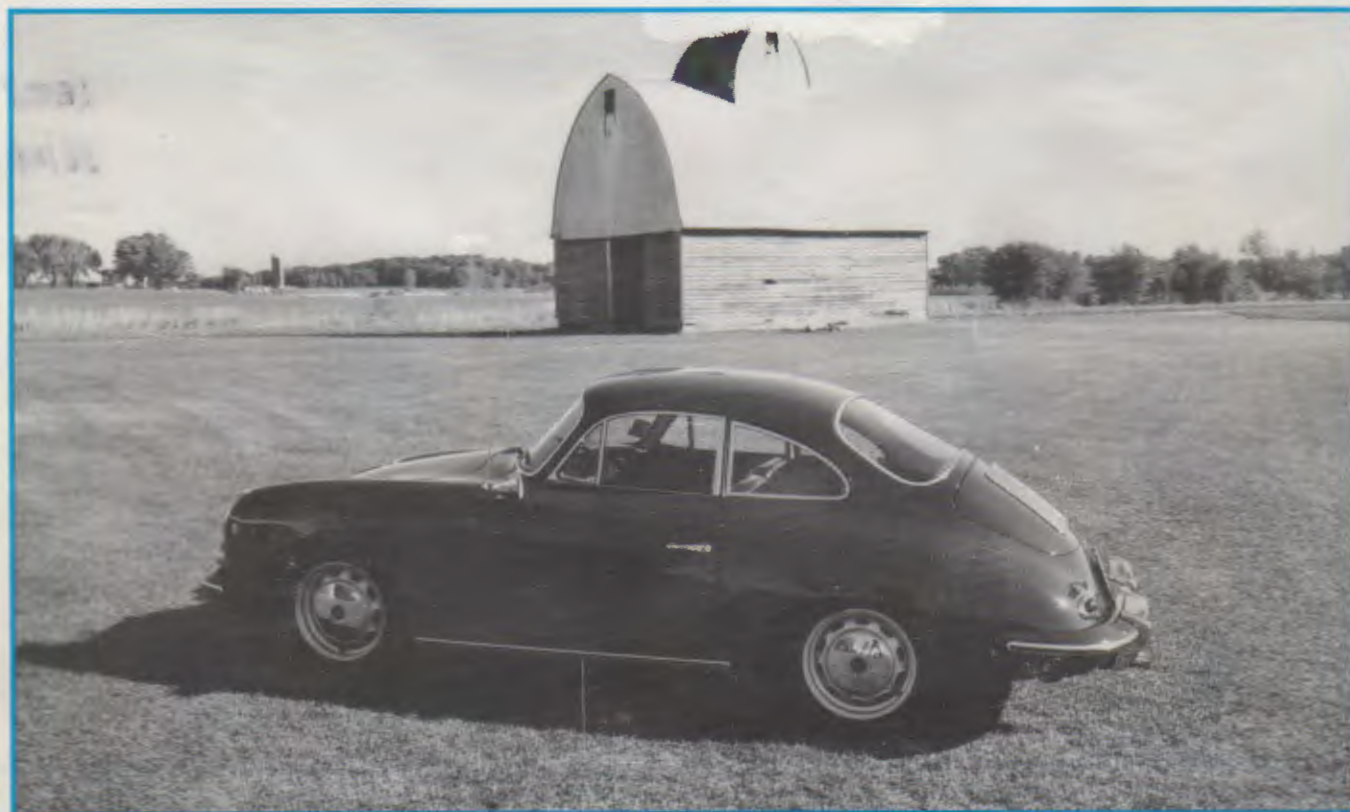


A blue silhouette of the Chicago skyline, featuring prominent skyscrapers like the Willis Tower and the Trump Tower, set against a light, cloudy sky.

CHICAGO SCENE



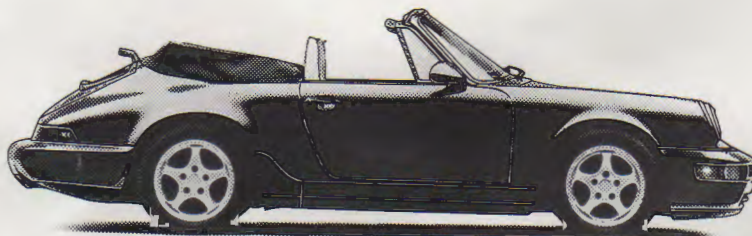
SEPTEMBER 1992

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



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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.

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Wheaton, IL 60187
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COVER: "A Sunny Day Down on the Farm." Bill Garvy's 1965 356C Coupe. Photographed on September 28, 1991.

CHICAGO REGION 1992 CALENDAR OF EVENTS

January 19	Annual Membership Meeting
February 16	Restaurant Tour
March 15	Concours School
March 28	Tech Session
April 5	Rallye
April 25 & 26	35th Anniversary Party and Concours
May 3	Driving School
May 6	Blackhawk I
May 23 & 24	Elkhart I
June 13	Concours
June 17	Blackhawk II
June 28	Gymkhana
July 12	Potter's Picnic
July 19 - 26	Parade
July 26	Summer Dinner Dance
August 2	Rallye
August 5	Blackhawk III
August 23	Utica Gymkhana
September 5 & 6	Elkhart II
September 20	Charity Gymkhana
October 4	Rallye
October 17	Blackhawk IV
October 25	Restaurant Tour
November 8	Concours
November 22	Tech Session
December 5	Dinner Dance

WHO'S WHO



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(312)616-1416



VICE PRESIDENT
Rip Patterson
(708)740-3562



SECRETARY
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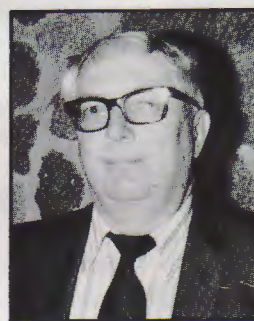


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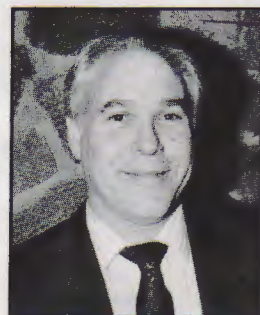


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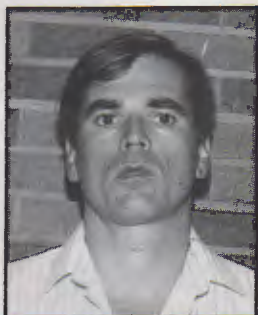
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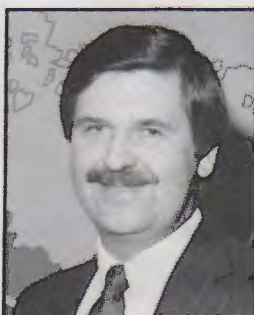
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IN GALLAGHER'S GEAR

I really cannot believe that summer is nearly over. In spite of the rotten weather, this has been the most successful year your club has ever had in terms of participation. As far as I am concerned, the only good thing about the end of summer is Elkhart II. By the time you read this, the best event of the year will already be history. I can't wait, but as you already know, I will not be taking the "D". I don't know if I can take any more articles damaging my sterling reputation.

