

# CHICAGO SCENE

SEPTEMBER 1971

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### DATES

OCTOBER 17..... Rallye

NOVEMBER 14..... Tech Session

DECEMBER 11..... Annual Dinner

JULY 16 - 21, 1972..... 17th Porsche Parade



# Chicagoland's

# 1<sup>ST</sup>



**SHORELINE**  
PORSCHE | AUDI INC.



**80 GREENBAY ROAD · WINNETKA, ILLINOIS 60093**

Chicago No.  
**273-2852**

**Sales - Service - Parts**

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# COMING EVENT

NOVEMBER EVENT: "DIRTY TECH SESSION" or  
UNDERFIXING DER PORSCHE

DATE: Sunday, November 14

TIME: 11:00 A.M. Registration

PLACE: Porsche Audi at O'Hare  
1000 Elmhurst Rd., Elk Grove, Ill.

Event Chairman Jim Bulgrin and a committee of thousands, after months of deliberation, have come up with a way they feel will change the annual November Tech Session and new car introduction into a better event. This tech session will actually feature live cars and live parts. Here will be your opportunity to learn how to tune up your car or how to bleed your brakes, etc. You will actually work on your own car under the guidance of an "expert".

The ladies will have a program devoted to simpler things but necessary ones, like how to change a tire, or replace a blown fuse. There will be a most important demonstration of what to do when the red generator warning light comes on; i.e., check the fan belt and if it is broken how to replace it. As we all know, if that belt breaks, your engine can only be driven about two miles before it is ruined by overheating. So, fellows, sign the girls up so you can breathe easier when the "frau" is out in your prized possession.

If you do not want to bring along some old clothes and get dirty working on your car, you can watch some movies of a memorable Porsche success or inspect the entire line of 1972 Porsches which Porsche Audi at O'Hare will have on hand. Whether you will be clean or "dirty", there will be an ample supply of tap beer on hand to lift your spirits (also coke for the kids and those who cannot handle the hard stuff).

There will be no registration fee; however, if you do want to learn how to work on your car, please fill in the appropriate class and area that interests you. We hope all members will get behind Jim and help him make this new type of tech session a success.

Dear Sue:

I intend to bring some old clothes and get hands dirty Underfixing Der Porsche.

Name \_\_\_\_\_

Car Type \_\_\_\_\_

Area of Interest:

\_\_\_ General Tune Up (911 E & S excepted),  
plugs, carbs, points, etc.

\_\_\_ Brakes, shocks, wheel bearings, etc.

Mail to: Sue Bulgrin  
835 B Country Club Drive  
Libertyville, Illinois

## OCTOBERFEST RALLYE AND BEER PARTY

DATE: Sunday, October 17

TIME: 11:00 A.M. Registration

PLACE: Northbound Side Lake Forest Oasis

October brings fall, good beer and a great TSD rallye through the back roads of Southern Wisconsin. After the rallye there will be a German style Oktoberfest; there will be three different entries, and a lot of good German tap beer.

Dinner will cost \$5.00 per adult and \$3.00 per child (includes tax and tip). Beer and pop are free. A cash bar will be provided where the libation of your choice will be available for those who so desire.

The rallye will have both an equipped and unequipped class. Unequipped consists of seat of pants, plus stop watch(s) and pencil and paper. Any slide rule, charts, calculator, etc., will be equipped class.

# THE REAR VIEW MIRROR

## ELKHART LAKE MINI PARADE

The best weekend of year came off exactly as promised, even the weather was excellent (remember last year). One hundred and forty Porsche pushers in ninety-four Porsches from five states converged upon the peaceful scene at Seibkens for a weekend of fun.

The weekend started off right with a chance to learn the proper line through the corners in a gokart. There was some pretty exciting wheel to racing and best of all Bonnie Gladish spun out and did not win the ladies' event. Later at the bar, old friendships were renewed and new ones started. Everyone had a good time except Dan Gallagher. It seems our friend, Dan, had hauled his concour 911 up in a banana truck (yes, a banana truck) and someone padlocked the car and suitcases inside the truck. (A jealous competitor, no doubt). All ended well when Dean "the hardware man" Bangert broke off the lock with a crowbar. Roger Shapiro hasn't stopped laughing yet.

