

# CHICAGO SCENE

## NOVEMBER

1971

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### DATES

DECEMBER 11 ..... Annual Dinner

JANUARY 16.....Ice Gymkhana

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



# CHICAGO SCENE

NOVEMBER 1977

# Chicagoland's

**1<sup>ST</sup>**



**SHORELINE**

**PORSCHE | AUDI INC.**



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**Chicago No.  
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# COMING EVENT

## ANNUAL DINNER DANCE

DATE: Saturday, December 11, 1971  
 TIME: 6:30 P.M.  
 PLACE: Holiday Inn, Halsted and Madison,  
 just west of downtown Chicago,  
 junction Kennedy, Ryan, Eisenhower  
 Expressways

The year is drawing to a close, so get out those old dancing shoes and prepare to spend a wonderful evening reminiscing over the past events, dancing with beautiful women and just plain enjoying good fellowship. For once again the Chicago Region presents the annual gala dinner dance, crowning touch of a successful season.

During the dinner, trophies will be awarded for the regional winners of Autocross, Rallye, Concours and the overall regional champion. Points from all the year's events are compiled to calculate these winners. Did last year's champion, Don Dyrda, successfully defend his title?

You need not leave your Porsche at home for the Holiday Inn has an attached garage which is well-lighted with excellent security and, best of all, you park the car yourself.

The cost of the event is only \$10.00 per person which includes dinner, dancing and tips. Door prizes and gifts will be awarded. If anyone knows an individual or firm who will contribute a door prize, please contact Larry Gross, dinner chairman.

This is always a great evening and space is limited so register early, besides we need to know approximately how many dinners to guarantee.

## JANUARY EVENT: KALTFEST '72

DATE: Sunday, January 16, 1972  
 TIME: Reg.: 10:30 A.M. -- Start: 11:00 A.M.  
 PLACE: Sterlingworth Motor Inn, 6 miles north  
 of Elkhorn, Wisc., on Highway 12

Maybe a Porsche driver can't walk on water, but he or she will have the opportunity to drive on water -- frozen water -- at the wildest gymkhana of the year.

Event Chairman Wayne Gritzmacher challenges you and your beloved Porsche to beat the clock on two of the finest gymkhana courses north of the border. The Sterlingworth also offers you the opportunity to be at the helm of a snowmobile (at reasonable prices), or on a pair of ice skates next to your own Sonja Henie, relaxing in the heated pool, or just plain socializing.

Wayne informs us that the weather will be nicer this year, and that he plans a few interesting changes. The courses will be longer and more challenging, and there will be only four classes this year: men with snow tires; men with regular tires; women with snow tires; and women with regular tires. No regional points will be awarded, but trophies will be presented to the top 1/3 finishers, the best overall, plus the Whirling Dervish Award. Only one passenger will be allowed, and may only ride in the front seat. This event is limited to Porsches. Dinner (remember the great sirloin of beef?) will be served promptly at 5:00 P.M.

January, the "worst" month of the year, is once again "saved" by the Ice Gymkhana, so bring along your "longies", ice skates, and have a good time.

Dear Kathy:

I intend to brush up on my dancing lessons and really have a ball. Please make \_\_\_\_\_ reservations at \$10.00 each. Enclosed is my check for \$ \_\_\_\_\_ made out to PCA/Chicago Region.

NAME \_\_\_\_\_

MEMBER \_\_\_\_\_ APPLICANT \_\_\_\_\_ GUEST \_\_\_\_\_

Mail to: Kathy Gross  
 1746 West 106 Place  
 Chicago, Illinois

Dear Wayne:

I'm wearing my woolies and will have a schlippen und schliden Porsche on ice at KALTFEST '72!

