

# CHICAGO SCENE

## MARCH

## 1 9 7 2

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### DATES

- March 26 . . . . . Concour & Flea Market
- April 16 . . . . . Gymkhana
- July 16 - 21 . . . . . 17th Porsche Parade



# CHICAGO SCENE

# CHICAGOLAND'S

1<sup>ST</sup>



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# COMING EVENT

## MARCH EVENT SWAP FEST & CONCOUR

Date: Sunday, March 26, 1972  
Time: 1:00 P.M. to 5:00 P.M.  
Place: Shoreline Porsche-Audi  
80 Greenbay Road, Winnetka  
Dinner: "Chances R", 5:00 P.M.  
10027 Skokie Boulevard, Skokie

Please take note that the location of this event has been changed to Shoreline Porsche-Audi.

Here is what you all have been waiting for; a chance to clean up your Porsche and at the same time to swap or sell all those old and extra parts.

Now that we are emerging from the salty days of winter and into the glories of Spring, it is time to have a Spring cleaning of the "old Porsche". Everyone knows that in Spring-time a young or old man's (and some women's) thoughts turn to a clean Porsche. Since you have to clean up your pride and joy you may as well enter the Concour and attempt to take home some silver.

Event Chairman Jim Bulgrin has hired the "master of swap" (anyone who has sixty Porsches in fifteen years has to be good at swapping), Dean Bangert, to be the auctioneer. His success will be dependent upon what you bring to sell. Nothing will be sold under your minimum and you can trade with anyone you want. The only catch is that if you bring a full race 917 engine and cannot sell it then you lug it back home again. Anything is acceptable; even brass Alfa lug nuts (and you have to be a nut to own an Alfa).

To help loosen you up, beer and pretzels will be served. Dinner will consist of char-broiled 1½ lb. hamburgers at the famous "Chances R" in Skokie. If you plan to go to the dinner, please have your reservation in by March 21st as facilities are limited.

Dear Al:

Wow, an opportunity to clean up my Porsche and to clean out my garage.

Name \_\_\_\_\_

Class: \_\_\_\_\_ 911 \_\_\_\_\_ 912 \_\_\_\_\_ 356 \_\_\_\_\_ 914  
\_\_\_\_\_ Competition

Entry: \$5.00/Car (\$6.00 at line) \_\_\_\_\_

Reserve \_\_\_\_\_ Dinners at \$2.50 \_\_\_\_\_

Make check payable to PCA Chicago Region.

Mail to: Al Malmarad  
960 Shumer, Glenview, Illinois  
724-9441

## APRIL EVENT APRIL FOOL GYMKHANA

Date: Sunday, April 16, 1972  
Time: Approx. 1:00 P.M.  
Place: South

The April event will definitely be a Gymkhana, but where, no one knows. But one thing is for sure -- Event Chairman Vander Werff will attempt to make a fool out of you on a really tough gymkhana course.

Dinner will be served after the event so plan on a full day.



Dear Arlene:

I love to drive in circles; sign me up.

Name \_\_\_\_\_

\_\_\_\_\_ Member \_\_\_\_\_ Applicant \_\_\_\_\_ Guest

Model of Porsche \_\_\_\_\_

Entry: \$5.00 per car (\$6.00 at line)

Reserve \_\_\_\_\_ Dinners (will pay later)

Mail to: Arlene Vander Werff

Box 433

18059 Torrence

Lansing, Illinois 60439

## THE REAR VIEW MIRROR

Forty-two cars threw their good judgment to the wind and showed up for Rosen's Wry (Rye) Rallye. As this was the Rallye Master's first attempt at setting up a Rallye, most members had their misgivings. Fortunately, Merv and his pit crew proved to be as adept at rallying as is our "hero" at drifting a 906 through the esses at Sebring. The rallye consisted of three legs -- the first two being a team event and the third a TSD for regional points.

The object of the team rallye was to drive the legs in the same time as your partner, only you did not know how fast he or she drove the leg. It really was surprising how close the times were, proving that Porsche pushers drive very similarly.

The third leg was a fast TSD which the instruction sheet said the course was laid out in a 906. To average 55 miles per hour on the roads Merv picked out was quite a task, making believable the "tail" that it was laid out in a 906. No one complained they were bored with the TSD. Luckily the roads were dry; now if it had snowed . . . .