Saturday morning brought several hangovers plus the concour at Road America. The concour attracted more entries than usual and was well run. Waldo Schrepfer did his usual excellent job as chief judge and was aided by Harold Beach, Ray Cuny, Ruthie Stonecipher, Jean Janecek and Doris Beach.



CONCOURS SUMMARY

Class 356 Wally Ryback

49 pts \*



Class 914 Hester Dyrda  
Sue Becker

29 pts \*  
26 pts



Class 912 Ben Hursh  
Alan/Susan Brooking  
Bob Hubert  
Wayne Gritzmakher

52.5 pts \*  
44 pts \*  
41 pts  
31 pts



Class 911 Dan Gallagher  
Harry Muellich  
Bob White  
Elmer Langren (31,000 mi)  
Ted Klint (16,000 mi)  
Roger Shapiro  
Edwin Dollinger  
Horst Peppia

46.5 pts \*  
45.5 pts \*  
39 pts \*  
34 pts  
34 pts  
28 pts  
26 pts  
22 pts



The entrants must have been reading the tech articles in the Scene for ninety-two of the ninety-four cars passed the tech inspection. Tech was run by Bob Hubert who showed he knew more than just how to concour 911s.

The rest of the day was devoted to the development of fast driving skills around the picturesque four-mile track.

Saturday night centered around Seibkens' fantastic food and good camaraderie. Porsche people from Nord Stern, Indianapolis, Iowa and Wisconsin were treated to the good old Chicago hospitality. Later in the evening we all had the opportunity to view the movie Neil Holleb, Dave Redszus, et al, produced to promote the 1972 Parade. It was pretty good for a bunch of amateurs. However, it was never learned what Jim Rossi and Doris Beach were doing checking into the Playboy Club.

Sunday finally arrived and so did the moment we had all waited for, the Autocross. This year Ray Stonecipher had set up timing equipment capable of keeping track of four cars at a time and it really worked. Course Marshalls Jerry Meyer and Bob White started the cars for six hours. Next year I am sure Jerry and Bob will bring ear plugs.

Timing was run by our own Bonnie Gladish. She and her helpers really did a darn fine job keeping track of all the cars, timing, and warning the starters when a car was expected. Our thanks goes to Bonnie Shapiro, Wilma White, Sue Potter, Millie Bangert, Sue Bulgrin, Jean Janecek, Helga Meyer, Jan Lloyd (Nord Stern), Judy Perry, Barth Carlson, Sue and Alan Brookins, Bruce Janecek, Roger Shapiro and Doris Beach.

Event Chairman Jim Gladish did a marvelous job putting this all together and making it work. Jim took every precaution possible to make this a safe event, while still being enjoyable. Well done, Jim!

For the most part the Autocross times were good and the competition was tough. We wonder if Jackie Parker will ever ride in Merv's 906 again?

About four o'clock we all headed back to Seibkens for the best duck we have ever eaten, the silver trophies that were pursued so hard, and the good fellowship that makes Porsche people such great people.

We would like to especially thank Miss Ollie for feeding us so well and Mr. and Mrs. Cliff Tufte for allowing us to use the Road America facilities. What a privilege to use such a great racetrack!

The end of the weekend came all too quickly for all of us; we got back into the Porsches and banana trucks vowing to return next year.

CLASS III 912

W. Gritzmacher	912	255.2	T
Charlie Lloyd	912	256.3	T
R. Fisher	912	256.4	T
Jerry Meyer	912	260.4	T
B. Janecek	912	260.6	
Robert Blum	912	261.5	
Jim Bulgrin	912	266.7	
R. Gardner	912	268.6	
Chris Stehr	912	269.8	
Al Brooking	912	270.8	
Norm Studier	912	271.0	
Art Carlson	912	273.1	
Ben Hursh	912	DNF	