NAME \_\_\_\_\_

CLASS: Men-Snows \_\_\_\_\_ Regulars \_\_\_\_\_  
 Ladies " \_\_\_\_\_ "

ENTRY: \$4.00/car (\$5.00 at line) \_\_\_\_\_

\_\_\_\_\_ dinners @ \$4.95 (incl. tx/tp) \_\_\_\_\_

Mail to: Wayne R. Gritzmacher  
 3619 Ames Road  
 Crystal Lake, Illinois 60014

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

November smiled on Jim Bulgrin and granted a beautiful Sunday afternoon with the temperature in the 70's. The fine weather and an opportunity to learn more about the car in our lives brought about approximately 150 Porsche Pushers to Porsche Audi at O'Hare for "Underfixing Der Porsche".

Jim and his committee did a fine job of trying a new approach to tech sessions, introducing the "live tech session". Most people present said they enjoyed the new approach and actually learned something. John Andringa was especially happy as our team of experts discovered what was causing John's severe braking problems. The brake pads in John's concour 911 were worn down to the rivets (see picture).



Much thanks goes to our experts who tried to teach us what made a Porsche tick; Roy Stonecipher, Jim Gladish, Larry Gross, Ben Hirsch, and Don Dyrda. Dolly Connor showed the girls what makes the car work, and our Merv Rosen explained emergency procedures and repairs. We understand the girls were captivated. We wonder whether it was the lecture or the alluring Merv.



Thanks also to the brave souls who volunteered their cars to be used as guinea pigs; Bruce Janeczek, Tony Perry, and Dan Gallagher. Registration was handled by Sue Bulgrin and Judy Perry. Special thanks to Jack Cooper and Rew Godow, who let us use their beautiful facilities, and to their beautiful wives, Carolyn and Florence, who served doughnuts and coffee.



Wayne Gritzmacher procured from PAD displays of parts that make a Porsche a Porsche. Numerous parts, such as engine cases with rods thrown through them, were procured from a few other club members, so that we could see what happens when machinery is abused.

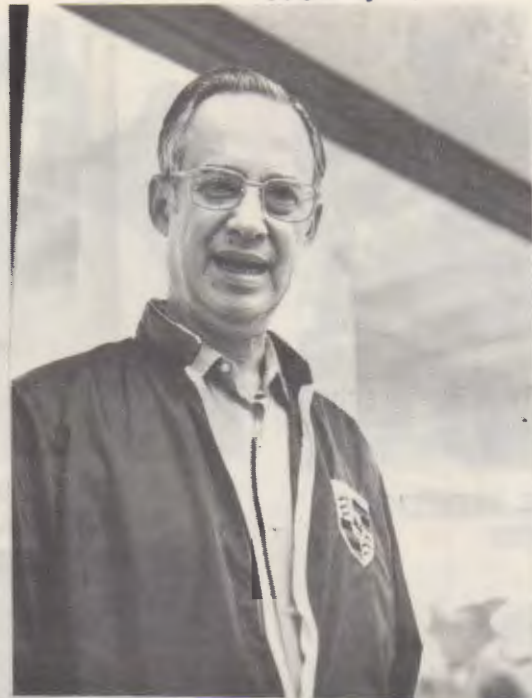
At the end of the tech session, we were treated to racing movies and a good supply of cold beer. What more can you ask on a warm Sunday in November?