Unfortunately, lack of snow prevented the much-heralded snowmobile competition and ice skating contests that our Rallye Master had planned. However, the lack of the elements did not have a damaging effect on the good time had by all at the dinner. Brae Loch Country Club provided a very nice setting and an excellent dinner.

After the dinner trophies were awarded to the "teams" for their overall finish on the three legs. Regional points (no trophies) were only awarded on the TSD leg of the rallye and only on the individual performance. The trophies, made by the arty Merv, featured Porsche models mounted upon engraved aluminum extrusions. They were very attractive.

Merv and his "pit crew" of Jackie Parker, Jim and Sue Bulgrin, Don "Daddy" Dyrda and Al Brooking deserve a good round of thanks for running an excellent and fun event. We all will look forward to next year when "racer" Merv will show us how to rallye . . . now if only he could add a little liverwurst to the rye bread.



### OVERALL RESULTS (SPACE LIMITS TO RESULTS OF TOP TWELVE)

1. Chris Ler/Ed Jung\*  
Dennis & Linda Green\*
2. Dennis & June Skidmore (T)  
Dean & Millie Bangert (T)
3. Al Marmalad/Jim Rossi (T)  
Roger & Bonnie Shapiro (T)
4. Wayne Potter/Rip Patterson (T)  
Tod & Linda Kaitis (T)
5. Wayne Gritzmacher/Marion Potter (T)  
Richard Warren/Ken Lessing (T)
6. Dick & Joyce Gunther (T)  
Harold & Doris Beach (T)
7. Dan & Diane Gallagher (T)  
Jerry & Barb Ridgeway (T)
8. Rew & Florance Godow  
Steve Hunter & Friend
9. Wayne & Eileen Coursey  
Helga & Jerry Meyer
10. Horst & Susan Pepp  
Norm & Mike Studier
11. Dave & Barb Redszus  
Rob & Sue Pickens
12. R.H. & Mary Koehler  
John & Judy Schwartz

### RESULTS TSD RALLYE (REGIONAL POINTS)

#### Equipped Class

1. Jerry & Barb Ridgeway
2. Harold & Doris Beach
3. Roger & Bonnie Shapiro
4. Wayne & Eileen Coursey
5. Jim & Bonnie Gladish
6. Wayne Gritzmacher & Rip Patterson

#### Unequipped Class

1. Dan & Diane Gallagher
2. Dick & Joyce Gunther
3. Jerry & Helga Meyer
4. Al Marmalad & Jim Rossi
5. John & Joan Andringa
6. Horst & Sue Pepp

\* Applicant Members  
(T) Trophy

WINNERS TEAM EVENT



WINNERS TSD EVENT





THE DUBIOUS ACHIEVEMENT AWARD,  
CALLED IN SOME CIRCLES THE  
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MERV PRESENTS JACK A BAG OF ONIONS  
GIVEN IN RECOGNITION OF HIS TEAR-  
JERKING STORY



PRIDE OF RACINE, WISCONSIN



JUNE SURROUNDED BY DOUBLE TROUBLE



IF HE WOULD HAVE INHERITED MY BRAINS  
INSTEAD OF MY GOOD LOOKS, WE WOULD HAVE  
WON THIS RALLYE



WHEN I HIT 5TH GEAR, THE FRONT END OF  
THE 904 JUMPED THIS FAR



T. - MY FATHER'S 904 IS FASTER THAN YOUR  
FATHER'S 550 SPYDER  
D. - YOUR FATHER'S MUSTACHE



DON'T LOOK NOW BUT THAT IDIOT IS  
GOING TO TAKE OUR PICTURE



REGISTRATION



DON'T LOOK NOW, BUT I THINK YOUR HUSBAND IS MAKING A PASS AT MY WIFE



HAVE YOU REGISTERED FOR THE PARADE?



REW WITH WIFE, BOW TIE, DRINK, BUT STILL WITHOUT CIGAR



Y E S



DENNIS EXPLAINS THE SECRETS OF PERPETUAL YOUTH TO ADMIRERS



NOT ONLY THAT I DON'T SMOKE OR DRINK AND I TEACH SUNDAY SCHOOL. I ALSO PRACTICE YOGA SO I CAN CONCENTRATE BETTER ON MY DRIVING



