

CHICAGO SCENE

MARCH

1973

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DATES

March 25

Concour
Wine Tasting

April 15

Gymkhana



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THE REAR VIEW MIRROR

FEBRUARY EVENT

A FUNNY THING HAPPENED ON THE WAY TO THE ENDPOINT.

The funniest thing that happened on the way to the checkpoint was that the Rallye Master decided to do away with that part of the Rallye.

We did indeed have a gymmick rallye. The rallye master, new member John O'Keefe, stated at the start that the idea of this rallye was to fool the participants. Well, he sure did. No one was anywhere close to being right. The winning team executed four wrong instructions out of 20. I am of the opinion that the reason the club was so badly outwitted by the Rallye Master was that we had never run this type of rallye before, and in fact even after a thorough reading of the generals, we still did not know what it was about. This rallye should really be called a rallye lawyers rallye as it dealt purely with gramatical interpretation of

the instructions.

After a short rest we embarked upon a pure TSD Rallye staged by Chuck Vischulis and Ron Bodinet. The Rallye as rallies go was fairly easy, however, there were eleven speed changes involved in a fairly short rallye which kept everyone's pencil working. Suprisingly, with all these speed changes, the top unequipped cars were better than the comparable equipped cars. Chuck and Ron did a fine job. The rallye was lots of fun particularly since the average speed was more than ample to allow you to "get your toe into it."

The end point of the TSD Rallye was the Northern Challet where the awards dinner was held. The food and company were excellent, however, the space a little crowded.

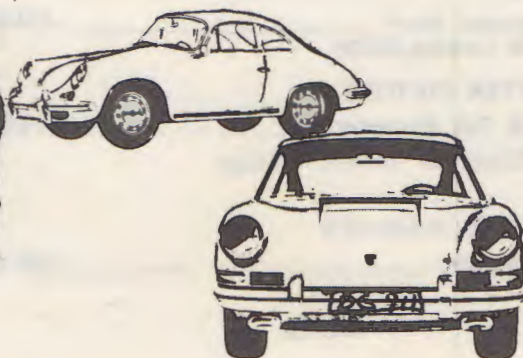
Special thanks to the Rallye Masters, O'Keefe, Vischulis and Bodinet and to Mike Vander Werff and his son Michael who worked the checkpoint.



"DON'T WORRY MY SWEET,..
I'LL POUR YOU IN THIS
356-A CHARIOT...SOME
HOW...UGH."

BACCHUS, YOU BUM,
YOU'RE JUICED, YOU
DROP ME AND I'LL GO
HOME WITH THE GUY IN
THE TARGA TYPE CHARIOT."

**SEE BACCHUS AT THE
WINE TASTING**



BACCHUS THE GRAPE RIDES AGAIN

RESULTS

EQUIPPED

Bob & Sylvia Babbin	32	T
George & Linda Gutmann	102	T
Bob & Wilma White	128	T
H.W. & Kathey Shull	436	T
Roger & Bonnie Shapiro	445	
Rip & Linda Patterson	556	
Norman & Michael Studier	694	
Dean & Millie Bangert	739	
Dan & Diane Gallagher	870	
Wayne & Marion Potter	943	
Chuck Regan & J. Regen, Jr.	1214	
Jerry & Helga Meyer	1290	
Jack & Mary Ward	2576	APP
Bob & Helen Hubert	3000	

UNEQUIPPED

Kent & Jack Cooper	62	T
David & Barb Redszus	124	T
Klem & Eric Ceputis	140	T
George & Jeannette Geru	158	APP
Jack & Judi Fritsch	234	T
Gerald & Barb Ridgeway	247	T
Bill Cameron & Barb Karrol	279	APP
John & Laura Swartz	293	T
Jim & Bonnie Gladish	391	
Neil & Judith Holleb	456	
Wally & Anita Ryback	471	

Bob & Mary Koehler	545	
Mike & Judi Evans	546	
Ron Rogginger & Mary Ruddick	548	
Gene & Ray Urban	723	
Rich Kreisa & Downa Strauch	815	
Frank Wagner & Janice Pemberton	829	
Jim & Sue Bulgrin	913	
Tom Gutzmacher & Lee Kramer	1017	
Dennis & Linda Green	1240	
Todd Kaitis & Linda Johnson	1316	
Horst & Susan Pepp	1336	
Merv Rosen & Jackie Parker	1376	
Fred & Susan Hopenwasser	1591	APP
Paul & Elayne Ruddenberg	1689	APP
Lowell & Betty Koenig	2410	APP
Sid Elliott & Roger Rutledge	2606	APP
Mike & Kathy Johnston	2693	APP
John Towey & Nancy McCarthy	2844	
Mike Piritto & Liesa Fabbrini	2950	APP
Bruce & Jean Janecek	3000	
Rich & Joyce Gunther	3000	
David Brown & Lize Gulpbread	3000	APP
Bob Giesel	3000	APP
Ed Centella & D. Milani	3000	APP
Tony Perry & Benay Weiss	3000	
Walt & Jean Sobek	3000	

