

PORSCHE CLUB OF AMERICA

CHICAGO SCENE

MAY 1971



Chicagoland's

1 **ST**



SHORELINE
PORSCHE | AUDI INC.



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ADVTG MANAGER

ROGER SHAPIRO.....248-7020

TENTATIVE DATES

JUNE 5-6.....Blackhawk Farms Drivers School

JULY 25.....Picnic

AUGUST 22.....Gymkhana

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

OCTOBER.....?

NOVEMBER.....?

DECEMBER 10.....Annual Dinner

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Learn how to give your Porsche wider rims and tires so you can go around the pylons faster.

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Blackhawk Farms Driving School

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Dubuque Rallye. Pack your bag, get into your Porsche, kiss the kids good-bye and go west young man.



THE REAR VIEW MIRROR

APRIL FOLLIES

Would you believe that hundreds of people jammed the Elk Grove Village Shopping Center to watch 51 drivers push their Porsches around the pylons?

The course was well laid out with good reverses and a nice little straight. Those of us who enjoyed a great Sunday would like to thank those people responsible:

DEAN BANGERT, Event Chairman, for getting us the parking lot: BRUCE JANECEK, LARRY AND KATHY GROSS, JIM AND BONNIE GLADISH, JERRY AND HELGA MEYER, PAUL DICKINSON AND SON, WAYNE GRITZMACHER, JERRY SCHAUB, AND DON AND HESTER DYRDA.



FIVE BEST TIMES

1. BOB HUBERT	9IIT	41.0
2. JIM GLADISH	9IIE	41.1
3. CHUCK REGAN	9IIE	41.4
4. DAN GALLAGHER	9IIE	42.2
5. DENNIS SKIDMORE	356C	42.4

CLASS I (356)

1. DENNIS SKIDMORE	T	42.4
2. ROGER SHAPIRO	T	43.8
3. JAY GAMEL	T	45.4
4. LESTER DETTERBACK		45.6
5. WALLY RYBACK		49.0



CLASS II (Supers, SC, 914)

1. DICK GUNTHER	T	43.7
2. ALAN REDSZUS	G	44.6
3. DEAN BANGERT	T	45.0
4. DON DYRDA	T	45.0
5. GERRY VOELS	G	45.3
6. BILL HUBER	G	45.4
7. JIM WILSCHKE	AM	46.0

CLASS III (912)

1. JERRY MEYER	T	43.0
2. JIM SILVERWOOD	AM	43.2
3. NORM STUDIER	T	43.8
4. DAVE REDSZUS	T	44.0
5. BILL MOON	G	44.1
6. BRUCE JANECEK	T	44.1
7. DAVE KORZENSKI		46.0
8. STEVE HUNTER	AM	46.1



APRIL FOLLIES

CLASS IV (911)

1. BOB HUBERT	T	41.0
2. HUGH MYERS	AM	43.2
3. LANCE FLYNN	AM	43.2
4. JIM YORK	AM	43.4
5. JAY GAMEL	T	43.4
6. BEN HURSH	T	44.0
7. BILL WITTCAMPER	AM	44.1
8. RON WEISS	T	44.8
9. TONY PERRY	T	44.8
10. HENRY NOVOSELSKY	T	45.2
11. WAYNE POTTER		45.4
12. ART ANDERSON		45.4
13. LOWREY BUCHANAN	AM	46.5
14. BUD CROUT		47.4



CLASS V (911E & S)

1. JIM GLADISH	T	41.1
2. CHUCK REGAN	T	41.4
3. DAN GALLAGHER	T	42.2
4. MIKE MAY	AM	45.0
5. WALT KAPPEL		45.6



CLASS VI (4 cyl.)

1. HELGA MEYER	T	44.4
2. HARRIETT GAMEL	T	45.0
3. HESTER DYRDA	T	46.2
4. SUE BECKER	T	46.6
5. SUE BULGRIN		47.2
6. BARB REDSZUS		48.0
7. JUNE SKIDMORE		52.4



CLASS VII (6 cyl.)