While on the subject of weather and the good lady Peggy, I have to admit that she hit a home run with the Odyssey cruise. Seventy Porsche pushers showed up for an absolutely perfect evening. Not only was the weather perfect, so was the ship and the food. Peggy and I want to thank Reinhard Barthel for getting us the cruise at such a favorable price. While I am thanking people, I would also like to thank Bob and Nancy Neal for the use of the parking lot and to Carole Cece for selling some \$500 worth of the charity raffle tickets. A terrific evening, thank you, Peggy.

Last Sunday I took the little red "D" across the street to the Second Annual Chicago Concours. No, I didn't win this year but we did keep the first place trophy (Post World War II Sports Cars) in the club as our own Rod Gustafson won the class with his '57 Speedster. Howard Yefsky and Dale Moody also had their Porsches invited. Tom Murphy won honorable mention for best in show with his Ferrari Daytona 365 convertible. Good job by everyone. By the way, it was nice to see so many club members there in Grant Park cheering us on.

Blackhawk. I really don't know what to say. Twenty-three years ago when I ran this event for the first time, we had five cars. On August 5th the weather was perfect (81 degrees), the sky was blue and ninety-three Porsches showed up to have a great time. I really don't know what I am doing right but it must be something - probably dinner with Chef Karl. How that man can make a gourmet dinner for over a hundred people at the track, I will never know but he does it. In fact, people enjoyed it so much that he is going to do it again on our last and only Saturday Blackhawk event of the year. Plan on being in South Beloit on Saturday, October 17th.

It seems like I am doing this too much this year - reporting the death of another long-time member. I regret to inform you of the death of our long-time

photographer, John Bohlander. As you are probably aware, John had been battling cancer for several years. We, as individuals, and the club have lost a good friend.

The status of rallies is not as good as I thought. Since I have become President, this event is the first that I have been disappointed in the membership. Only nineteen cars showed up to run an excellent rallye on great roads through over a hundred miles of scenic southern Wisconsin. You have no idea how hard it is to stage a rallye. Putting on a Blackhawk or Elkhart is nothing to chairing a rallye. David O'Bryan and his crew did a fine job. Too bad you didn't attend. All of this leads into my rallye in October. We have really tried to put a lot of fun into this one. I hope you all come out and enjoy the loop, the zoo and the brewery.

At the last board meeting we had to change the date of the Halloween Concours and the Fall Restaurant Tour. We are flip-flopping these dates. The Halloween Concours is moving from October 25th to the Restaurant Tour date of November 8th, and the Restaurant Tour is moving to the October 25th date. By the way, I have been informed that the Restaurant Tour will be in Chinatown located just west of downtown. So mark your calendars.

As I have told you before, I view the purpose of this column to inform you of what is going on in your club. Here goes. It appears that we will be amending the by-laws changing the club's status from that of Social Club to that of Civic Organization. I know it sounds stupid but National is recommending it due to changing IRS regulations on not-for-profit organizations. More about this later, but remember, as only the membership can change the by-laws, you will be the second to know.

Because of the success of this year's format, in particular the totally unexpected turnout of ninety-three cars at Blackhawk leading to a much larger excess of revenue over expenses, we decided to give this back to the membership by subsidizing the dinner dance by \$4,000. The board feels that by pricing this event far below our cost is the best way of returning something back to the members. We hope you all agree.

The main topic of conversation at the board meeting concerned the PCA race series. As you are aware, we have been going round and round on this for almost one year. It now appears that the only date we can get at Elkhart in 1993 is the July 4th weekend. The only

problem with this is that this also happens to be the '93 Parade week in Cincinnati. If you have any opinion one way or the other, please contact me or any board member and let us know. Don't forget this is your board and your club.

I hope you all notice the report of the nominating committee in the adjoining column. Don't forget that if you don't like the slate, you and nine other members in good standing can nominate your own.

Well, I told you last month that if I did not fall overboard on the Odyssey, you would hear from me again and you did. If I don't freeze to death at Elkhart or Peggy doesn't shoot me, you will have the pleasure next month. Until then...

Dan

ANNOUNCEMENT

The nominating committee met in July 1992 and submit herewith the following slate of candidates to fill the vacancies for officers and directors for the Chicago Region of the Porsche Club of America.

President	Dan Gallagher
Vice President	Rip Patterson
Secretary	Jeff Girard
Treasurer	Chuck Bittman
Director	Arnold Zann
Director	John Ruther

Directors beginning the second year of a two-year term: Bruce Janecek, Lee Lichtenstein, Greg Turek.

In accordance with the Bylaws of the Chicago Region, Officers will hold office for one year until their successors are elected. Directors will hold office for two years or until their successors are elected. No officer or director shall serve continuously for more than two consecutive terms in the same office.

Election shall be by ballots enclosed with the October newsletter. All ballots must be signed by the voting member and returned to the Secretary within 21 days of the mailing date of the newsletter.

Per Chicago Region Bylaws, Article VI, Section I: Nominees will also be accepted from the membership at large by petition, signed by at least 10 members in good standing, to the Board of Directors for inclusion in the October newsletter.

Respectfully submitted:

The Nominating Committee

Greg Turek - Chairman
 Lee Lichtenstein
 John O'Keefe
 Bruce Janecek
 Susan Brenkus



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 OF CHICAGO
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GALLAGHER'S 2ND ANNUAL LOOP RALLYE AND BEER TASTING

DATE: Sunday, October 4th.

TIME: Registration and Continental Breakfast 12 Noon. Como Inn, Chicago, Illinois. First car off at 1 PM.

DINNER: Goose Island Brewery

The Second Annual Loop Rallye will be a wonderful way to spend a beautiful fall afternoon. No, the Bears are not playing. We are continuing in our effort to get more members involved in rallyes by making them easier and more fun. Thus this rallye will be a 100% finishable low speed (15 MPH average speed) tour of the Loop and surrounding area. As of this writing, a walking tour of the Lincoln Park Zoo will be one of the stops. We are still trying to arrange private parking for up to 50 cars in the zoo employee's parking lot.

Dinner will be held at the Goose Island Brewery located about two miles north of the Loop. All participants are urged to join us in the optional beer tasting. I am aware that some of you don't like beer so this will be an option. If you wish to sample some great beer, you will receive 6-7 oz. glasses of beer to taste and rate on a scale of one to ten. These beers are brewed right there and we will receive a tour of the micro-brewery. Dinner will be off the menu.

The Goose Island Brewery is located in a trendy mall with various shops. I have arranged separate parking for up to fifty cars and a security guard to make sure your Porsche is still there upon your return.