APP Denotes Applicant Member
T Denotes Trophy

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Rallye Masters



Check Point



Boy but did he ever get charged up while in Sweden, and it was not from aerodynamic principals either.



This month's inferior import



Jim, I can not even understand the generals!



May & Bob Koehler heard that everyone needs a gymick so they came to get one.



Grandma & Grandpa Potter



Who is that famous driver behind the Foster Grants?



The excitement of the whole thing causes new member, Jack Towey, to comment: "I should have stayed home."



Next gymick rallye we go on we are going to do our own gymick and go straight to the end point.



This is our first rallye and we thought it would be so easy. Boy were we ever wrong.



Say Dean I understand you are going to have your own sidewalk art sale,



John & Laura Swartz introduce their daughter to Porsche "society".



Say Dick, at the rate you have been filling teeth I believe you can now afford to buy me a new fur coat to go with your bear skin boots.



It has been reported that I think ice only goes with gin; however, there is absolutely no truth in this-it also goes very well with Scotch.



We have not been around much since that "peeping Tom" took that picture of Linda.

5



I have been getting a little tired about Neil receiving all the press and funny comments in this rag; therefore I am going to do somethings to get attention--watch out PCA!!



We were going to bring the Ferrari Daytona but, as usual, it was not running.



I think we have the makings of a great rallye team--very little intelligence and a lot of luck.



The way I feel about this rallye is printed on my sweatshirt.



Old buddy Ron Rogginger with two sweet young things.



Aw, come on tell me that I am not bad looking; please, I need some reassurance.



Undertaker, Mortician, Body Business, what the hell, how about Interment Engineer.



Rallies are a lot of fun, I laughed so hard I can cry.



Applicant members Paul & Elyne Ruddenberg.



We came to a Porsche Club event in the other product from Stuttgart. We also go to Mercedes Club meetings, but we always go in a Porsche.



Next time I go rallye I am just going to forget about any calculations and drive like hell; and I will probably win.



Mike Gallagher: Say Danny, I hear your pop just got a new 911S Targa
Danny Redszus; Ya, and is it ever fast.



You know Willma, for several months now your husband and my wife have been the talk of the club, how about you and I creating a little scandal?



What this club needs is a good scandal.



Stop! Don't take this picture. If Ruthie sees me carrying on like this she won't let me out for a couple of months.



George and Jeannette Geru, applicant members.



We want to invite all of you up to our home in Racine this summer. You see we don't live far from Holleb's summer home and we would like to take all of you over there for a picnic.



Chuck Regan introducing his son to "Uncle Neil".



Recently this newsletter ran an embarrassing picture of me kissing Jackie. I just want you all to see how it would look if I kiss Jackie while I am standing on a chair.



New members Mike Evans and wife Judi, welcome.



Jack and Mary Ward, applicant members.



Two of the club's beautiful blondes.



Since you are introducing new members you may as well introduce me; my name is Rich Kreisa, and this is a friend named Danna.



Bennay, I am heartbroken that you are moving to Texas, One good thing, however, now, maybe I can find a decent navigator.



Roger, did you really disconnect all the other cars oddometer cables?



Merv and Jackie receive traveling trophy attesting to their rallying ability.



1st and 2nd--equipped



3rd and 4th--equipped



1st and 2nd--unequipped



3rd and 4th--unequipped



5th, 6th and 7th--unequipped.



1st and 2nd--gymick rallye

COMING EVENT

CONCOURS AND WINE TESTING

Date: Sunday, March 25
Place: Porsche Audi at O'Hare
 1000 Elmhurst Rd., Elk Grove Village
Time: Concour Judging at 1:00, wine testing immediately after (concours participants may arrive at 11 A.M. for final preparations)

The law firm of Novoselsky and Gallagher present, for your enjoyment, a concours and wine testing party (no a concours is not an after dinner drink). The Baachus bash will take place within the spacious quarters of Porsche Audi at O'Hare, so if you are worried about getting your car dirty or your feet wet don't.

