard braking to a stop. The familiarization with the cars handling under hard braking may be vital some day.

Hand position on the wheel is interesting. At Blackhawk there is no need for the left hand to ever leave the 9 o'clock position. Shifting caused more problems than anything else. In addition to a lack of confidence in the location of the gears in the shift pattern, foot and hand co-ordination is sorely lacking. The whole routine of down shifting needs to be practiced until it can be done quickly and smoothly.

So; husbands, do your wife and your Porsche a favor. Let her drive more often and teach her the fundamentals that will make her driving smoother and above all....safer.

P.S. To women only....some of the men need to practice a lot more too!

*Name changed to prevent mayhem.

MISC RAMBLINGS

ADVERTISERS AND THE SCENE.....

As you have probably noticed, the "Scene" is now being done in a new, more attractive format. This is possible solely through the revenues received from our advertisers.

These advertisers are supporting our region; without their financial support the new "Scene" could not be published. While the Chicago Region PCA does not recommend or endorse any particular dealer or supplier, we strongly urge you to patronize our advertisers, for they are supporting our region. While you are patronizing them please thank them for their valued support and inform them that you saw their ad in the "Scene".

"RUMORED NEW MODELS from Germany are an 8 cylinder, 3 liter Porsche GT!.. states the July issue of Road and Track. "The Porsche's engine will be based on that of the 908 racing series, will be either rear or mid-mounted and will develop somewhere around 250 HP. We can also expect a 2.4 liter engine for the 911 series, perhaps before the new big car appears".

This column only last month published a report from Christophorus denying these rumors. The dealers also deny them. Yet the rumors persist. We would really like to know which is correct. Imagine an 8 cylinder street Porsche.....unfortunately you will probably have to be a Rockerfeller or own a dealership to be able to afford one. A far cry from the venerable speedster.

LETTERS TO THE EDITOR

"It is my opinion that the Club could and should have provided cold beer and pop at the end of Drivers School Saturday June 5. This small expense would have assured a better time for the members present. An event is meant to encourage socialbility and comaradiere. To many people this is as important as the event itself. The few dollars necessary would have been very well spent".

The Editor

THE PRESIDENT'S REPORT

Starting with this issue, I will communicate with the regional members in a monthly column. This series will consist, basically, of transmitting to you any actions taken or decisions reached by the Board of Directors; any comments I may have of a general nature which I feel will be constructive to the club; any information which I feel will be of general interest to the membership.

This first article is in conjunction with the Chicago Region's hosting of the 1972 Parade, the "national convention" of the PCA. This "17th Porsche Parade" will be held at the Lake Geneva Playboy Club on July 16th thru the 21st, 1972. A great deal of preparation has already taken place, but as our planning and endeavors continue, we will be looking more and more to the membership for your help and participation. In order to better acquaint you with the background of the Parade, this month's article will be devoted to presenting a brief history of the Porsche Parade.

The most ambitious undertaking by PCA during the year is the annual Porsche Parade. This convention of enthusiasts was first suggested in late 1955, just a few months after the club was formally organized.

The first Parade took place in Washington, D. C. in 1956. Sixty-eight cars participated, with one coming all the way from Tacoma, Wash. The program of events included a rallye, gymkhana, movies, a PCA business meeting and two tech sessions. The latter were of major importance since good Porsche mechanics were hard to come by.

The first Parade rallye ran 125 miles thru the hills of central Maryland. Panorama reported, "all cars and contestants arrived at the finish line looking as tho they had driven thru a flour mill. Few Paraders had the courage to examine their Porsche's belly pans after the constant din of boulders, stones, rocks, rabbits, fishes, turtles and whatnot throughout most of the rallye." The gymkhana had little resemblance to the high speed autocrosses of today's Parades. It included 180 and 360 degree turns, braking tests, navigator ball-juggling, garaging tests fore and aft, etc. Without question, the first Porsche Parade was a smashing success.

In 1957, by popular demand, the Parade was again held in Washington. On the way up from Jacksonville, Florida, Marty Barber in his coupe was forced off the road somewhere in Georgia and rolled. Unscathed and undaunted, Marty pushed up the roof, pulled the fenders off the front wheels, and

drove the "bashed beetle" 600 miles to DC without lights, horn, turn signals or windshield. And he arrived on time. How's that for an enthusiastic Porsche Pusher? The famous Paul "Pops" Whiteman of jazz fame attended with his firey red sun roof super coupe.

