



# CHICAGO SCENE

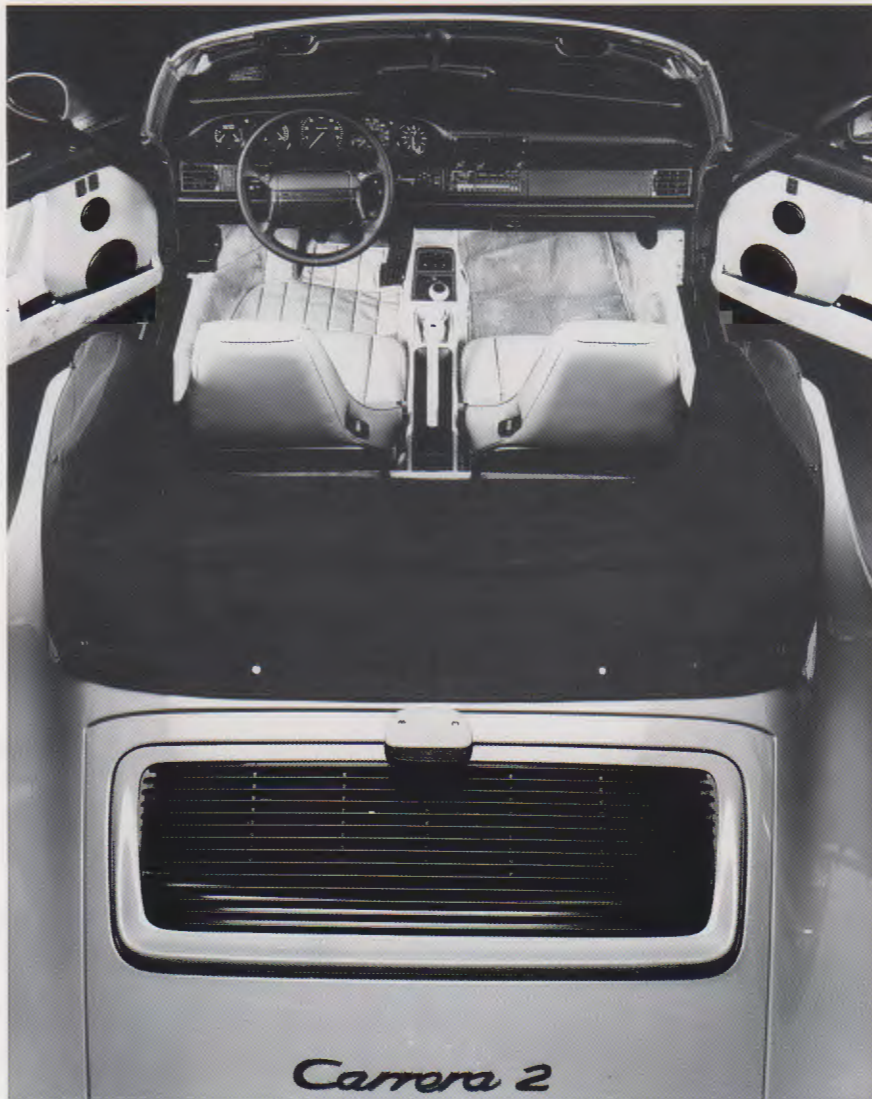


**NOVEMBER 1993**



*The Official Publication of the Porsche Club of America, Chicago Region*

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## "CHICAGO SCENE"

is the monthly publication of the Porsche Club of America, Chicago Region, published at 1500 N. Farnsworth Avenue, P.O. Box 2850, Aurora, IL 60507-2850. Second Class postage paid at Aurora, IL. USPS 006-381 ISSN 10564195. Subscription is limited to members of The Porsche Club of America, Chicago Region. Porsche Club of America dues are \$36.00 annually, of which \$12.00 is for the subscription to Chicago Scene. Subscription rate for non-members: \$18.00 per year. Permission to reprint any material published herein is granted provided full credit is given to Chicago Scene and to the author. The Porsche Club of America, Chicago Region, is not responsible for any services or merchandise advertised herein. **POSTMASTER:** Send address changes to: Chicago Scene, 1500 N. Farnsworth Avenue, P.O. Box 2850, Aurora, IL 60507-2850.

**DEADLINE:** Material must be received no later than the 10th of each month for publication in the next issue. Contributions will be published on a space available basis. The editors reserve the right to edit, as necessary, all materials submitted for publication. Statements appearing in Chicago Scene are those of the author and do not constitute an opinion of the Porsche Club of America, Chicago Region, or its Board of Directors.

**MART:** Material should be sent to the editor in accordance with the above deadline. Ads are subject to editing and will run for one month. PCA/Chicago Region members, no charge; non-PCA members or out of region members, \$5.00 per ad. Each ad is limited to 50 words, plus name, address and phone number.

### ADVERTISING RATES:

**Quarter Page:** \$20.00/mo. yearly, \$30.00/mo. quarterly; **Half Page:** \$40.00/mo. yearly, \$50.00/mo. quarterly; **Full Page:** \$75.00/mo. yearly, \$90.00/mo. quarterly.

All requests for advertising space must be made through the editor.

### CHICAGO SCENE

1500 N. Farnsworth Avenue, P.O. Box 2850  
Aurora, IL 60507-2850  
(708)820-1770  
(708)820-0870 FAX



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**COVER:** Class B1 lines up at Road America, May 1993.

## CHICAGO REGION 1993 CALENDAR OF EVENTS

January 24	Annual Membership Meeting
February 21	Restaurant Tour
March 20	Spring Social - Medieval Times
April 4	Concours School
April 18	Spring Rallye
April 25	Tech Session
May 2	Driving School & Gymkhana
May 12	Blackhawk I
May 22	Concours
May 28, 29, & 30	Elkhart I
June 13	Rallye & Gambling Boat
June 16	Blackhawk II
June 26	Gymkhana
July 15 & 16	Race Series-Road America
July 18	Potter's Picnic & Concours
August 1	Rallye
August 8	Porsche Phenomenon
August 11	Blackhawk III
August 15	Utica Gymkhana
September 3, 4 & 5	Elkhart II & Concours
September 19	Charity Gymkhana & Concours
October 10	Loop Rallye
October 16 & 17	Blackhawk Octoberfest
October 24	Concours
November 6	Social Event
December 4	Dinner Dance
December 5	Tech Session

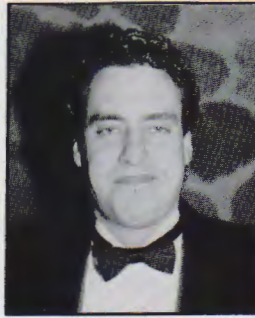
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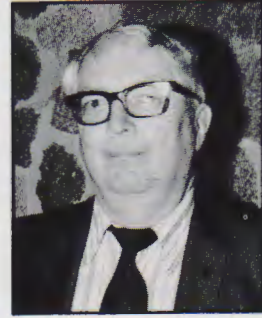
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## IN GALLAGHER'S GEAR

---

Well here I am for the next to the last time writing to you. I have just returned from a terrific day out at Bill Jacobs looking at twenty-nine Concours Porsches and a dozen or so very nice inferior imports from the south of Germany. Last year at this event it was snowing, this year the weather was the most beautiful fall day you can ever imagine. The weather was so beautiful that I decided to take out the Carrera 2 (real Carreras have four cams) for the last time before the lawyers pick over her bones. Well this could be the subject of a Griswald Family Vacation as the car blew out the rear tire on the way to Jacobs and had to be flat bedded to the Concours site. No I didn't have a spare and yes it cost me a lot of money. Pat Yanahan and crew did one terrific job. Afterwards a large group of us went down the street to Bacino's where I tried to determine why the turn out was so good! Some thought it was Bill Jacob's nice facility, others the friendly competition with the BMW club, others the great weather, while Peggy thought it was Dan Bacin's food. Maybe all of the above.