It is not necessary that you drive your Porsche to win a trophy and you may have more than two individuals in your vehicle, but remember that in order to qualify for regional points towards the overall rallye awards, you must drive a Porsche and only have one navigator. So bring the family wagon with all the kids and your mother-in-law or your Porsche. Come on out and see the city, Grant Park, the Magnificent Mile, and the Zoo. Then enjoy sampling some great beer with all the Porsche camaraderie at the Goose Island Brewery.

REGISTRATION FORM OCTOBER 4TH RALLYE

Name _____
Member Applicant Guest

Car Model _____ Make _____

Entry fee \$20.00 per car (includes entry fee and Continental Breakfast for two at the Como Inn). Additional breakfasts @ \$6.00 each.
Make checks payable to PCA/Chicago Region and mail to:
Dan Gallagher, 360 E. Randolph, #2202, Chicago, IL 60601
Questions??? (312)616-1416

CHARITY AUCTION/RAFFLE

TO BENEFIT THE ONCOLOGY DEPARTMENT OF CHILDREN'S MEMORIAL HOSPITAL
BRAE LOCH COUNTRY CLUB/GRAYSLAKE

Some for the items we will raffle or auction off are Whistler remote radar detectors, Lojack security systems, Whistler tire pumps, 935 pistons and 962 brake rotors will make a tremendous display piece of your Porsche room, Whistler travel computers so you can plan your gas and meal stops or if you need other information when you travel, battery chargers, and more. Come join the fun of the Auction and if you come earlier, you can join or watch the Charity Auto Cross being held at the Lake County College just across the road. The Auto Cross goes from 10AM to 4PM and the auction starts at 4PM and goes until 6PM. Come on out and get into the fun!

WINNER OF ONE FREE AIR FAIR TO TOKYO TO BE SELECTED DEC. 5, 1992
Donation=one ticket for \$10.00, three tickets for \$20.00

RAFFLE TICKET FOR TOKYO AIRFARE	
NAME	_____
ADDRESS	_____
CITY	_____ STATE _____ ZIP _____
TEL	_____

RAFFLE TICKET FOR TOKYO AIRFARE	
NAME	_____
ADDRESS	_____
CITY	_____ STATE _____ ZIP _____
TEL	_____

SILENT AUCTION FOR RECONSTRUCTIVE SURGERY, MINIMUM BID= \$500.00
Winner need not be announced

SURGERY	BID _____
NAME	_____
ADDRESS	_____
CITY	_____ STATE _____ ZIP _____
TEL	_____

SURGERY	BID _____
NAME	_____
ADDRESS	_____
CITY	_____ STATE _____ ZIP _____
TEL	_____

Dr. Michael Schafer of Aesthetic and Reconstructive Surgery, Inc is also with the Rush Presbyterian Hospital in Chicago and has generously offered his professional services for our charity event. This outstanding offer is for free consultation (\$50.00 value) and a 50% discount on any surgery up to \$10,000.00 that is a direct result of the consultation. If you, or someone you know, has had an accident and would like to get that scar removed or fix a broken nose, this would be a wonderful opportunity.

WINNER FOR MITSUBISHI'S LOJACK SECURITY SYSTEM TO BE SELECTED DEC. 5, 1992

RAFFLE TICKET FOR LOJACK	
NAME	_____
ADDRESS	_____
CITY	_____ STATE _____ ZIP _____
TEL	_____

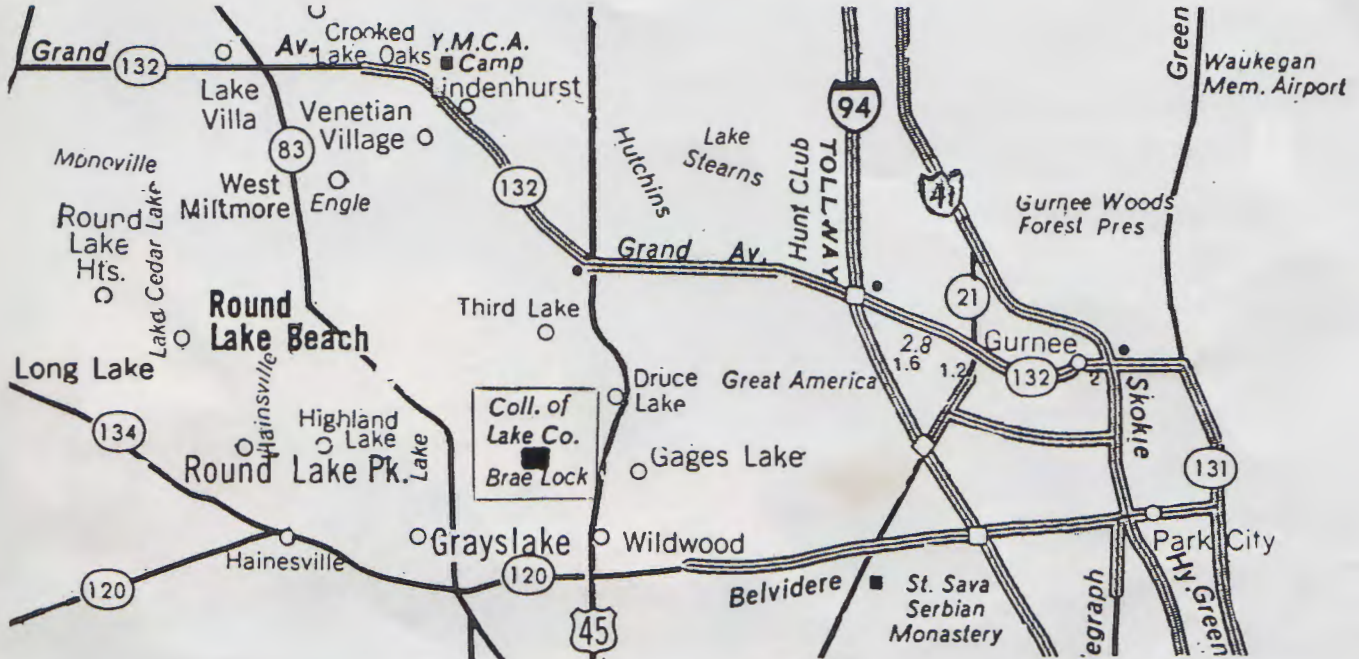
RAFFLE TICKET FOR LOJACK	
NAME	_____
ADDRESS	_____
CITY	_____ STATE _____ ZIP _____
TEL	_____

Donation=one ticket for \$5.00, three tickets for \$10.00

MAKE CHECKS PAYABLE TO PCA, CHICAGO REGION, AND SEND TO:
HARI MATSUDA, 3915 HOWARD STREET, SKOKIE, IL 60076
QUESTIONS????? 708.677.3777(W) 708.475.4356(H) FAX708.677.8460

CHARITY AUTOCROSS

SEPTEMBER 20, 1992 10AM-4PM
COLLEGE OF LAKE COUNTY



COME ON OUT AND JOIN US AT THIS CHARITY EVENT. ALL PROCEEDS GO TO HELP THE ONCOLOGY DEPARTMENT OF THE CHILDREN'S MEMORIAL HOSPITAL SAVE LIVES. NOT ONLY WILL YOU BE ENJOYING YOURSELF BUT YOU'LL BE HELPING OTHERS.