Scopar



HOST EXPLAINS 72 MODELS

New Godow

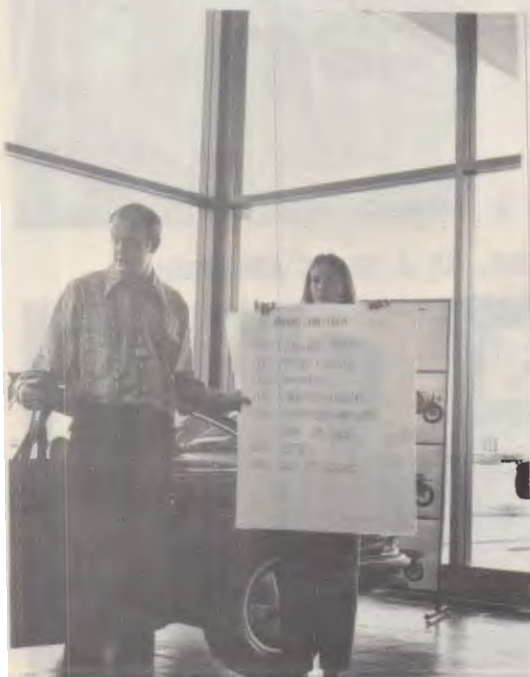


HOST TWO WITHOUT A BOW TIE

Jim Rossi



JUDGE SIRACUSA AND JIM ROSSI, OR TWO-THIRDS OF THE PCA ITALIAN RACING TEAM



Jim Bulgkin  
EVENT CHAIRMAN AND WIFE SUE



new Reason  
THIS, GIRLS, IS AN ENGINE



JIM DOES HIS HOMEWORK



I DON'T CARE DEAN. YOU JUST



SEARCH AND BARKING



LARRY GROSS EXPLAINS THE PRINCIPLES OF CARBURETION TO STUDENTS



DENNIS SKIDMORE EXPLAINS THE PRINCIPLES OF PERPETUAL YOUTH TO KATHY GROSS



I MAY NOT HAVE A FERRARI, BUT I SMOKE GOOD CIGARS



THIS, DEAR, IS A SHOCK ABSORBER



AT THESE PRICES, THIS IS ALL I CAN AFFORD



I WONDER IF THIS CARBURETOR WILL FIT MY NORMAL?



DESI AND EVA VINCENZ, OR THE MAD HUNGARIANS



DAVE KORZENSKI EXPLAINS WHAT HAPPENED TO HIS BEARD TO JOHN ANDRINGA

*Neil Hollop*



RECIPIENT OF THE REW GODOW AWARD  
FOR BEST DRESSED MEMBERS AT TECH SESSION



WHAT THIS COUNTRY NEEDS IS A GOOD  
10¢ DOUGHNUT



MIKE VANDER WERF AND FAMILY



REGISTRATION



JOHN ANDRINCA'S BRAKES BEFORE AND AFTER



WOULD YOU LIKE TO GO FOR A RIDE  
ON MY BMW?





AL AND EDITOR'S FRIEND



A FUTURE JACKIE STEWART?



OH THAT NORM, HE'S SUCH A DEVIL



*J. Gamel*  
YES, WE STILL LIKE 914S



STILL SCREWING AROUND



HOW DARE YOU TAKE MY PICTURE



THEN THE GORDINI LEFT THE TRACK,  
SKIDDED BACKWARDS FOR 200 FEET



HELGA, I LIKE YOUR BLOUSE



IMAGINE THAT, DISC BRAKES



W O W!



S M I L E

*Paul Fontaine*



DON'T BLOW ANY MORE OF THAT FOUL CIGAR SMOKE AT ME

*Bob White*

*Harold Beach*



YOU MEAN DAD FORGOT HIS BOW TIE?

*Chip Godow*



I UNDERSTAND YOU AND RUTHIE ARE HAVING THE CLUB OVER FOR DINNER AND DRINKS AFTER THE ICE GYMKHANA



DOLLIE EXPLAINS WHY PORSCHE'S ARE SO MUCH BETTER THAN ALFA'S



DO YOU KNOW SOMEONE JUST BACKED

# TECH TIPS

## TECH TIPS FROM OTHER REGIONS

Koni shocks not advised for 914. The 914/4 and 6 has a Brake Force Limiter located near engine. It is non-adjustable. To check operation, push hard on brake pedal, feel assembly -- if you hear clicking noise, it's working. The balanced ventilating brake disc fins should be cleaned during winter months -- don't remove weights.

On 911 engine overrevs, since the rocker arms are made of cast alloy aluminum, the arms break first and can be replaced without engine removal. 914/4 and 356 overrevs usually bend the valve push rods. Porsche changed engine shrouding on 1970 models -- improves cooling 15% -- can be applied on earlier models.