LISTEN, BUDDY, DON'T TAKE MY PICTURE



WE DON'T CARE IF WE WERE CALLED THE GIRLS OF DUBUQUE, WE STILL BEAR A GRUDGE



WAYNE ALSO LIKES MOTHERHOOD AND APPLE PIE AND BESIDES HE'S BETTER LOOKING



DIDN'T I TELL YOU WHEN YOU SHAVED THAT BAD THINGS WOULD HAPPEN TO YOUR CAR



IF ANYBODY CALLS ME WAYNE'S DATE ONE MORE TIME, I WILL



WE WERE RIGHT ON TIME UNTIL MY HAIR FELL INTO MY EYES AND I MISSED THE TURN OFF



WE MAY BE APPLICANT MEMBERS BUT WE DID WELL



HORST GREET'S TRANSFER STUDENTS



SEE, DANNY, I KEPT MY PROMISE; THE 904 IS RUNNING, SO I SHAVED MY MUSTACHE



IMAGINE THAT - HAD A BABY  
JUST SO SHE WOULD MISS THE RALLYE



THE ODD COUPLE



I'M TELLING YOU DEAR I DON'T KNOW  
WHETHER I WANT TO JOIN THIS CLUB - THEY  
ARE ALL A BUNCH OF NUTS



THAT'S A LOT OF BULL —  
THE FAMILY THAT RALLYES TOGETHER  
STAYS TOGETHER



DAN AND NAVIGATORS THREE



NO, CAROLYN, YOU MAY NOT HAVE A YELLOW  
TARGA TO GO WITH YOUR NEW DRESS. I JUST  
GOT YOU A RASPBERRY COUPE TO GO WITH YOUR  
NEW EASTER HAT!



SEE, I TOLD YOU WE ENJOYED OURSELVES.  
THIS IS OUR SECOND EVENT IN A ROW



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**ALL SIZES – ALL RATINGS**

# GYMKHANA

## THE MAN - THE CAR - THE TRACK

The three above items are, I think, the most important points to be considered when undertaking autocross and gymkhana driving. I will try to relate how each one is important to get the job done well.

**The Man:** I fully realize that this creation of man's ingenuity can do things that I cannot control, repeat, cannot control once I have turned the key and stepped on the accelerator. To avoid any possible mishaps, drive relaxed and always try to drive smoothly with no jerky movements in shifting and cornering. The smoothest line between two points is the shortest and fastest. Remember a "bull in a china shop" only creates havoc.

Gymkhana and autocross are two different types of driving. The first is a short track, with quick turns, and many of them. Have your car in position to negotiate every corner quickly with no time in between pylons to cover up mistakes. Short track driving is relatively slow compared to long track autocross. A driver should know the basic rules for braking, cornering and accelerating. How, why, when and where to brake are the questions to be answered. When answered correctly and executed carefully it will cut seconds off the elapsed time.

**The Car:** This item is not to be taken lightly. A well-kept car has a definite edge over the one that isn't. To get the docile little machine to go, points, plugs, valve adjustment, oil change and tune up will cure a multitude of sins. Good tires, with right pressure, shock absorbers in good condition, and an alert pilot will keep the machine on proper course. Adequate brake linings or new brake pads and new brake fluid in the lines with all respective parts in good working order will assure a quick stop if needed. We have man and car in shape, but what about item three, the track?

**The Track:** Every corner, straight stretch or set of pylons has to be negotiated differently under varying track conditions. Cold or hot track, wet or dry track makes a world of difference. Always slow down before you get to the corner and accelerate when leaving the corner. Practice corners in the right gear so you won't run out of power before leaving the corner. Practice stopping when approaching pylons so you can enter and exit quickly. Know how your car acts under different driving conditions. You never drive your car on the

track like you do on the street. Driving a high speed autocross improperly can cause mechanical problems or worse, your neck.

Evaluating my own driving habits, techniques and mistakes, and correcting and improving them is my joy in competing in controlled speed events. These events will be enjoyed by all when they are safely and sanely finished without mishap, whether it be first place or last place.

Bob Hubert

## 1972 SCHEDULE

MONTH	EVENT	DATES	CHAIRMAN
March	Tech/Conc.	26	Bulgrin
April	Gymkhana	16	Vander Werff
May	Rallye	21	Gamel Stonecipher
June		25	Shapiro
July	Parade	16/21	
August	Potter's P.	20	Patterson
Sept.	Elkhart	16-17	Rosen Hursh Gunther
Oct.	Rallye	22	Hubert
Nov.	Tech	12	Schrepfer
Dec.	Dinner	9	Skidmore
Jan. '73	Ice Gymkhana	24	Gummow

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# RALLYE

In this column in the past we have spoken the various merits of equipped and unequipped rallying. If you are weary of the vagaries of unequipped seat of the pants rallyes, or your marriage crumbles during each rallye, perhaps it's time to consider investing in some first-class rallye aids. CURTA - There is a Curta available for TSD rallying. Push the slides up and down, turn the crank (like a pepper mill) and out come the results. Allows speed changes, pauses, gains. Is accumulated to show official and indicated mileages to 1/100th of a minute. Reverses to correct for those inevitable off course excursions. There are two models at \$125 and \$165.

