

March, '71

THE CHICAGO SCENE

Porsche Club of America  
Chicago Region  
March 1971

Membership Chairman  
Dennis Skidmore  
219/844-0589

Newsletter Editors

Novoselsky & Gallagher

EXPO INFO 71

Everything you always wanted to know about your Porsche but were afraid to ask.

SUNDAY, MARCH 14TH AT 1:00 P.M.

Porsche Audi at O'Hare, 1000 Elmhurst Road, Elk Grove Village (just South of the Northwest Tollway.)

\* \* \* \* \*

Come see the new cars and facilities at Porsche Audi at O'Hare.  
Emergency road repair seminar, given so that EVERYONE can understand.  
Concours, with special awards for "first time" entrants and cars not entered in the last two years. Concours will be under cover.

Shop and wash racks will be available to entrants for "touch-up" from 11:00 A.M. in the event of foul weather.

Racing movies \* Bierstube and snacks \* Door Prizes, of special interest to the ladies.

Return to: Don Durda  
8528 Brookridge Road  
Downers Grove, Illinois 60515

312/964-3898

My Porsche is beautiful! Enter us in the Concours.

\_\_\_\_\_ 356 \_\_\_\_\_ 900 Series \_\_\_\_\_ 914 \_\_\_\_\_ Competition

The \$5.00 entry fee (\$6.00 at line) is enclosed.....Amt. \_\_\_\_\_

I want to learn what makes my Porsche tick...or clunk...or thud, as the case may be. I'll be at the seminar.....(check) \_\_\_\_\_

NAME: \_\_\_\_\_ Member \_\_\_\_\_  
Applicant \_\_\_\_\_

ADDRESS: \_\_\_\_\_  
\_\_\_\_\_

GUESTS: \_\_\_\_\_

## FEBRUARY EVENT

Just as Rallymaster DAVE KORZENSKI promised, the roads and the food were great. Thirty-four cars plus a Ferrari and Mercedes spent the afternoon twisting around 93 miles of back roads.

HENRY and DEBBIE NOVOSELSKY kept their record clean by failing to finish. Even the venerable SHAPIROS, of the ROGER SHAPIRO School of Rallies, ended up at the bar early.

JACK COOPER and REW GODOW were observed exceeding the 40 m.p.h. average speed. MIKE VANDERWERF finished fourth in the equipped class without the aid of a navigator. This accomplishment is made even more remarkable by the fact that Mike drives with only one hand, as his other hand is busy feeding his face several bags of brown licorice.

### RESULTS

#### Unequipped

1. Janeceks	86 pts.	Trophy	13. Peppas (AM)	853 pts.
2. Gallaghers	125 pts.	Trophy	14. Malos'	908 pts.
3. Meyers	152 pts.	Trophy	15. Gladishes	1098 pts.
4. M. Vanderwerf	177 pts.	Trophy	16. S. Becker	1647 pts.
5. Andringas	230 pts.	Trophy	17. Augustines (AM)	2201 pts.
6. R. Perth (AM)	233 pts.		18. Kappels (AM)	2419 pts.
7. Redszus'	294 pts.	Trophy	19. Gamels (AM)	2573 pts.
8. F. Gregg (G)	315 pts.		20. Sonnenscheins (AM)	2953 pts.
9. R. Adrian (G)	340 pts.		21. Cihaks (AM)	3150 pts.
10. J. Cooper & Rew Godow	457 pts.	Trophy Trophy	22. D. Slepcevich (AM)	DID NOT FINISH
11. Skidmores	488 pts.		23. Weiss'	DID NOT FINISH
12. J. Schneep & R. Guzik	681 pts.		24. Rossis	DID NOT FINISH
			25. Novoselskys	DID NOT FINISH