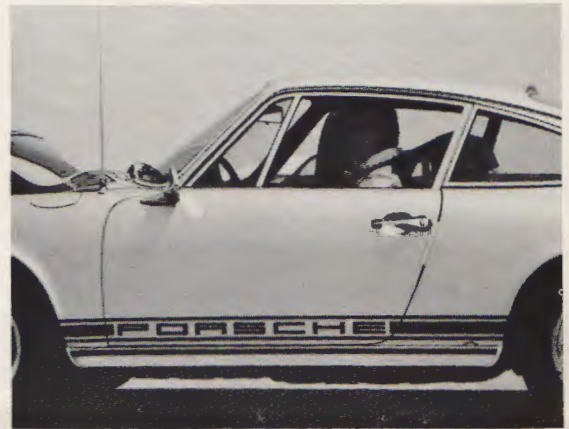
1. BONNIE GLADISH	T	43.0
2. HARRIETT GAMEL	T	43.4
3. DOLLY CONNOR	G	49.0
4. JUDY PERRY	T	49.5
5. DIANE GALLAGHER		53.2



APRIL FOLLIES



APRIL FOLLIES



Why is this man smiling. See below



TECH TIPS

WIDER WHEELS

How about those fat new tires and or wider rims you want to install. Is the problem of inside tire to chassis clearance bothering you? (If it isn't, it probably should) Changing to longer wheel studs on the rear of the 900 series Porsche can look like a tough job when you think about the problems involved in removing the old studs from the half axle flange and pressing the new longer studs in. At first glance this job would also involve removing the large nut on the end of the axle (which must be retorqued to 240 ft. lbs.) in order to have the necessary clearance from the half axle flange to the brake carrier plate.

I was almost ready to go rent a large torque wrench to tackle the job when I noticed that the emergency brake spring assembly fastened thru the brake carrier plate and the hole was about the same size as the head of the stud. Upon removal of the emergency brake spring assembly, I found that I could remove the old stud and push the new stud thru the hole in the carrier plate.

Removing the old stud can be done first by screwing a lug nut over the end of the stud to prevent damage to the threads and then pounding it out with a hammer. (The stud should come out easily with about 6-10 blows) The new stud can now be put into place by inserting it thru the half axle flange and with about a 3/4" shim (or use new spacers) a lug nut can be screwed on and easily tightened up with the standard Porsche lug wrench which will pull the new stud into place.

The entire operation should only take about 1 hour per wheel and with the new longer stud you can add those spacers to clear wider tires and or rims. Oh yes, better check that new tire to fender clearance before you try to dazzle the neighbors with your new coming ability.

Rick Norquist

Orange Coast Region - P. C. A.



CONCOURS

LOVE YOUR PORSCHE (OR YOUR WIFE)

Men infatuated with sleek powerful autos are substituting the machine for the female as a sex object according to a University of Delaware historian.

George Basalla the historian, said Monday that men, particularly Americans have "a highly emotional and erotic relationship with the machine...with the car, the locomotive and the computer the most endeared."

In a lecture and slide show at Carnegie Mellon University, Basalla said most machines in our culture are referred to in the feminine gender, with the car frequently called by endearments.

Basalla quoted a poem by E. E. Cummings, entitled "IXI," which describes the sensuous attachment of a man for his car in love-making imagery. He also referred to Eugene O'Neill's play, "Dynamo", about a young man, sexually fascinated by an electric dynamo, who dies as he clutches the machine in an erotic embrace.

He showed an advertisement for mufflers, a tall scantily clad blond girl entwining her body about a gold-plated muffler. "Hot for action" was the caption atop the advertisement.

Terms such as "hot rod" and the "bosoms of the bumper" on Cadillacs in the late 50's and early 60's have "obvious sexual connotations," Basalla said.

"Seen in this light, 'Body by Fisher' takes on a new meaning," he said.

The ritual of washing and waxing the car is typical of Western Society's attitudes toward machines, Basalla said. The male "strips toward the waist" and then "caresses his mechanical mistress with balms and oils."

CHICAGO DAILY NEWS

Published at the insistence of
Diane Gallagher over the vehement
objections of the editors.



THE RALLYE MEISTER

MAINTAINING THE AVERAGE SPEED

You may think that driving to an average speed isn't very demanding. The technique of driving with your speedometer needle on a given speed fails for several reasons. First of all, it ignores the fact that you lose important seconds accelerating to cruising speed. It is impossible to maintain a steady speed for a long period of time. Motoring in light traffic on a freeway is one thing, but on rally roads you will have to slow down for slower cars, cross streets, corners, traffic signals and stop signs. Once your stride is broken, your guess as to how much faster you must drive to catch up will not be good enough. In addition, the best of speedometers are inaccurate and are sometimes set that way deliberately by the manufacturer.

