



Ninth Annual Porsche Parade 1964 Chicago Region



## YOUR PORSCHE DEALERS IN THE MIDWEST

### PORSCHE CAR IMPORT INC.

1550 FRONTAGE ROAD • NORTHBROOK, ILLINOIS



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Chicago, Illinois



Edward E. Ehrlich  
Chicago, Illinois



Irving N. Segal  
Chicago, Illinois



Melvyn Kronn  
Libertyville, Illinois



Fred C. Leemhuis, Sr.  
Maywood, Illinois



Theodore Ilseman  
Rockford, Illinois



Robert C. Jackson  
Springfield, Illinois



Curtis B. Thews  
South Bend, Indiana



Darwin Sandy  
Cedar Rapids, Iowa



Austin Murphy  
Davenport, Iowa



E. H. Rowley  
Wichita, Kansas



Erhard Bahr  
Detroit, Michigan



Leon J. Hart  
Flint, Michigan



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Lansing, Michigan



Thomas Payne  
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Minneapolis, Minnesota



Arthur S. Bunker, Jr.  
Kansas City, Missouri



John F. McCallister  
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Robert F. Sorenson  
Bismarck, North Dakota



Les Behm  
Appleton, Wisconsin



Paul J. Costello  
Green Bay, Wisconsin



Carl Schneider  
La Crosse, Wisconsin



Robert N. Bruns  
Madison, Wisconsin



Ted Baumgartner  
Milwaukee, Wisconsin



William Wuesthoff  
Milwaukee, Wisconsin

## WELCOME

The Chicago Region, Porsche Club of America, welcomes you to the Ninth Porsche Parade - a full week of Porsche oriented activities.

This year each event will have a different twist you won't forget. Every phase of Porsche activities will be covered - from a high-speed Porsche autocross and race to a Porsche gals' fashion show and lake cruise on a stern wheeler. Parties, the concours, the rally, the technical sessions, more parties - they're all here for you at the Ninth Parade.

So join us, renew your old acquaintances, and meet your new friends in sharing in the Porsche activities - again, we, the Chicago Region welcome you.

*Jim Gladish*

James Gladish  
President, Chicago Region

On behalf of all Parade personnel, I would like to thank you for joining with us for the next seven days in what we hope will be a memorable week of Porsche fun for you.

Many of us have been making plans and preparations for your arrival for nearly a year, and now that our "moment of truth" has arrived, we meet it, on the one hand with eager anticipation, but on the other, with some small twinges of sadness ... for, to some extent, the Ninth Parade has become a part of us. Our efforts will be justified if it also becomes a part of you.

The events and activities available to you for the coming week represent the Chicago Region's philosophy of how to enjoy the Porsche automobile. We hope that after being with us for the week, that this philosophy becomes yours, also.

We are proud to present you with this Keepsake Program of the Ninth Parade, this being copy #169 of a limited edition of 500. We herewith dedicate it to Mr. Ferry Porsche, who we are especially pleased to welcome as our guest this week.

*Jack W. Cooper*

Jack W. Cooper,  
for the Ninth Parade Committees

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NINTH  
PARADE

'64 HOSTS  
CHICAGO  
REGION

JUNE 14-19



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YOUR PORSCHE DEALER IN  
CHICAGO, ILLINOIS  
LOOP IMPORT MOTORS INC.



YOUR PORSCHE DEALER IN CHICAGO, ILLINOIS

NORTH IMPORT MOTORS, INC.

## SCHEDULE

### SUNDAY

- 5 PM Early Bird Registration
- 5:30 PM Cocktail Party - Get-Acquainted (No host)
- 6:30 PM Dinner

### MONDAY

- 7 - 9:30 AM Breakfast
- 9 - 12 Preparation for Concours
- 9:30 - 5 PM Tech Inspection: Drivers School and Autocross
- 11:30 - 1:30 PM Lunch
- 2 PM NIPPERSINK CONCOURS
- 5:30 PM Cocktail Party - Your Host, Nippersink Manor
- 6:00 PM Dinner
- 9:00 PM Awards - Concours Winners. Door Prizes

### TUESDAY

- 6:30 - 9:30 AM Breakfast
- 8:00 AM WILMOT DRIVERS' SCHOOL, MEADOWDALE AUTOCROSS
- 9:30 AM Ladies Event - Honey Bear Farm Tour
- 11:30 - 1:30 PM Lunch, at Nippersink, Wilmot or Meadowdale
- 5:30 PM Cocktail Party - Your Host, Chicago Region PCA
- 6:00 PM Dinner
- 9:00 PM Announcements - Door Prizes

### WEDNESDAY

- 6:30 - 9:30 AM Breakfast
- 8 AM - 2 PM MEADOWDALE AUTOCROSS
- 8 AM - 3 PM WILMOT DRIVERS' SCHOOL
- 8:30 AM Ladies - Lake Geneva Cruise on "Lady of the Lake"
- 11:30 - 1:30 PM Lunch, at Nippersink, Wilmot or Meadowdale
- 3:00 PM Race Practice at Wilmot
- 4:00 PM ALL PORSCHE RACES at Wilmot
- 6:00 PM Beer Party - Your Host, IAI, Bill Sholar
- 6:30 PM Barbeque Cookout
- 9:00 PM Awards - Race and Autocross. Door Prizes

### THURSDAY

- 5 AM - 9 AM Breakfast
- 7 AM KETTLE MORAINÉ, UNDERWATER RALLYE
- 11 AM - 2 PM Lunch
- 2:30 PM National Board Meeting
- 5:30 PM Cocktail Party - Your Host, Porsche Car Import Inc. Northbrook, Illinois
- 6:00 PM Dinner
- 9:00 PM Awards - Rallye Winners. Door Prizes
- 10:00 PM Entertainment

### FRIDAY

- 7:30 - 10 AM Breakfast
- 8:30 - 10:30 AM TECHNICAL SEMINAR - Porsche of America Corporation
- 10:30 - 1:30 PM Demonstrations & Displays
- 10:30 AM Ladies - Fashion Show and Luncheon
- 11:30 - 1 PM Lunch
- 1:30 - 5 PM Demonstrations & Displays - Champion Spark Plug, Texaco, Michelin, Motion, Inc.
- 5:30 PM Cocktail Party - Your Host, Porsche of America Corp.
- 6:00 PM Dinner
- 8:00 PM Awards - Overall and Special

### SATURDAY

- 9:00 AM Motorcade leaves for Elkhart Lake
- 12 - 5 PM ROAD AMERICA JUNE SPRINTS
- 6:30 PM Hotel Retlaw - Fond du Lac

### SUNDAY

- 8 AM - 5 PM Road America June Sprints: PCA PARADE Lap Around Track Led by Mr. Ferry Porsche
- 5 PM Have A Safe Trip Home!

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YOUR PORSCHE DEALER IN  
CHICAGO, ILLINOIS  
SOUTH IMPORT MOTORS, INC.



YOUR PORSCHE DEALER IN LIBERTYVILLE, ILLINOIS

SCOTT-KRONN INC.



## RULES

Participation in Parade events is limited to Porsche cars.

Members and pending members in good standing are the only ones eligible for trophies.

## SCORING

Concours - There are two divisions, regular and competition, but for overall awards all Porsches will be placed together with 1 point awarded for each Porsche beaten.

Autocross - There are five classes with awards in each class but for overall awards all classes will be placed together on a time handicap basis with 1 point awarded for each Porsche beaten.