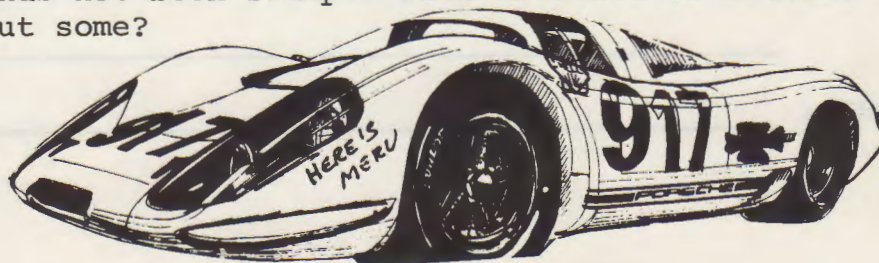
#### Equipped

1. Studiers	34 pts.	Trophy	7. Beaches	619 pts.
2. Ridgeways	63 pts.	Trophy	8. B. Gilsdorf & L. Davis	650 pts.
3. Dickinsons	307 pts.	Trophy	9. W. Gritzmacher & C. Regan	774 pts.
4. W. Potter & M. Kalasa	359 pts.	Trophy	10. D. Bangert & Son	2743 pts.
5. B. Hursh & D. Connor	448 pts.		11. Shapiros	DID NOT FINISH
6. Dyrdas	606 pts.			

### POLE POSITION

Recently the "Porsche Pusher", the newsletter of the Southeast Michigan Region reported that a Bosch regulator for the 911's requires an outlay of some \$74. The article stated that the same Bosch regulator is available across the Saab parts counter for only \$20. The parts situation is improving, but there is still a long way to go. Check serial numbers before purchase.

This editor has not been swamped with articles or letters from the readers. How about some?



## INTERVIEW

This month the SCENE goes from the concour to the "Good Old Days." WAYNE POTTER, a charter member of "The Club" has consented to reminisce about the early days of Porsche and the P.C.A. Wayne is a graduate electrical engineer who owns a business which manufactures pollution control devices. Wayne and four of his seven children live on his farm in Grayslake. Wayne's wife, SALLY, who was an active "Porsche Pusher", passed away two years ago.

ED: The purpose of this interview is to give us newer members some insight into the early days of the Club.

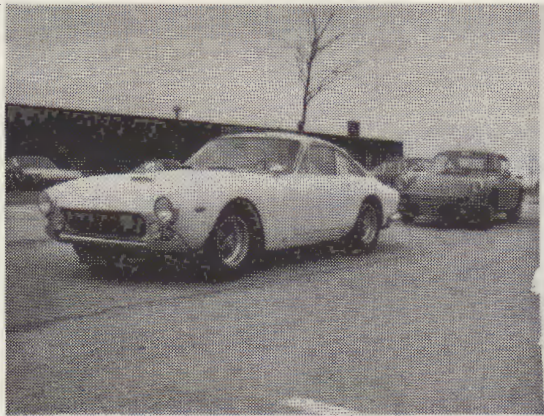
WAYNE: My first association with Porsche was when I was trying to forget sports cars. I had been involved with a fellow named BILL KNAUZ, who now runs Knauz Continental in Lake Forest. Bill and I had put together an Allard K-3. We had taken the engine out of my wife's Chrysler, rebuilt it, and dropped it into the Allard. The Allard turned out to be a pig. We finally decided that Ford clutches, transmissions and rear ends did not go with Chrysler engines.

Anyway while I was searching for a car to replace the Allard at a place called Shakespere Motors in Hoopston, Illinois, which was the premier sports car center for the area, this mechanic told me about driving a Porsche from Chicago to Hoopston and all the fun he had playing games with the Cadillac boys. I discounted much of what he said until Knauz bought a 1953 Porsche. In those days the '53 Porsche was sort of an end swapping kind of car. Well anyway, I bought a black 1957 356 coupe from a firm in St. Louis whose name I forget.

Two weeks later I ran into a fellow named BUD BLAKE. In those days when you saw another Porsche you not only flashed but you stopped and talked. Bud invited me to meet with the P.C.A. which was then meeting at Hank's Supper Club on the west side of Waukegan. It was here that I met WERNER and MARY VOEGELI and GENE and MARY BUSSIAN. The club was small and initially included just the men. Later women were welcome so Sally got involved too and we had a lot of fun.

One time Bud Blake called and asked if the Club could use my farm as a meeting place for a tech session featuring ERIC PIFIAS of the factory. I volunteered our swimming pool which was not yet completed, and we all sat around the edge of the pool with our feet dangling in what is now the water.