As you can see by this writing I was not lynched after the loop rallye. It seems like twenty-nine must be the magic number this month as that is how many rallye cars showed up at Jimbo's Lounge next to Comisky Park for my third annual loop rallye. I was a little disappointed with the attendance but this year I was competing with both the Bears and the White Sox Playoffs in the American League. Thankfully the Sox were in Toronto not in Chicago as we would have had to find a different start point. I believe everyone enjoyed Jimbo's hospitality. The mid-point was at Murphy's Bleachers next to Wrigley Field where the world's best hamburgers awaited us. Murphys's had arranged for all the Porsches to park on the sidewalk surrounding Wrigley Field. What a neat picture, I personally think me and the beautiful blonde did a fine job and the rallye was lots of fun. As promised the weather was warm and dry and the rallye easy enough so all who started finished. Thanks to Myron Walters and his son who pre-ran the rallye and worked a check point. Art and Kathy Sebek and Gene and Bill Urban worked the other check points. Thanks to all. The event was so much fun that Peggy and I decided to do it again next year.

As promised in last months column the weather was

perfect for Blackhawk. At least it was for the Milwaukee Sunday event. It rained Saturday morning and the track was wet till about 10:30 but after that it was dry and wonderful. We had almost seventy cars for the four class event. I am happy to say there were no incidents and all cars returned home on their own power and in the shape that they arrived in. Ninety people stayed for dinner with jovial Falstaff Chief our own Chef Karl Beckman. Dinner was delicious but the company and Porsche talk was ever more fun. About a dozen of our cars stayed for the Milwaukee event. I just cannot believe that the last driving event is over, it seems like summer just arrived. Thanks to Keith Clark, Mike Mullins, Dan Jr. and Mike Gallagher, David O'Bryan and most of all to my dear Peggy. See you all May 11th.

Just as I cannot believe that the year has past so swiftly. I am having a hard time believing my Presidency is about over, thankfully I only have to write one more of these columns. I'm sure I will have many things to say next month.

I hope you all voted in the elections whether or not you voted for the nominated slate.

Don't forget that George Weathered will be hosting our annual fall tech session at his spacious Porsche facility, Midwest Eurosport on Sunday, December 5th. I am not sure as of this writing, what the topic will be as George asked you to vote for what you wanted. But what ever the topic I hope to see you there.

I know I will see all of you at the Dinner Dance or at least all of you who pre-registered. Dom and Carol Cece report that the dinner dance is filling up rapidly so if you want to attend you better get your registration in. I imagine all of us realize that the dinner dance and year end trophies are heavily subsidized by the clubs treasury as our way of thanking you for such a successful year. The event cost us a great deal more than the ninety dollars a couple we are charging.

President elect Arnie Zann informs me that the Annual meeting will once again be held at the Weinkeller Restaurant and Micro-Brewery in Westmont. There will be no charge for sandwiches

and beer. The event is scheduled on a day when there is no football game, so clean your beer stein and mark your calendar.

Well if I don't see you at the tech session I will see you at the dinner dance.

Dan

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# PCA/CHICAGO REGION RESTAURANT TOUR

## *LET'S THAI ONE ON*



Here's a meal that'll warm you up!! This is my all-time favorite restaurant in Chicago.

BANGKOK HOUSE - 2744 W. PRATT - CHICAGO - 312/338-5948  
NORTHEAST CORNER AT CALIFORNIA AVE (2800 W. AT 6800 N.)

SATURDAY NIGHT, NOVEMBER 6, 1993, 7:00PM TIL 10:00PM  
ARRIVE WITH MUCH HUNGER AND VERY LOOSE-FITTING CASUAL CLOTHING (THIS COULD BE A FOOD ORGY).

OUR MENU WILL CONSIST OF THE FOLLOWING DISHES, ALL DELIGHTFUL IN TASTE, TEXTURE, AND COLOR:

- CHICKEN SATAY WITH PEANUT SAUCE
- SWEET AND SOUR FRIED RICE STICK (tastes like cotton candy)
- BEEF SALAD (those red specks are pepper flakes, not paprika)
- RAD NAH WITH CHICKEN (BROAD SWEET NOODLES & BROCCOLI)
- BROILED SHRIMP CURRY, SCAMPI WITH PINEAPPLE
- FRIED PORK WITH GARLIC AND BLACK PEPPER (my favorite dish)
- SAUTE BEEF WITH BROCCOLI
- BANGKOK HOUSE FRIED RICE (watch out for the hot pepper strips)
- STEAMED WHITE RICE ON REQUEST

REMEMBER THAT OLD SAYING "B.Y.O.B."? IT APPLIES TO THIS FUNCTION, AS BONNIE HAS NO LIQUOR LICENSE, BUT YOU ARE INVITED TO BRING YOUR FAVORITE LIBATION. SOFT DRINKS WILL BE AVAILABLE AT ADDITIONAL COST, BUT WATER IS FREE.

THE PRICE IS \$20.00 PER PERSON INCLUDING TAX AND TIP, AND WELL WORTH EVERY DOLLAR.