Race - Awards made for each class but no points toward overall awards.

Rally - One point awarded for each Porsche beaten with points awarded to both driver and navigator.

## TROPHIES AND AWARDS

Permanent trophies awarded and retained for one year:

President's Parade Trophy . . . . .	Region having greatest number of cars at Parade, with distance factor, and Region size considered
Porsche Memorial Trophy . . . . .	Best Region of the year
Long Distance Trophy . . . . .	Person coming greatest distance to Parade
Hoffman Parade Cup . . . . .	First Overall award,
Hoffman Rally Trophy . . . . .	Driver of 1st. in Rally
Woolery Navigator Trophy . . . . .	Navigator of 1st. in Rally
Manhattan Concours Trophy. . . . .	1st. Place in Parade Concours
Parade Driving Trophy. . . . .	1st. Place in Parade Driving Event
Lazar-Blanchard Memorial Trophy . . . . .	PCA Enthusiast of the Year

Trophies will be awarded to the first ten overall in the Concours and Rallye. The first place trophies for both the regular and competition divisions of the Concours will be gold-plated torque wrenches, given by the P.A. Sturtevant Co.

Trophies will be awarded to class winners in the Autocross and Races. In addition, the first ten overall winners will receive trophies.

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YOUR PORSCHE DEALER IN MAYWOOD, ILLINOIS

FRED LEEMHUIS INC.



YOUR PORSCHE DEALER IN  
ROCKFORD, ILLINOIS  
PARK MOTOR IMPORTS, INC.



# PORSCHE CLUB OF AMERICA CHICAGO REGION



## Officers

President, James Gladish  
Vice President, Ray Stonecipher  
Secretary, Robert X. Gummow  
Treasurer, Clarence Cotter

## Directors

Harold Beach  
Rick Bennett  
Ray Farouk Cuny  
Robert Mulkey  
Harry Willwerth

## Ninth Parade Steering Committee

Jack W. Cooper, Chairman  
Harry Willwerth, Secretary  
Ron Rogginger, Treasurer  
Paul Fontaine, Technical

Ray Stonecipher  
Hayward R. Blake  
Phil Liautaud

## Activities Chairmen

Special Events for Ladies --- Jeannine Liautaud  
Nippersink Concours --- H.L.S. Cowen  
Meadowdale Autocross --- James Gladish  
Wilmot Drivers School and Races --- Dave Morrell  
Kettle Moraine Underwater Rallye --- Waldo Schrepfer  
Gerald Tannenbaum  
Technical Program --- Paul Fontaine, Ray Stonecipher  
Scoring --- Ray Stonecipher  
Parade Program --- Hayward R. Blake  
Flagging and Communications --- Wally DeNyse  
Ladies Driving Events --- Elaine Cotter

## Special Assistants

Merchandise Store --- Doris Beach, Virginia Gummow, Ginny Siemon  
"Porsche Park" at Road America -- Cliff Tufte  
Parade Service -- Porsche Car Import, Inc.  
Official Ninth Parade Garage --- Lawrence Kempken  
(Twin Lakes Garage & Body Shop)  
Nippersink Hosts --- Theresa and Bud Urban  
Special Drinking Contests --- Farouk-Gummow Axis  
Meister Brau Courtesy Wagon --- Peter Hand Brewery  
Patrons and Advertising --- Ruth and Harry Willwerth  
Ruth and Ray Stonecipher  
Fred Dilger  
Parade Photographers --- Beach & Barnes  
Race Registrar --- Phil Liautaud  
Trophies -- Dorothy Rogginger, Carolyn Cooper, Ruth Stonecipher  
Program: Design, Artwork and Printing by LOW'S Incorporated

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YOUR PORSCHE DEALER IN  
SPRINGFIELD, ILLINOIS  
CHETSON MOTORS INC.



YOUR PORSCHE DEALER IN SOUTH BEND, INDIANA

THEWS MOTORS INC.



YOUR PORSCHE DEALER IN  
CEDAR RAPIDS, IOWA  
EMPIRE MOTORS INC.



YOUR PORSCHE DEALER IN DAVENPORT, IOWA

AUSTIN MURPHY



## There's no other car like it.

(Not even another Porsche.)

Each Porsche is precisely different. Because each Porsche is hand-made.

One at a time.

So everything takes twice as long. And then some.

The way we make the body, for instance. We cut more than 500 parts from sheets of steel. Earmark each part for a particular Porsche. Then tediously sand, smooth, file and fit them by hand.

The same goes for the air-cooled engine. It's hand-assembled too.

And without a head gasket. We fit metal to metal so perfectly we don't need one. We also hand-match each piston to its cylinder barrel.

A torque-wrench tightens not only the heads but each and every nut and bolt on the engine.

We balance the parts of the engine twice, dyno-test the engine three times. We go to extremes to make certain — even at maximum RPM — the engine will be absolutely free of vibration.

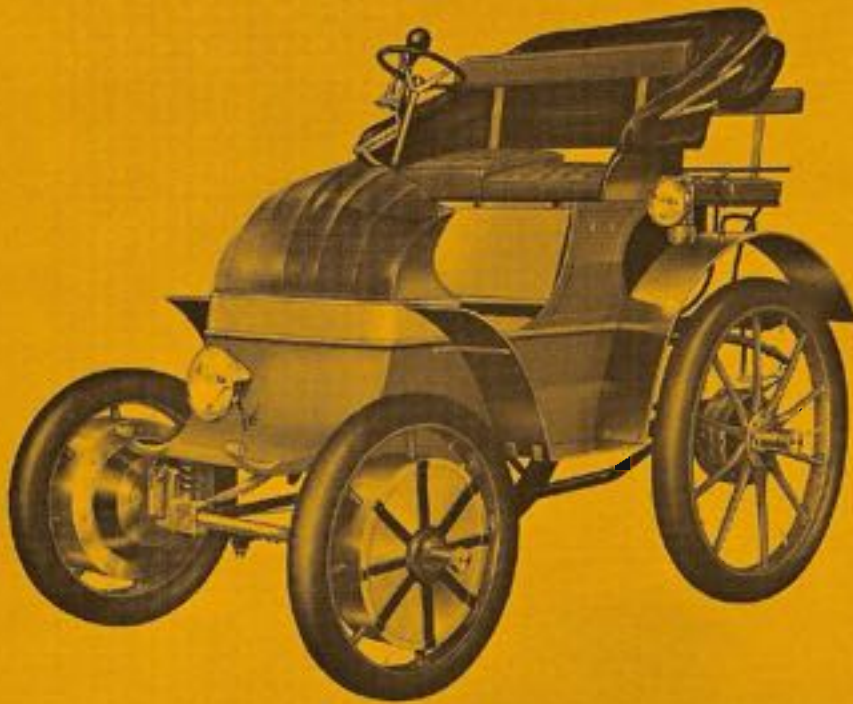
We stop inspecting only for testing.

No Porsche leaves our plant till it's precisely right. If any part doesn't meet our exact standards, it's built over again.

All this takes time. That's why we can make only 35 Porsches a day.

We feel a car that will safely top 100 miles an hour can only be made by a bunch of slowpokes.

**Have fun, PCA'ers Porsche Car Distributors, Culver City, Calif.**



#### THE LOHNER-PORSCHÉ CHAISE OF 1900

The Lohner-Porsche Chaise was the first automobile designed by Porsche. The designation Chaise, as well as the appearance, still suggests the horse carriage. A large battery was the source of power for both electric motors which were incorporated

into the front wheels. Each of the two electric motors provided 2.5 horsepower at 120 rpm. The complete car weighed 2,160 lbs. It featured solid rubber tires, external contracting brakes at rear and an electric short circuit brake for the motors at front. Top speed was 22 miles per hour.



