

# CHICAGO SCENE JANUARY 1979

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# REAR VIEW MIRROR

NOVEMBER TECH SESSION  
FROM THE OLD

by Harold Beach

What a terrific, beautiful day we had for our tech meeting in November. Thought I would take my Porsche out for a final drive before winter set in, but the batteries decided to stay in the warm garage so we used the Audi instead.

The tech meeting with Chuck Stoddard at Klinger Porsche Audi really brought out a lot of faces we haven't seen for a long time. Merv Rosen must have had a boat full of ice, so he came to get warmed up. Harry Muellich and the Courseys flew in for the meeting. Even Wally Sobek came out of moth balls. And it was really nice for the contingency from Indiana to drive in and spend the day with us.

Chuck Stoddard is a real master at putting on a tech meeting. He certainly handles everything very well and can go into great detail on any question that is put to him. The man has a tremendous knowledge of the Porsche and I am sure everyone went home with the questions answered that were on their minds before the meeting.

Doris came into the meeting when it was almost over and her comment was, "I have never seen a group of Porsche people so intent and so quiet - you could hear a pin drop when Stoddard was talking." Now I think that summed up a good meeting along with the beer and snacks that were provided by the people at Klinger.

After the tech meeting we went over to Scornavacco's restaurant in Highwood and had a good steak dinner along with our usual camaraderie. Thanks to everyone who worked so hard to make this an interesting and fun day for all who were smart enough to come.

## Body Werks of Barrington

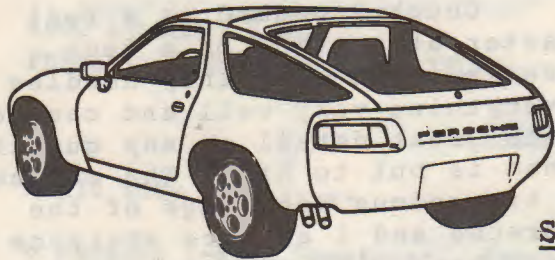
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We are pleased to announce that Porsche technicians George Gutmann and Tony Chiovari have joined our expert staff, bringing with them 15 years of Porsche experience. Whatever your model, they have the training and the know-how to help you get the most enjoyment out of your Porsche. Add to this your PCA parts discount and you have two great reasons to come to Lee Klinger Porsche Audi.

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NOVEMBER TECH SESSION  
FROM THE NEW

by Erik Severeid

But, Jan, he said to change the fuel filters every 5,000 to 8,000 miles and we're not supposed to wait until 15,000 miles to change the oil, and we must make sure that our tensioners have been triangle kissed!

Maybe we should install mechanicals -- no, possibly the factory has something with hydraulics. Then there is this little cigar shaped thing in the fuel tank; should we ever stop in the middle of the Mojave I'm supposed to look into the tank and stab this thing. I hope the filters work -- oh my God, did I change them before the trip?

He also said that 20-50 and 10-40 weights were a no-no.

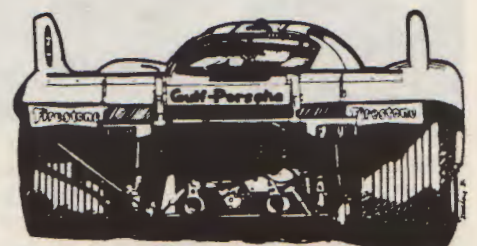
And if we had a 914, we'd have to slop all this gloop around inside the roll bar and, we can't forget those chrome clips. But more important, we are not to cook its brain -- it's hidden in the rear fender. Clever those Germans.

And we cannot forget dirt! Do you realize that the finest bit of dirt could wreak havoc with our CIS...dust from chalk, mind you! I wonder how my injectors are? Are they suffering from post nozzle drip?

Then, there are also those of us who want to cure vapor lock by installing two fuel pumps! What some people won't try to improve teutonic efficiency.