HAVE A GREAT TIME DRIVING WHILE HELPING THE CHILDREN AT CHILDRENS'

CHARITY AUTOCROSS REGISTRATION

First Driver			Second Driver		
Name _____			Name _____		
Phone _____			Phone _____		
Member	Applicant	Guest	Member	Applicant	Guest
Gymkhana/Short Course Class _____					
\$10.00 Pre-registration		\$15.00 at track		\$5.00 Second Driver	
Amount enclosed _____					
Mail registration and check (payable to Chicago Region PCA) to:					
Charles Bitman, 500 Hillgrove, Suite 2W, Western Springs, IL 60558 Questions????? 708.246.9505					

WE BELIEVE WHAT WE PUT UNDER THE HOOD IS JUST AS IMPORTANT AS WHAT PORSCHE PUTS THERE.

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**Dan Gallagher and Chef Karl
present
Blackhawk Octoberfest III**

DATE: October 17, 1992
TIME: 8 AM - 5 PM - Registration closes at 11 AM
PLACE: Blackhawk Farms Raceway, South Beloit, WI

Returning for a Third exciting year - Blackhawk Octoberfest!
Last chance for a high-speed event before winter hibernation!

Join in for the last track event of the 1992 season as we enjoy an October day driving our favorite cars, with the day topped off in festive style as Chef Karl treats us to a wonderful dinner at the track pavilion.

Change your oil, brake fluid and brake pads and come on out and have a great time!

Please remember that the club's insurance requires all drivers to wear long sleeved cotton shirts, long pants and a helmet at all times while on the track.

Directions to Blackhawk: Northwest Tollway (I90) North to IL 75 (just South of Wisconsin line), West on 75 to T (Blackhawk Road), right to Shirland, left on Shirland to Fischer, left on Fischer to T (Prairie), left about 1/4 mile to track entrance on right.

BLACKHAWK OCTOBERFEST REGISTRATION

Mail to: Dan Gallagher, 360 E. Randolph, #2202, Chicago, IL 60601
Name: _____
Model: _____

Member Applicant Guest

Car Make: _____
Driver: Experienced Novice

\$85.00 Preregistered / \$95.00 At the Track
Dinner following the event \$16.00 Adults / \$8.00 Children
Beer, wine and soft drinks included
Amount Enclosed _____

Questions???

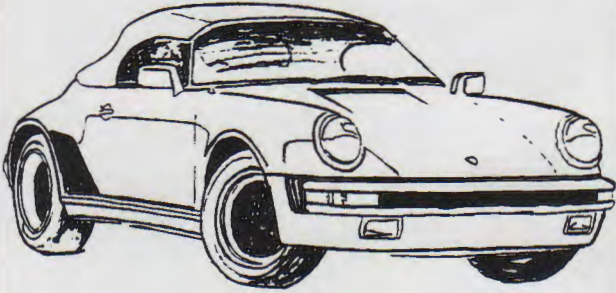
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THE FAST LANE

by Dick Badler

Have you ever thought about what makes for real good sports car advertising? Sure, it should motivate you to hop into that old rust bucket and wheeze on down to your performance car dealer. And it should educate you so that you can talk intelligently when your semi-enthusiast friend, the one who wants a car with a lot of pep, comes around asking for advice.

But real good advertising operates on another level. Real good advertising moves you, emotionally. Real good advertising doesn't just cut through the clutter, it slices to the heart. It's not just memorable, it's timeless. It's art.

Some examples. I have two framed Ferrari ads hanging in my family room. (They're small, so my wife accepts them). They show a 308GTB and a 308GTS in profile. The copy on one says "Only those who dare truly live." The other reads "What can be conceived can be created."

Get the idea?

I've also retained a few BMW ads. One shows a rear view mirror, with a 2002 filling it up. The ad says "Move Over." Another shows a 2002 in a power slide and says "BMW's Go Like Schnell."

TV commercials? I wish I had a video of the Mercedes spot where the American businessman is in the back seat with three Germans and he asks how soon they will be at their destination. They answer and he asks how that can be, and they say that it doesn't take long when you're doing 125. His parting words are "I would have never known."

Of current spots, two come to mind. The first is for the Nissan 300ZX Turbo. You know, the one where the guy wonders what it would be like to drive it on the autobahn, and stops short at the end of a pier. The other I like is for the new RX-7. Don't you want to see more of that guy in the vintage sports prototype getting squirrely exiting a corner at what looks like the Nurburgring? Can you identify any of the drivers in the '50's footage? No? Guess you'll have to come on down to your Mazda dealer to see if they have any stills from the commercial available with their sales literature... suitable for framing, of course.

Any ad with a power slide is instantaneously ruled out. The shot or commercial where the car shoots up water, dirt, smog, rubber in a perfect four-wheel drift. It's the biggest cliché going. Yes, I know, BMW did it in its "Move Over" shot. But that was in the late '60's! Since then, can you name all the marques that have used this visual? In a current spot, Mitsubishi takes this time-worn tire-abuser to new heights (widths?) with its 3000 GT and its Eclipse sliding into a "formation" stop. VW had its cars slithering around a stationary man a few years back. And, for sheer overkill, how about the laser beams the Lexus maneuvers through, and how the light finally gets tripped when the driver opens his door?

I know, I know, I know. Porsche had a 944 come broadsliding out of a fog bank a few years back. I zapped that commercial as quick as you can say "Subscribe to Autoweek" on ESPN coverage of Formula 1. I had high hopes for Porsche's current agency. When they were hired, they garnered a lot of fanfare in the trade press for hoisting a 356 straight up the side of a high-rise office building and into the lobby of their offices. Now a shot of that feat would make for a great poster.

We've been living with their work for a few years now and, I just don't know. Maybe they should have taken that 356 and torn up a few circuits, scraped a few pylons and walloped down some twisty back roads before they so lovingly encased the car in their offices. The ads are interesting, and especially technical. They pull in racing, pull in direct ancestry and so forth. But I wouldn't frame one. No way.

The fix is easy. Remember that RX-7 commercial? Well, do we have race footage. In fact, we have a whole film to draw on, "Le Mans." You don't even need a voice-over. The movie didn't need any dialogue, and our transcendent commercial doesn't need any either. Just show 60 seconds -- any 60 seconds -- from the film. Want a higher penetration among women? Show more of Steve McQueen. Want a print ad? Use a still-frame -- any still frame. That's it. No four-color bleed of disassembled parts, or power slides. No need.