They have developed an improved timing chain tensioner -- a sealed version with an extra O ring for late 1971's -- which can be applied to earlier 911s. Part Number is 901.105.049.02.

Anco wiper blades, model WBN, stock number 833, listed for VW, fit 911 perfectly. The Anco blades are more flexible, thus keep their tips on the glass all the way around the corner curves, which the German blades failed to do. At \$5.15, including tax, they are considerably cheaper than the German parts, and the rubber can be replaced with a refill to make future maintenance even more economical.

If the fuel pump goes on your 911, the same Bendix pump can be obtained from J. C. Whitney in Chicago (item number 55-519) for under \$19. I understand this pump does not have the metric fittings of the German licensed pump, but that the adapting parts are obtainable at any domestic parts counter, and are easy enough to install that even the most timorous novice should not fear to save a few of the expensive labor dollars.

PORSCHE CLUB OF AMERICA  
CHICAGO REGION

**17th PORSCHE PARADE**



July 16-21, 1972  
Lake Geneva Playboy Club  
Lake Geneva, Wisconsin

# PORSCHE MART

FOR SALE: 1500 c.c. Porsche engine, complete runs well, \$400.00

Dan Gallagher  
775-5944

STOLEN: 1964 C Cabriolet

Ruby red, new top (black) new headliner (charcoal), blue leather upholstery with headrests, new black carpeting, Carello Q.I. headlights, Hella fogs, new paint, no dings, no rust, wood steering wheel, Abarth, Blaupunkt-AM-FM, Zebarth, Michelin tires on chrome wheels with Porsche crest, #159803. \$200.00 reward, no questions asked.

Steve Miller  
312/477-3636

WANTED:

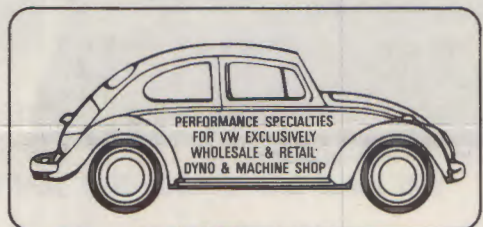
1 rear brake drum for a 1958 Porsche.

Bob Gummow  
R.R. #1, Box 291  
Rockton, Illinois  
815/624-7396

WANTED:

"C" seats for 1962 S 90. Would consider Recardos.

Mike Fultz  
312/793-2840



**Wish I had  
a Porsche!!!**

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# CONCOURS

In this series, we have covered all the areas of the car except the trunk and the undercarriage. This month we will try to explain necessary maintenance and concour preparation of a very sensitive area of your car, the luggage compartment (trunk).

The luggage compartment and the latch bulkhead (the body area where the registration plate appears, forward from the luggage area) is seldom ever seen and consequently, subject to the most neglect.

The first area of any 900 series Porsche to rust is the latch bulkhead. The best way to prevent this rusting is to sand the surface of the bulkhead until your nice new paint or old rusty paint gets rough. Remove the latch catch and the window washer bottle filler lid from the bulkhead and then spray the entire bulkhead, paying particular attention to the corners, with black rustoleum spray paint.

Next, remove all the rugs from the luggage compartment. Most Porsche models have snapout matting (if it is glued on, leave it in). These rugs can be dry cleaned very inexpensively.

Remove the batteries (pre 69 models have only one) and scrape all the rust from the battery boxes. Remove the spare tire. Spray the entire forward areas of the trunk, particularly the battery boxes with rustproofener. Use restoleum as the epoxy base paints take 24 hours to dry. Take special care not to plug the drain holes.

The brake fluid overflow line exits the body right under the left fog light/running light panel. If your brake fluid gets too hot it expands and will run out the overflow. If this happens when your car is moving the turbulence will force quite a lot of the fluid onto the lower part of your body surrounding the fog lights. Brake fluid has an unique capacity to eat away your paint in a matter of seconds. Remove the flexible overflow line and run it out one of the two trunk drain holes located at the bottom of the spare tire space. If any overflow occurs now you will be saved a repaint on your lower bumper for the fluid will be exiting further back.