If it is impossible to hold a perfectly constant speed and you cannot rely on your speedometer, what do you do? The answer - and this is the basis of all average speed navigation - is that you break the rally into short consecutive distances and try to be on time at the end of each one. Essentially, the process consists of checking and correcting repeatedly.

Here is how it is done. Suppose that the prescribed average speed is 24 mph: Divide 60 - the # of minutes in an hour - by 24. The result is 2.5 or 2-1/2 minutes/mile. Then with pencil and paper you can prepare a table showing cumulative times for miles traveled.

MILES	MINUTES	SECONDS
1	2	30
2	5	00
3	7	30
4	10	00

Continued as far as necessary, this table tells you how much time should have elapsed at the end of every mile at 24 mph. You use the table in conjunction with your car's odometer and a watch.

Whenever the odometer shows you have covered 1 mile, check your watch. It shows that you have been driving for exactly 2 min., 30 sec., then you have averaged 24 mph. If your time was greater than 2 min., 30 sec. then you are falling behind and if less than you are running ahead. Increase your speed a little and consult your watch again.

Although the technique may be implemented in many ways this is the method rallyists use to stay on time. At slower speeds, (below 30 mph) it would be advisable to check oftener than once every mile as you can build up a large error in 2-1/2 minutes.

Getting to the checkpoints on time is the heart of the matter, but it is not the whole battle. In addition to keeping an eye on your odometer, watch and speed table, you must also follow the rally route. Obviously it is no use being on time to the second if you are off the course by several miles. (Analogous to being on the right track but on the wrong train.)

The Cardinal Rule of rallying is DON'T GET LOST. Being on time is important. Being on course is essential.

You will get lost sometimes as most everyone does. However, the best safeguard against taking the wrong road is to make it your primary concern to follow the route directions and postpone your time checks (if you have to) until the opportunities present themselves.

Nord Stern



MISC RAMBLINGS

Welcome to new associate member Lawrence Joseph Gross III. Born 2/28/71 and weighing in at 7 lbs. 13 oz. little Larry became the youngest member to attend a PCA event in recent memory by attending our April Gymkana. Daddy completed his layette with a small Bell Star Helment and a Nomex suit. Congratulations to the proud parents.



Wayne Potter recently announced his engagement to Marion Kalasa. Best wishes and much happiness.



At the last board meeting, the following prospective members were "elected" to membership:

- JAMES GREENE
- BRIAN & RITA SONNENSCHNEIN
- JAY & HARRIETT GAMEL
- FRANK & MONA GREGG
- DAVE SLEPCEVICH
- GEORGE & LINDA AUGUSTIN
- GEORGE SIEGEL

REGIONAL POINT STANDINGS

(9 points First, 6 points Second, 4 points Third, 3 points Fourth, 2 points Fifth, 1 point Sixth)

GYMKANA

- 15 Points - Roger Shapiro, Jim Gladish, Judy Perry
- 13 Points - Bonnie Gladish, Hester Dyrda, Dennis Skidmore
- 12 Points - Dean Bangert
- 9 Points - Helga Meyer, Wayne Coursey, Dick Gunther, Jerry Meyer, Bob Hubert, Larry Gross, Frank Isaacson
- 8 Points - Dgn Gallagher, Ben Hursh
- 7 Points - Diane Gallagher
- 6 Points - Florence Godow, Harriett Gamel, Barb Redszus, Chuck Regan, Jay Gamel, Jack Cooper, Norm Studier, Dave Redszus, Bruce Janecek, Jim Bulgrin

RALLYE

- 9 Points - Janeceks, Studiers
- 6 Points - Gallaghers, Ridgeways
- 4 Points - Meyers, Dickinsons
- 3 Points - Mike Vander Werf, Potter & Kalasa
- 2 Points - Andringas, Hursh & Connor
- 1 Point - Dyrdas, Redszus'