I have my VCR and a spot on my wall all ready.

WELCOME

TO OUR NEW MEMBERS

By Lee Lichtenstein

James P. Christensen
Chicago, IL
1987 911

Peter T. DiDonato
Chicago, IL
1991 Carrera 4

William & Rosa Graham
Elmhurst, IL
1969 911

Joe & Judy Hovanec
Highland Park, IL
1986 911

Chris Kleronomos & John Shaub
River Forest, IL
1989 930

Frank & Michele Torchia
Chicago, IL
1957 356

Michael S. Williams
Bolingbrook, IL
1986 911

Karl & Denise Zimmerman
Glenview, IL
1990 944S2



Three Great Reasons Why You Should Call Stoddard Imported Cars:

1

The Complete Series of Stoddard Porsche Parts and Technical Reference Catalogs. We have



catalogs dedicated to all model Porsches. Our 356 and 911 catalogs are the most comprehensive in the industry. Each catalog is **\$5.00** (refundable with a purchase of \$25.00 or more.)

Call us toll-free at 1-800-342-1414 to order your catalog or to join the club.

***Tell us where you saw this ad and receive a free gift!**

2

The Stoddard 800 Club - It's a Club that offers you exclusive prices, parts and service.

Plus up to a **10% discount** on your purchases. Call for more information and a free brochure!



3

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CHICAGO HISTORIC RACES

<u>CAR #</u>	<u>DRIVER</u>	<u>CAR DESC.</u>	<u>BEST LAP</u>	<u>SPEED</u>
<u>GROUP 1</u>				
111	Chris McAllister	'84 956	2:21.611	101.687
86	Chris Wally	'86 962	2:21.283	101.923
44	Dan Bacin	'87 944	2:39.422	90.326
2	Peter Kitchak	'84 999 SCRS	2:44.998	87.273
134	George Balbach	'73 911	2:47.423	86.009
17	Dan Davis	'86 944 Turbo	2:50.663	84.376
123	Becker	944	2:45.216	87.158
<u>GROUP 2</u>				
0	Mark Eskuche	'61 Roadster	2:50.070	84.671
34	George Balbach	'61 356	2:54.375	92.580
65	Charles Schank	'60 Roadster	2:55.978	81.874
57	John Kauffman	'60 356	2:55.653	81.979
58	John Winter	'65 356	3:00.534	79.763
97	Dan Verstuyft	'57 Speedster	3:01.886	79.170
88	Bruce Reines	'65 356	3:02.352	78.968
09	Eric Bretzel	'60 356 CP	3:00.726	79.678
40	Mike Thornton	'63 356	3:04.139	79.202
177	William Siggelkow	'62 356B	3:07.340	76.865
15	William Hartong	'57 Coupe	3:09.766	75.882
11	Walter Duffy	'57 Speedster	3:11.574	75.166
60	Richard Gurolnick	'60 356	2:58.121	80.843
79	Tim Schoeneman	'57 356	3:14.464	74.049
91	Reid Vann	'61 356	2:51.883	83.777
32	James Knupp	'60 356B	3:14.548	74.017
<u>GROUP 5</u>				
16	Owen Johnson	'65 RSR	2:32.606	94.360
17	Mike Zurick	'69 911S	2:39.930	90.039
43	Chris Ellis	'71 911	2:44.900	87.325
188	Hari Matsuda	'70 914-6	2:44.405	87.588
<u>GROUP 6</u>				
42	Robert Hindson	'72 911	2:36.470	92.030
9	Chris Wally	'74 911 RSR	2:36.524	91.998
17	Mike Zurick	'69 911S	2:39.702	90.167
74	Mark Langren	'69 911	2:44.711	87.425
60	John Bonnett	'72 911RS	2:48.927	85.243
43	Chris Ellis	'71 911	2:44.821	87.367
29	Bruce Sutherland	'73 911	2:52.500	83.478
46	Gary Stanko	'73 911T	2:56.215	81.718
2	Peter Kitchak	'73 RSR	2:35.960	92.331
731	John Uffenbeck	'73 911S	3:02.465	78.919
901	Keith Orum	'72 911T	3:14.217	74.143
06	Jim Oppenheimer	'71 911E	3:17.767	72.812
73	James Ladwig	'73 RSR	2:50.514	84.450
<u>GROUP 8</u>				
2	Ed Leed	'69 911S	2:54.482	82.530
5	Ed Russ	'73 914S	3:03.726	78.377
916	David Hatch	'70 914-6	2:52.108	83.668
159	Jeanette Russo	'70 911S	3:02.333	78.976
77	Leonard Jastroom	'66 911	3:11.202	75.313

Results shown for Porsches only.

Race results provided by Chicago Historic Races Ltd/Marchetti Special Events

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REAR VIEW MIRROR

PCA/CHICAGO RALLYE II A TRANSATLANTIC VIEW

By Harvey W. Lendon

Transatlantic? Yes, I hail from the cloudy shores of Birmingham, England, 100 or so miles from London.

You may be wondering about my connection with the Porsche Club of America? Well, basically, it is due to the fact that I am lodging with another Limey, Nick Rainbow, at the "Hotel O'Bryan" in Wrigleyville, Chicago. The proprietor is David O'Bryan, of course, the rallyemaster. I am on a three month visit to the Northern U.S.A. Part and parcel of the lodging agreement was to help our David out with various chores and projects of his. This involved, amongst other more livid chores, painting the rear porsche - sorry, that should read porch, cleaning duties, and cutting the grass. Not all of the projects were as uninspiring as these, of course. To help him with the Porsche rallye was a fine command.

It got me out as passenger and note maker in David's rather nice black Porsche 914 (now sadly stolen) for some seven hour stretches in the wilds of Wisconsin. It is no wonder that many of the comments about the rallye at the end of the rallye dinner at Hackney's Restaurant in Lake Zurich were, "Great roads! Great roads, David!", because that is just what David found, I can tell you. Up and down, over and around, exhilarating and highly enjoyable. 'onest ocifer, we were going the speed limit.

Right 'o, must not waffle. It came to pass that us Limeys were to work a couple of checkpoints during the rallye. Do not worry, we were not put together. Can you imagine what could have happened if we were?

Driver: "Well, Dirk, there should be a checkpoint around now."

Co-driver: "Yup! Sure should be, Bud."

Driver: "Hey up - what was that we just passed on our left?"

Co-driver: "Goddamn it! That was the checkpoint!"

Driver: "On the left side of the road?? err?"

Yes, we would have made a right pair of 'Checkpoint Charlies'.