Next check all your gas tank overflow (pre 69 models do not have any). These lines which travel from the gas tank filler, through a charcoal filter and then into the top of the gas tank, are made of neoprene. After a while

this neoprene has a tendency to shrink. Check the clamps around the charcoal filter. Adjust them properly. If you have been smelling gas or a pool of raw gas has been forming under your car when you are filling it up, this is your problem. The reason we have gone to this length to explain this is that the gasoline when spilled into the trunk will eat away the rustproofing.

Next open the trap door located in the upper right hand quarter of the trunk. This door covers the heater blower and/or air conditioning systems (69 on). Clean in here.

Now make sure the area underneath the cowl is clean. Clean the latch itself. Clean up the spare tire on both sides. Put the carpet back in.

Not only will your car be rustproof but it is nice to know all is well in the luggage compartment. Oh yes, don't forget your jack and tool kit when you enter a concour.

Dan Gallagher  
Henry Novoselsky



"Son, is something bothering you? You haven't touched your Porsche in weeks!" THE NEW YORKER

# THE POLE POSITION

As reported earlier in this column, it is now certain that Porsche will concentrate on Can Am racing for 1972. On November 16 Porsche made official its long-rumored tie-up with Rodger Penske and Mark Donahue for the 1972 Can Am.

Donohue will drive an updated version of the 12 cylinder 917 which will be managed by Penske.

Technical details on the 917 have not been released, but the car will be a new version of the 12 cylinder model of some 800 h.p. The power increase is achieved by a turbocharger. With that kind of horsepower and a good Irish driver Team McLarin, who have dominated the series for the last five years, will be in for some competition.

## LETTERS TO THE EDITOR

Needed for the 17th Porsche Parade: 4-door vehicles that will hold a minimum of 5 passengers to be used on Tuesday and Wednesday (Autocross and Drivers School Days) for transporting women on shopping tours. You will be free of responsibility as this will be covered by the waivers signed at registration and the Club's insurance.

Carolynn Cooper  
312/259-4399

He slid through the snow  
with the greatest of ease,  
His brakes wouldn't hold  
when Lauderdale did freeze,  
He ~~exclaimed in surprise~~  
as his rear wheels went by,  
"My Porsche not only skates but skis."

Anonymous

COMPLIMENTS  
OF  
C & S DIVERSIFIED CORP.

BUD CROUT, PRES.

# MISC RAMBLINGS

Our man in Stuttgart reports that 1975 Porsches will all have sportomatic transmission unless Porsche can find some way to meet the ever tightening emission standards, with a standard transmission. The 1973 Porsches will have to have 5 mph impact bumpers, which probably means a new front end and a heavier car. Also we will soon have the air bag to contend with. Hurry up and purchase a new Porsche while it is still a Porsche. Too bad the government does not insist on minimum braking and handling standards or pollution standards based on volume.