This and a good stopwatch are hard to beat. If you want something more exotic, read on. From their ad "Rallecomp Compact Electronic Rallye Computer is consistently producing overall winners. Requires only that you drive to keep the bi-directional (up-down) counter reading on zero. Digital intergrated circuits, crystal controlled clock, electro-optical odo sensor, all the latest technology. Direct MPH entry. Handles special problems. Extremely accurate. Send stamped, self-addressed envelope for brochure. RSR Industries, P. O. Box 1787 (Osta Mesa, California 92626)."

It might be worth 8¢ to see what it costs. With equipment like that lying around, rallying seems to be getting into the area of overskill.

And then there are the goodies from Halda. Three models are currently available, Halda Speedpilot @ \$95.00, Halda Twinmaster @ \$90.00, and Halda Tripmaster @ \$65.00. These are fair traded items, but if you have a desire for more, talk to Wayne Coursey before you buy. There are some rewards for being a PCA member.

The Speedpilot has been around for awhile and some are being successfully used by club members. Some are being used unsuccessfully too! There's just no substitute for staying on course.

The Halda Speedpilot is a mechanical odometer and a clock. In use the driver need only keep the red pilot hand lined up with the clock's minute hand. If they are together you are averaging the speed which you have diled into the unit. This eliminates the constant "are we on time" question from the driver that normally interrupts some Ginstein-like computation in process in the right seat.

A good watch, a navigator who reads without interpreting, and a Halda Speedpilot will make you very competitive.

Whatever you decide, remember that your system has to work for you--not for someone else. I rallye with a Helga Speedpilot. But then, there's only one of those. It's accurate, mostly quite, and cooks too. -- Jerry Meyer

# THE POLE POSITION

## THE DAYTONA 24

No longer 24 hours, but a one-hour formula "Vee", a 200 mile midnite challenge, and a 6 hour Daytona Continental-World Manufacturer's Championship race. Small crowds, probably due to the deletion of the 24 hour race, although for variety, the combination of the three types of races was good: Formula "Vee" wedged between the practices and the 2 hour challenge from midnite until 2:00 A.M. for the lovers of lights criss-crossing through the night. In the "big" 6 hour, although the results read the same as the qualifying sheet minus DNF's, there was plenty of dueling and shifting of spots in the top ten. Three 312P Ferraris, 1st., 2nd., and 4th.; two Alfas, 3rd. and 5th.; Lola T212, 6th.; and then Peter Gregg-Hurley Haywood's 2.5 litre 911S in front of the Dave Heinz-Bob Johnson's Corvette which set fastest lap in the midnite challenge. Another Lola T212, and 10th the Jim Locke-Bob Bailey 911S.

Two interesting sidelights: the course is laid out so that one can see cars all over the course, and in one panorama, cars traveling in six different directions. Also, one "U" turn with a 200 ft. radius, several 911's would hold the inside wheel all the way around and it certainly looked strange to see the wheel stopped and not helping!!

The best moment for Porsche-pushers was the ten minutes (five hours into the race) that the lite board had two 312P's, one Alfa, a 908, and a 911S in the top five places. Significant data: five Porsches in the twenty-one finishers and all 911 or 914-6, basically street cars! Not bad when competing with all out Ferraris and Alfas.

COMPLIMENTS  
OF  
C & S DIVERSIFIED CORP.

BUD CROUT, PRES.

# CONCOURS

## CONCOURS THROUGH THE EYES OF A BEGINNER

After the fine articles appearing these past months in the "Chicago Scene" it is presumptuous and a little bit ridiculous of me to think I might be able to add anything.