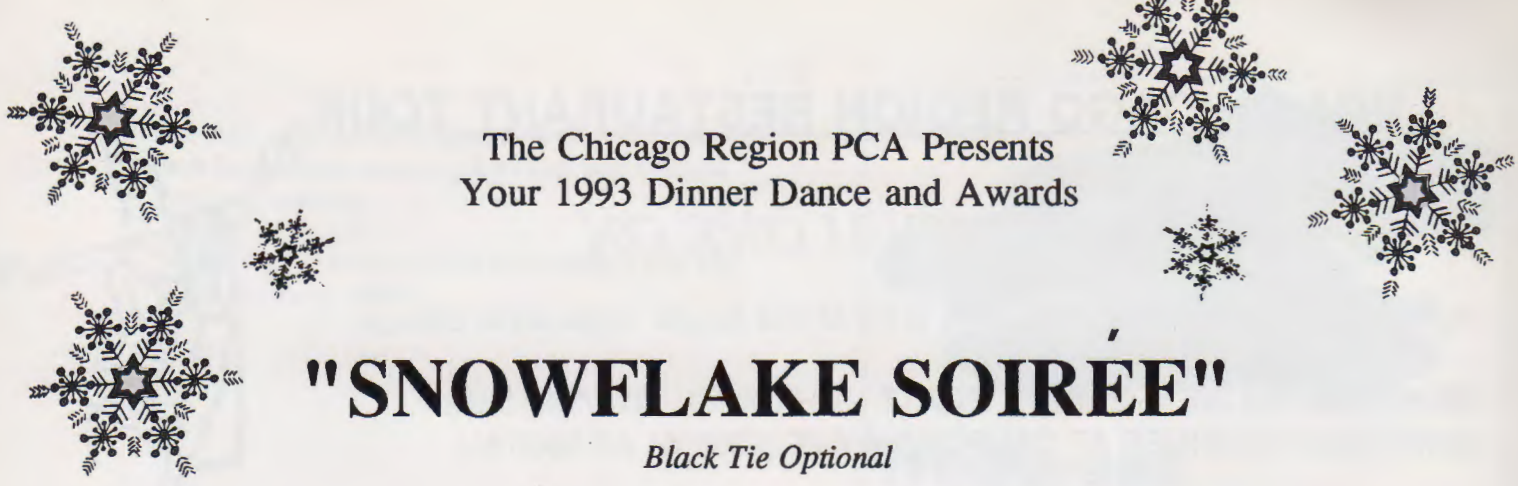
SEATING IS LIMITED TO APPROXIMATELY 60 PERSONS, SO RESERVE YOUR PLACE EARLY.

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NAME \_\_\_\_\_ EVENING PHONE# (\_\_\_\_\_) \_\_\_\_\_



The Chicago Region PCA Presents  
Your 1993 Dinner Dance and Awards

# "SNOWFLAKE SOIRÉE"

*Black Tie Optional*

*The colors are changing and that could only mean that the Holiday Season is not far behind. So mark your calendar for Saturday, December 4, 1993 on which date all of the proper ingredients to a "hearty party" will be made available to all attendees. Black tie is optional. Porsche enthusiasts and guests are welcome. Limited space is available so please get your checks in as soon as possible. Tables of 8 or 10 can be reserved.*

**DATE:** Saturday, December 4, 1993

**LOCATION:** Oakbrook Bath & Tennis Club  
800 Oakbrook Road (31st Street between York Rd. and Jorie Blvd.)  
Oakbrook, IL 60521  
(708) 990-3025

**TIME:** 6:30 pm      *Cocktails begin with an open bar of premium liquor and delectable hors d'oeuvres.*

7:30 pm      *Dinner*

8:30 pm      *Trophy Presentation*

9:00 pm -      *Dancing to the music of Gary Cierny's Center Stage*  
Midnight

**MENU:** *The gourmet chef has suggested some tantalizing delights which include your choice of:*  
**Boneless stuffed Cornish Hen** - *partially boned and stuffed with wild rice.*  
**Salmon** - *in dill sauce.*  
**Roast Prime Rib of Beef** - *Aujus*  
*Each entree will be complimented with Soup DuJour, Club Salad, Stirfry vegetables, baked potatoe with sour creme & chives, followed by a scrumptious dessert.*

*Overnight accomdations available at the Oakbrook Marriott, The Oak Brook Hyatt, The Oakbrook Hills Hotel and The Stouffer Oakbrook Hotel.*



**"SNOWFLAKE SOIRÉE"**  
*Reservation Form*



*Reservations must be received no later than NOVEMBER 26, 1993.  
 Make checks payable to PCA Chicago Region.*

*Mail To: Sandy Sapa, 27W506 Wallace Road, Wheaton, IL 60187*

*Any Questions Please Telephone: Carole Cece 708/571-2164 or  
 Sandy Sapa 708/690-0667.*

*Name(s) \_\_\_\_\_*

*Check is enclosed for \_\_\_\_\_ reservations at \$45.00 per person.  
 Please select entree for each reservation.*

\_\_\_\_\_ *Salmon*

\_\_\_\_\_ *Cornish Hen*

\_\_\_\_\_ *Prime  
 Rib*



# DECEMBER TECH SESSION

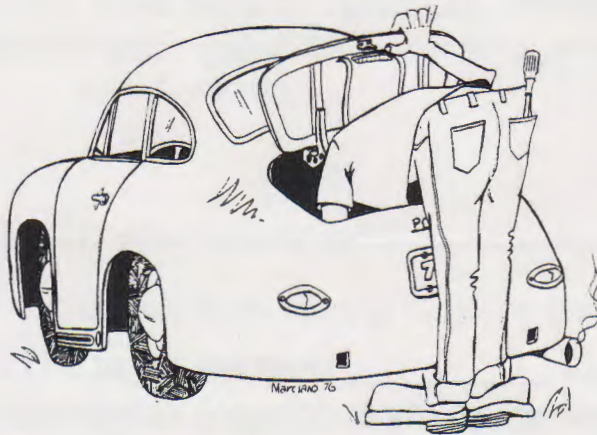
**\* \* \* PLEASE NOTE DATE CHANGE \* \* \***

**DATE:** Sunday, December 5th  
**TIME:** 1:00 PM  
**LOCATION:** Midwest Eurosport  
104 W. Irving Park Rd.  
Bensenville, IL 60106  
(708) 595-5577

We have had Tech Sessions on maintaining and modifying your Porsche for track events, PCA Club racing and other related topics. This time we thought you might like to choose your topic or request another topic altogether. We will have on hand related cars, engines, transmissions and speakers.

Our guest speaker will be a district service manager from Porsche. One of his topics will be highlighting the new models such as the new 993 model.

Please send the below registration card with one topic checked or write in your requested topic.



- 
- 911 Tune Up & Valve Adjustment
  - Suspension & Steering Basics
  - 911 Clutch & Trans Overhaul "915 Style"
  - Fuel Injection Systems
  - 911 Engine Overhaul-Basics "Film"
  - Open Forum Question & Answer Session
  - New Porsche Model Highlights
  - Other \_\_\_\_\_
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# PETE'S POINTERS

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Welcome Pete's Pointers perusers to this periodical's postal passages, prosaic paragraphs, and prescriptions pertaining to people of the PCA and their playthings.

*Dear Pete,*

*As previously presented on these pages, I have recently passed on my beloved VROOMM to open a space in my garage for my new lovebird, CHIRRRP. Due to the age of and the track miles on VROOMM, I felt it would not be a contender for concours championship. However, CHIRRRP is a brand new Fly Yellow '93 RS America with no track miles and should be a shoe in for concours victory.*

*Although VROOMM edged out CHIRRRP for first place honors in class C at the recent Bill Jacobs Porsche/BMW Fall Classic concours, I was glad to be beaten by my old car. I know VROOMM was awarded ten bonus points for age and three points for mileage and only eclipsed Tweety - sorry, CHIRRRP - by only 1.5 points, but how is it possible that CHIRRRP did not fly away from VROOMM in this contest?*

*Curiously,*

*Howard "CHIRRRP" "OLD TUB" "S OTERIK" Yefsky*

Dear CHIRRRP,

You have presented a puzzling problem. Pete phoned his expert concours consultant Noah Spotsky for plausible explanations to this perplexity. Paraphrasing Noah's response, "If VROOMM is indeed in such a putative worn state, it's impossible, and downright preposterous, that a properly prepared brand spanking new example of such a passionately pretty Porsche could pale by comparison!" However, Noah does advise all coucours competitors serious about succeeding to prevent pruinose from placing itself anywhere on these prized possessions.