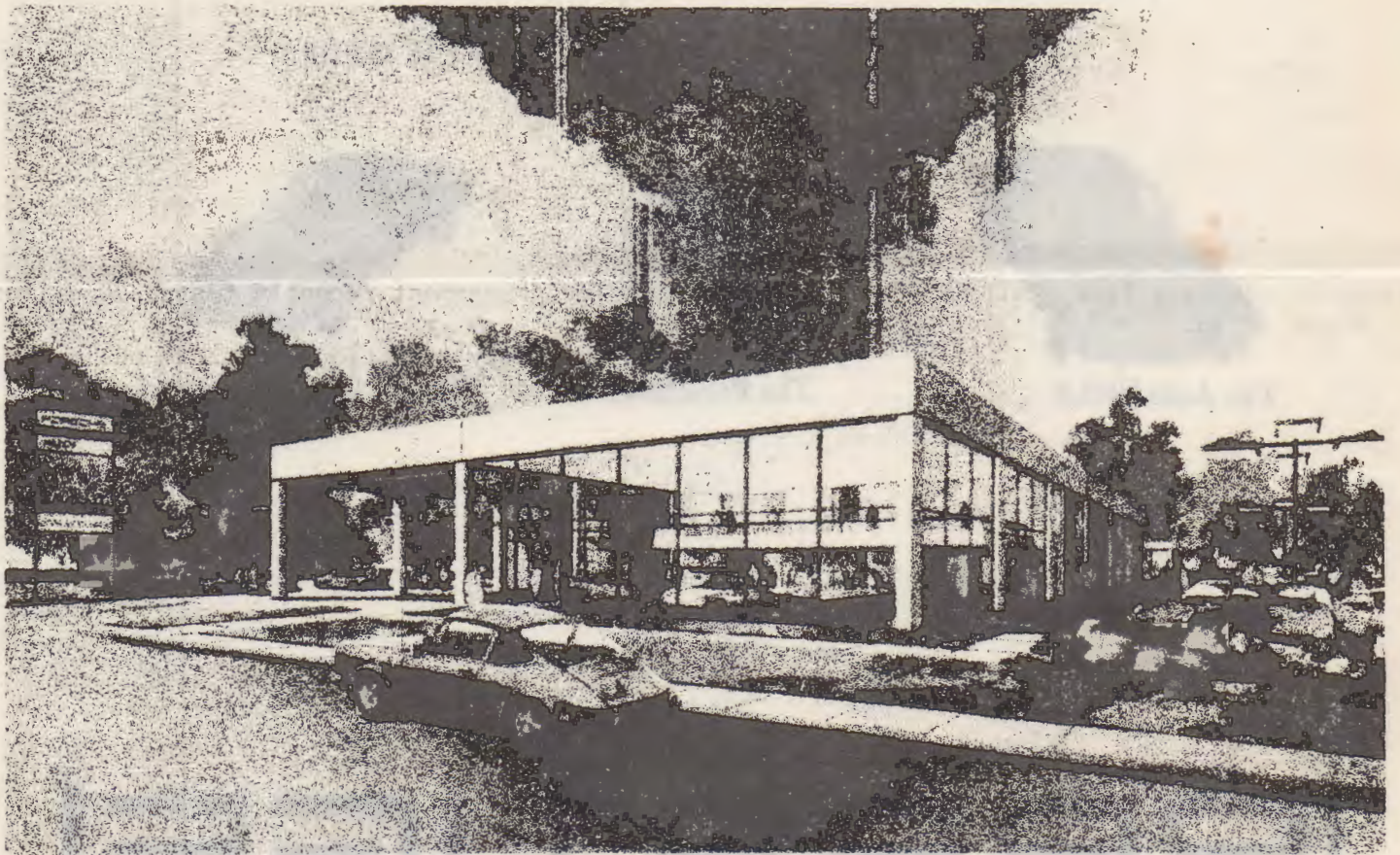
The government recently tested 20 drivers driving 10 American-made cars and 10 Audis in emergency situations. Before the training no one was successfully able to avoid the accidents by evasive actions. After the training the ten drivers driving the American-made cars were still unable to avoid the accident while half the Audi drivers were able to steer out of danger. This prompted one official to consider making front wheel drive mandatory. When will they every learn?

Contrary to earlier reports, there will not be a skit at this year's dinner dance, due to a lack of performers.

It was nice to see that Dave Korzenski is up and around after his motorcycle accident. Most members did not recognize him at the Tech Session for our friend is now beardless.

We have been informed that Bob and Jenny Gummow have finally finished restoring their '58 coupe. After 4½ years of concour restoration, the little coupe was finally brought out for a trial drive. We understand that Bob refused to drive it down his mother's gravel driveway. Good move, Bob. Watch for a national concour trophy for this car at Lake Geneva.

With this issue the editors finish one year of writing the Scene. After several formats, we have finally got it where we like it. Thanks to Jim Gladish and Jerry Meyer who have faithfully contributed articles. Anyone else who wishes to send an article in is encouraged to do so.



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