## PORSCHE CLUBS AROUND THE WORLD

### In Germany

Porsche-Club Aachen  
Herrn Rudolf Schirp  
5102 Walsen bei Aachen  
Pöhlstrasse 1-11

Porsche-Club Berchtesgaden  
Herrn Walter Hausenblas  
8241 Hintersee bei Berchtesgaden  
Hotelpension Zulehen

Porsche-Club Berlin e.V.  
Herrn Heinz Bree  
1 Berlin 19  
Kaiserdamm 87

Porsche-Club Berlin 1952 e.V.  
Herrn Johann A. Lohr  
1 Berlin-Gesowald  
Herthastrasse 11

Porsche-Club Dreiländereck  
Herrn H. T. Baumann  
785 Lörrach  
Tumringer Strasse 290

Porsche-Club Duisburg  
Herrn Hans Dufke  
41 Duisburg  
Stembuschweg 209

Porsche-Club Franken  
Herrn Franz Bettermann  
i. Fa. Heinrich Berger Nachf.  
558 Bayreuth  
Wolfsgasse 10

Porsche-Club Hessen e.V.  
Herrn Dierkward Schulze  
605 Offenbach/Main  
Bieberer Strasse 116

Porsche-Club Karlsruhe  
Herrn Dr. Walter Schneider  
75 Karlsruhe  
Friedrichplatz 4/5

Porsche-Club Main-Kinzig e.V.  
645 Hanes/Main  
Postfach 443

Porsche-Club Main-Taunus e.V.  
Herrn Dr. H. Maier-ten Doornkaat  
a. Frankfurt/Main  
Hammanstrasse 10

Porsche-Club München  
Herrn C. H. Tierck  
8 München 8  
Schleißingerstrasse 14

Porsche-Club von Niedersachsen  
e.V.  
Herrn Dr. Achim von Winterfeld  
3 Hannover  
Georgstrasse 36

Porsche-Sektion Nordrhein-  
Westfalen im RWAC  
4 Düsseldorf  
Alleestrasse 23

Porsche-Club Nürburgring  
Herrn Bodo P. Fuhrmann  
5471 Saftig üB. Andernach/Rhein  
Plaidter Strasse 36

Porsche-Club Nürnberg  
Herrn Rudolf Trefz  
85 Nürnberg  
Nibelungenstrasse 15/1

Porsche-Club Regensburg  
Herrn Christoph Sticker  
c/o Lederfabrik  
49 Herford/Westfalen

Porsche-Club Rhein-Wupper  
Herrn G. Wichmann  
567 Cologne  
Rennbaumstrasse 114

Porsche-Club Saar  
66 Saarbrücken  
Dudweilerstrasse 87-89

Porsche-Club Schwarzwald e.V.  
Herrn Léon de Bréchan  
78 Freiburg im Breisgau  
Prinz-Eugen-Strasse 12

Porsche-Club Solingen  
Herrn W. Busch  
565 Solingen-Wald  
Georgstrasse 16

Porsche-Club Teutoburger Wald  
Herrn Peter Borstel  
4813 Dissen/Teutoburger Wald  
Bahnhofstrasse 4

Porsche-Club Westfalen  
Herrn Artur Waterkamp  
46 Dortmund-Wellinghofen  
Massenezstrasse 21

Porsche-Club Wiesbaden im AVD  
siehe Clubbeschriftungen

Württembergischer Porsche-Club  
e.V.  
Herrn Hellmuth Döngelmann  
7 Stuttgart-Degerloch  
Jahnstrasse 35

Porsche-Club Wuppertal  
Herrn Dr. Steinhauer  
56 Wuppertal-Elberfeld  
Morianstrasse 20

### In Europe

Club Porsche de Belgique  
M. Ch. Nicolai de Gorheze  
18, Blvd. de la Constitution  
Liège, Belgique

Porsche-Club Bern  
Herrn Rudolf Hamburger  
Hotel Stadthaus  
Speichergasse 27  
Bern, Schweiz

Porsche Club de France  
M. J. M. Greus, c/o Sonesta  
18, Rue Paul Valéry  
Paris XV, France

Porsche-Club Great Britain  
Mr. A. H. Sheffield  
253 Orphanage Road  
Birmingham, 24/England

Porsche-Club Holland  
Herrn W. E. R. Hilarius  
Flatgebouw Haarlem Hoeg 144-14  
Van Leuvenhoekstraat 5  
Haarlem/Holland

Porsche-Club Italia  
M. Ing. Giovanni Rina  
Corso Sempione 32  
Milano/Italia

Porsche-Club Luzern  
Herrn Hermann Pflüss  
Dietoldenstrasse 40  
Luzern/Schweiz

Porsche-Club Madrid  
S. D. Prinz Max Emanuel  
zu Wientalhe  
Alberke Bosch 11  
Madrid/Spainien

Porsche-Club Österreich  
Herrn Hans Vala  
c/o Porsche Konstruktionen KG,  
Kilbingerweg 6  
Wien 1/15 Österreich

Ostschweizerischer Porsche-Club  
Herrn Max Blum  
Bruggwaldpark 9  
St. Gallen 9 Schweiz

Porsche-Club Skane  
Dr. Ove Lillberg  
Box 7624  
Hälsjöborg 7/Schweden

Porsche-Club Småland  
Herrn Dan Hemlin  
Box 8  
Kalmar/Schweden

Porsche-Sport-Club Zürich  
Herrn Egon Glöckli  
Gubelstrasse 7, Zürich 11/56  
Postanschrift  
Zürich/Schweiz, Postfach 22

Porsche-Club Stockholm  
Herrn R. Cederlund  
Fack  
Lidingö 7/Schweden

Porsche-Club Ticino  
Herrn Edy Bernasconi  
Via Lesina 7  
Lugano/Schweiz

Porsche-Club Zürich  
Herrn E. Hämig  
Binzmühlestrasse 88  
Zürich 11/50, Schweiz

### Other Countries

Porsche-Club of America  
Mr. T. Kendall Twigg  
3312 Perry St.  
Mt. Rainier, Md.  
USA

Porsche-Club of Canada  
Mr. Ralph Luciw  
Sales Promotion Dept.  
VW Canada Ltd.  
Toronto 16 - Ontario/Canada  
Gulden Mile

Porsche-Club of Hongkong  
P.O. Box 97  
Hongkong

Porsche-Club of Japan  
Mr. H. Kojima,  
c/o Messrs.  
Mitsuba Motors, Ltd.  
No. 225, Nakane-cho, Meguro-ku  
Tokyo/Japan

Porsche Owners Club Inc.  
Mr. John Unsell  
1907 Virginia Road  
San Marino, California  
USA

Porsche-Club Venezuela  
Sr. Dr. Juan Gomez  
Apartado 29  
Maracay, Venezuela



It is difficult to give credit to any one specific facet of a Porsche Parade for making a Parade a success. Is it a mixture of 50% well organized events, 40% group harmony and sociality and 10% physical accommodations available? Perhaps the make up of the group is more important. If this is true, then the setting of the Parade automatically becomes more important because it affects the attitudes of the participants in the Parade. Nippersink Manor offers many attributes which make it a most positive and vital catalyst.