Pete's pal, Wasonce Sofastski, the Polish Porsche champ and patriarch of the "Putt-Putt Phenomenon", perused this post as well and proposed the following based upon reading the fine print. Wasonce purports the absence of laps at speed may explain a proportion of the predicament. "Perhaps CHIRRRP's passion for speed has flown the coop and Putt-Putt has set in.

Please recall that a symptom of Putt-Putt parrots senility and led to my uncle's disappearance. I suppose losing your place around the car while polishing is as possible as becoming lost with the car while piloting around the Nurburgring."

Pete prescribes to you an ample dosage of pylons to jump start you before Putt-Putt progresses to perilous levels. Often, a pulse raising pace in your Porsche acts as a pulmotor and puts out Putt-Putt in its prephthisis like stages. A preventative program filled with laps-a-plenty will thwart the ptomaines properties of Putt-Putt and pump up the pericardium to a powerfully predominant position implicating the complete person. As it may not be possible for you to partake in the previous prescription until spring, placate yourself with pints of purl to prevent grippe and keep you in tip top shape through the passionless winter period.

Pete proposes (possibly picking up a premonition?) you prepare properly and pilot past the perimeter of pylons in the upcoming season. Perhaps CHIRRRP will push VROOMM off that podium.

Professionally,  
Pete

*Dear Mr. Schultz,*

*I wanted to congratulate you on the article you wrote 2 months ago. I thought it was your best effort to date; this is mainly because you did not use too many words containing the 16th letter. Thanks so much for not making me strain my brain.*

*As you will notice, I do not use any words containing this horrible 16th letter. This is because it has disgusted me since I tinkled in my trousers when sister Holier Thanthou chastised me for confusing it with the letter "q" during the first grade. The memories of this incident still give me nightmares.*

*Er, where am I? What was I about to say? Oh yes, I would like to address the main issue of your October article where you accused me of suffering from some sort of slowness syndrome. My son Michael beat me at the autocross because he had*

*some kind of high-tech Formula 1 "Cool Carbon" brake's from Jim Becker and some extra sticky Yokohama tires. I am not slow!*

*There are other club members who might be candidates for suffering from this silly syndrome described by Mr. Wasonce Sofestski. These might include: George Gutman who lost to his wife Linda at the charity autocross; Mike O'Bryan who failed to show up at my Chicago rallye for fear of getting lost; and Mike Mullins who has never reached maximum velocity.*

*You think you're such a funny guy Mr. Schultz. I would have nominated you for "Enthusiast of The Year", but no one makes fun of me and gets away with it. As King, dictator, and ultimate ruler of the Chicago Region, I decree that you are hereby banished from this club. We can do without your insulting and distasteful remarks. Good riddance.*

*Drool, Drool,  
Daniel Albert Gallagher*

Dear President Dan,

Pshaw, Pshaw! Your pugnacious pule prompts peaceful Pete to pity you. Perhaps Pete pushed you to the precipice of psychoticism. Pete apologizes for persisting in poking fun at you, but Pete is purposive in reporting the truth (Pravda) pertaining to Putt-Putt phenomenon. Pete must persist in his public-spirited and prudential exploration of this topic.

Pete perused the results of a plethora of previous events sponsored by the PCA prior to their publication in this periodical. It is true what you say about gorgeous George and the ubiquitous Undies, however the puny pygmy Mullins goes slow because he can't push the pedals of his Porsche. Furthermore, Pete considers it plausible that future President Arnold Zahn is suffering from Putt-Putt phenomenon as well. Pete watched closely as John Bonnett caught and passed the zany Zahn during the Octoberfest Blackhawk. Rumor his it that the Fastoad is becoming a pokey tadpole.

Hopefully, help can be had at a program sponsored by Pete's pal, Pedro de Palma Andale Andalai Lama at his home on the Peruvian puna. Pedro, a cousin of the Tibetun Nobel Peace Prize winning Dalai Lama, is a Porsche pusher and Pan-Am pundit of Putt-Putt therapy.

Pedro is currently promoting a psychotherapy program for afflicted Putt-Putters. Pyrrhonism aside, the pulpit preacher Pedro and his polluluting puritan pursuiuant Porsche philes have reputedly found a cure

for Putt-Putt phenomena. However, Pedro warns that it is possible you have progressed past the senility stage and are in great danger. In the Andalai Lama's opinion, you must calm your pyre type temper as evidenced by your propensity for ptyalism. Acting like a pugilistic and purblind punchinello makes your pounding heart pulsate too rapidly and increases your blood pressure. Pressing for a Pyrrhic victory over Pete may further lead to pyrosis and pyrexia before culminating in a pyrophoric catastrophe.

The Andalai Lama's program purportedly prescribes achieving spiritual unity with the powers that be by ingesting a psychedelic psilocybin peyote purée. The putrid pulque is a form of ptomaine poisoning that acts as a purgative for the soul, ridding the body of its Putt-Putt capability. Pukka that he is, the Andalai Lama purveys the Putt-Putter with the pulpish medicine and provides a pyxis for the aftermath. Follow up treatment includes a pesto flavored pisan and papaya pyelonephritis and pustule formation.

The Andalai Lama runs his program in conjunction with Portugese Porsche psychiatrist, Dr. Pablo Perone. Dr. Perone prescribes plenty of Porsche exercises designed to apply to the Porsche pusher's prurience for speed. These Porsche prowess exercises prevent ptosis and pursy while returning the Putt-Putter to his previous puckish pursuit of Porsche pushing.

Poor President Dan, a papacy this is not. Expelling Pete from the Porsche Club is beyond your purview. Pete is here to stay, he will not go away. So mind your p's and q's, or you may find yourself with a putsch on your hands. Remember, Pete loves you.

Professionally,  
Pete

Pete hopes all Porsche pushers will practice these preventative steps and nip Putt-Putt in the bud before progressing to epidemic proportions. Putt-Putt phenomenon must be stopped prior to the appearance of plague like symptoms therefore creating a pitiful pack of pretentious and poltroonish people parading as the PCA populace.