Bruce Janecek, who sampled more bubbles at the dinner dance, has graciously agreed to be chief tester. All kidding aside a large liquor company will lecture about various wines, why some are good and some bad, and will provide plenty of samples for your pleasure. Soft drinks will be available for the little nippers and Dennis Skidmore.

The concours will be our new standard four class type: in Class A, all areas of the car to be judged, Class B, all areas to be judged, however, the undercarriage only esthetically; Class C, all areas except the undercarriage, Class D, all areas except the undercarriage and the engine.

So clean the winter salt off your car, dust off your wine testing cup, exercise your elbow and come on out.

APRIL GYMKHANA

DATE: Sunday, April 15
PLACE: To be determined
TIME: Approximately 12 noon

Not too much is known about this event except that there will be our awards dinner after.

Event chairman Wally Ryback promises a good gymkhana and an excellent dinner. As this is the first time Wally has been an event chairman don't let him down; plan to attend.

Gymkhana classes have not yet been decided for the year, but they will probably be the same except for the new 2.0 914S.



Dear Diane:

Would not miss the Baachus Bash for all the wine in California.

Name _____

Member	Applicant
\$2.50 Pre-registered	\$3.00 At Line
(Children Free)	

Reserve _____ places @ \$2.50 _____

I intend to enter my beautiful Porsche in the
 Concour \$3.00 _____

TOTAL _____

Mail to:

Diane Gallagher
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Wine Tasting



Party

Third Time Around

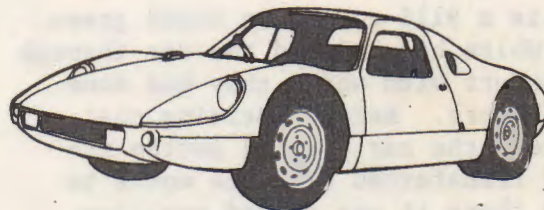
High mileage Porsches are really not so rare. At last year's Parade there was a 1954 or 1955 coupe with 256,000 miles. At the 14th Parade there was a similar car with 290,000 miles. Mr. Arrid Melby (yes, that was his name) from Iowa had over 250,000 miles on his 5-year old coupe at the 9th Parade. Mr. Melby passed away the next year and there was talk in some circles of establishing a Melby memorial award for the highest mileage, one-owner car at Parades. Several factors prevented the idea from reaching fruition.

So you see, there are some very high-mileage cars around. But as with most things, our personal situations always seem a little more significant than other people's. In the summer of 1961, after having been driven nearly everyday for those 3 years, my Speedster passed 100,000 miles. At the time there really wasn't much thought as to how long it would take to cover another 100,000 miles. Well, on July 8, 1972, 11 long years later, the 00000 showed again. As Will Zobbe and I returned from a parts buying expedition we jokingly considered a fireworks display or some other celebration when the magic zeroes appeared. In actuality, our conversation distracted from odometer watching and suddenly

a glance showed that we were already a mile and a fraction into the third cycle. Any celebration would have to be after the fact.

I've often made the statement that "when my Speedster goes, I go." I don't know which of us is going to rust out first but I'd like to see the Speedster's odometer complete another time around. It's true there isn't much of the original car left. A friend has compared it to the farmer who claimed to using the same hatchet for 40 years -- having replaced the head twice and the handle four times. One thing in particular makes me feel pretty good, though. That chronic bane to most 356 owners -- broken clutch cable -- has never bothered me -- in the Speedster or in 100,000 plus miles of other 356's I've owned.

Mike Robbins
Cent. Indiana



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'I THINK I'LL BUY MYSELF SOME- THING NICE... LIKE A 911S...!!

I took Lufthansa's Red Eye Special (any overnight transatlantic flight is a red-eye special) from Chicago to Frankfurt on December 19. To say the flight was heavily booked is a gross understatement, and Constant Traveler found himself twixt babe and babe, if not twixt ox and ass. I had checked in at O'Hare at an indecently early hour, thanks to a frantic dash up there compliments of Bob White when Ozark discovered they could not see the landing strip from the cockpit at Willard Airport at Champaign.

Sun-up saw us over southern England, and it was clear enough that we could trace our progress across the channel and southeastward across Belgium to Frankfurt which we arrived at only slightly behind schedule. I ached to go right to bed, and to my surprise, my room at the Steigenberger Airport Hotel was ready, at ten in the morning. But, there was good reason to postpone sleep: picking up my new rocket.