You will enjoy your cheerful room, you will be provided with delicious food and efficient service, and if you choose to use the heated pool or the 18 hole golf course, you will find these facilities to be excellent. Evenings spent at Nippersink with your friends should be particularly memorable. The Ninth Parade Committee sincerely hopes that your stay will be an enjoyable one, and that when you look back upon it your recollections will be pleasant. We are certain that Nippersink Manor will help to insure this.

### NIPPERSINK MANOR — GENOA CITY, WISCONSIN



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YOUR PORSCHE DEALER IN  
WICHITA, KANSAS  
IMPORT MOTORS INC.



YOUR PORSCHE DEALER IN DETROIT, MICHIGAN

ERHARD MOTOR SALES

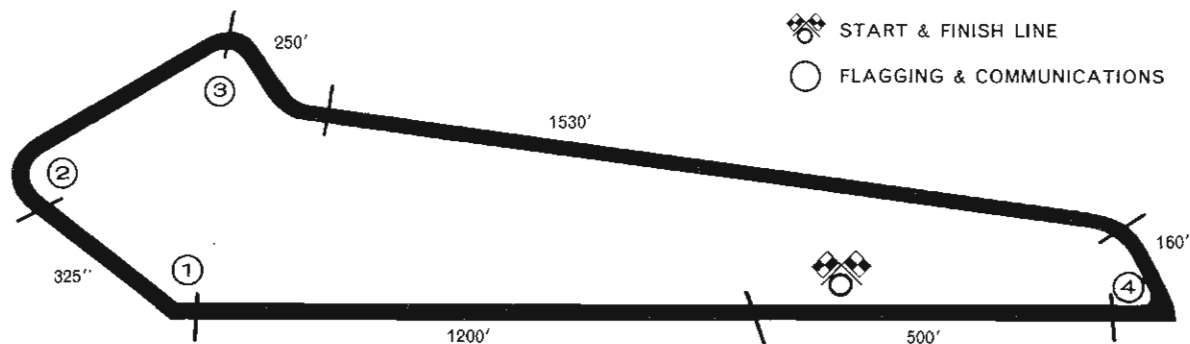




## WILMOT HILLS ROAD RACING COURSE

Wilmot Hills Road Course, site of the Ninth Parade Drivers' School and Races, is one of the busiest tracks in the Mid-west. It is the scene each year of not only SCCA regional and divisional racing, but most of the other club racing in the area. Last year, for instance, it was in use every week-end from May through September. Starting with the Fourth Parade, Chicago Region PCA has conducted a drivers' school each year at Wilmot. This event has proven to be one of our best attended, and many Chicago Region PCA'ers, both guys and gals, are safer drivers today because of the experience gained on the Wilmot course. Ninth Paraders will also enjoy the Wilmot Ski Shop, with its many summer bargains, and the excellent restaurant, with its panoramic view of the track.

WILMOT, WISCONSIN





YOUR PORSCHE DEALER IN DEARBORN, MICHIGAN

BUD CLARK INC.



YOUR PORSCHE DEALER IN FLINT, MICHIGAN

LEON HART MOTORS, INC.

WELCOME

Plan to Come Back  
August 8-9  
for the

**UNITED STATES ROAD  
RACING CHAMPIONSHIPS**



Meadowdale International Raceways, site of the Ninth Parade Autocross, is an internationally famous, 3.27 mile road course, where, for the past several years all kinds of racing, from motorcycles to stocks, to sports cars, have thrilled spectators and drivers alike. Stirling Moss found Meadowdale to be very challenging and demanding. Harry Heuer feels that it "makes all of us better drivers." Roger Ward feels that it is one of America's most daring tracks. It was recently announced that Meadowdale would be the site of a USRRC race this August. The Ninth Parade Autocross gives non-racing PCA'ers the opportunity to enjoy the thrill of safe driving on this challenging course.

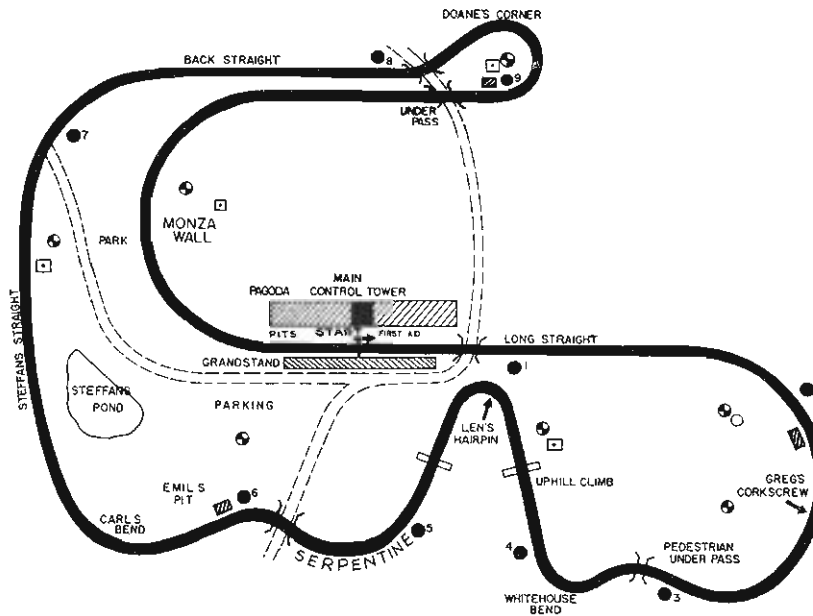
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YOUR PORSCHE DEALER IN LANSING, MICHIGAN PHIL GORDON'S CONTINENTAL IMPORTS INCORPORATED



YOUR PORSCHE DEALER IN  
YPSILANTI, MICHIGAN  
EUROPEAN CARS, INC.



## FOR METRIC MINDS

Technical information for Porsche must cover a broad range of interest and prior knowledge. In view of this situation, our technical effort this year is geared to provide information for both the novice and expert.

Experts in the fields of engine tuning, lubrication, body maintenance, tires and other specialties are scheduled to give brief illustrated lectures and seminars. In addition, these experts will be available during the day at their company booths for individual consultation.

POAC will conduct the first scheduled event on Friday morning to answer your specific questions as gleaned from the technical data sheets. Since no questions will be solicited from the floor it will be necessary for each aficionado to fill out the POAC data sheet and turn it in before Wednesday evening. Only in this way can we conserve time and furnish the most requested information on our Porsches. POAC factory representatives and engineers will be available after the regularly scheduled session for individual questions that may come up as result of the general discussion.

Following the POAC morning session we will have demonstrations and displays covering carburetion, ignition, sparking plugs, tires, undercoating, torque wrench applications, valve adjustments and fuel pumps.

The afternoon session is allocated to factory engineers from the suppliers of tires, petroleum products and sparking plugs.

Champion Spark Plug will demonstrate the relationship between spark plug heat range, proper carburetion mixture and horse power. A working model engine with cut away section allows visual inspection of the firing process. In the field of body maintenance a Texaco automotive engineer will demonstrate the proper methods to undercoat and protect our Porsches from the ravages of that old "devil salt". Michelin Tire Company will present a short movie on tire manufacture coupled with tips on proper technique of tire maintenance.