And, dear, we must be mindful of the synchros when we down shift. You should have seen the one he showed us -- shameful, downright shameful.

Then, there's the octane ratings: you add three (3) to the average pump listing -- which is a Federal regulation derived by the square of the hypotenuse which in turn is equal to the sum of the three (3) sides squared -- No, that's not right -- Bob, where are you when I need you?  
"Jan?..."  
"JAN!?"  
"Yes, dear....."  
"Do you think they'll let me be a member now?"  
"Say good night, Erik!"  
"Good night!"



**A SUPER TECH SESSION:  
AN APPLICANT'S VIEW**

## Certified Specialists



KURT H. HIPKE



JAMES D. GIERKE

## HIPKE AND GIERKE HEAD KORNAK PORSCHE-AUDI SERVICE IN AURORA

Kurt H. Hipke and James D. Gierke are not among the common run of average mechanics. They specialize in high performance fuel injection cars.

To begin with, not even all of the better enrollees are accepted in the Porsche-Audi Training School. One must qualify academically, win "sponsorship" from a Porsche-Audi dealership, be approved by Porsche-Audi and exceed the national average with regards to previous experience and success in the field.

Kurt and Jim have all this behind them plus certificates to prove they're 100 per cent proficient. Their combined training, knowledge and experience comes from 12 years in the field, 10 of which were with Porsche-Audi and 4 more valuable years of working together as a team.

They've learned the practical, on-the-job basics at Porsche-Audi agencies in the Chicagoland area. They've passed their written, oral and "scholastic" requirements at the Deerfield Training School, Division Headquarters for the Midwest Zone.

Jim completed 19 courses in the Porsche-Audi Specialized Training Center. Kurt needed less than half because he's also a certified Airplane Mechanic. He went to Lewis University to study Aviation Maintenance for 2 years prior to his entrance into the automotive field.

Both are exceptionally qualified to work on even the most sophisticated of fuel injection engines. And they offer this standing and open invitation: Come in...or phone in direct to Norb Kornak's (312-898-8750)...for any reason pertaining to Porsche-Audi or any other high performance fuel injection car.

Jim manages the Porsche service end. Kurt's forte is Audi.

Kurt Hipke is 24. He's married to the former Mary Beth Leis. The young couple have no children.

Jim Gierke is married to the former Barbara Kozmo. They have 2 sons, Pat, 11 and Christian, 7.

Jim and Kurt are even alike in that they have a common hobby. Photography.

Remember, it would please them to have you drop by...or, as we mentioned before...phone and speak to them directly about any Porsche-Audi problem.

Kurt Hipke and Jim Gierke at Norb Kornak Olds-Porsche-Audi in Aurora. They want you on their side.



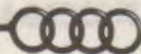
# K

AURORA

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The site - Thanks very much to the staff of Lee Klinger Porsche-Audi



Mr. Chuck Stoddard, National Technical Chairman.



Various members learning from Mr. Stoddard.



Event chairman, Todd Kaitis, talking to long lost member Wayne Coursey who flew in from Dubuque to learn how to keep his 550 running.



Neil Cross' very nice 3.3 Turbo. No, Neil hasn't lost the true faith; he parks it next to his 356 Cabriolet. Which is more than White (Socks) can say.



Bruce "give me your tired, poor, and insurance premiums" Janecek paying attention to how to preserve your 914-2.



Mickey and Minnie celebrate the 50th anniversary of the only mouse more famous than Dr. Porsche's.



Harry Meulich of Dubuque concouring fame with Bob Gummow while Dick tries to get away from these nuts.



Linda: Eileen, why don't you smile for the camera?

Eileen: It is a secret. Let us say that my body contains almost as much aluminum as Wayne's spyder.



Brian: Nice hat, Dean.

Dean: You can bet I did not buy it here.



Wendy: Gee Mom when Dawn got in college Daddy got her a 914-6.

Wilma: See something more long lasting.

Bonnie: See the birds of the air don't drive Porsches.