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# WELCOME

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## TO OUR NEW MEMBERS

By Lee Lichtenstein

Edward & Lynne Chittim  
Sleepy Hollow, IL  
1981 911SC

Warren & Karen Ellis  
West Chicago, IL  
1973 914

Guy & Lorynda Gardner  
Chicago, IL  
1986 928S

Carl & Nancy Holzhauser  
Orland Park, IL  
1978 911SC

Chris & Mary Ann Maentanis  
Barrington Hills, IL  
1987 930S

Al Mockaitis  
Downers Grove, IL  
1990 Carrera 2

Marshall & Frances Slutsky  
Chicago, IL  
1986 944

Michael & Marsha Stiegel  
Chicago, IL  
1982 911SC

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*Exotica*

Oak Park, IL  
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*New Number!*



**New** modern race clean interior with all amenities including:

- \* Protected parking areas for short or long term storage
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# REAR VIEW MIRROR

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## Labor Day Road America Concours September 4, 1993

by Michael T. Mullins

In anticipation of a beautiful holiday weekend, and all by Porsche friends, just 150 miles away. I decided, on a whim, to get up early at 4:00 a.m. and join them. In my new used 911 SC Cabriolet, it is a great weekend summer get-away car. The forecast is sunny in the low 70's and clear. I started out at 5:00 a.m. top down and excited. I only make it 13 miles to Beloit before realizing it was just too cold to be driving with the top down. I pulled over at the last toll booth. Having never owned a Cabriolet and only owning the car 1 week I learned 2 lessons the hard way. 1. Don't zip the back window up before attempting to secure the top. 2. Don't try this in the dark.

Happily back on my way I arrived at Road America uneventful. After saying all my hello's, and deciding to enter the Concours. I'll have just 1 1/2 hours before judging to prepare a car I haven't even washed yet. While washing the car I discovered those classic curves my old 944 just never had. The cars were displayed in a nice grassy triangle just off the

start/finish line, amongst the smells of spent clutches, cam II, and brake pads. Judging and awards were finished just in time for all contestants to take parade laps and enjoy the beauty of Road America. My car received second place and that's a credit to the previous owners who had taken good care of this ten year old classic.

I would like to thank John Ruther for showing me how to check my oil, let's get this straight, check it when it's up to temperature and the engine is running. "You must be joking it's no wonder I over filled it." Also, thanks to Bob Turner for the help draining the oil, for my car might make it to another event. In all, looking back, it was probably a good idea I went to Road America otherwise I would be replacing a lot of seals on my new car.

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I also want to thank all the individuals who came out to the event, who took part in the any way in the day's activities, who helped us reach our goal, and who (I hope) had fun along the way. I especially want to thank everyone who helped out in any way, shape, or form. If we hadn't had all those willing, helping volunteers working together, no one would have had any fun at all and I would have been real cranky. (Rip can tell you - I do cranky very well).

**A VERY SPECIAL THANKS TO ALL THE KIDS WHO PITCHED IN AND HELPED OUT.** Our Porsche Kids accepted the responsibility of handling the Bake Sale, Raffle Ticket Sales, and the Food, Soda and Coffee Sales. They worked all day long and I never heard any of them complain. A BIG THANK YOU HUG goes out to each and everyone of you. You made the event happen.

Now that the thank yous are taken care of - here are the results of all that work. This year we raised \$5,000 for the Kids at Sally Potter School. Anyone want to help me deliver the check?