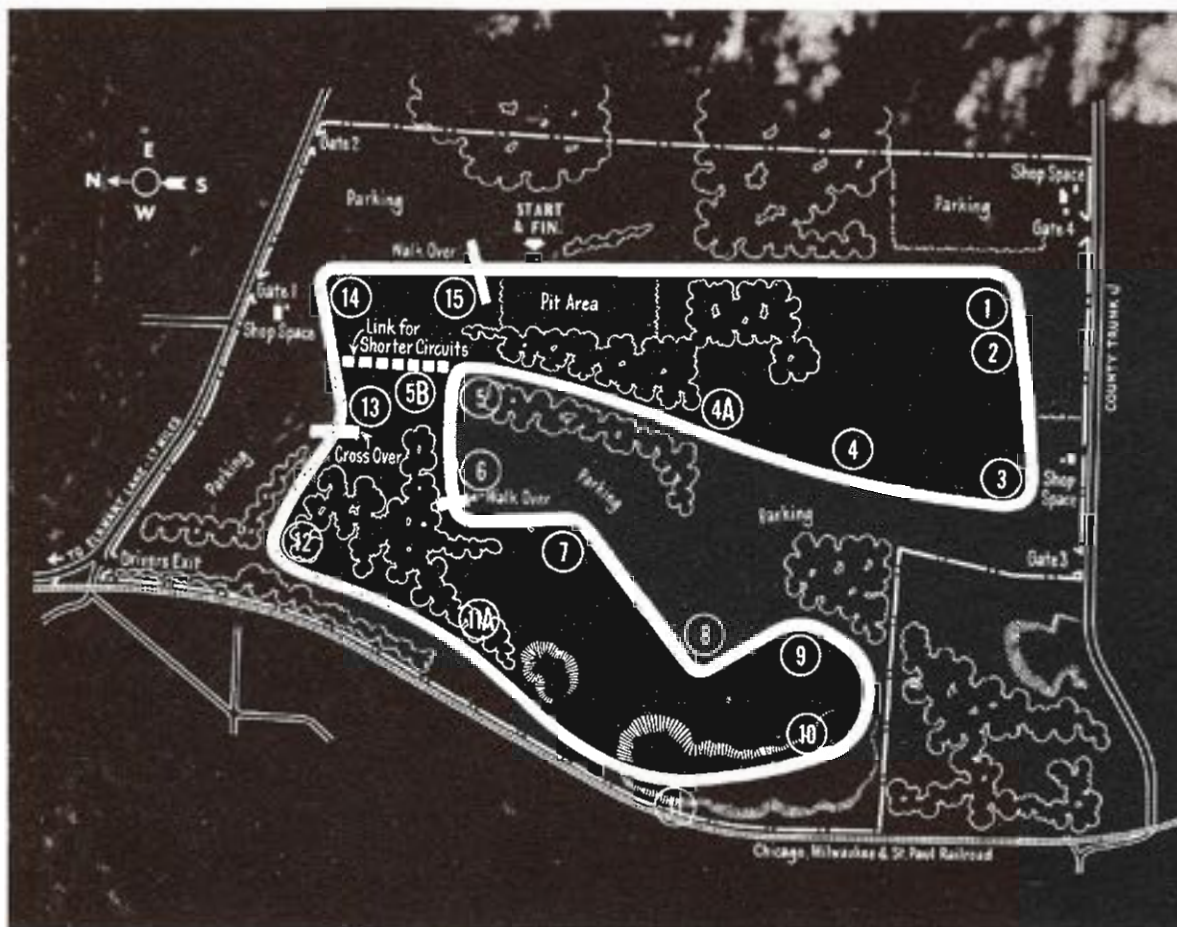
Berry Tire Company, Pirelli distributors, will have a drawing for a set of 4 Pirelli Centarautos and their tire experts will be present. Questions will be answered stressing tips on proper tire usage. Sturtevant Torque Wrenches will have a display and demonstration on the use of torque wrenches in checking front wheel bearing adjustment. Tung-Sol Electronics will demonstrate and display transistor ignition systems using capacitor discharge units.

In addition to the Pirelli tire drawing there will be several cases of D.A. oil, and several dozen sparking plugs given away as door prizes during the day. You must be present to win.

As always, POAC service representatives will drive all cars to make recommendations and evaluations. Their services will also be available for inspection tests at both Meadowdale and Wilmot race tracks Tuesday and Wednesday. You may also consult them on Thursday at Nippersink if you do not choose to rally.



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### Our warmest greetings to the Porsche Club of America

C. E. Tutte, President — Elkhart Lake's Road America, Inc.

INTERNATIONAL JUNE SPRINTS — JUNE 20 & 21  
ROAD AMERICA "500" — SEPTEMBER 12 & 13

Road America is located in the beautiful Kettle-Moraine region of Wisconsin. Enjoy its rustic splendor at the Spring and Fall Road Racing Classics.

A great outdoor holiday for the whole family.

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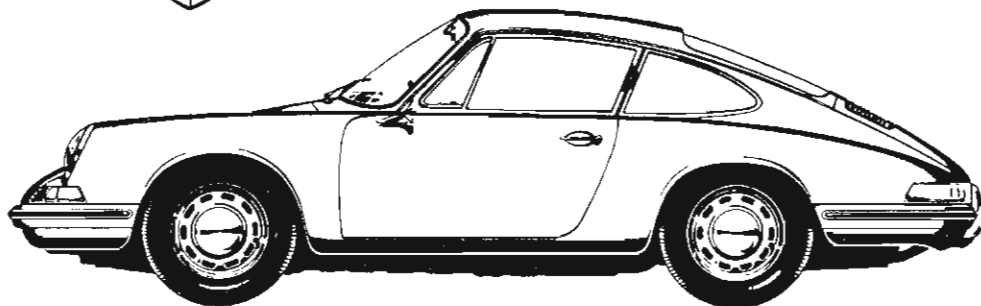
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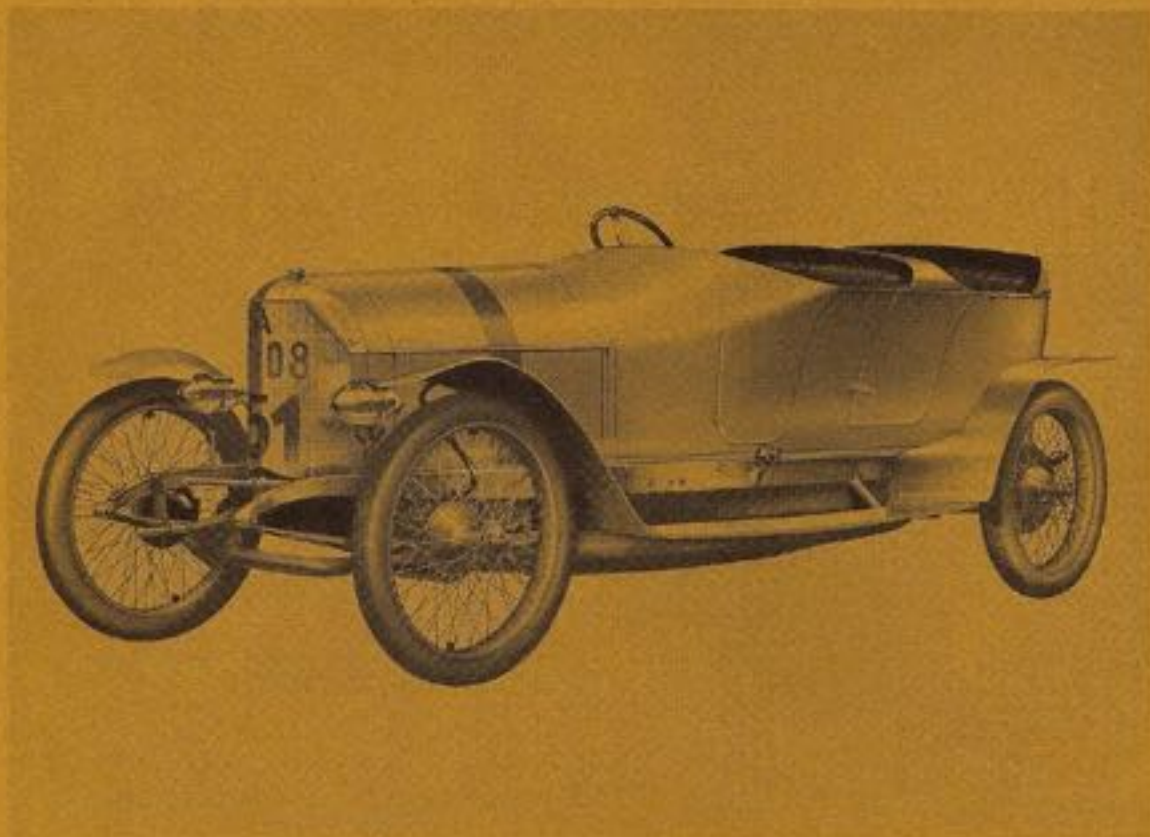
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which was very narrow and smooth at the bottom and slightly curved at the top. The headlamps had been turned rearward to reduce wind drag. The engine: piston displacement of 5.7 litres (384 cubic inches) 4 cylinders, overhead camshaft, 86 horsepower at 3,000 rpm, a top speed of over 87 miles per hour. One "Prince Henry" car has been preserved and is in use in England.