Wendy: They don't get good grades either.



Judy: Is it true that you and Harold are catering the dinner dance?

Donna: Absolutely false. They are going to have good pizza at the dinner dance.



Lee and friend are finally learning how to fix teflon bushings on 911 clutch cables.



Kent and friend look at Kent's trophy awarded for his being the most valuable receiver in the Porsche bowl.



The Golddust twins of Indiana. There is absolutely no truth to the rumor that they are related either to each other or Dean Bangert.



Millie: Say, Roger, is it true that you spent all but the family jewels on your super V?

Roger: True and I would have spent the family jewels if they were in good working order.

Millie: Sounds like they are in the same league as your super V.





Terry: There is absolutely no truth to the rumor that Mary is paying for our dinner dance tickets.

Mary: True. Please stop me calling Terry cheap. He paid for his ticket and I paid for mine.



Doris: I hear you are on your way to Sweden again.

Bob: Absolutely, as I only have to work seven months a year at the University, I have to do something with my free time other than clean Porsches.



Merv: How is your leather business?

Bonnie: Jerry is still my best customer.

Bonnie: How is your six car garage with house attached?

Merv: Fine, Joan is still my best customer.



Bob: Is it true that you paid big bucks for Gallagher's Targa?

Bart: It was worth every cent to see him re-concour that bottom. I agreed to buy a Concoars car. Just wait to see his face when I drive it at the ice gymkhana.



Bob: I thought they called you Big John.

John: There is more to size than height. I even think that my 2.2 litre six is larger than your 3.0 BMW six.



Harold: As you can see, there is absolutely no physical resemblance between him and me.

Dean: True, put a hat on Harold and he is still not as handsome as I and still a pizza man while I have true value and a good voice.

Harold: Too bad you cannot make pizza, for then you would have everything except my good looks and driving ability.



Owen: It seems so lonely without John and Laurie.

Gaile: Don't worry, Owen, you will find someone else to beat.



Bob & Lois Hindman came out of the woodwork to hear Mr. Stoddard.



Charlie: It is not true that my favorite TV show is Welcome Back, Kotter.  
Principal: It is really Blackboard Jungle.



Bob and Virginia explaining the benefits of concursing 356's to Mr. & Mrs. Stoddard who stated they would rather concurs their 917.



The Gutmann girls used to think their father was sane before he got into stained glass.



The long suffering Lady Diane wondering what she is doing with such well known deviates as Pyrdek and Meyer.



Joyce: Is it true that the rise in price of food is due to excessive middleman profits?  
Neil: Absolutely not! It is the farmers!  
Helga: I do not know one farmer who has a '79 911SC.