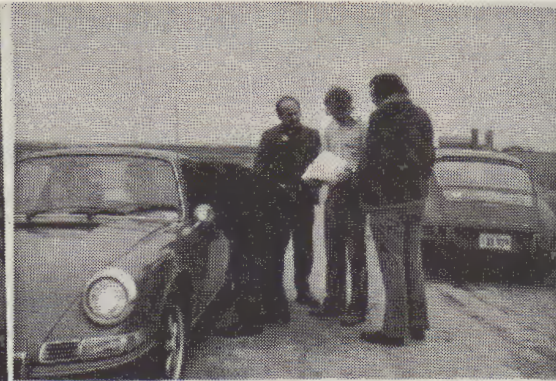
The Club once handed me the job of setting up a rally. I had never even participated in one, so I rounded up some people who had, and asked them what to do. We wound up with a rally with all the instructions in rhyme. At this time no one knew that Werner Voegeli was the Deputy Chief of the Walworth County Sheriff's Department. We had blocked off a road so that the last leg of the rally was a flat-out speed run. On this particular day it was about 5° below zero and Werner had parked his Carrera at the finish line and next to the Carrera he had his squad car. We had radios at both ends of this road. Werner and Mary were sitting in the squad, as it had a better heater. Porsche people being good people and respecting the friendships that had been made would always help a friend



IMPOSTER



CHEESE



WHERE ARE WE?



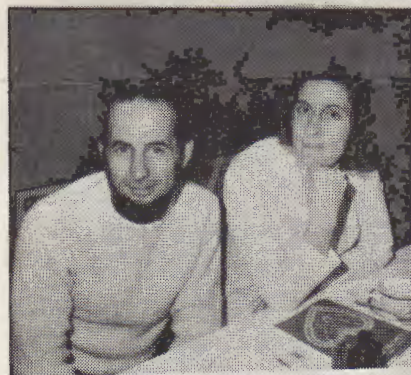
WATCH IT!



NEXT TIME YOU BE THE WIFE



GOOD! RODGER DNF.



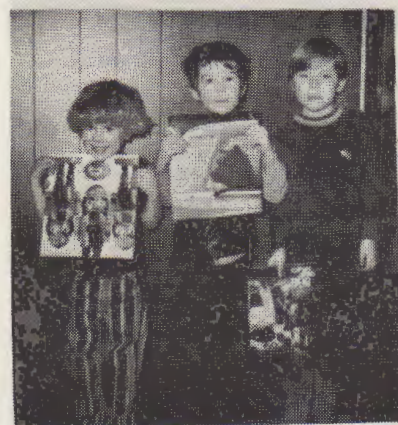
A WATER PIK!!



THE IRON CROSS  
BY JERRY SCHNEPP



GOD! BUT I AM SO  
PHOTOGENIC



ANYBODY WANT TO  
TRADE A DONALD  
DULK FOR CHRISO-  
PHORUS?



YOUNG LOVE



NEXT TIME I'LL BUY  
A M.G. AND WE  
WILL JOIN THEIR CLUB



THE WINNERS



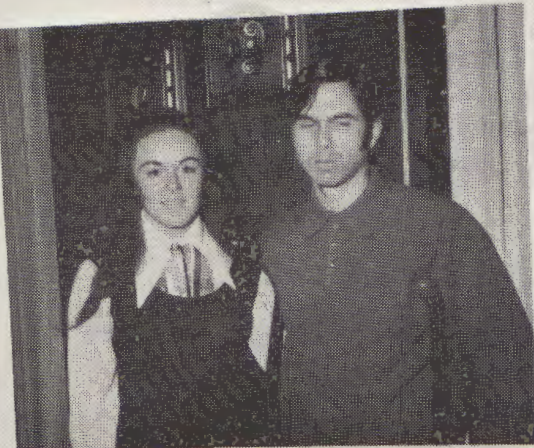
WATCH IT, HERE COMES YOUR HUSBAND



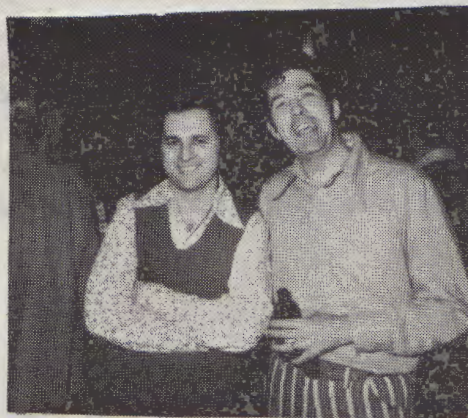
THE BILL COMES TO \$29.95



IMAGINE THAT!  
A FERRARI BEAT  
OUT BY A BUNCH  
OF PORSCHEs



THIS EVENT IS  
SO MUCH FUN!