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34 POSTS  
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REGION

JUNE 19, 1988



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## OBJECTIVES

The Porsche Club of America is a national One-Marque Club.

Its objectives are:

To foster and share the enjoyment of owning and driving a Porsche.

To improve factory and dealer relationships.

To share technical knowledge and information

To improve maintenance and service.

To promote courtesy and safety on the road.

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Potomac Region

Vice President - Burton M. Propp  
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Treasurer - Michael M. Robbins  
Central Indiana Region

Executive Secretary - Jane H. Nestlerode

Paul R. Heinmiller - Editor, PANORAMA

PCA Executive Office  
P. O. Box 3025, Alexandria 2, Va.

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## PORSCHE PANORAMA

Porsche PANORAMA continues to move in the tradition established by PCA's founders nearly ten years ago. With five thousand readers, PANORAMA has the largest circulation of any Club publication without factory subsidy.

The primary objective of PANORAMA is to report important news and features about PCA, PCA members, Porsche cars, and other items of significance to PCA members.

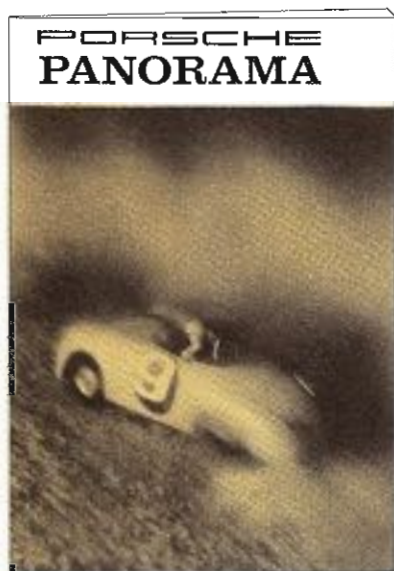
Much of the success of PANORAMA is due to the cooperation of individual members who contribute significant articles about their cars and their experiences with them. Much credit is also due to the efforts of specific Regions who have contributed interesting and stimulating articles and photographs for Special Sections that are the feature of practically every issue.

PANORAMA started out as a modest typewritten publication under the editorship of Bill Sholar, a charter member of PCA and one of the guiding lights of the organization. Under Sholar's leadership, PANORAMA continued to grow. Next in line for the editorship was Charlie Beidler, Eastern Pennsylvania Region. Ken Twigg, now President of PCA, was the next editor. During the editorship of both Beidler and Twigg, Bill Sholar continued to handle certain editorial and production duties.

In January 1962, Paul R. Heinmiller, Hudson-Champlain Region, was asked to take over editorial duties. He has held the job since then.

PANORAMA continues to meet production schedules within the budget limitations. Quality has been maintained on a consistently high level, and PANORAMA continues to fulfill its objectives to the membership of the Porsche Club of America.

Paul R. Heinmiller  
3 April 1964



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COSTELLO IMPORT COMPANY



## PARADE HISTORY

One of the more important Objectives of the Porsche Club of America is "To SHARE Goodwill and Fellowship ..." It was to further this objective that, in 1956, the founding region, the PCA Potomac Region conceived the idea of an annual "Porsche Parade". It was planned as a national event and PCAers invited from all over the country. Fun and good times, technical and competitive events were on the program and Potomac Region established a pattern that has become a fixture and focus for Member participation once each year.

The Parade has become so popular that it's been necessary to impose attendance limitations. Parade No. 1 was a huge success with 68 Porsche cars from far and near participating. This now looks pretty small compared to the more than 300 Porsche cars registered at the 7th Parade in 1962.

SHARING in the fun at a Porsche Parade is one of the privileges enjoyed by PCA members as each summer they "parade" together at this unusual event. Here's the run down of past Parades.

- 1st 1956, Washington, D.C.  
Hosts, PCA Potomac Region
- 2nd 1957, Washington, D.C.  
Hosts, PCA Potomac Region
- 3rd 1958, Binghamton, New York  
Hosts, PCA Central New York Region
- 4th 1959, Nippersink Manor, Wisc.  
Hosts, PCA Chicago-Milwaukee Region
- 5th 1960, Aspen, Colorado  
Hosts, PCA Rocky Mountain Region
- 6th 1961, Barrington, Conn.  
Hosts, PCA Northeast Region
- 7th 1962, Monterey, California  
Hosts, PCA Golden Gate Region
- 8th 1963, Split Rock, Pennsylvania  
Hosts, PCA Eastern Penna. Region
- 9th 1964, Nippersink Manor, Wisc.  
Hosts, PCA Chicago Region

One of the nicest things about owning a Porsche is the opportunity to SHARE with other enthusiasts your enjoyment of the car. This sense of "togetherness" has been encouraged by the Porsche Factory, Stuttgart, which has, for many years, staged an annual TREFFEN or MEETING of Porsche owners and Porsche Clubs from round the world. For a weekend of Porsche Fun, Porsche Pushers from many countries gather at some European resort. Though languages may differ, there is complete accord and understanding as participants share the excitement of Porsche competition, Cocktail Parties, Dancing, Wining, and Dining and Porsche talk.

In 1958, the Porsche Club of America was invited to attend the International Porsche Treffen to be held in Merano, Italy. PCA was not yet ready to assume a large financial obligation, so Bill Sholar, then Executive Secretary, volunteered to organize the Treffen for PCA. In late September, a Charter Flight of 83 PCAers took off in a Lufthansa Super Constellation to join in the International Meeting at Merano. New Porsche cars had been ordered and were awaiting arrival at the Airport in Stuttgart. After a fabulous 3 days of Factory entertainment and hospitality, the group took off for Merano, Italy where they joined with other Porsche enthusiasts for a weekend of good times.