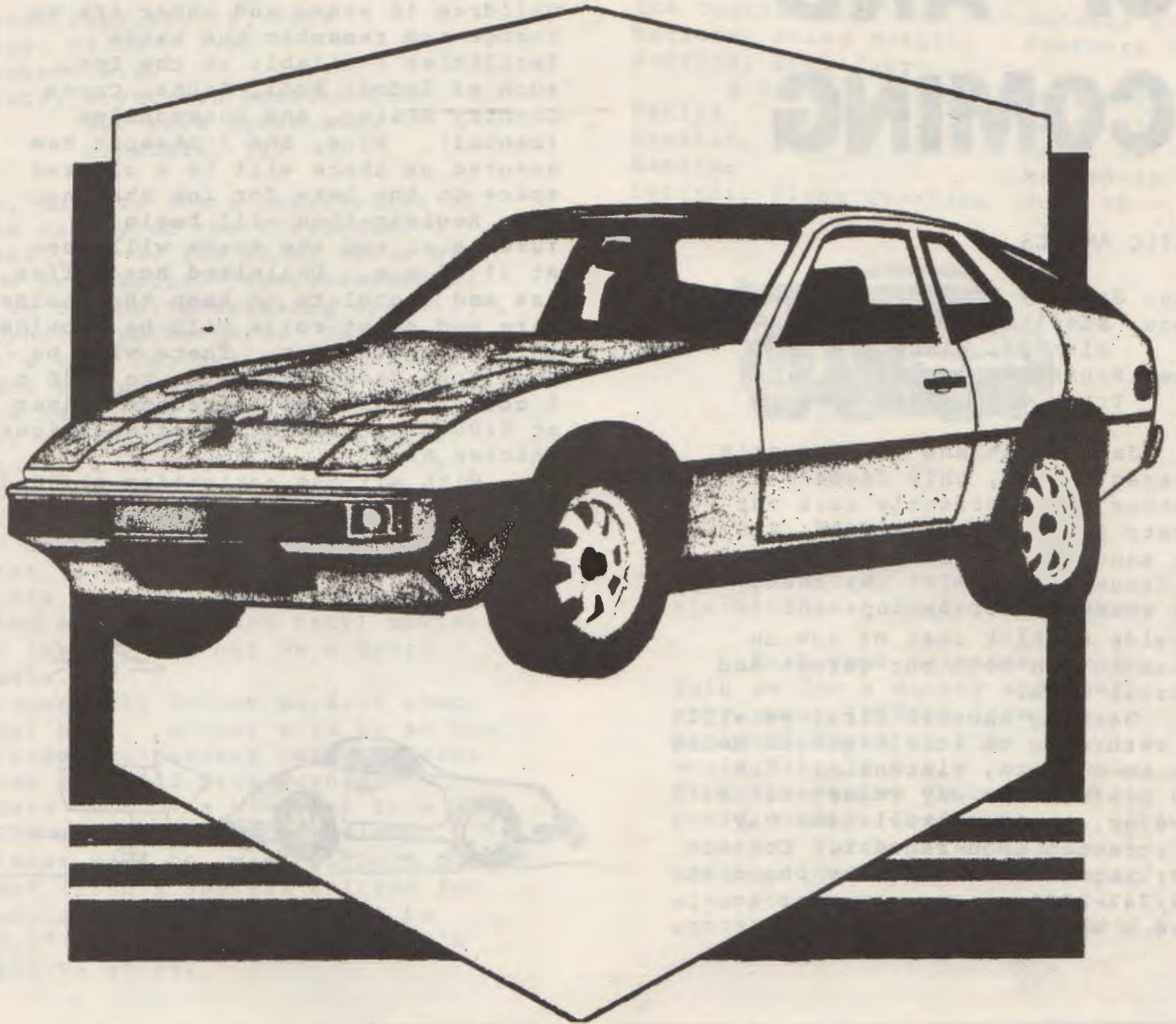
Gene: Gaby, if being German means so much to you, why don't you go to Germany? After all, we won the war!  
Gaby: How can you believe that? Have you seen the price of the '79 911's?



Bob Cook & wife, applicants, proud owners of newest V-8 from Stuttgart. Bob's 928 is currently on it's 3rd rear axle.



Bob: So you want to be a player?  
Judy: I only meant in your skit.



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# UP AND COMING

## ARCTIC ANTICS

Date: January 21, 1979  
Place: Sterlingworth Motor Inn  
Elkhorn, Wisconsin  
Time: Registration 10:00 a.m.  
Track open 11:00 a.m.

Jack Frost and the Farmer's Almanac concur, this January's weather will perfectly suit our frosty frolics on the ice. Yes, our annual Ice Gymkhana will be on January 21, 1979. By then, the winter's north winds should provide a thick coat of ice on which to run both our German and Detroit Iron.