Linda Patterson

# Official Results

## Charity Autocross September 19, 1993

OA	CP	NO.	Class	Region	Driver	Car Description	Run Results (*means fastest run)					
22	1	94	P1	CHO	Bill Vlazny	'73 914 2.0	R1	47.718	R2	47.039*	R3	47.729
							R4	( DNF ) 47.374	R5	47.342		
26	2	24	P1	CHO	Chuck Bittman	'80 924	R1	48.019	R2	49.014	R3	47.652*
							R4	49.009	R5	48.523		
37	3	58	P1	CHO	Bernard Lakemaker	'58 356A	R1	52.441	R2	51.300*	R3	51.372
7	1	713	P2	CHO	Jeff Girard	'85 944	R1	( DNF ) 54.342	R2	42.935	R3	42.394*
							R4	43.201	R5	42.750		
9	2	28	P2	CHO	Chris Inglot	'86 944	R1	44.990	R2	44.983	R3	( DNF ) 44.120
							R4	44.116*	R5	( DNF ) 50.678		
18	3	41	P2	CHO	Bruce Clay	'82 924 Turbo	R1	48.536	R2	47.570	R3	46.360*
							R4	46.545	R5	( DNF ) 46.656		
10	1	712	P2L	CHO	Jill Krohn	'85 944	R1	46.191	R2	( DNF ) 46.338	R3	46.470
							R4	45.673	R5	44.598*		
32	1	10	P3	CHO	Harold Beach	'73 911T	R1	52.684	R2	53.414	R3	51.799
							R4	49.324*	R5	( DNF ) 49.947		
33	2	103	P3	CHO	Randy Hauptmann	'87 928	R1	( DNF ) 52.675	R2	50.959	R3	( DNF ) 49.696
							R4	49.966*	R5	52.605		
38	3	253	P3	CHO	Jim Murray	'86 928	R1	55.328	R2	54.676	R3	51.353*
12	1	44	P4	CHO	Lee Lichtenstein	'88 944 Turbo S	R1	45.082	R2	( DNF ) 46.750	R3	44.950*
							R4	46.594	R5	45.180		
17	2	259	P4	CHO	John Kuetemeyer	'87 930	R1	( DNF ) 51.141	R2	52.278	R3	51.242
							R4	48.274	R5	46.324*		
19	3	4	P4	CHO	George Gutmann	'79 930	R1	48.199	R2	( DNF ) 47.517	R3	( DNF ) 47.004
							R4	47.143	R5	46.618*		
20	4	1	P4	CHO	Dan Gallagher	'79 930	R1	( DNF ) 47.979	R2	46.997*	R3	( DNF ) 53.123
							R4	49.046	R5	47.929		
34	5	626	P4	CHO	Todd Drake	'87 944 Turbo	R1	53.762	R2	51.565	R3	52.082
							R4	50.673	R5	50.027*		
36	6	839	P4	CHO	Don Larson	'87 930	R1	51.413	R2	( DNF ) 52.965	R3	( DNF ) 50.492
							R4	51.407	R5	50.953*		
39	7	139	P4	CHO	Bill Murrin	'91 944 S2	R1	( DNF ) 1:00.153	R2	56.439	R3	55.794
							R4	51.696*	R5	52.065		
42	8	07	P4	CHO	Andrew Heard	'87 944 Turbo	R1	59.361	R2	57.779	R3	( DNF ) 54.662
							R4	52.816*	R5	52.910		
43	9	51	P4	CHO	Bob Cook	'89 930	R1	( DNF ) 52.925	R2	54.117	R3	( DNF ) 57.440
							R4	59.542	R5	53.434*		
16	1	14	P4L	CHO	Linda Gutmann	'79 930	R1	49.903	R2	47.363	R3	47.018
							R4	47.038	R5	45.997*		
3	1	7	P5	CHO	Nick Brenkus	'78 911SC	R1	44.416	R2	42.181	R3	42.075
							R4	( DNF ) 42.472	R5	41.379*		
24	2	29	P5	CHO	Mike Mullins	'83 911SC	R1	( DNF ) 48.090	R2	48.652	R3	47.877
							R4	48.796	R5	47.310*		
40	3	93	P5	CHO	Jim Harrington	'81 911SC	R1	( DNF ) 50.297	R2	( DNF ) 51.899	R3	( DNF ) 49.446
							R4	51.861*	R5	( DNF ) 49.753		
41	4	255	P5	CHO	Michael Stiegel	'82 911SC	R1	( DNF ) 52.567	R2	( DNF ) 51.751	R3	51.898*
							R4	( DNF ) 52.500				
13	1	17	P5L	CHO	Sue Brenkus	'78 911SC	R1	46.691	R2	46.295	R3	( DNF ) 45.610
							R4	( DNF ) 46.895	R5	45.474*		
44	2	256	P5L	GST	Marsba Stiegel	'82 911SC	R1	( DNF ) 1:03.969	R2	1:00.592	R3	58.083*
5	1	5	P6	CHO	Greg Turek	'91 C2	R1	43.002	R2	43.372	R3	42.626
							R4	( DNF ) 41.803	R5	42.010*		
11	2	8	P6	CHO	Jim Starai	'87 911	R1	47.835	R2	45.545	R3	46.801
							R4	45.466	R5	44.931*		
15	3	207	P6	CHO	Keith Olcha	'93 911	R1	49.166	R2	46.942	R3	46.490
							R4	46.643	R5	45.949*		
21	4	258	P6	CHO	Rod Gustafson	'91 911 C4	R1	48.821	R2	49.467	R3	47.018*
							R4	57.859				
23	5	0	P6	CHO	Bruce Janecek	'93 911RS	R1	51.953	R2	47.789	R3	( DNF ) 52.520
							R4	48.201	R5	47.081*		
29	6	252	P6	CHO	Ernie Marquez	'84 911	R1	( DNF ) 50.581	R2	48.345	R3	48.130*
							R4	56.368	R5	54.335		
31	7	254	P6	CHO	George Weathered	'87 911	R1	( DNF ) 51.676	R2	( DNF ) 49.884	R3	( DNF ) 50.476
							R4	( DNF ) 48.916	R5	49.086*		
35	8	22	P6	CHO	Peter Kaludia	'93 911RS	R1	( DNF ) 56.895	R2	( DNF ) 54.678	R3	52.162
							R4	50.860	R5	50.042*		
8	1	15	P6L	CHO	Marla Turek	'91 C2	R1	( DNF ) 46.704	R2	44.876	R3	44.331
<b>LFTD</b>							R4	45.585	R5	43.465*		
30	2	18	P6L	CHO	Kim Starai	'87 911	R1	57.281	R2	49.783	R3	( DNF ) 51.121
							R4	49.231	R5	48.814*		
46	3	260	P6L	CHO	Sue Gustafson	'91 911 C4	R1	1:08.639*				
25	1	914	I1	CHO	David O'Bryan	'76 914 2.0	R1	49.834	R2	( DNF ) 57.081	R3	47.385*
							R4	48.563	R5	49.039		
27	2	941	I1	CHO	Mike Gallagher	'76 914 2.0	R1	50.482	R2	50.399	R3	47.822*
							R4	( DNF ) 55.951	R5	47.947		
1	1	92	M1	CHO	Ricardo Gonzales	'69 911	R1	( DNF ) 42.909	R2	41.166	R3	40.216*
<b>FTD</b>							R4	( DNF ) 41.312	R5	41.130		
2	2	98	M1	CHO	Tony Koufos	'70 911	R1	40.276	R2	40.752	R3	40.327
							R4	40.257*	R5	40.508		
4	3	111	M1	CHO	George Mueller	'74 911	R1	42.336	R2	43.199	R3	41.780*
							R4	44.204	R5	48.310		
6	4	34	M1	CHO	Arnie Zann	'85 911	R1	44.506	R2	42.071	R3	( DNF ) 41.995
							R4	54.757	R5	42.012*		
45	1	198	M1L	GST	Faith Ullrich	'70 911	R1	1:22.430	R2	1:12.304	R3	1:08.876
							R4	1:05.242	R5	1:00.756*		
14	1	358	X	CHO	Mike Gallagher	'87 VW GTI	R1	( DNF ) 48.341	R2	46.863	R3	45.931*
							R4	49.735	R5	47.315		
28	1	257	XL	GST	June Mushluski	'87 VW GTI	R1	( DNF ) 50.030	R2	( DNF ) 50.769	R3	51.285
							R4	48.138	R5	48.021*		



Rip defines the ways to contribute to Sally Potter school



Porsche Parking Only



Keith Clark starts Todd Dralu



Nick Brenkus DNF's Debbie Leed



Sue Brenkus inquires how Chris & Jeff got ahead of her



Charity Autocross winners

# CHARITY EVENT CONCOURS

## September 19, 1993

### RESULTS

#### Class A

Reinhart Bartell	'61 S90 Belgian Roadster	308T
Pat & Bonnie Yanahan	'74 911 Targa	297T
Keith Olcha	'93 RS America	270T

#### Class B

Dan & Mike Gallagher	'67 912 Targa	236T
Bill & Phillip Garvy	'65 356C Coupe	230T
Bruce Janacek	'93 RS America	227.25T
Myron Walters	'86 911 Carrera	211.75T

#### Class C

Tom & Denise Beihoffer	'85 Carrera Cabriolet	143.5T
------------------------	-----------------------	--------

#### Class D

Harold Beach	'73 911T Coupe	131.0T
Bruce & Marcie Trojak	'93 RS America	128.9T
Dan & Peggy Gallagher	'79 930 Turbo	119.5T
Ken Floyd	'76 911 Targa	118.5T
John & "Jack" Wilson	'86 944 Coupe	112.0T
Mike Mullins	'83 911 SC Cabriolet	108.0T

Judge's Choice: Dan & Mike Gallagher

People's Choice: Bill & Phillip Garvy

#### Judges

Class A:	Bill Garvy
Class B:	Pat Yanahan, Reinhart Bartell, Mike Mullins, Harold Beach
Class C:	Dan Gallagher
Class D:	Myron Walters, Bruce Janacek



Jeff congratulates Charity Concours winners



Bill & Reinhard judge a car at charity event



Mike Mullins puts finishing touches on his new 911



Definitely - Not a VW



Bernard Lakemaker



Mike Gallagher and his Toothy smile



Jim Murray



Peggy can't be restrained in a "bidding" war

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## Gallagher's Loop Rallye October 10th, 1993

### "Iron Duke"

by Mike Gallagher

My fondest memories of rallyes are riding in the back of 356's and 911's, I preferred going in the 356 "Killer" because the rear windows opened. Danny, Shannon and I were thrown in the back and taken for a drive in the country. We brought along games, pillows and even toy Porsches, thanks Linda, what an afternoon! Surviving the day with Mom and Dad took precedence even over year end points for rallye dad (my mom was a serious participant and placed 11th overall with Wilma White at '71 parade).