This whole concept of preparing a finely engineered piece of machinery for a concours has been a great experience. If I am to look at this objectively, I must remember that it was just a short time ago when I felt that the ultimate in an automobile was a finely engineered new piece of equipment named "Chevrolet", 1953 vintage. To prove that I thought well of it, I preserved it for twelve years. What else could I do when I was being accused, by an old friend of ours, of keeping it in Betty's living room. And this was long before Panorama made mention of this type of car care in one of its recent issues. Besides, I had no choice but to keep it considering the investment in soap, water, wax, and paint. I couldn't afford to sell it.

But time passes and all good things must come to an end, and a new thrill commenced when on a warm summer day in 1964, Wayne Coursey introduced me to the ultimate in a finely engineered piece of machinery, a beautiful, red, 356 Super 90 (guess he couldn't afford to sell his car either because he still has it). This was my first exposure to a concours enthusiast. He and Hubie make the word Porsche mean perfection and I could not remain close to them without getting the fever. I was hooked. No longer could I get by with just soap, auto wax and a dab of paint; I needed a whole new bag of tools. I needed q-tips, tooth brushes, shoe polish, silicone spray, razor blades plus a vacuum cleaner, a steam cleaner and even if it is unhandy in the front room, a hoist. (This surely is a great addition to one's concouring equipment.) But above all else, a wife's help (first wife that is). During my Chevrolet era my car had been considered my "Holy Ground" -- and in those days no self respecting wife would dare participate in this type of endeavor anyway (I was never quite sure who instituted that unwritten rule). But now Betty has become an enthusiast too and I appreciate her help.

When once hooked, it is as difficult to explain the whys and wherefores of this activity as it is to concour Ferdinand's beautiful brainstorm. How do you explain to your neighbor, an old friend, whom you have known

all your life, the importance of waxing the back side of Mag wheels or why shocks need to be removed, repainted and waxed, why all screw slots are cleaned out and all the rubber molding is lifted and cleaned with my wife's q-tips? (Still the first wife!) He watches all of this very important endeavor while he is cutting my grass for the third straight week (I cut his grass in the winter while he runs all over the country skiing). This is the same guy who, only a short time ago, wasn't really sure if I was talking about the front one or the back one when the name "Porsche" came into our conversation. He probably never will understand why we Porsche Pushers in Dubuque spend weeks on elbow action, then drive 200 miles, shoeless, to Chicago on a sloppy, wet highway.

I'm not sure whether I fully understand this terrible affliction called "Concouring" but I know it's been great fun and I've enjoyed every minute of it knowing full well that I have much to learn before I become really competitive. Three times a bridesmaid in 1971 means that there is room to go up. Then one of these days I might even get Hubie to teach me how to drive one of these fine pieces of machinery, then owning a Porsche will truly mean -- PERFECTION ONCE REVEALED SURELY CAUSES HALLOWED ECSTASY ! ! !

Harry Muellich

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# MISC RAMBLINGS

Congratulations are in order for Don and Hester Dyrda. The club's favorite M.D. gave birth recently to their fourth child, a girl. Some women will go to any length to miss going to Rosen's Rallye. Believe it or not, they did not name the child Portia. Hope to see the whole family in their new Winnebago camper at the March flea market.

Treasurer Neil Holleb reports that the club is in good financial status. Equity per member is at the desired \$20.00 figure, in fact, it is actually \$20.83. We started the year at \$21.58. The decrease was not caused by an unprofitable year but rather by increased membership.

President Don Dyrda has appointed Dave "904" Redzsus to complete the unexpired term of Jim Rossi as a director of the club. Jim has resigned for personal reasons.

President Dyrda has also appointed Dick Gunther as Advertising Manager for the Chicago Scene. We have all heard how good Dick is at pulling teeth so he should be able to bring in some ads.

The March 11th issue of Autoweek states "the 2.7 liter Porsche 911 that ran in the Monte Carlo Rallye will be introduced as a production model this summer. Engine can easily be expanded to three liters." The 1972 revised 911 transmission was designed to take an engine of up to three liters displacement. Wow, a three liter production Porsche, what fun you could have. However, you will probably have to own a dealership, a bank and a gas station to be able to afford one.

The midnight oil has been burning in the garage of Merv Rosen's home in Libertyville. The Anderson brothers, plus our hero, have been busy preparing his 906 for Sebring. We all wish him well.

The Central Indiana Region of PCA is pleased to announce its second annual high speed autocross. This event will be run on the full 2½ mile road course at Indianapolis Raceway Park on Saturday, April 22, 1972. We will shortly send you the complete schedule, entry form, class structure, safety requirements, route to the track, etc.