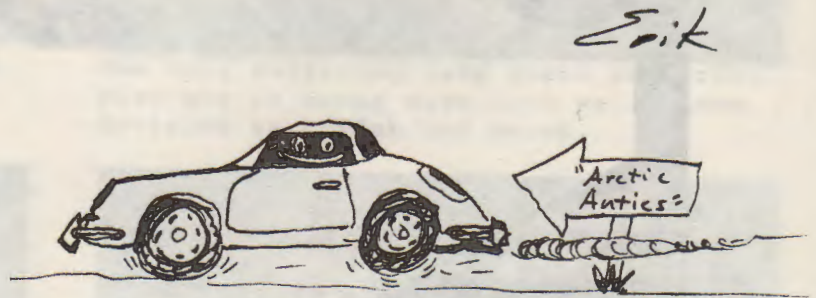
Barring another fire, we will be returning to Sterlingworth Motor Inn in Elkhorn, Wisconsin. The Inn prefers two day reservations, however, one day provisions may be arranged upon request. Contact Sterlingworth directly by phone at 414/742-2200 as you may want to make a weekend out of it.

Rates are as follows:

Lake side: double \$42 single \$32  
Lagoon side: double \$36 single \$24  
Children 10 years and under are no charge and remember the extra facilities available at the Inn, such as Indoor Pool, Sauna, Cross Country Skiing, and Snowmobiles (rental). Plus, the Innkeeper has assured us there will be a cleared space on the lake for Ice Skating.

Registration will begin at 10:00 a.m. and the track will open at 11:00 a.m. Unlimited hot coffee, tea and chocolate to keep the insides warm and sweet rolls will be provided throughout the day. There will be open runs from 11:00 a.m. to 4:00 p.m. A cocktail hour will precede dinner at 5:00 p.m. consisting of delicious Chicken Kiev.

With all the activities planned, don't wait to answer the call of Yukon Jack and register early to enjoy some ARCTIC ANTICS!



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GOING, GOING, GONE...  
AUCTION AND SWAP FEST

Date: February 18, 1979  
Time: 12:00 - 5:00  
Dinner: 6:00  
Place: Bryntesen Porsche-Audi  
300 East Ogden Ave.  
Hinsdale, Ill

No, that is not a description of the sanity of the newsletter staff, it is the final words of the inimitable, "unaccustomed as I am to public ~~drinking~~ speaking", "Dyno" Dino Bangert. Yes, folks, it's that fantastic, funtastic, back by unpopular demand, auction and swap fest. So, if you have any old Porsche ~~junk~~ artifacts that you want to get rid of (No, no white elephants with a Porsche crest you-know-where), come on down to Bryntesen. Dean will do his best to get rid of it for you. There is also talk of having some kind of racing (not racy) movie, so the day will not be a total waste.

Dinner will follow at 6:00 sharp (ha! ha!). Dinner will be at the Cypress restaurant just 2 blocks down the road from Bryntesen. There will be a cash bar from 5:00 to 6:00 preceding dinner. Dinner will be roast sirloin of beef (with a special chicken for Harold Beach). Price will be \$9.50 with a special children's rate of \$6.00.

CHICAGO REGION  
1979 CALENDAR OF EVENTS

Ice Gymkhana	January 21
National Board Meeting	February 10
Auction, Swap-fest & Movie	February 18
Rallye	March 25
Gymkhana	April 22
Grattan	May 19-20
Saturday Night Gymkhana	June 16



NATIONAL BOARD MEETING

Date: February 10, 1979  
Place: Chicago Marriott O'Hare

Mark your calendar now to join us for a dinner and meet your great leaders from the National Board of PCA. We would like to see a big group from the region to make the board members feel welcome.

For further information as to price, time, or anything else you might want to know, contact Joyce Gunther 966-5195. See you there.

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BRAINERD '78

PART I

by Frank Wagner

It was getting near that time again. I knew that Nord Stern Region would be running at Brainerd International Raceway (B.I.R.) during the month of August, for that matter I knew it would be August 5th and 6th. After being there for the last two years, I knew I'd have to go again this year.