CLASS I 356N, 356S, 356C

Dick Wilard	356C	254.3	T
B. Bierbaum	356C	258.7	T
M. Macondray	356C	260.1	T
Cal Niemeyer	356B	264.4	
Ray Stonecipher	356A	271.0	
Al Woodring	356C	272.2	
Bob Kohl	1600N	275.3	
Jim Haswell	356B	275.6	
Richard Woodring	356C	280.4	



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

Hank Gopferon	914/6	231.5	T
Elmer Langren	911T	231.9	T
Bob Hubert	911T	232.6	T
Ted Klint	911T	239.2	T
Dennis Skidmore	914/6	242.3	T
Jerry Schaub	914/6	243.0	T
Tom Fuermerstad	911T	243.6	App.
Roger Shapiro	911T	246.0	T
Glenn Poor	911L	247.3	T
Ron Weiss	914/6	248.0	
Hugh Myers	911T	248.0	
Lance Flynn	911	250.3	
Bud Crout	914/6	252.2	
Larry Saukko	911T	253.7	
Art Andersen	911	253.8	
Tom Meyers	914/6	256.5	
Wayne Potter	911	256.5	
Tony Perry	911	259.9	
Richard Warren	911T	262.9	
Robert Morrison	911T	270.2	
Warren Woody	914/6	270.5	
Al Marmalad	911T	274.0	
Lowrey Buchanan	911T	DNF	
Mike Vander Werff	911T	DNF	

CLASS II 356S SPEEDSTERS, 356SC, S90, 914/4

Mike Robbins	356S	258.3	T
Todd Kaitis	914/4	259.9	T
Dave Redszus	356SC	262.3	T
Mark Leuzinger	914/4	262.4	
Dick Gunther	914/4	262.5	
Don Dyrda	914/4	270.0	
Dean Bangert	914/4	272.1	
Al Redszus	356SC	281.2	
John Myers	DNF		





CLASS V 911E & 911S

Erwin Dollinger	911S	227.1	T
Bob White	911S	229.5	T
Jim Gladish	911E	234.1	T
Lee Alexander	911E	234.1	G
Jack Cooper	911S	236.0	T
Horst Peppia	911E	239.8	T
Clay Anderson	911S	240.7	App.
Ken Lessing	911E	245.1	App.
Vince Morreale	911S	245.5	T
Dan Gallagher	911E	246.5	
Harold Beach	911E	248.8	
Skip Godow	911S	252.0	
C. T. Brown	911E	252.3	
Ray Cuny	911S	254.5	
Bill Loppnow	911S	263.6	
Irving Freeman	911E	264.1	
Rew Godow	911E	264.2	
Craig Alexander	911E	DNF	



CLASS VI COMPETITION (INCLUDES RACING TIRES)

Merv Rosen	906	208.1	T
Robin Boone	911S	224.2	T
Sam Mancino	911S	228.5	

CLASS VII LADIES 4 CYL.

Helga Meyer	912	269.7	T
Bonnie Leuzinger	914/4	270.0	App.
Jan Lloyd	912	271.0	T
Sue Bulgrin	912	271.0	T
Dolly Connor	914/4	276.1	G
Hester Dyrda	914/4	283.2	T
Sue Becker	914/4	284.0	
S. Dugner	912	286.8	
Sandy Redszus	356SC	297.0	
Judie Haswell	356B	309.7	



CLASS VIII LADIES 6 CYL.

Bonnie Gladish	911E	243.6	T
Lenora Dollinger	911S	255.8	T
Wilma White	911S	264.4	T
Susan Peppia	911E	267.5	
June Skidmore	914/6	273.8	
Betty Poor	911L	275.8	
Diane Gallagher	911E	DNF	
Harriete Gamel	914/6	DNF	
Jackie Parker	906	DNF	





TECH INSPECTORS



PORSCHE FAMILY OF YEAR AWARD



REGISTRATION



BANANA OF YEAR AWARD



THE BOSS



RACING REQUIRES ALL SENSES TO BE ALERT



CALIFORNIA NEVER WAS LIKE THIS



I AM AS GOOD AS HUBERT ANY DAY



YOUNG LOVE



PEACE



BRUCE IS ON THE COURSE



1973 FEDERAL SAFETY STANDARD PORSCHE



TIMING STAND WORKERS



MERY'S FIRST LOVE



MIKE, I THINK YOU WENT IN A LITTLE TOO FAST



WHY IS THIS MOON MAN SMILING?