JUST THINK HENRY!  
FOUR MONTHS AND  
NOT ONE COMPLAINT  
ABOUT THE NEWSLETTER



WHY IS THIS  
MAN SMILING?

in need--right? Wrong! Anyway about six cars saw the Carrera sitting there with the squad and assumed he was in trouble; they went right through the check point at high speeds, some of them clear to Madison.

ED: Approximately how many members were in the Club then?

WAYNE: About seventy-five. They were a real hard core of active members. You did not find many people dropping out. They either joined and participated or they did not join. At that time we only had rallies and gym-khanas. We did not have track events or concours until 1959. In that year we got involved in Meadowdale. Every time that event would come up my car would be broken and Sally's Alfa would be running great. She would have a wonderful time on the Monza wall, with that damned Alfa. She would be twentieth out of forty cars. Then we had a fellow by the name of LES DETTERBECK, who would show up in a Morgan. This would not set too well as we were getting to be purists and required that you drive a Porsche. But it added spice to an event when someone showed up in something different. They enjoyed the razzing they got.

ED: What differences do you find in the Club now?

WAYNE: The size. Now we have people interested only in rallies or concours, etc. The driving events are always well attended. Then you knew all the members. Also fourteen years ago there was little difference in age of the members, where now the age difference and outlooks are great. Then ~~the car was not well known and people drove it for fun and not because it was a status symbol.~~ You really had to be a car nut to know what the car was.

All the cars then were 356's and were basically the same in power and price. Even when we had the first parade you did not have the professionalism you have now. Now you are not going to an autocross. You are actually going to a race with fabulously prepared cars. Then, you just took off your hubcaps and drove. During the 1968 parade a couple came with three sets of tires. This is ridiculous.

ED: What about the "Porsche Mystique"?

WAYNE: I still find a mystique. The cars today are much better than they were then. Sally found it too. I know no person who enjoyed a car as much as she did. On Valentine's Day in 1968 I gave her a 912 Targa. She loved this car. In all, the Club has been good to us, then and now.

ED: Thank you very much.

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Welcome to RON and BENAY WEISS. Ron is employed as an advertising account executive for Engle Advertising. When not at his desk, he can be found chasing clients in his 914-6. Benay is a traffic director at WIND radio.