Naturally, I wasn't going alone. Both Aunt Beth and that old die hard autocrosser, Jim Sovik, were going to go also. The problem would be talking Terry (the Bomber) Baumhardt and Tom Thompson into taking their beautiful 911's out on a ten hour (one way) drive to B. I. R..

Some of you may think that should be no problem, well let me tell you! It's difficult to talk to Bomber after he had just lunched an engine at Road America last year, six days after he bought the car. And now this year, another engine. On top of that his unemployment counselor informed him that he had received his last unemployment check the week before. Of course, being the great talk-em-into-it'er that I am, Terry agreed to go. He kept mumbling about beautiful women with twelve packs under their arms. I can't imagine where he got that idea?

Tom Thompson was a pushover for this event. He said something about breaking in his new XWX tires up there so he would be ready for Road America. I didn't have the heart to tell him that 123 mph on the main straight in his 911T is nowhere to "break-in" new tires.

With plans made and a few hectic nights working with Joe Rat, (of famous Rat Racing) on Terry's engine, (yes, again), we were ready. We left Chicago on Wednesday night destined for downtown Viola, Wisconsin. My parents live in that town of 659 people near LaCrosse and had graciously agreed to put our party up for the night.

All this time I had thought my parents were smart? You should have seen our caravan. Myself leading driving my slum on wheels with red trailer towing Six-Pak. Right behind me were Aunt Beth and Mary Brown driving a Pinto for delivery to my sister in Viola. Then there was Tom Thompson with his 2.4T talking C.B. talk to the next car, Jim Sovik in his 2.0 914 with brand new C.B.. Last, but not least, was Bomber watching his rearview mirror all the way for valves falling out of his tail pipe. Still mumbling about attractive Nord Stern women with twelve packs under their arms.

We finally arrived still grouped together and all in one piece around 1:30 a.m. Thursday morning. After some hello's and a few beers, we retired. The next morning would bring a hearty country breakfast, perfect weather, and one less car to drive.

With the Pinto delivered, Aunt Beth jumped in with me and Mary rode with Terry. We headed toward LaCrosse and the Mighty Mississippi River. The route that I usually travel going to Brainerd runs along the river and is quite scenic. Our little group stopped for lunch in a rest area near some locks. After eating, we continued on to Brainerd.

The arrival in Brainerd was typical. Shakey's Pizza and beer awaited the tired travelers. After a satisfying meal we decided on a motel room for the one night before moving into the track campgrounds the next day. As we left Shakey's Tom discovered that he had locked his keys in his car. I thought that was a little strange. Why come all the way to Brainerd to lock your keys in your car? Anyway, after 4 kind of drunk Dirty Dozen drivers tried in vain to open the car, Beth finally <sup>PULLED</sup> it off. I mean she got into the car. Two coat hangers and one thin wrist later, the button finally popped up. (To be continued)

# LINDATORIAL

Happy New Year!

Hopefully this year will be even better than last. We're looking forward to a full calendar of events. The Parade this year marks the 25th anniversary of PCA. It will be in Virginia, just outside of Washington, D.C. It should be fun, let's get a big group from our region so that the ladies luncheon will again be a big success.

We'll be off to a good start with a big turnout for the slipping and sliding at Arctic Antics, with a promise of no bonfires at the last minute.

Calling all aspiring artists! We'd like some new caricatures of Porsches and things. If you like to draw, make a copy of the picture on the inside of this match book cover and send it to the editor in charge of funny pictures. They make nice little fillers for corners. We want to keep this a magazine of the people, by the people, and for the people. (Yes, I let our forefathers - or was that five fathers - borrow that phrase.) For those of you who missed any of the fantastic, funtastic events in 1978, don't let it happen again. Join us, won't you.

"WE'LL RAISE A STEIN IN '79!"