RAY AND HIS TIMING LIGHTS



DUBUQUE'S FINEST



O U C H



MY GROUP HAD 34% FEWER CAVITIES



BEVY OF BEAUTIES



THE BROTHERS REDSZUS OR I DON'T SEE ANY TRANSFER STUDENTS, DO YOU?



OLDER BUT SMOOTHER



THINGS GO BETTER WITH COKE



NO CORVETTES ALLOWED



I WANT MY DADDY!



BONNIE AND MR. TUFTE SMOKE PEACE PIPE



WHEN DO WE EAT?



CONTRARY TO WHAT DENNIS SKIDMORE SAYS,  
356s ARE BETTER LOOKING THAN 914s ANY DAY



BONNIE AT WORK



NEED WE SAY MORE?



BEFORE



AFTER



SWEDEN'S OWN BOB WHITE AND GIRL FRIEND



MY DADDY IS STILL FASTER THAN YOURS



BUT DON YOU WILL MAKE A GOOD PRESIDENT



DEAN'S SAID A NAUGHTY



MR. AND MRS. TUPTE



SPEEDSTER

# TECH TIPS

## PORSCHE FACES "RETIREING"

Every couple years or so your Porsche is faced with worn tires. Many kinds of new tires are available. The factory has tested and approved numerous ones for all Porsches for general use. Deviations from these approved tires, while doing a better job in some areas, are bound to do poorer in others due to numerous factors. This article briefly discusses some of these factors.

The tire must be capable of sustaining the maximum heat generated by your loaded Porsche at the maximum top speed you are going to drive (even if in short bursts) in the hot summer. Speed and load ratings are available for all tires at their dealers. Beware of cheap tires or thinner smaller ones.

Tubeless tires as well as tubé types are available; the latter regarded as a safer tire from rapid loss of air due to bead-rim separation on sharp corners or bumps especially if underinflated. Tubeless tires of the racing tire type are undesirable for road driving due to their harsh ride, ease of bruising, lack of tread depth, thin sidewalls, lack of adhesion while cool, and higher expense per mile.

Outside tire diameter is very important from a performance standpoint. While a larger outside diameter than standard permits a greater top speed in each gear at a given engine speed, the engine may not be powerful enough to accelerate to that top speed. While a smaller outside diameter tire can give greater acceleration, it is achieved with a loss of maximum top speed.

Wider tires provide a greater contact area with the road and generally adhere better. Each tire is designed for a certain rim width range--don't exceed it. Wider tires in dry conditions, while sticking better on corners and acceleration have more roll resistance and are generally slower on straight sections of road. Wider tires tend to wear faster due to more distortion and heat build up. Wider tires, unless they have considerable open area for water drainage, will aquaplane at a lower speed giving loss of control.

Any tire size above normal generally increases the tire weight causing more unsprung weight resulting in slightly less adhesion on bumpy surfaces as well as decreased wheel bearing life. Every tire must have complete body clearance under all conditions of wheel travel.

Tire tread and internal wall design are very important. The less flexible the tread, the less distortion, the less heat build up,

generally more adhesion, longer wear, slightly harsher ride. Radial ply tires using steel mesh exhibit these to the greatest degree. Glass fiber radials and synthetic-nylon-rayon cord radials are next in line and finally the older bias wound type. The suspension of current Porsches is designed with certain size radial ply tires and deviations from these should be made carefully.

It is generally not recommended to have tires of two different sizes on the front and rear wheels. Never run two different diameter tires on the rear at the same time.

The tread pattern should be chosen with care. At high speeds water must be able to get out or loss of contact with the road occurs. The more open area generally the better. Make sure the tire tread pattern doesn't "blend" with snow and create an instant bold slippery tire. Tires with rounded edges give more control but sharp tread edges dig in better, especially in snow or off-road conditions.