My first adult experience with rallying was pre-running legs one through three of David O'Bryans "cheese spread country crock-moo" rallye last year. Soon I learned that putting on a rallye was difficult. Hours are spent writing precise directions, figuring punctual times and pertinent points. Anyone who has put on a rallye deserves praise.

June and I entered in old Soft T for Dave's rallye this year. Only because she is a Wisconsin native did we ever manage to find the dinner hall. We were even pulled over because a policeman suspected that I was speeding and driving a stolen car. I told him that those other Porsches were fast ones and that this particular one spent most of its life being cleaned by Danny and me. I also had to convince him that if the car was really stolen then why would I put cellophane over the headlights and horn grills to protect them against bugs. "A great Pat Yanahan trick". In the end David's rallye was enjoyed. The roads were great but we finished dead last.

To get ready for Dan & Peggy's Loop Rallye, David explained general rules, definitions and rallye jargon. Peter Butzi Carrera Schultz even told us about the meaning of rallyes, their roots, short cuts and secret rallye stuff. June & I felt like we had just finished a course in Jordan flight school. Soon the whole family wanted to partake. While dad is slowing down on the track from "Putt-Putt Syndrome" (as Pete Schultz pointed out the GTI only has 130 horse power vs. 300 for the Turbo) he can still run a rallye better than even Oggie Ogothrope. Going against Duke and Amberst graduates is tuff enough but Danny wanted revenge on me for leaving waterspots on the 912's spare tire "please return dad". He was going to run

the loop rallye with a strategy that I have only seen displayed by the mad Hungarian in the gumball rallye "great movie Howard". After cleaning the bottom of the car with powerful chemicals Danny confirmed he was entering the loop rallye with a Honda Nighthawk motorcycle. This surely seemed to be trouble for me but if a '77 911 S "VROOMM" could out drag the bike in the quarter mile then some wonder car had to be available for the rallye (something like Herbie the love bug).

David and I figured that the 912 would get dirty in the city and with the power to weight ratio that it now possesses, "the motor blew up soon after buying the car and is now a GRANDE 1.7 liters," that June and I would arrive early for the check points.

My GTI 16V was ruled out because it is far too stiff with its Konis, sway bars and would not stop well in the city because its cool carbon racing brake pads would never be up to temperature. "Jim they were great at Blackhawk." Howard Yefsky, like president Dan & Rick Mears is also suffering from the "Putt-Putt Syndrome", he is a proven rallist and suggested we take June's '86 "Iron Duke" Oldsmobile. He told me that Oldsmobiles only lost the 1986 world rallye title to Audi by 2 points and that her car was perfect for the city event. Later in the week he would reinforce the Oldsmobiles rallye strengths via video tape of the '86 season.

I took the "Duke" up to Peter Fischer's for a tune up, brake job, tires, new belts, changed all fluids to synthetics, and had the car lowered. With over 10 million "Iron Duke" 4 cylinder engines made I was confident that she would run perfect. We had the best Q-ship "better than Bacin's MS" out there and I doubted we would be suspected as car thieves again.

We had a great time running this rallye. It was geared toward beginners like ourselves. Pulling in and out of traffic, "cutting off", was perfect for the "Iron Duke". As usual time had to be made up in the corners, never in the straights for me, by trial braking. Dan and Peggy planned a fun, wonderful sight seeing rallye. It was great seeing Porsches traveling in a plethora of directions on Michigan Avenue. I still

cannot believe how well they organized this event. The bonus questions were a further enhancement. Everyone, including all Gallaghers, enjoyed the day. Congratulations to my sisters Kelly and Shannon for trophying in their 1st rallye while battling a broken power steering pump (Mercedes are not solid enough for rallying). Even one very slow toad said he had a great time once at Murphy's. In the end June and I actually won! We both still cannot believe it and averaged 35 MPG on the day (others were shocked and even wanted to triple check our scores).

In the future I will be glad to help anyone with a rallye but the Cubs will win the World Series before June & I feel qualified to present one of our own. Come out to next years events. Anyone can have a good time and if the Porsche is not running bring your father's Oldsmobile for the un-fair advantage.

Many thanks to the chairpersons of the event and all workers. Additional thanks to president dad, Rip Patterson and Bill Garvy who's duration of office has come up. Great job by you old guys.

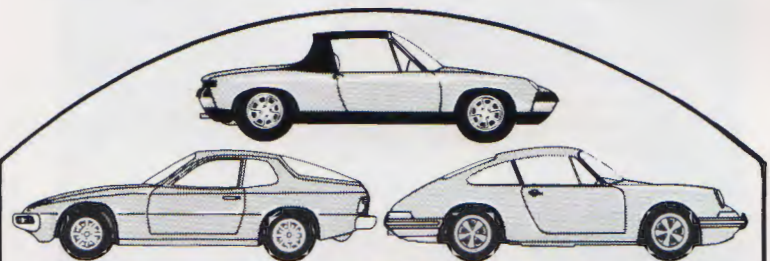
Rumor has it there will be another loop rallye next year. I look forward to having the chance to Re-Pete. Long live the "Iron Duke" and thanks June for navigating so well.

## LOOP RALLYE RESULTS

<u>DRIVER/NAVIGATOR</u>	<u>MAKE</u>	<u>POINTS</u>
Mike Gallagher & June	Olds	-200
Tom Verachtert & Tom Jr.	Por	-148
Jerry & Harriet Bauman	Por	-129
Nick & Sue Brenkus	Por	- 84
David O'Bryan & Jeff Arnold	Por	- 80
Steve Rasbaum & Sue Shire	Por	- 41
Bernard & Holly Lakemaker	VW	- 15
Fred Marchese & John Neustat	Por	46
Jim & Laura Kutill	VW	66
John Kuetemeyer	Por	84
Dan Gallagher Jr. & Suzanna	Honda	178
Lisa Martin & Harry Budge	Por	346
Ken Floyd & Paul Wampach	Por	439
Joe Giorgio & Paulina	Por	445
Chuck Bittman & Bridgett	Por	527
Jeanenne LaMarsch & Sister	Por	862
Jim & Alice Harper	Por	986
Randal Hauptmann	Por	1004
Keith & Karen Clark	Por	1082
Shannon & Kelly Gallagher	MB	1099
John & Laveme Carson	Audi	1172
Amie Hetzel	Por	1347
Andrew Zann & Kimble	VW	1712
Rich Currier & Chris	Ford	1935
Lee Lichtenstein & Bruce Janecek	Por	2004
Joe & Jeanne Purpura	Por	2590
Bill & Philip Garvy	Por	2690



Murphy's secured the Porsches their private parking lot



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## Blackhawk Octoberfest October 16 & 17, 1993

by Keith Clark

What can you say, out at Blackhawk on a fall day, with just about every type of Porsche you could imagine, who could miss this.