See you soon,

*Linda*

## ANSWERS TO LAST MONTH'S TECH QUIZ

- 78. '65 356C C. Disc brakes, outside gas filler
- 79. '78 928 A. Wow!
- 80. '74 Carrera D. "Ducktail" spoiler, 7" rear rims
- 81. '72 911S H. Outside oil filler
- 82. '78 924 G. Oval tail pipe (round on '77)
- 83. '73 914 2.0 F. Forged alu 4-bolt rims
- 84. '70 914-6 B. Cast alu, 5-bolt, 10 spoke rims
- 85. '61 356B E. Drum brakes, pointed hood opening

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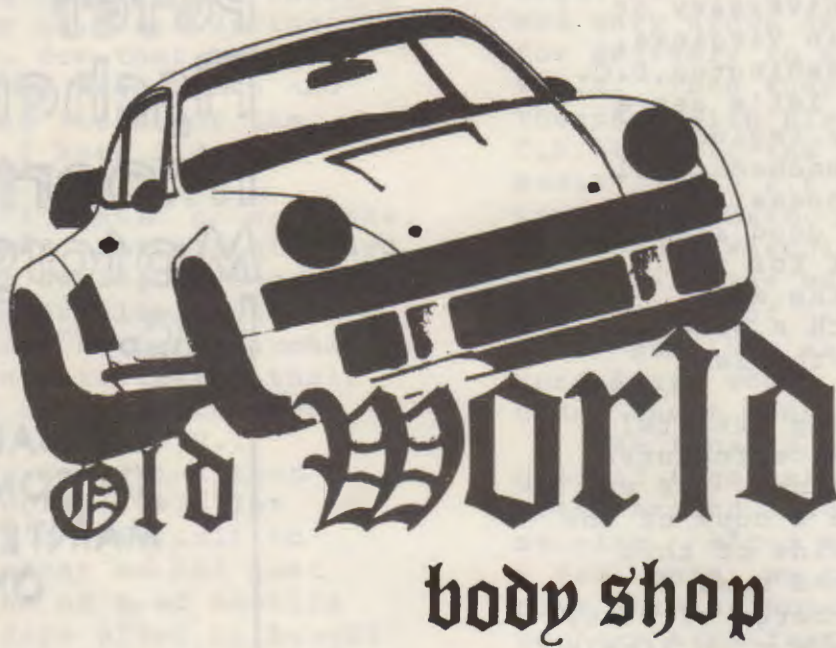
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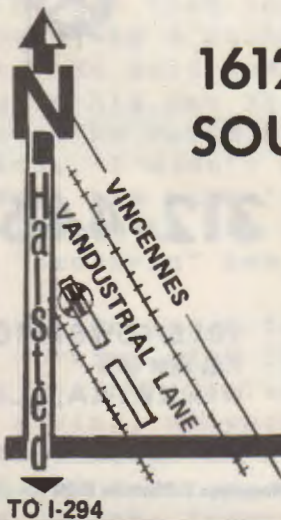
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# THE RUNNING BOARD

Date: November 10, 1978  
 Place: Home of George Gutmann

The 1979 Chicago Region event schedule will have 14 events. The calendar for 1979 will be mailed to the membership.

George Scott's observer's report on the Elkhart event may be summarized as very good to excellent. Cliff Tufte commented that the PCA policy of safety observers is an excellent approach to track safety.

The national board meeting, hosted by the Chicago Region will be held on February 10, 1979. Saturday evening there will be a banquet to which the Chicago Region will be invited.

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# THE MART

FOR SALE: 1962 356B SC convertible; new top - headliner; new mufflers; new carpeting; interior & exterior in good shape; dark green with white top; \$4,000 or offer. 312/525-7606 anytime and leave message.

FOR SALE: 1974 914 - 1.8; 76,000 mi; excellent condition; no rust; runs good; mechanically sound; \$3900. 414/563-5521 ext. 352 weekdays; 414/563-8656 after 6 p.m.