Since then, the PCA Treffen to Stuttgart has become a regular annual event. Now we travel by Jet, of course, and as you are reading this, 148 PCAers have just returned from a fabulous 4-weeks' tour of Europe on the 6th PCA Treffen.

The opportunity to meet with sportsmen from many lands and to exchange customs, ideas, and goodwill is, perhaps, the greatest single benefit we can accrue from participating in these annual Treffens.

Future Treffens will be organized and operated by the Porsche Club of America and participation in this unusual event is but one of the many benefits offered to PCA members.





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Since 1958, when PCAers first had the opportunity to meet with other Porsche Club members from 'round the world ... there has been considerable discussion about the need for an international Porsche Club or organization. While the Porsche Club of America is an organization of Members and Clubs, the situation is not the same in other countries.

Finally, in 1962, the idea for an international Porsche Club crystallized and Porsche Club International, Inc. came into being. It should be understood that PCI is an organization of MEMBERS only ... it is not an organization of Porsche CLUBS. PCI does not take any part in the operation, organization or management of any Porsche Club anywhere ... except PCI.

Membership in Porsche Club International is limited to:

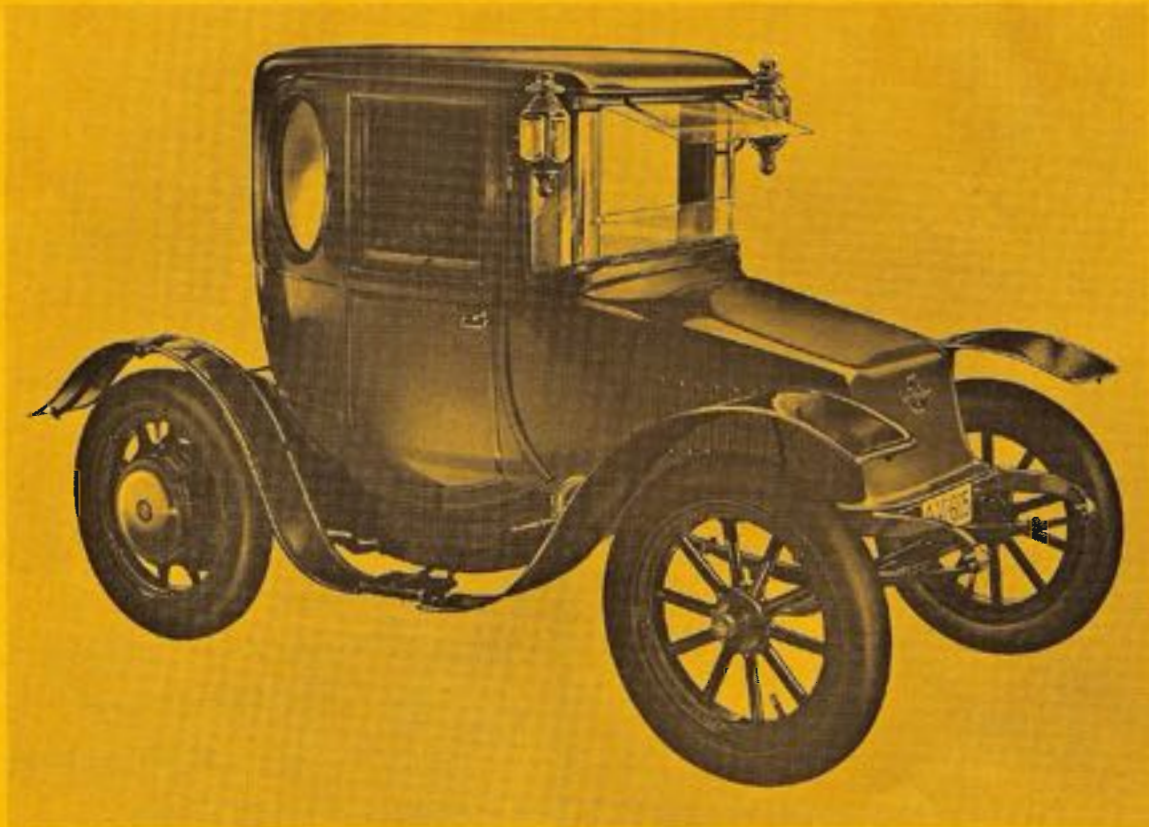
1. Members of an existing Porsche Club
2. Employees of the Porsche Organization

At present there are more than 300 PCI members in the United States and more than 100 in Europe. Countries represented are U. S., Germany, Switzerland, Italy, Austria, Canada, France, Great Britain. Until membership has increased considerably, it is unlikely that any Regional Clubs of PCI will be formed.

The purposes of PC International are broadly, an extension of those held by PCA, but on an international level. There will be possibilities for holding International Porsche Events. It may be possible to publish a PCI periodical for better communication and exchange of Porsche information. Perhaps a most important service to PCI members will be the establishment of an international "Host System." These and many other topics will have been discussed at a Meeting of PCI at Bad Ems, Germany, on May 30, 1964.

If you are interested in PCI ... Porsche activities on an international level; For Membership and other communications, please contact

PC International  
 P. O. Box 3096  
 Alexandria, Virginia



#### THE TOWN COUPE OF 1914

Until the First World War, the fashionable society preferred to ride in electromobiles, propelled by electric motors (without a transmission), they were quieter and more flexible than the that-time gasoline powered carriages with their jerky, noisy and malfunction-prone engines. Of course, one was not at liberty to undertake any long trips due to limitations imposed by the short-range characteristics of the batteries. However, for evening rides to the

theatre, many wealthy citizens used this Austro-Daimler Town Coupe with its attractive lanterns, oval windows, swing-out windshield and artistically designed lines. It bore a strong resemblance to the horse carriage, the last specimen of a vanishing order. Needless to say, this Porsche creation had the motors mounted in the wheel hubs. Between 1921 and 1923, the car was still in service carrying Porsche's children, Louise and Ferry, to school.

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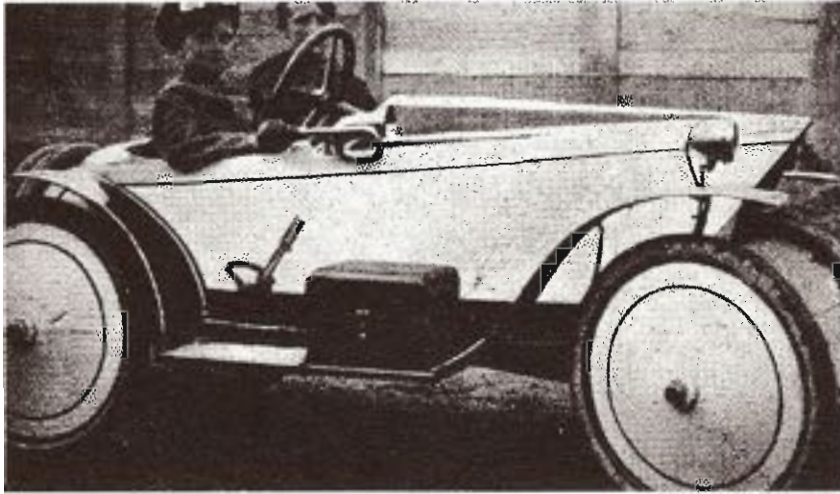
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## MEMORIES . . .