CONCOUR

- 9 Points - Dan Gallagher, Wally Ryback, Sue Becker

- 6 Points - Don Dyrda, Ben Hursh, Harry Muellich
- 4 Points - Dave Slepcevich

PORSCHE MART

4 Silver (painted) 4-1/2 x 15 wheels from 912
very good condition - free.
HENRY NOVOSELSKY 368-0100

1963 Cabriolet - 2 liter carrera - perfect condition -
make offer

RAY STATZ 337-1399

1966, 911S Coupe, Nr. 301708, Eng. Nr. 901804,
Signal Red with black interior, Sunroof, Chrome
wheels with new Semiperit Super Sports,, Cibie Biodes
with relay, gas heater, with latest type transistorized
control circuit, new Koni struts and complete align-
ment with suspension lowered 36mm to factory specs.
(for improved handling.) 5,000 miles on "S" clutch,
oil cooler, and complete engine check over.
B.B. HURSH 815-476-7611

THE POLE POSITION

As you may have noticed we have changed the newsletter once again. The expanded form has been fitted into a new jacket with much nicer printing and better picture reproduction. All of this costs more money; (and takes more time) which we intend to cover by accepting ads. This newsletter costs one hundred dollars more a month than the other form, however our ad fees will more than offset that, giving you a better newsletter at less cost. Most of the credit for this goes to BARB AND DAVE REDSZUS who provided the knowledge necessary to put the project together and provided the printing at cost.

The April Issue of Christophorus on page 42 states "all rumors about construction of an eight-cylinder car as well as reports in poorly informed circles claiming production of the VW - Porsche 914-6 would be terminated are wholly without foundation."

It is interesting to note that on a short gymkana course driving ability really counts as evidence by good finishes of some 356, 914-4 and 912's. Don't get too swell-headed DENNIS SKIDMORE as it may straighten out the crows feet around your eyes.

1971 SUN VALLEY PARADE

For those of you who are lucky enough to be able to attend the upcoming Sun Valley Parade be sure to note the April Panorama. Hotel reservations (prices for various accommodations included) can be made by simply filling out the applicant and mailing the same.

You can call Sun Valley toll free regarding particulars on the available accommodations -

dial 1-800-635-5310.

For Pre-Registration and other information write -

Porsche Parade-Sun Valley '71

P.O. Box 912

Boise, Idaho 83701



Next time you complain about the high cost of groceries, just consider what your Porsche costs you per pound:

1953	356	2.35 lb.
1955	1500 S Speedster	1.95
1955	Carrera Coupe 356A	2.89
1955	550 Spyder	4.50
1959	1600 Convertible D	1.94
1962	Carrera 2	3.42
1964	356 C	2.32
1964	904	5.50
1965	911	2.75
1966	912	2.36
1967	911S	3.05
1969	911E	3.06
1970	911S (2.2)	3.70
1970	914	1.94
1970	914/6	3.06
1970	917K	13.27

The oil dip stick found in the 911 oil reservoir is the best indicator of the need for a fresh quart. If your car has an oil level gauge, and it disagrees with the stick, believe the stick. However, be sure that the stick is properly inserted into its hidden guide tube inside the oil filler spout. If it isn't, it will give you a false reading which can deceive the unwary into thinking the engine has more oil than it really does. When that happens, you're in danger of running the engine at too high an rpm for the oil to keep up with, or worse yet, running dry.

INTERVIEW

This month the Scene takes you to Hammond, Indiana and DENNIS SKIDMORE and JUNE SKIDMORE.

Ed: Can you tell us a little bit about what the membership chairman does?

Dennis: Basically his primary duty is to introduce the applicant member to the Porsche Club and its members. There are two functions: June does all the bookkeeping, the filing and all the mailing that is involved.

Ed: Say I am a new Porsche owner what do I do to get in.

Dennis: Right now most new members are coming in through the various Porsche dealers. Some members do recommend new members but most are sent by the dealers. When I took this job I wrote a letter to each dealer and told them that anyone they felt would be an asset to our club, feel free to recommend them to me. We do not want everyone who buys a Porsche, you want people who express interest in our club. We are not soliciting members. If someone, for example, buys a car from a dealer and says that he is interested in our club; this is what we want.

The burden is on the applicant to seek us out. The next step is that he goes on my mailing list for three months and I send him the requirements for membership. These being that he attend two out of three events in a row. If he does not I put him into an inactive file. They then get a national application and a regional application which gather statistics on him and his car, plus his preferences as to types of events. Then they go on the Newsletter mailing list and after payment of dues I submit his name to the board of directors.

Ed: Isn't submission of the name to the board a formality?