FOR SALE: 911 engine 2.0 litre; Midwest Council D Production champion; Weber carbs; Carrera 6 specs; 12 to 1 pistons; S cams; mechanical tensioners; ported, polished, clearanced, balanced, blue-printed; aps. 200 HP; fast, reliable - street, autocross, race; 16 hours run time; \$6000 invested, sell \$3700, buyer pays shipping. Building new engine, revised SCCA specs. Chuck Schank, 1123 Park Lane, Western Springs, Ill. 60558 312/246-6355

FOR SALE: ANSA exhaust system for 1975-76 914 1.8; 1 month old; E.C. \$70. Call Jeff Sebben 8 a.m. to 4:30 p.m. 312/479-2461.

FOR SALE: 1974 Carrera white with black int.; very quick; very good condition except for paint; no crashes; \$13,000, available with P7's and BBS gold centers. 1961 356 coupe; glass removed for painting; some pan rust; \$1200. 3-356 parts cars 1962-63 coupe nearly complete; '55 convert. body & transmission very poor 1959 convert D wrecked only rear clip & top bows useable. \$600 for all three Brad Mayeur, 2328 Cole St. E. Peoria, Ill 61611 309/673-1412 or 309/694-1797

WANTED: 914 bumpers; rear valance (late); body parts; factory alloys (4 bolt); also want 2-5½ x 15 chrome steel wheels or set of 15 x 6 or 14 x 5½ 5 bolt alloys for 914-6. Brad Mayeur, 2328 Cole E. Peoria, Ill 61611 309/673-1412 or 309/694-1797

FOR SALE: 1971 red 914 (1.9) 4 cyl. 61,000 orig mi; recently refurbished transmission plus recent repair and replacement receipts for over \$2,000. Asking \$2,500. C. Cornett, 1000 Lake Shore Drive, Chicago, Ill. 60611. 312/751-1576



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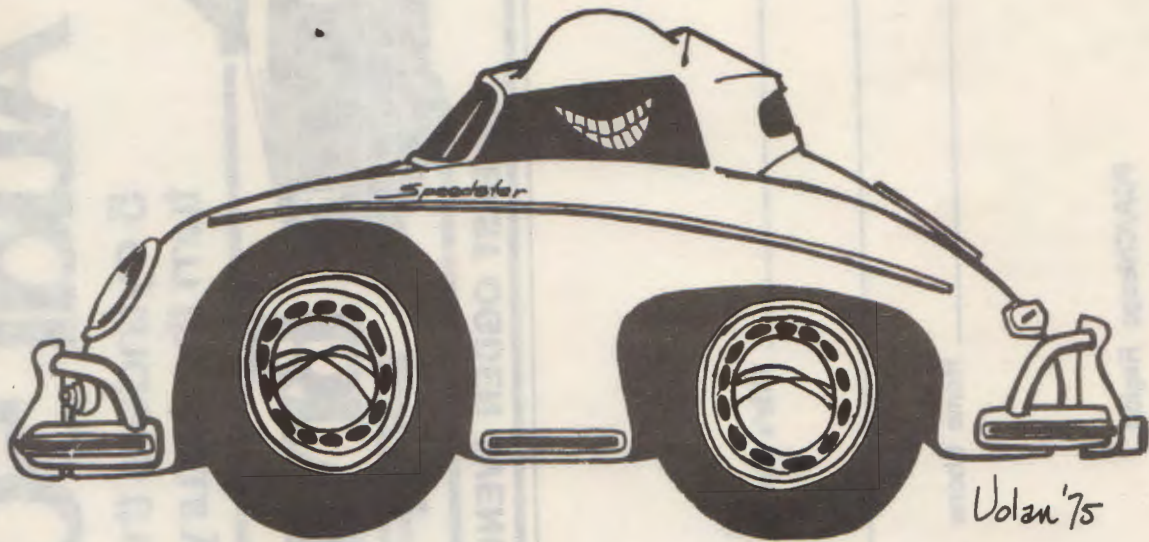
Driver #1 \_\_\_\_\_ Driver #2 \_\_\_\_\_  
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