Parade photographs, tickets, sponge,  
menus, cocktail napkins, spit & polish,  
photographs, band aids, badges,  
autographs, decals, ribbons, sex,  
photographs, snorkel tube, summons,  
keys, receipts, warped drum, aspirin,  
prizes, hangover, pictures, wet suit,  
accommodations, chlorine, fingerprints,  
film, photographs, fouled plug, trophies,  
metric tool, sprints, match books and  
parade photographs.



## PORSCHE - THE MAN AND THE CAR

Born on September 3, 1875, in Maffersdorf, Sudetenland, Prof. Dr. Ing. h.c. Ferdinand Porsche devoted himself during his lifetime to the creation of special cars. His first car, which he built for Jakob Lohner of Vienna, the "Coach Builder for the Royal and Imperial Court", caused a great sensation. This Porsche design was exhibited at the 1900 World's Fair in Paris and was the showpiece of the Austrian Pavilion. The biography of designs created by Porsche is a biography of very special cars.

The city of Stuttgart became Professor Porsche's second home. In 1923, when he accepted the position of Technical Director of Daimler, he built a villa in which his son and family still reside. In 1931, he founded an independent design bureau in Stuttgart which formed the nucleus of the Porsche plant which was ultimately established. Many famous cars such as the Volkswagen, or the Auto-Union Grand Prix Car in which Stuck and Rosemeyer earned such a multitude of victories during the years of 1934 through 1937, have been designed in this bureau. Professor Porsche passed away in Stuttgart in January of 1951. Today, his achievements form a part of the history of the automobile.

It was natural, though, that his son Ferry, born in 1909, would follow in his father's footsteps to put on

the road cars of extraordinary style and exceptional quality. After World War II, Ferry Porsche was completely on his own. It was during these postwar years that the legendary Cisitalia Grand Prix Car was designed on request of an Italian company, although only one car was built and later sold to a buyer in South America. The then 37 year old Ferry Porsche, and Chief Designer Karl Rabe, gained the aging automobile professor's utmost respect for this design, for, upon a lengthy study of the blueprints and design plans for the new supercharged race car, he remarked approvingly: "This is exactly the way I would have done it!"

The first car to bear the Porsche emblem was built in Austria during the years 1948/49. In 1950, the Porsche Company returned to its old home grounds in Stuttgart-Zuffenhausen. In May of 1950, the first Type 356 Porsches were on Europe's highways. Today, the first Porsche generation is in action in its own plant. Ferry Porsche's oldest son Ferdinand authoritatively participates in the task of designing and creating new body styles, the latest being the Type 901 and 904.

Creators of the most remarkable cars - this best characterizes the Porsche family; to build cars which make the automobile enthusiasts' dreams come true: Driving at its best.

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## PORSCHE OF AMERICA: TEANECK

The Factory Branch in the United States is the Porsche of America Corporation or "POAC". For many years, offices were maintained in New York City but in November of 1962, the Company moved into its new building at 107 Wren Ave., Teaneck, New Jersey.

Mr. O. Erich Filius, Executive Vice-President and Treasurer of POAC heads the organization providing Management and Coordination of Porsche Parts, Service, and Warranties throughout the United States. POAC maintains Porsche Field Engineers in each of the eight Porsche Distributor Regions.

Cooperation between the Porsche Club of America and POAC has been unusual. Visits of Porsche Clubs to the POAC Headquarters are welcomed, with special demonstrations and technical support provided. POAC has given generous support to PCA annual Parades and other events. Speakers and demonstrations are available to Porsche Club meetings, throughout the country.

At this, the 9th Porsche Parade, many representatives of POAC have been invited to be with us ... not only to SHARE our problems ... but to join in our Porsche fun as well. And we

are truly honored when Mr. Ferry Porsche accepted our invitation to attend the Parade with his family. Mr. Porsche is President of the Porsche of America Corporation.

An expansion of the operations of POAC has recently been announced by Mr. Filius. Beginning July 1, 1964 the Porsche of America Corporation will become the Importer and Distributor for Porsche cars in the 11-state region comprising: Connecticut, Delaware, District of Columbia, Kentucky, Maryland, New Jersey, New York, Ohio, Pennsylvania, Virginia and West Virginia.

Facilities to house the new Distribution operation are nearing completion at 100 Galway Place in Teaneck, N.J., adjacent to the present headquarters building. Mr. Ferry Porsche will formally dedicate the new building on June 26, 1964.

It has been something of a revelation to old-time PCAers to view the changes and progress of POAC and PCA over the years. We wish POAC every success in its growth and expansion ... and we are sure that these two organizations will continue to enjoy and SHARE the benefits of the Porsche IDEA.

WJS

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## COMPETITION

The scope of the Porsche racing story depends on whether you are considering the man or the car. The man started racing in 1902, and became famous with Auto Union in the 1930's.

However, for the purpose of this writing, we are more interested in the car. The first Porsche came forth in 1947. Number one was hand built in Gmünd, Austria, and came equipped with a "breathed upon" VW engine of 1131cc's. The breath lavished upon it increased horsepower 60% from 25 to 40 horsepower. This car was only a prototype; the first public introduction came in 1949 at the Geneva Auto Show. The 1949 car was a coupe while the earlier version was a roadster, which greatly resembled the later speedsters.

It only took one year before Porsches entered competition. In 1950 Porsches achieved 5 vicarities on the field of battle. In 1951 this record was improved with 35 wins in international competition.

Huschke von Hanstein joined the Porsche operation in 1952 as racing manager. The Porsche factory saw their cars, driven by the factory team and by private owners, win 161 times that year. Notable was the second class win in succession at Le Mans.

All of this was done with the push rod engine sports cars. 1953 was the year that Porsche really came on strong. For Le Mans that year Porsche showed a new prototype.

It competed in and won the International Eifel race although its performance did not reach expectations. By actual Le Mans time the car had been improved. The

frame was tubular, the body was an open racing type and the engine, a modified Super (still pushrod), was placed in front of the rear axle and transmission. This car might be described as a 7 month fetus of the Spyder.

The car won its class at Le Mans for the third year in a row. Nurburgring came next, and the car was entered. This fact was overshadowed by the appearance of that race of a hush-hush practice car. No one was allowed close to it because it was a top secret project dubbed Type 547. Type 547 contained a 4 overhead camshaft engine, and it was this car that eventually became the Spyder.

The new prototype publicly appeared at the 1953 Paris Auto show. It entered, and won, its class in the 1954 Mille Miglia to start off the long and successful Porsche all-out racing car effort. Incidentally the name Spyder was added for the American trade.

From the time of its introduction in 1953, until it went out of production in 1961/1962, this car won every major race in its class at one time or another. To recount specifically here would take more ink and space than is available.

The Grand Prix racing record of Porsche does not approach the success of the Spyder, but then a firm the size of Porsche does not have unlimited resources at its disposal. Its best year, 1962, was its last active one for participation in this field. The management of Porsche retired to devote its efforts to the production of sports cars alone.

The standard Porsche production car has been unbeatable in U.S. sports car racing in later years. Before SCCA classifications were shuffled, the Carrera owned class C, and the old 1300 Porsche dominated class G. The 1500's and 1600's also made good accounts of themselves. The newer SCCA rules place a greater burden on the owner to extract more performance, so records in the U.S. Production sports racing scene are now colored by the proficiency of the "modifier" to a much greater extent. Still Porsches are doing a very creditable job of winning SCCA races.

On the other hand, the factory has maintained supremacy in the under two liter GT class up until the present time. The 904 will help in this domination, and when it is homologated soon it should prove a strong if not invincible car.





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