Dennis: Not really, each prospective member is fully discussed. I have not had anyone rejected; but I do not bring anyone up who would not make a good club member. It took June and I about a year after we moved here to contact someone regarding the club; so I'm especially sensitive as far as someone contacting me and following it up. After two or three calls and several promises to send information, I got the opinion that the PCA did not want members. Discriminating against WASP. The complexion of the club is changing. There is an increased interest in the club because people are seeing

us, and the 914 allows many people who would not be buying Porsches to drive one. Also the dealers are PCA members and not primary VW agency.

Ed: Should more be done for the applicant members?

Dennis: I feel that this is all part of the MYSTIQUE of our club. To join the club you must seek us out. Once this person is with us we do not feel that we ignore the new member. Many of our members go out of their way to introduce themselves. I would not like to see the club get so big that we cannot handle it. I do not see such a problem in the immediate future. We have added 13 new members in three months. I do not think this is too many.

Ed: Sometime you see a new member standing around like he is a leper.

Dennis: Than I have made a mistake. I try to introduce each new member around so that he has someone to talk to. We even introduce prospective members. We are not really that cold of a club. Most members will go out of their way to introduce themselves if the new member goes through all the effort to join us.

Ed: Thank You very much.

JUNE EVENT DRIVERS SCHOOL

Develop your capabilities and driving experience.

Blackhawk Farms Race Track has been rented by the club for the weekend of June 5 and 6. This event will be the chance you have been waiting for to familiarize yourself with high speed handling of your Porsche with complete safety. There will be individual instructions by licensed competition drivers. This event is a "must" for a new Porsche owner who intends to attend the Elkhart weekend.

Blackhawk is located right outside of South Beloit, Illinois, approximately a 1-1/2 hour drive from Chicago. Camping will be allowed on the grounds as well as outdoor cooking. For those of you who prefer the "good life" a Holiday Inn and Sheraton Motor Inn are located nearby in Beloit. Complete map will be mailed next month.

Technical inspection will begin at 9:00 A.M. on Saturday and 8:00 A.M. on Sunday. Saturday night there will be some sort of social activity at the track right along with a display of the various competition cars that club members race.

It is doubtful whether or not the editors can put out a newsletter in two weeks time between WESTWARD HO! and drivers school. Therefore, the entry form is contained in this month's issue. You will receive a reminder of the event plus the map and an article on preparing your car for Tech Inspection. We would like to call your attention to the fact that this is the

JUNE ENTRY FORM

Enclosed is my check for \$ _____
Please enter me in Driving School so I can learn how to do a 4-Wheel Drift through the fifth turn at Elkhart.

- Saturday & Sunday.....\$ 30.00
- Saturday Only.....\$ 25.00
- Sunday Only.....\$ 25.00

Name _____

Address _____

- Member
- Applicant

RETURN TO: Kathy Gross
1746 W. 106th Place
Chicago, Illinois
Telephone : 445-0677

most expensive event the club runs. The rental of the track is very expensive. The entry fee may seem high, however, the club will not make money at these rates. It is asked to all enthusiasts to pre-register so that we may have some idea as to the costs involved and the number of instructors needed.



All you need to race your Porsche is a roll of tape and a number.

COMING EVENT

DUBUQUE RALLYE

The Dubuque contingent of the Chicago Region headed by Bob and Helen Hubert present WESTWARD HO! - a fun-packed Porsche weekend May 22 - 23.

Those of you who were lucky enough to make last year's "annual trip West" will remember an excellent rally run over great roads with fantastic scenery. This is one of the year's better events.

- * Saturday evening dinner
(thick special aged prime rib & drinks)

Sunday afternoon dinner
(Special swiss steak & chicken)

Including taxes & tips \$12.00/person

EVENTS: 2 rallies and economy run
If postmarked on or before May 17
\$ 5.00 /car

If postmarked later \$ 6.00 / car
Call Helen Hubert
319 - 582-4479

- Noon Sat. DesPlaines Oasis-NW Tollway Westbound. A practice rally and school and economy run. Questions: call Meyers and Gladishes
- 5 PM Sat. ** Freshen up at your room at Holiday Inn 1111 Dodge Street, Dubuque (Chicago No. 461-1900)
- 6 - 8 Sat. PM "Free" drinks and rally discussion before dinner at Dubuque Shooting Society U.S. 52, 1/2 mile north of Dubuque on left side.
- 8 PM Sat. * Dinner - Special aged steak/prime rib of beef.
- 11AM Sun. The Westward Ho Rally from Holiday Inn, a scenic rally thru the beautiful Mississippi River Palisades for equipped and unequipped cars.
- 3 PM Sun. Dinner (at end of rally)
Special Swiss steak and Chicken

*Prime rib must be ordered by Wed. May 19

** Room accommodations: Contact Holiday Inn directly.

MAY ENTRY FORM

Dear Helen:

Please enter us in WESTWARD HO!