My checkpoint partner and driver was Bruce Janecek, who was quite deft at using the c/p clock. Me, I could spin my pen like drummers do their drumsticks. Oops! I digress. We worked the first and fourth c/ps; and for those who competed, I was the handsome one (ark, ark) giving out the checkpoint slips, wearing a white Labatt's t-shirt (that should get me a free case of Labatt's) and black trousers - sorry, pants.

Lying in wait just past a tight left turn at the first c/p, clock and pen in respective hands, the stage was set.

Along came a red Audi 80 Quattro. It was David, with Geoff Arnold and Kate Bogdon, coming to check that we were in position and set up.

Next up came car number 1, a black Porsche 944. Then an eight minute wait - ho hum - and this is where the numerical order set up by car number 1 broke down; in came car 8, a burgundy 911. Following this came a white 911, without a number! I was just about to growl-face the driver when I noticed it was John O'Keefe and Nick, my fellow Limey, who were making their way to checkpoint 3. They had some interesting comments on what they had seen getting to this position. "We saw one Porsche 911 coming out of a farm!" crowed Nick.

Car 12 was next, a blue 930, unmistakably that of Gallagher - the rallye winner and master of Blackhawk, at which I have also worked.

I am afraid the numerical order never recovered. Suffice it to say the last car through c/p was car number 2! (Did I notice cow dung on their tyres?)

A quick sip of Diet Caffeine-Free Pepsi (another free case?) and a delicious home-made Rice Crispy bar from the Janecek range of 'Tasty Bites', and we were off down Route 20 to our next c/p - number 4, located near Lauderdale Lakes. We arrived one hour early; good cars those BMWs (free car?). I took the chance to gain a tan and have a stroll - English for fairly aimless wanderings.

David, Geoff and Kate in Quattro drove up, got out and proceeded to have a water gun fight - well, the rallye must be doing fine.

With face dripping with water - thanks a lot, Geoff - I clocked in the first car, number 12, Gallagher showing some good form again. The cars arrived, somewhat delayed by now, the field a bit depleted. Car number 18 came to the T junction ahead of us from the wrong direction (How did they manage that?) and on receiving their c/p slip asked, "You're checkpoint 3, aren't you?"

Work over, we packed up and make straight for Hackney's Restaurant, meeting on the way car number 8 going in the complete opposite direction to what they should be. I was tempted to reach out the window and point them the other way - me being that kind of person - but thought better of it.

Needless to say, at the after rallye dinner, David, rallyemaster extraordinaire, gave a flawless and articulate run through of each instruction; sighs of understanding and comments like, "So that's where I went wrong," echoing around the room. He answered all questions and took care of a couple of protests, which soon became apparent misunderstandings.

The winner was, of course, Gallagher and his lady Peggy, occasioning only 1340 penalty points. He received a trophy which was very artistically crafted with a face-on painting of a Porsche 911 by Kate Bogdon and, of course, his full quota of 9 points.

The rallye, in my respect as one of the workers, was very enjoyable, it being a new experience for me. I had once, about seven years ago, co-driven in an English Rallye up in Leeds. We got stuck in the middle of a quagmire in some farmer's field! End of rallye, enough said.

It was also greeted very positively by the competitors, who as mentioned earlier, loved the roads David had them driving and the mental exercise of the instructions and devious commands.

There was one complaint though. It came from a very scared cow that was grazing somewhere nearby the route of leg number 2.



David O'Bryan, Harvey Lendon, Geoff Arnold & Bruce Janecek at checkpoint 4



Geoff & Kate at checkpoint 6



Myron & Mike Walters at checkpoint 3

Photos by David O'Bryan

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RALLYE RECAP

By David O'Bryan

Well, my first assignment as rallyemaster is now over. I now truly appreciate the efforts of all others before me. I think it is easier to compete and win to obtain the first place points than it is to do this. I would, however, do this again.

Sunday morning was overcast and threatened of rain. Nineteen teams, ready for thrills, assembled at Gurnee Mills. All registered and watches synchronized, we had a brief meeting, all now familiarized.

Here lies my lesson number one for future rallyes - hold a thorough Driver's Meeting. I, assumingly, only answered questions about the general instructions. Although each rallye is not a rallye school, there are always novices at each rallye. At the conclusion of the rallye, I discovered some teams (not all novices either) did not understand what Obvious Route (or Main Road rule) really meant. If a rule of obvious route is Right at T, that does not mean you must turn right at every T. A simple route instruction of LEFT can be executed at a T. Enough of that for now.

As the time for the start approached, I darted out to run lead car. All seemed in order for the odometer check. As we started leg #1, so did the monsoon. I am now worried that the CASTs might be too high for the weather. But then I figured that if I am running at the CAST plus another 50-100%, they should be fine. The rain ended and the sky opened up before checkpoint #1.

After reaching checkpoint #2, we hid, lying in wait for the first Porsche to pass. We waited and waited until, seven minutes after the first car should have passed, a blue Turbo roars by us. Then at last, two more drove past.

As we approached checkpoint #3, we noticed an out-marker on the left side of the road, facing the other direction. We soon resolved that. Sorry, we can't stay and chat. We made it to four in a half hour flat.

We stopped for a snack, but soon had to get back. We made it to five. "These bugs are eating us alive!" Off to the last, what a blast! We set up our station and had a libation. In came the cars, totaling just eight. Time to go, it's getting late.

Back at dinner, we announced the winner. It was Dan and Peg, with the least per leg.

<u>DRIVER/NAVIGATOR</u>	<u>CAR</u>	<u>POINTS</u>	<u>FINISH</u>
Dan Gallagher/Peggy	930	1655	1 T
Stephan Rashbaum/Susan Shire	944T	2864	2 T
Myron Walters/Mike	911	3063	3 T
Frank Bader/Lorette Leers	944	3122	4 T
Arthur Sebek/Kathleen	944	3166	5
Gene Urban/Bill	911	3341	6
Ed Leed/Debby	Ford	4757	7
Keith Clark/Eric	944S	4800	8
Alex Kaludis/Peter	911RS	4953	9
Gerry Petroskey/Doug	911T	5023	10
Carol Horning/Wendy	911	5200	11
Kathleen Phillips/Terri Effinger	924S	DNF	
David Sienbieda/Eileen	911	DNF*	
Larry Fik/Joyce	930	DNF	
Julie Badel/Russ Kratowski	C2	DNF	
Linda Bracken/Joni Brander	911	DNF	
Steve Olson/Dick	944	DNF	
James Petikas/Debbie	944T	DNF	
Jim Harper/Alice/Kevin	924	DNF	

*Only had time for half - did not plan on finishing.



Dan & Peggy - the victors of Rallye II

I CAME, I CONCOURED, I WENT HOME ALL WET!