THE IMPORTANCE OF THE INSTALLATION OF GERMAN CROSSES ON A PORSCHE

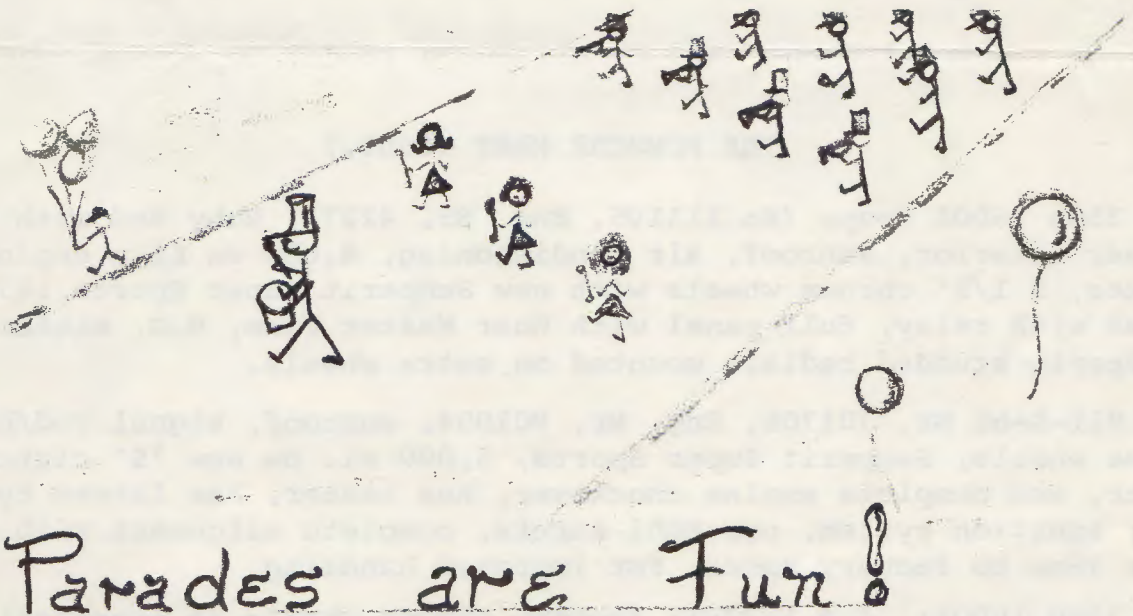
By Jerry Schnepf

1. Increases the distinction to the car's already classic beauty.
2. Covers up unsightly torsion bar access discs.\*
3. Ends annoying rust problems which occur around the torsion bar access discs.
4. Lends a constant reminder of the heritage and history of the country of its origin.
5. Increases speed up to 2 mph due to symmetrical geometric design.\*\*
6. One of the cheaper Porsche accessories.
7. Adds the final touch for the discriminating Porsche owner.\*\*\*

\* Location on the valve covers was suggested. However, it is felt that by locating the German Crosses on the valve covers would only be beneficial to persons servicing the car and to pedestrians who have just been run over.

\*\* Tests are presently incomplete on the 914 series.

\*\*\* Dr. Ferdinand Porsche, in a letter dated 1/30/52, acknowledges German Crosses as a "satisfactory option, along with the Bursch exhaust system, additional VDO dash instruments and crested walnut shift knobs." However, he felt that the addition of Lady Kenmore air horns would not only detract from the classic distinction of the car, but make a sickly noise, often resulting in the ostracism and deportation of the owner.

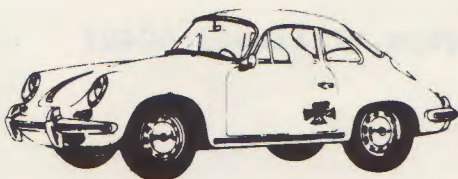


Parades are Fun!

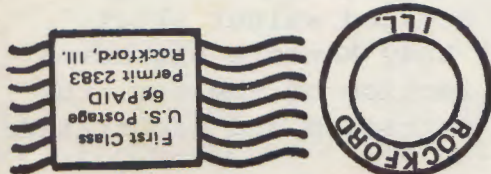
THE PORSCHE MART

1963 Porsche Cabriolet 2 litre Carrera. Perfect condition. Make an offer.  
Call 337-1399. RAY STATZ

(Continued on back cover)



FIRST CLASS MAIL



#### THE PORSCHE MART (Cont.)

1961 356B 1600S coupe (Nr. 113195, Eng. Nr. 42274) Ruby Red with beige leather interior, sunroof, air conditioning, 4,000 on Litz engine, latest Solexes, 5 1/2" chrome wheels with new Semperit Super Sports 165s, Cibie Biodes with relay, full panel with Huer Master Time, M.G. mitten cover, 4 Semperit studded radials mounted on extra wheels.

1966 911-S-66 Nr. 301708, Eng. Nr. 901804, sunroof, signal red/black, chrome wheels, Semperit Super Sports, 5,000 mi. on new "S" clutch, oil cooler, and complete engine checkover, has heater, has latest type transistor ignition system, new Koni struts, complete alignment with suspension lower 36mm to factory specs, for improved handling.

From 356B 1600S: 4 4 1/2Jx15 factory chrome wheels in excellent condition. 2 4 1/2Jx15 factory wheels stripped and painted in silver Dulux enamel, 2 Zenith 32 NDIX carbs in excellent condition with manifolds, new Hellings chrome air cleaners and original filter cans with new Knecht filters.

WANTED: Ski racks, roof mount type preferred with all metal fastenings for 356B Coupe and 911 Coupe.

B. B. Hursh IV, R.R. 2, Box 22A, River Rd., Wilmington, Illinois 60481  
815 476-7611