Enclosed is my check for \$ _____

Need _____ tickets for each of two dinners

Name: _____

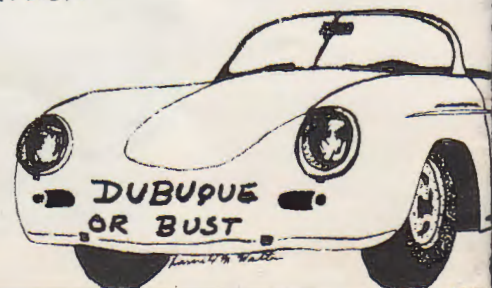
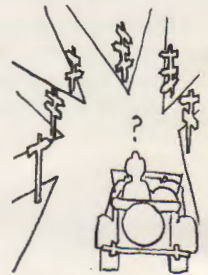
Address: _____

Guests: _____

Member

Applicant

Mail To: Hubert's
2605 Fulton Street
Dubuque, Iowa 52001



"OUR NAME HAS

CHANGED

AND

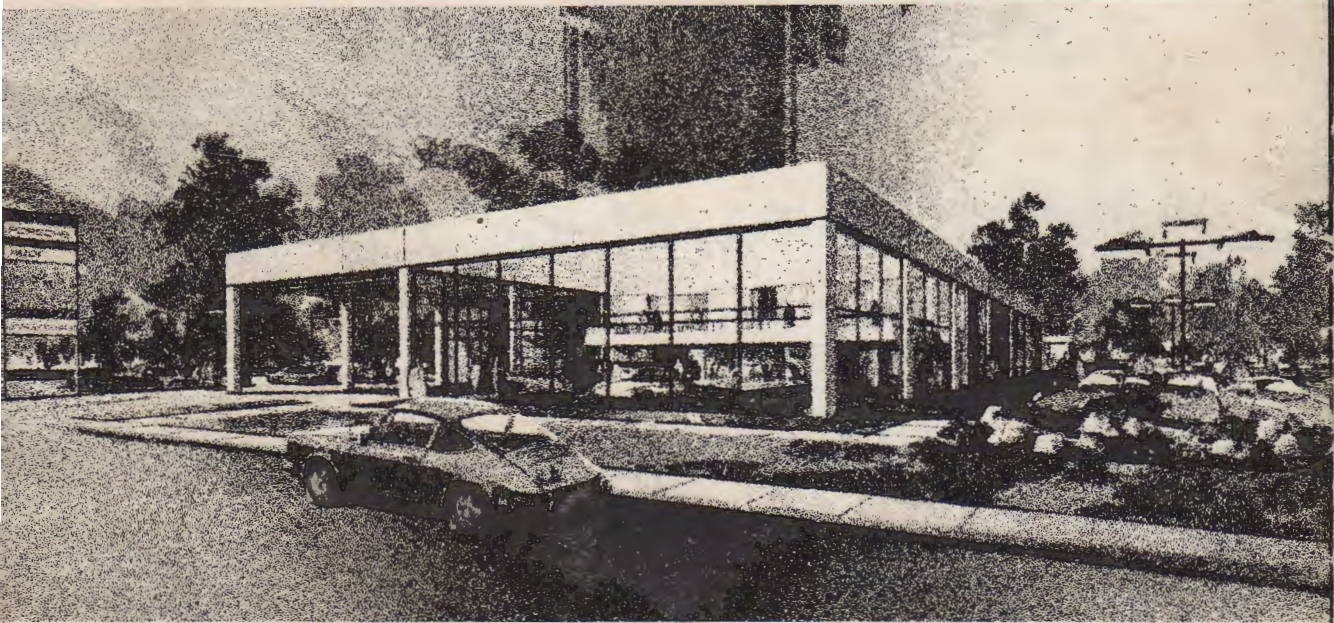
SO HAVE WE!"

PRESTIGE
PORSCHE | AUDI INC.

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