The gymkhana was not as gimicky as the previous year but it had one gate so narrow there were only three inches to spare on each side! You really had to know your car. The Concours d'elegance (first time for this event) was won by Eric Strom from Hamden, Conn., in a '54 gray coupe.

Needless to say the second Parade was also a resounding success. The PCA Parade tradition of top quality competition events, enlightening and useful technical sessions and all-around good fellow-ship were established at these first two events.

Parades have been held every year since. Binghamton, N. Y.; Nippersink Manor, Wisc.; Aspen, Colorado; Barrington, Conn.; Monterey, Calif.; Split Rock, Penn.; Santa Barbara, Calif.; Colorado Springs, Col.; Boston, Mass.; and Sun Valley, Idaho, have all been locations of this event. Each parade has been a huge success with over 30 percent of the participants returning year after year to renew old friendships and share new experiences. Over the years, each Parade has embellished and strengthened the original tradition until today we have perhaps the finest convention of automobile enthusiasts held anywhere. And we owe it all to the House of Porsche and each friendly member in the Porsche Club of America.

The "17th PORSCHE PARADE" is to be hosted by the Chicago Region, and with your participation and enthusiasm, can add a new dimension to this excellent tradition by providing the national membership with a convention that will take its foundations from the past successes and build on them to achieve a convention that will surpass them all!

Guy Revesz

PORSCHE CLUB OF AMERICA
CHICAGO REGION

17th PORSCHE PARADE



July 16-21, 1972
Lake Geneva Playboy Club
Lake Geneva, Wisconsin

COMING EVENT

POTTER'S PICNIC

I am sure most of you are aware by now that summer is finally here, and that means that Potter's Picnic is back. Sunday, July 25th between 1 and 5 P.M. will be the long awaited gala picnic. This event is truly a family affair. Members are encouraged to bring the "little nippers", their brothers and sisters, your wife and/or girl friend, and even mother-in-law is welcome.

Event Chairman Wally Schrepfer, talked Wayne and Marion into letting the club once again ruin their farm. Wally informs us that you may bring along anything you want, (games for kids, toys, etc) and you may cook for yourself if you wish.

Instead of going thru all that bother, you can have some really great genuine Wisconsin Bratwurst cooked to perfection by our own team of expert chefs. Barrels of cold draft beer will be available for the big people and cold pop will be available for the little people.

All left over bratwurst will be sold for \$1.00 per pound, which is our cost.

Potter's Pool will be available to beat the July heat. The Potter's ask that their guests bring swimming suits and towels and that the girls (or anybody else with long hair) bring their caps.

The concours will be held on the acres of green grass once again. All cars are encouraged to enter. This will be a strictly low key concours, emphasizing the well maintained vehicle as well as basic cleanliness. NO GIMMICKS, NO ENTRY CHARGE, NO HANG UPS, AND EVERYBODY SHOULD ENTER FOR FUN.

So pack up your swimsuits, classic car wax, little nippers, follow the attached map and have a ball.

Dear Beverly:

I understand the beer is cold, the bratwurst is great, the water is fine and my Porsche is beautiful, therefore, the little nippers and I will make the big scene in Libertyville.