Tread compounds vary with each manufacturer. The softer ones are better in the rain but wear faster in the dry weather.

Once you have your new tires, don't be overconcerned over their initial slipperiness--in a few hundred miles they will wear off the high spots and give your Porsche the adhesion befitting the tire. This re-occurs almost everytime you relocate a tire. New tires on the rear and old tires on the front often initially make a Porsche feel "loose".

Get and keep your wheels and tires aligned (toe-in and camber) and balanced properly. Many vibrations are not of wheel balance origin but due to tires being out of round this can easily be checked by watching the edge of the spinning wheel with the car on a jack. (A rear wheel can be put on the front and spun for this test.) Shaving a tire is about the only cure.

Follow the recommended cold tire pressures for your type of driving. Too little pressure causes heat build up, increased wear, lack of control while too much pressure causes harsh riding, lack of adhesion, although it may give you somewhat more control. There is no substitute for the correct pressure.

By Jim Gladish

# THE POLE POSITION

As you may notice from the pictures, some pretty serious body damage took place during the Autocross. During the event several engines swallowed a valve or two and a couple of clutches left their asbestos upon the track. This is to be expected. However, encounters with guard rails and trees are unnecessary and not to be expected.

In all three of these cases the fault was strictly with the driver. Two of these drivers were experienced, one was not. Where does the fault lie?

The committee had taken elaborate measures to insure complete safety. There were plenty of buckets to cut down the speed. We do not believe more buckets are necessary.

Some people have pointed out that lately the cars are faster. Three years ago, 912's were the most numerous entries. Today 911's are the most prevalent. All of this has a bearing.

The main fault is that some people just drive too fast. We run a driving school to teach people how to drive fast and safely. Everyone who attends Elkhart should go to the Blackhawk driving school first. In the cases at hand, they all had.

This column is simply trying to point out that there is no fault other than the driver, driving too fast. However, thought should be given to solutions to this problem. So far there have been no injuries, probably due to the safety standards insisted upon. As the cars get faster, there is a greater probability of injury. If anyone ever got injured upon Road America, it is doubtful whether or not the management would have us back. So let us all learn a lesson and try not to be Jackie Stewart. Smoother is usually faster.

**COMPLIMENTS  
OF  
C & S DIVERSIFIED CORP.  
BUD CROUT, PRES.**

# MISC RAMBLINGS

Displacement goes up again in the 6-cylinder Porsche line for 1972. All sixes will be 2.34 liters vs the present 2.2, and despite Porsche's having to conform to stiffer 1972 California regulations, which lower hydrocarbon and nitrogen-oxide limits by 33 percent, they've been able to achieve a power increase. The 914/6, available on special order, will get the larger engine (it had used a 2-liter); both it and the 911T will have 158 bhp vs the current 142. The 911E will go from 175 to 180 bhp and the 911S from 200 to 213 bhp--and all models will have fuel injection.

A couple of other mechanical changes are scheduled for the line. The 5-speed gearboxes will have a new shift pattern, conforming to most other 5-speeds, with 1-2-3-4 in the usual 4-speed pattern and 5th to the right and forward. And the oil tank is moved on 911S to a new location between door jamb and right rear wheel; it will have an outside filler.

A survey of the dealers indicates that the price of 1972 Porsches will be increased "significantly". The main reason being the upward valuation of the mark and the devaluation of the dollar. Well, anyway, if the car is not legislated out of existence (try putting 5 mph impact bumpers on a car only 20 inches high in the front) it could be priced out of existence.

Well, the 1971 Manufacturers Championship Series is over. It is also all over for the most victorious race car of modern times, the 917. The FIA, in a bit of madness, has limited such cars to 3-liters starting next year. The question to be raised is, what is going to happen to all those 5-liter 917's? They are just too slow for Can-Am. You ought to be able to buy one of the 50,000 plus machines fairly cheap now. By the way, Porsche still claims it will not enter FIA racing this year.

The Board of Directors has passed a resolution stating that only one car may be entered in an event for regional points and/or trophies. You may run more than one, but you must pick which one counts before the event. Oh, the power of the press.