By Bill Garvy

This is the first concours I've attended, when all concourees did nothing to their cars, no polishing, no windows, no final detailing. The rain came early and stayed late on Wayne Potter's 34th Annual Picnic. Nine thoroughly drenched Porsches were displayed. The rain did subside enough to get judging in and a chance for everyone to get over to the food tent. The rain came back as we stayed sheltered in Wayne's workshop/restoration garage which is just capable of handling 100 or so guests. The rain ceased a second time to start some of the many activities planned for the outside. The balloon toss turned into the balloon throw with many more wet guests, as the children and adults alike started winding up! In the coloring contest the winning Porsche crest which was colored by Andrea Patterson will be faxed to Stuttgart for future consideration on the new two seat cabriolet. NOT! The results of the concours and people's choice are as follows:

Class A

1st Rip & Linda Patterson 286.0

Class B

1st Pat & Bonnie Yanahan 236.0
2nd Bill & Denise Garvy 227.0

Class C

1st Myron Walters 187.5
2nd Maureen Hutton 163.0

Class D

1st Jim Harper 135.0
2nd Michael Mullins 129.0
3rd Peggy & Dan Gallagher 123.0
4th Keith Clark 120.0

Peoples Choice:

Bill & Denise Garvy "GRVY 356"

Judges:

Class A: Bill Garvy
Class B: Rip Patterson
Class C: Pat Yanahan
Class D: Neiland Pennington & Myron Walters

In looking back, many thanks should go out to all who came out and braved the elements. I look forward to seeing all of you at the 35th Anniversary of Wayne Potter's Picnic, who guarantees Dan Gallagher type weather. See you next year, Mike Mullins.



Our gracious host, Wayne Potter



Let the games begin!



And the winners are...

Photos by John Mueller

FUN IN THE SUN AT BLACKHAWK



Dan's treacherous Turbo



Dr. Murphy (on the right) with his F-40



Around the turn

Photos by David O'Bryan



President Dan at work



"Undies 1" at corner 3



When did Blackhawk become an off-road event?

LIFESTYLES OF THE PORSCHE-RICH AND INFAMOUS THE ODYSSEY CRUISE

By Doris Voce

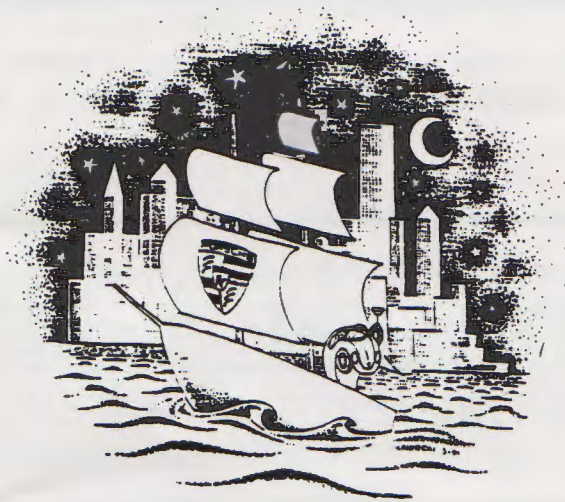
Our first summer dinner gala aboard the Odyssey proved to be a huge success.

Seventy Chicago Region members and their guests set sail on a perfect summer evening (Gallagher weather) for cocktails and dinner aboard the elegant Odyssey. We got a preview of the promised elegance of the evening as a tuxedoed Bob Neal directed us to our reserved, secure (free) parking at the Army Corps of Engineers parking lot adjacent to the dock.

After cocktails and socializing on deck, we enjoyed a gourmet dinner of beautifully prepared appetizers, entrees and decadent dessert selections. We were served by waiters and waitresses so well dressed it was hard to tell them from the guests.

Following dinner we enjoyed seeing the sunset and the skylights of Chicago from the top deck. The time flew by so swiftly that before we had a chance to dance to the inviting music, we were back at Navy Pier! One more hour would have made it perfect.

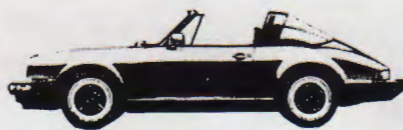
Special thank yous to Peggy for planning such a special summer treat, to Bob Neal for the safe-keeping of our favorite cars, and to Reinhard Barthel whose friendship with the Chef gave us a reduced price for this lovely evening.



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INDUSTRY NEWS

PORSCHE ANNOUNCES RECALL

RENO, NEVADA, July 31, 1992 -- Porsche Cars North America Inc. today announced it will recall 145 of its 1991 model year 928 S4 vehicles with automatic transmissions to correct a defect which could affect the transmission's down-shifting function.

The company reported that on the vehicles involved in the recall, a transmission component was installed with insufficient support. This piece could move during normal transmission operation and inhibit the "kick-down" or automatic down-shifting when the driver attempts to accelerate. In this instance, the expected acceleration may not be achieved, since the transmis-

sion might not down-shift. This could result in a dangerous situation or even an accident during vehicle passing maneuvers.

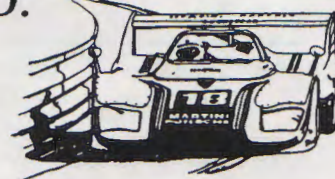
Porsche said the defect was discovered during routine product testing. The company stated it knew of no accidents or injuries related to the defect.

Owners of the affected vehicles will be notified by mail and asked to bring their automobiles to their Porsche dealer to be checked. The company has a toll-free number to answer consumer questions about the recall. The toll-free number will be listed in the notification letter.

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BEHIND THE SCENES

This is a very sad time for all of us in Chicago Region as our dear friend John Bohlander succumbed to cancer.

John has been a PCA member since 1978 and played an active role in Chicago Region. The winner of many regional awards, including Enthusiast of the Year, John was also the recipient of the Men's Overall Trophy for the Tech Quiz at the 1988 Parade. His technical knowledge was truly amazing. Always recognizable with his camera at the ready to take those great "people pictures" that he did so well, John had also been the *Scene's* photographer for many years and was an invaluable part of our team.

On a personal level, John was the very first person I met when I joined PCA five years ago. When I volunteered to become the newsletter editor, I realized just how important John's contribution really was. He became my strong right arm, as we went over the photos from events together, he helped identify members, their cars, and told me inside stories about the history of Chicago Region. My loyal, courageous friend and dependable co-worker will be greatly missed.

John leaves us with a legacy of all those wonderful pictures and memories. His special Porsche Club spirit lives on in our hearts.

Doris



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1963 Cabriolet, Signal Red, super engine, 2 year show quality restoration of car, \$39,000 or offer. Chuck Schank (708)246-6395.

1965 356C Coupe #22210, Signal red/black, 68,800 actual miles, exterior very good, interior excellent, third owner. Michelins 13,000 mi. old, Blaupunkt w/manual, tools, chrome wheels, hood bra, cover, clean and in proper working order. \$17,000. Cy Ling, 1206 N. Evans, Bloomington, IL 61701 (309)556-3490 lv. msg.