As I stood, looking out my window in the morning, I had to wonder, . . . WHAT IS THAT FALLING FROM THE SKY . . . on a Gallagher event, this can't be rain, Dan made that deal about rain long time ago. Well anyway, having great faith that the weather would clear and an hour convincing Karen of that, we were off.

Well once we got to the track, there were lots of other Porsche pushers who also believed the rain would pass, and we were right. No the sun wasn't shining, but it turned out to be a nice day. By late morning the track was dry enough to do laps without gritting your teeth or bending your steering wheel. As most could imagine, a wet track and Porsches could lead to some fantastic carnival like rides both

on and off the track, but everyone used their heads and stayed safe. I can say, as the track dried the cars went faster, I love to be scientific. Dan I would really like to know how you got so many people involved with your nuts, I should rephrase that, how did you get them to carry them around for you, no that sounds bad to, how did you get everyone to collect food for your imaginary squirrel. (I hope you enjoyed them.)

After the days event concluded, we enjoyed another wonderful meal prepared by Chef Karl. This year the weather was warm enough to stay outside without the assistance of Yagger . . . I still can't say it without falling down.

What else could be said for another great event, Dan and Company thank you for providing a well run day.

By the way, Karen **HAPPY ANNIVERSARY**, I want track tires.



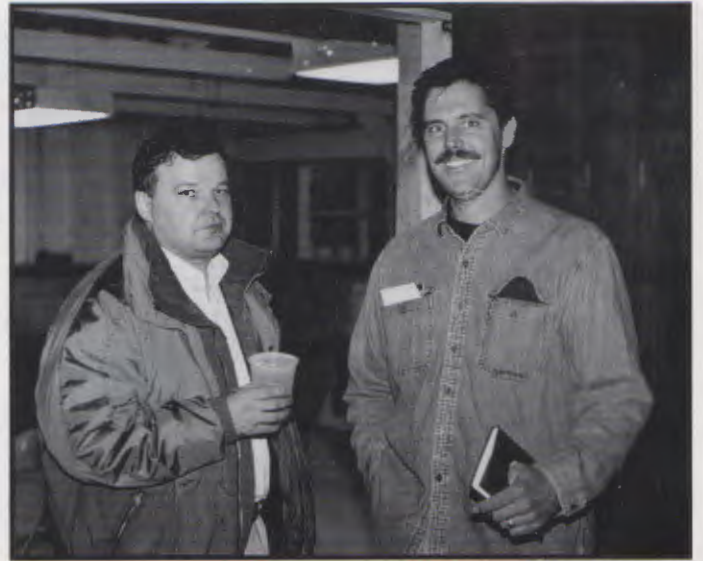
Keith Clark slides thru 3A



Lance Flynn in 3A at Blackhawk



Mr. TLC



Bohdan Kroczek & George Weathered



Tom Kalina & Chris Inglot at Oktoberfest



Chef Karl gets muzzled



What a Motley Crew



Treasurer Chuck pays the bill

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# THE MART

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## FOR SALE-PORSCHE

Porsche Carrera 2. All numbers match. Original 4 Cam engine rebuilt 5,000 miles ago by Reinsport Werke. No rust. Car has never been hit. Heron Grey. Serious inquiries only, no tire kickers. This car is rare and expensive. Best offer over \$60,000. Dan Gallagher, 360 E. Randolph Apt. 2202, Chicago, IL 60601. 312/616-1416.

1979 911SC Coupe #9119201615, Guards Red/Black leather, 53,000 miles, original paint, sunroof, all updates/options, lowered, 7 & 8" polished fuchs with red centers, F/R spoilers, original muffler & rear deck lid, new seals, Carrera tensioners, brakes, F/R hood struts, floor mats. Garaged. No leaks or winters. Second owner. Exceptional car. Duane Brann, 7740 Foresthill Lane, Palos Heights, IL 60463. 708/448-6575.

1973 911 2.4 CIS engine, sunroof coupe, air, rebuilt engine and transaxle, needs some restoration body work....\$5000.00. Ricardo Gonzales, 6920 Woodmar, Hammond, Indiana 46323. Phone 219/845-6837.

1965 356C, Coupe #222308. Gray with new red interior. Rust free California car. Strong engine. Priced for quick sale \$10,000. Call Chuck Deets 708/656-8686.

1987 911 Carrera Coupe, guards red/black leather. Sunroof, new Yokohama A509s 16" alloys, cruise, 2 alarms. 24,000 miles, no spoilers. \$27,950. Chris Jensen, 2562 Indiana Ave., Lansing, IL 60438. Home 708/895-5732, Work 708/895-3140.

## FOR SALE-PARTS

Porsche 911/930 parts, 915 8:31 ring & pinion set \$400; modine 11 row oil cooler w/(-12) fittings \$250; brand new A.I.R. GTU fiberglass slantnose \$895; GTU box rockers (PR.) \$250, GTU Lip spoiler \$60; New Blaupunkt tucson SQR radio in carton \$250; Buyer pays shipping. Tony Stevens, N14 W30028 High Ridge Rd., Pewaukee, WI 53072. 414/367-9009.

356 Parts: N.O.S. Speedster "Square" door handles; License Plate Lights, "Original Hella"; "ZF" steering box, mint condition; N.O.S.-vinyl piping for seats; N.O.S. seat rails for seats; N.O.S. seat rails for speedster seat; "A" seat rails, new nickel replated; N.O.S. seat rail base; "wood base; for speedster seat, exact reproduction; N.O.S. T6 front fender braces; N.O.S. headlight assembly parts; "A: oil coolers; door latch assembly; tie rods assembly; "A" bumper mounting plates; "A" battery box floor. John Mueller, 21090 North Fenview Dr., Barrington, IL 60010-1572. 708/487-2406.

Early 944 parts - 2 front Koni adjustable shocks - \$100, 1 pair of Weitmeister 200# auto cross springs - \$50, 1 Weltmeister cambertruss - \$100, all parts never installed. Michael Mullins - 815/967-0935 (eves.)

## FOR SALE-OTHER

1979 Dodge Explorer mini motorhome, 19 feet, 360 V8, auto, fully self contained, sleeps 4, new tires, complete new interior, excellent condition, the ideal tow vehicle, and it beats motels. \$6000. 219/845-6837. Ricardo Gonzales, 6920 Woodmar, Hammond, IN 46323.

## WANTED

Original tools for "A" tool kit; 3 Jorg screw drivers; 4 Hazet wrenches 8x9mm, 11x12mm, 10x14mm, 19x17mm; spark plug wrench; generator pulley wrench. John Mueller, 21090 North Fenview Dr., Barrington, IL 60010-1572. 708/487-2406.

Late model 2.0 liter 914. No rust. Must be in good condition. Call: Arnold Zann 708/386-2864.

Mid 80's 911 Cabriolet. Maintenance records. No smokers. No accidents. Near perfect a must. Red preferred, other colors except white considered. Excellent home guaranteed. Also need front spoiler for 1986 928S. Denise Evans, Box 186, Wheeler, IN 46393. 219/759-5451 eves.

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