_____ Children (under 14) @ \$1.50 = \$ _____

_____ Adults @ \$4.00 = \$ _____

Enclosed is my check for \$ _____

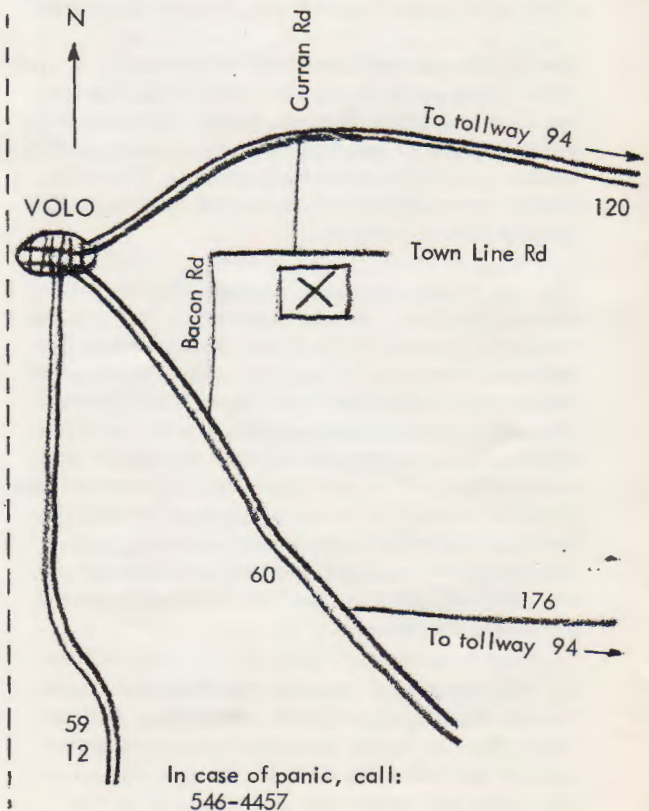
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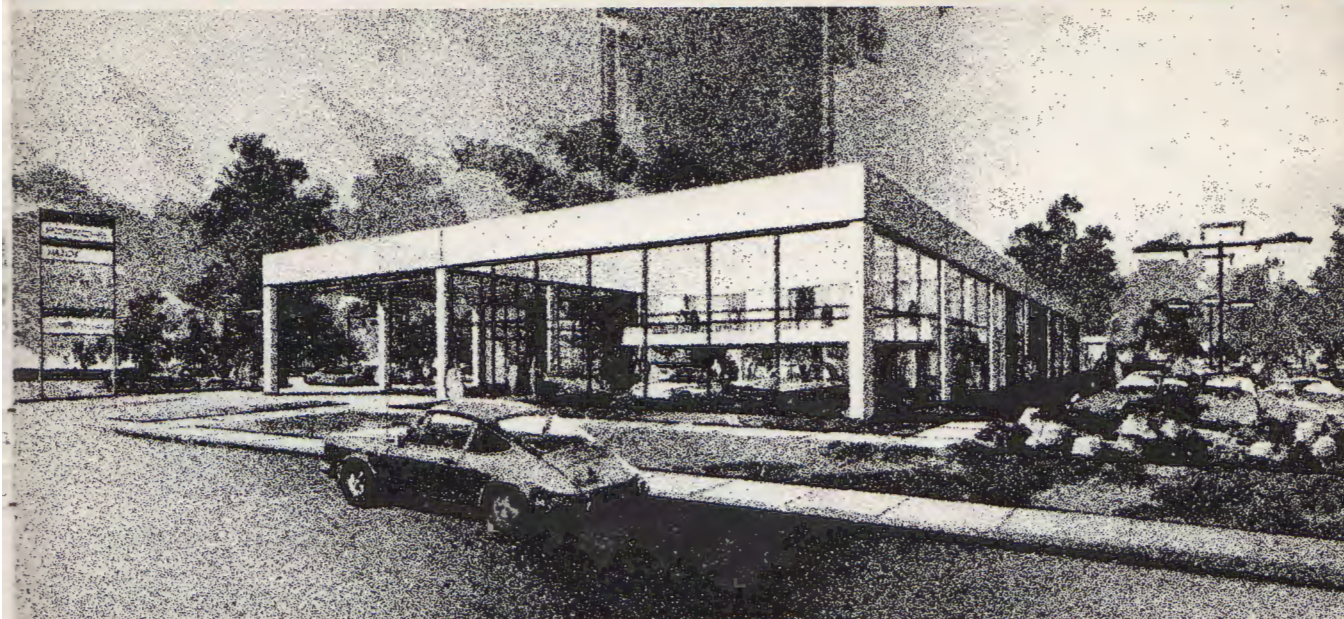
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Enter my fantastic Porsche in the Concours.

() 356 () 914 () 912 () 911

Mail to: Beverly Schrepfer
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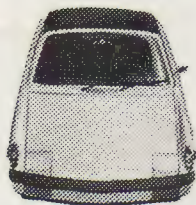
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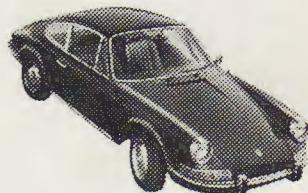
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AND SO HAVE WE!"**