The rocket is a 911S coupe, in viper green. Bob and Wilma White had ordered the car through a firm in Frankfurt with which they had done business with before. Before deciding that they did not need the car, it had gotten itself built and transferred from the works to Frankfurt, and there it was stored awaiting their disposition. The man with whom they have conducted their business, Herr Bauermeister, had been told (warned?) I was coming on December 20 to take delivery, and he and the car were braced and ready. On the firm's showroom floor there were other cars...a most tidy Bugatti Type 37 and a Porsche 550 racer along with new 911's and 914's intended for the German market, and it was especially interesting to observe the various minor detail differences in the bumpers, between those cars and the U.S.-bound 1973's.

Next morning it was another clear, cold, dry day, and the itinerary called for driving the approximately 325 miles to Ostend.

As you know, the autobahns have no speed limit; and, for that matter, the new Porsche scarcely has one either ('hold it to 5,000 rpm for the first 1,000 km.') OK, that's a limit of 109 mph.

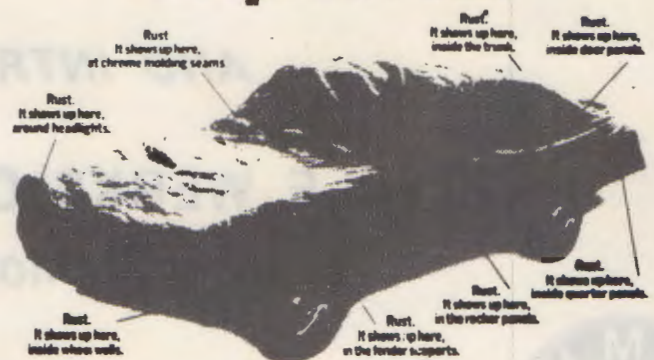
The car is fitted with Recaro seats (I'd feared that, with my girth, what I'd need was one giant double width Recaro; not quite so. Take that Weight Watchers) and with the smaller steering wheel from the 911R. It seemed so different from my Targa with its stock seats and standard wheel. The ergonomic changes, plus the S, plus the exhilaration of a clear, dry day turned me into a speed-freak of sorts. There were times when sheer panic nearly overwhelmed me as well-fed Mercedes' bore down on me as I was approaching 100 mph, -12-

and I found myself taking shelter in the slow lanes, and getting trapped behind an asthmatic Magirus-Deutz or Henschel truck; thus the engine got its share of the required ups and downs. But, when the way was clear again, the worm turned and behold...Superflash in his Green Meanie was at it again.

'Twas then out of Germany in a flashe, across the southeastern extremity of the Netherlands in a trice, and tearing across Belgium. Car ferrying self and rocket from Ostend to Dover. Once in England it was zoom time again. From Dover to abut beyond Canterbury the roadway is such that Thomas a Becket would remember it well and he has been dead 802 years. After two fairly intensive days with the car, there followed four days of virtual idleness, other than taking all of my host's enlarged family for joy-rides around their part of North London. On the 27th it was time to set out for Harwich to take the overnight boat to Esbjerg, Denmark. At my friend's home in Aarhus the S is now snuggled under a dust cover between my host's 1939 MG-TA and 1935 MG-PA Airline coupe. Danish duties are staggering and the delivered list price for a 911S coupe in Denmark is 209,000 kroner, or a touch over \$31,000. Don't see many Porsches. The Master Plan will see me returning June 15 to Denmark, where the S will emerge from its hiding place to take me to Stockholm, Finland, Munich, Vienna, London then on board ship for home.

Pat Heigho
Lincoln Trails Region

They still haven't unveiled the rustproof car.



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RAMBLINGS CONT

Peter Gregg and Hurley Haywood won the 24 hours of Daytona in a 911 Carrera. This was surprising due to the entry of several factory prototypes: however, the prototypes failed to finish. Haywood finished 100 miles ahead of the 2nd place Ferrari. Seven of the top ten cars were Porsches. Hurley Haywood, 1972 IMSA Champion bought Gregg's, Can Am Turbo 917 for \$172,000. This does include a spare engine. We always knew Porsche's had great re-sale value!

Another sad item -- Ron and Benay Weiss are moving to Dallas, Texas. Ron has been transferred there by his employer. Sorry to see you go, it is always sad to loose nice people.