1972 911T, Guards red, excellent condition, "S" trim & "S" spoiler front bumper, "S" instrumentation, stainless steel heater boxes, cookie cutter wheels with Goodyear Comp T/A radials, 5 speed, gas shocks, elec. windows, rear window wiper & defogger, new batteries. \$9,500 OBO. Call Bob at 377-9151.

1973 911 Targa Sportmatic, white, runs good, clean, solid car. \$7,200. Jeff Girard (815)592-4517 lv. msg.

1986 944 #WP0AA0946GN451308, Maroon Coupe, 5 speed, beige leather, sunroof, AC, all factory accessories, new Yokahoma 008 tires (less than 500 mi.), 5,963 miles, never run on track. Maintained by Motor Werks. Asking \$10,000. Harold Beach (708)834-4163.

● FOR SALE - PARTS

More 928 stuff: Pair O.E. headlamps w/trim ring/brackets; OEM VDO 85 mph Speedo; OEM fr/rear springs; Pair O.E. Bosch fog lamps/housings; workshop manual updates/parts manual. Bruce Janecek (708)354-1901 weekdays, (708)361-8421 other.

1967 911 parts: All glass, front & rear bumpers, 912 engine rebuilt with new NPR pistons, set of 356 "A" brake drums (4), 914-4 2.0L heads, rods, crank & case, many other 914 parts. Call with needs. Glenn Stazak (708)208-1924.

Misc. parts for 1972 911: Wheels, hub caps, RSR spoiler deck lid, stock deck lid. Call Bob at 377-9151.

BBS wheels mounted with Bridgestone RE 71 tires for 911. Three piece 16" platinum centers/polished rims as new. 8" & 9". 205/55, 245/45 tires about 4,000 miles from new. New over \$3000, club member price \$1600. Richard Hinson (708)789-6808.

914 parts: 1.8L engine (reconditioned), interior very good condition, Riviera wheels like new, chrome bumper (perfect), all parts available, must part out! Make offer. Edmon Badel (312)728-6497 days, (312)465-4045 eves.

1973 914 2.0L engine complete w/injection \$600; 1971 911 2.2T engine, complete carbs to muffler with CD unit, disassembled for inspection \$1200; 914 front rotors, new with bearings \$100; 4 minilites w/008 tires, fit 911 \$800. Call Bob at (708)296-5914.

944 Turbo stuff: Custom Reliance car cover, Wolf bra (like new), and Repco Metal Master brake pads, front & rear (brand new - still in box) \$50 each. John Triebe (708)717-2450 days, (708)369-2352 eves.

1 set 911 Webers \$550; 1 set 911 Zeniths \$200; 1 set 7x15 & 8x15 forged alloys with Comp T/A's, like new \$950; 1 7x16 straight but cosmetically disadvantaged \$75; 1 complete set 911 bumpers (pre '74) \$400; 1 Weltmeister Cambermeister (911) new \$125; 1 356C cylinder head \$85; 2 356 headlight rings, new \$25 each. Brian Allman (708)382-5933 eves.

7" & 8" Porsche phone dial type wheels for 944 Turbo. Best offer. George Mueller 371-0119.

Ronal 7" & 8" alloys shod with Goodyear VR-S autocross (soft compound) tires, like new, off my 911SC \$800 set of 4 (includes shipping); CIS injection parts (misc) from US 3 liter, best offer; stock headlight assemblies (complete) and red taillight lenses for 911, best offer; misc. suspension parts from '81 911, best offer; 3.0 heat exchangers and converter shell, like new \$300 or offer. Tom Thompson (708)513-6629.

● FOR SALE - OTHER

Mercedes & Volvo factory alloys: 1985 740 Turbo spoke wheels with Goodyear Euro radial T/A 205/60 HR 15s, fair condition, set of 4, \$200 OBO; 1987 300E alloys with central pieces, Michelin MXV 195/65 VR 15s, good condition, set of 4, \$1000 OBO. Dr. Chris Stout (708)913-8737.

● MISCELLANEOUS

Garage space for rent, available Nov. thru March, Northern suburb location, East of Grayslake, North of Libertyville, intersection of 94 & Hwy 120, space is 1/2 of 2 1/2 car attached garage. Jim Varner (708)918-1563.

Lost & Found: Left at Potter's Picnic - (when the sun came out at 4 PM) 4 umbrellas - please call & make arrangements for pick-up or come to the Goodie Store and identify. Linda Patterson (708)740-3562.

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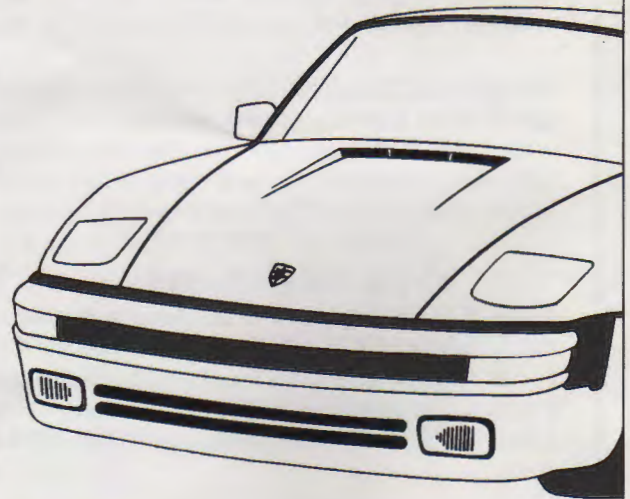
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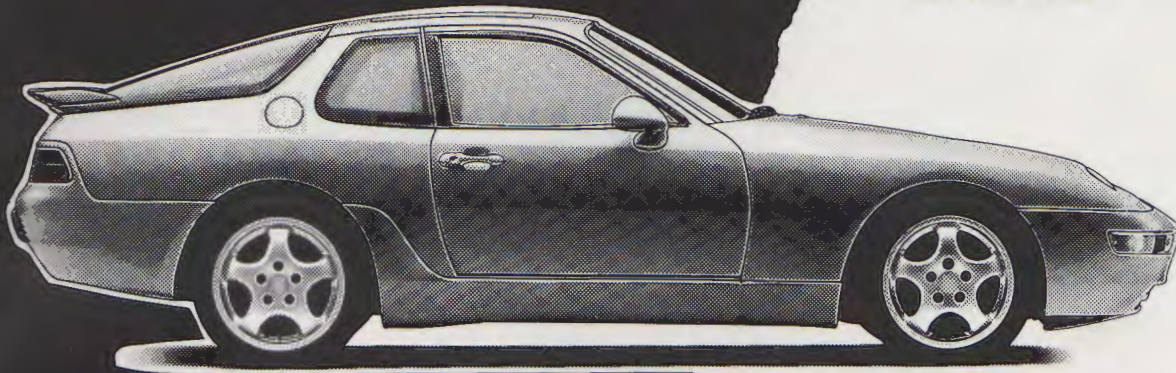
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