Meantime, we would like for you to reserve this date and plan on participating. The event will be for Porsches only, but not restricted to PCA members. Please spread the word in your region and watch your mail for the complete details.

# PARADE

Fellow Chicago Region Member:

We have heard a lot of talk in recent months about all the Chicago region members who would like to be more active in PCA but haven't been asked. Well, here's your chance; don't say you weren't asked.

As we have said in the past, this is Chicago region's Parade and the Parade Staff needs your help. If you have a special talent you've been hiding under a bushel, let it all hang out. We Need You.

Here are the names of the various Chairmen who need people during the Parade:

- Registrar - Bonnie Gladish  
An indoor sit-down job
- Concours - Waldo Schrepfer  
A clean job
- Autocross/Drivers School - Jim Gladish  
Work one day at each location;  
be able to participate
- Rallye - Ray Stonecipher  
Exacting work
- Timing and Scoring - Jim Bulgrin  
Although this will be computerized, we  
have to be staffed in depth to allow for  
contingencies
- Repair facility - Larry Gross  
You meet the most interesting people  
with broken Porsches
- Goody Store - Helga Meyer  
Retail sales opportunity for dynamic person
- Ladies Program -Carolynn Cooper  
Station wagons and wagoners

To complete the list there are those who are operating without a staff but may need help. Namely:

- Trophies - Roger Shapiro
- Program & Donations - Wayne Gritzmacher
- General Chairman - Wayne Potter

So! The ball is in your court. Call the person you would like to assist and firmly commit yourself. While you're at it why not register for the Parade. There are only 22 registrants from the Chicago Region.

Jerry Meyer - Vice-Chairman



# Profile

ACQUIRING A PORSCHE IN MARCH - 1955

OR

"A LITTLE RIDDLE"

Well here we are on our way to Florida, Fred and Barbara Woods -- Milly and I in search of a little sunshine, a little fun, and a little car. Not just any little car, but a Porsche Speedster. They had just been introduced in the Fall of 1954, and after my trip to Hoopeston in a Porsche, which I told you about last month, I had definitely decided I needed a Porsche. As long as the Speedster was a new body style, I decided on it.

Our first stop was Atlanta, Georgia. The dealer there said he had one Speedster coming in, maybe in a week or so, well we didn't want to March in Georgia, so on to Florida.

We arrived in St. Petersburg one week before Sebring. When we found the local Porsche dealer we also found that he was a Porsche dealer in name only. He had no Porsches. Well! Sometimes those are the best kind. He called WACO motors in Miami -- they were distributors. They had a white 1600 Normal, just what I wanted. We haggled for awhile, when all the lies died down I got the car at a substantial discount and a ride in a DC-3 to Miami to pick it up. After picking up the car, we were off through the Everglades back to St. Pete.

Having acquired the little car, we started looking for a little fun in the sun in the little car. So off to Sebring. We arrived four days before race day. Upon arrival we found they were in desperate need of Pit Stewards. They must have been, 'cause we got the jobs. Of course they didn't pay anything; it was just for the fun of being in the pits and part of the race. I applied for pits that had Porsches. Well, everything worked out fine. I was assigned to Ed Crawford's pit. He had just taken delivery on a new 550 Spyder with the new engine with 4 gear driven overhead cams. It was a beaut. And sure enough, he had all the boys from Hoopeston in his pit. Ed had a little bad luck in the race -- he hit an oil drum. This bent the front end in against the wheel so he had a hard time turning. He drove in to the pits and they started hammering on the car with a long jack handle. Ouch! I think it hurt me more than the car. Oh, well, new cars get old quick when you race them. Ask Mike Vanderworth. You know I can't remember who won the race that year. I just know I had a ball driving my new Porsche Speedster back and forth from Sebring to St. Pete everyday.

I highly recommend buying a Porsche when you are on vacation; how else could you get your 1,000 mile check-up 2 days after buying it.

Dean Bangert

# LETTERS TO THE EDITOR

FOOTNOTE ON A PROFILE

Dean Bangert's comments on servicing a Porsche in 1954 and the trek (read "pilgrimage") to Hoopeston, Illinois, revived old memories from some of us here in central Illinois. On doing some checking with a few of the old timers in this area, the following seems to be a reasonably accurate history. The final story can't be had until Ed Trego of Hoopeston returns from Florida later in the spring.