Paul Dickinson and Bruce Janeczek are now the proud owners of 2 Liter 914's. Each is very pleased with his new Porsche. While on the subject of new cars, Dave Redszus has been seen driving a very nice 2.2 911S Targa. The old black 912 has gone to a well-deserved rest. More of the same, George and Linda Gutmann have acquired a 911S. If it runs anywhere near as well as George's 912 it should be a real stormer.

The recent dollar devaluation will be passed onto the Porsche purchaser in its entirety (so say well informed dealers). This should drive the already too high prices out of sight.

The March issue of Car and Driver contains a favorable road test of the 2 Liter 914. If you are in the market for one you would do yourself a favor to read it.

Yes, there is hope after all; at least there may be a light on the horizon. Claude S. Brinegar, a 47-year-old president of the Union 76 Division of the Union Oil Company of California, has been named Secretary of Transportation by the President. Brinegar, holder of a Ph.D. in economic research from Stanford, has been president of the racing-oriented Union 76 Division since 1968. A native of California, Brinegar brings to his new office a well-developed sense of the nation's transportation difficulties. He also brings an awareness of automobile enthusiasts' views, evidenced by his current ownership of a Porsche 911S.

If you are planning to attend the 1973 Parade better register. A five hundred car limit has been imposed upon registration and with over 450 cars registered you had better hurry and register if you plan to attend. Several changes have been introduced into the 1973 PCR's. The major ones are:

Concours - Areas to be judged will now number four (rather than six) and include exterior (paint), interior trunk and cockpit, undercarriage front and rear, and engine.

Each area is worth 75 points for a total of 300, plus any bonus points. Miles driven to the parade will be worth one point per 300 miles with a maximum of 10 points. This formula increases the emphasis upon the engine and exterior, and decreases the undercarriage, and miles driven.

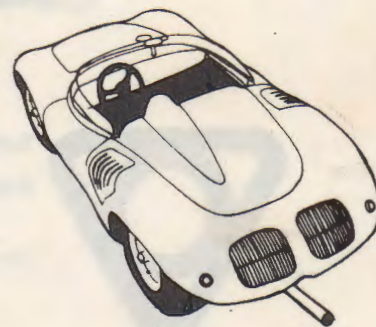
Speed events - Classes have been reduced from 22 to 15. Modified and competition cars have been combined into one class.

Special changes allowed for production cars are noted. Anything not specified moves a car to improved production or modified. Ladies classes have been reduced to two-four and six cylinder. Their time will be scored on a performance index based on a raw score in the men's class driving comparable cars.

The editor of this rag wishes to apologize for the inferior issue he put out last month. Suffice it to say that it was a misguided attempt to cut our cost.

Did you know that starting with January production, Porsche has a new steel beam in the doors (Safety) and new fire retardent carpeting, with little increase in weight?

...That there is a rumor going around that Porsche is testing a new demand (vacuum) fuel injection system for the 911 cars. It will eliminate the expensive injector (Bosch) pump! This will make Mike Vander Werff very happy...That the people who are saying the air cooled engine is through by '75 are wrong. As a very informed source says, "The air cooled engine will be with us for a good while."



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* NOTE CHANGES IN THE CALENDAR

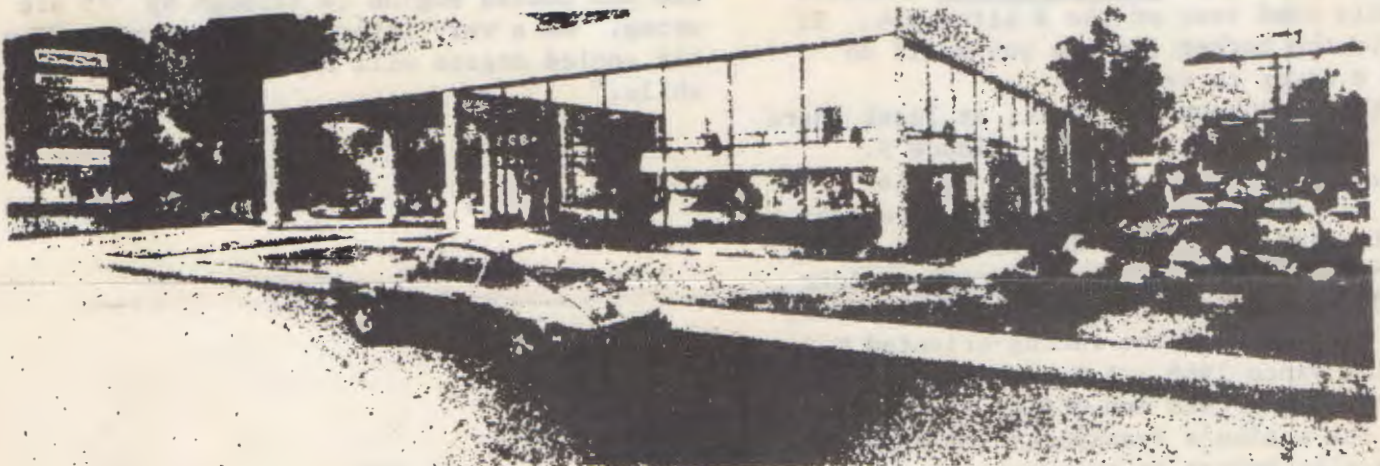
PORSCHE CLUB OF AMERICA CHICAGO REGION SCHEDULE OF 1973 EVENTS

Mar 25	Concours/Wine Tasting
Apr 15	Gymkhana
*May 20	Gymkhana
June 2-3	Driver's School
*June 27	Driver's School
*July 21-22	2 Day Special Rallye
*Aug 5	Potter's Picnic/Concours
*Aug 19	Rallye
Sept 14-15-16	Elkhart Weekend
Oct 7	Gymkhana
Oct 27	Rallye/Halloween Party
Nov 11	Tech Session
Dec 8	Annual Dinner Dance

* INDICATES A CHANGE EITHER IN THE EVENT OR
THE DATE



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Porsche's Exotic Alloys

The following article is reprinted from the award winning PORSCHE PATTERN, newsletter of Rocky Mountain Region, and was authored by Paul Bingham.

"(Most of this information was taken from an article by Kurt H. Miska, Associate Editor of "Material Engineering" magazine, November, 1971.)"

Porsche has won three World Manufacturer's Championships for sports car with their air cooled eight and twelve cylinder cars; in addition they have just won the 1972 Cam Am series with their twelve cylinder turbo-supercharged 917.

The type 917 engine is built as a 274 cubic inch (4.5 liter) unit developing 560 horsepower at 8400 RPM or in 300 cu. in. (5 liter) form, delivering over 600 horsepower. The turbo-supercharged version puts out about 900 horsepower!

The engine features central power take-off from the crankshaft, which is machined from a billet of Ni-17Cr-6Mo nickel steel. The connecting rods, two per crankshaft journal, are of forged 7Al-4Mo titanium alloy, an alloy not frequently used in this country. These connecting rods are retained by bolts machined from 6Al-4V titanium, the most common titanium alloy used in the United States. Weight of the rods is only 0.92 lb., or 0.58 lb. less than a comparable forged steel rod. The cylinder barrels are of Mahle aluminum alloy 124, an alloy very close to our 4032 aluminum. These barrels are forged and then internally chrome-plated. Minute oil retention holes or dimples are rolled into the bore. This system has been used by Porsche for many years and is entirely trouble free. Cylinder liners on the turbo-supercharged engine are Nickasil.

Cylinder heads are made of chill cast high strength aluminum alloy and are retained by Dilavar steel bolts. This is a steel alloy of about 150,000 PSI tensile strength, having the same rate of expansion when heated as the aluminum cylinder heads and barrels. The engine's crank case is a sandcasting of ZK-41 magnesium.

Porsche's space frame for the 917K is a complex structure of 53,000 PSI strength aluminum alloy weighing 104 lbs. or less. The Can-Am 917's use a frame made of an as yet secret material, reportedly titanium. Some tubes do double duty as oil lines to the front mounted oil cooler. The frame is also pressurized; a pressure loss alerts technicians to search for cracks in the frame. Tubing sizes vary from 0.79 to 1.24 inches in diameter.

In order to reduce elastic deformation of the rear suspension and frame, as required by the extremely wide rear tires, rubber bushings have been replaced by adjustable ball joints with teflon bushing in titanium cases. Rear wheels hubs are forged from 6Al-4V titanium, as are portions of the halfshafts. Front suspension bushing are also titanium, 6Al-4V, and are conically ground for a progressive spring rate. Wheels are cast from AZ91 magnesium alloy.

Price is frequently no object in a racing car if something will gain performance or save weight. For a hillclimb car, beryllium brake discs were used to save several pounds of unsprung weight. The reputed cost of these discs was \$1000 - each. Porsche's winning of the European Hillclimb Championship probably justified the cost!



TRUST ME REGARDLESS RALLYE
JULY 21 & 22-SURPRISE WEEKEND

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SUNDAY - TSD-DISCOVER MIDWEST AMERICA

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