Around 1951, Ed Trego of Hoopeston, Illinois, who had an interest in racing, became the importer for Porsches for the immediate (as far away as North Dakota) area. In these early years his group had some exotic machinery, including one of the few Glockler Porsches in the country, which was driven at this time by Dr. Urbas of Westville, Illinois. Continuing through late 1955 or 1956, Trego not only maintained and sold Porsches and had one of the best Porsches Mechanics in the country, Glenn Carroll (see some of the Sebring reports of that era), but also stored and maintained cars for John Shakespeare of the Shakespeare fishing tackle company.

Shakespeare bought out the Trego operation about 1956 and maintained it for about one more year before moving it to Danville. Glen Carroll left about this time to work for Ed Crawford, but one of his other mechanics, Lloyd Barton, went with the operation and still works and maintains cars in Danville, Illinois. About this time (1955), Shakespeare also opened up an operation in Champaign. This continued until 1958 while the Danville shop went on until 1961.

At this time Shakespeare apparently closed out his sports car "business" and moved his collection of vehicles, rumored to contain as many as sixteen Bugattis, including the Royale which sat in Danville through 1960, to Centralia. Shortly after this he supposedly sold the Bugattis to a Californian.

Several of the people involved over the years, such as Lloyd Barton and Sammy Eller, now in Mount Vernon, are still active. That about closes this footnote on the early operations. When Ed Trego returns, we will try to update the details.

Thanks to Dean for reviving old memories.

Glenn Poor, Lincoln Trail Region

Bob White

# PORSCHE MART

Buy it! You'll like it! A 914-4 with a trailer hitch. AM/FM, low mileage, still in warranty.

Dean Bangert  
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1971 911S Coupe Conda Green Recardo seats with hounds tooth inserts; special black vinyl coat bumpers front and rear (by Dezi) inertia reel seat belts, rear tow hook, etc. Lowered 34 mm for improved handling. Excellent plus condition. \$8,500.00. One of a disappearing breed.

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WANTED: 1969 912  
Premium Price Paid for Posh Porsche Must be Cream Puff. Style and Accessories Not Important.

Bruce Janecek  
Day Phone: 312/788-1024  
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WANTED: Std. or replacement fog lamps for 911, Info. on Gearbox and Weber Carb rebuilding (911-S). Plus any other essential 911-S goodies you might have around.

FOR SALE: Rag top and assorted body parts for 1960 356 -- CHEAP!

Contact: Bill Van Howe  
834-9896  
422-5426

# TEN YEARS AGO

YOU ARE THERE..... February 11, 1962

Our President was Jack Cooper and our newsletter editor was Ron Rogginger. 34 Porsches arrived at Bay Shore Lodge at Williams Bay for an ice dice -- alas, no ice. However, thanks to Werner Voegeli who spent hours clearing snow from a nearby go-kart track, we still had a fun time with President Cooper winning the event.

Preparations were being made to attend the 7th Porsche Parade in Monterey, California.

Bob Koonz presented the region the set of plasticized car numbers which we are still using for our events.

If you had the inclination you could purchase Wolfgang Rietzel's almost new '62 Normal "A" hardtop with 10,000 miles for \$3,600. (If memory serves correctly, Ray Stonecipher snapped up this bargain and is still driving it today.)

Bob and Ginny Gummow

HEX SIGN?  
The Prancing Marque

WHERE DOES THE EMBLEM COME FROM?  
Porsche Strasse, June 1967

Often people are asking us for the origin of the Porsche emblem. Some suppose that it is an imitation of "Ferrari's jumping horse", well-known emblem of the Modena Sports and Grand Prix Car Company. This similarity is a pure coincidence. In order to bring some light to the legend, here is the explanation:

Soon after the first 356 models had left the new Porsche mini-factory in Stuttgart-Zuffenhausen around 1950, the clients cried for an emblem of their favorite car. Dr. Porsche had different designs and plans made, but at the end they did not please him too much, so the emblem affair was left undecided for quite some time. One day, however, an American friend of Dr. Porsche asked again for it. So, Dr. Porsche in his leisure time, took a pencil himself and made a little drawing, in which he mixed up the emblem of the country of Baden Wurttemberg (antlers) and the emblem of its capital Stuttgart (horse). Result: the beautiful, and world famous Porsche emblem which decorates Porsche hoods, Steering wheels, letterheads and PCA Jackets... it's as nice and simple as that. (Taken out of Lincoln Trail Newsletter.)