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CHICAGO SCENE

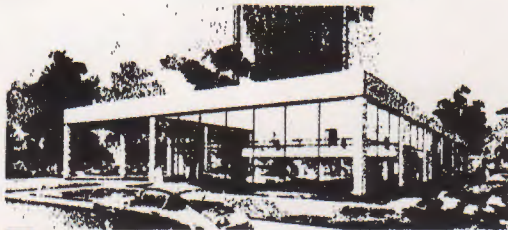
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DECEMBER

1977



Special Christmas Holidays Issue
From Rufus, Jeff T., Tom L., & Rich W.

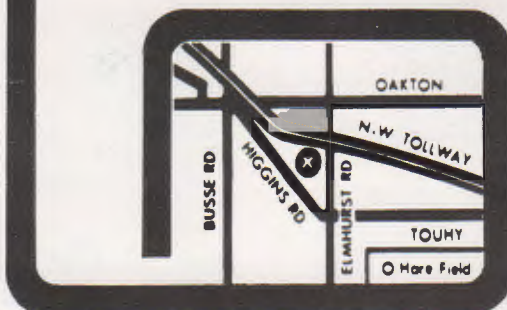


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COVER

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DECEMBER
TOM MASLES

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PHOTOS
Jeff Thurmond
Howard Horwitz

The Editors Emporium

By Jeff Thurmond

As you may have guessed, this is the Xmas Issue of the Scene. I have taken the liberty for the past year to share my thoughts with you . . . with total disregard as to you wanting them or not. As a break from all that, this month I give you a true Christmas story — hope you like it. It's called, *Why Christmas Is Nice*.

Once upon a time, in the days before anything much was organized, and when people were all pretty much alike and had not learned to be doctors, or bookmakers, or husbands, or milkmen, or Porsche pushers, there were never any holidays. There were no holidays because everyone was too busy. What they were busy doing was . . . taking Stuff.

They spent all of their time either taking Stuff, or trying to take Stuff, or planning to take Stuff from each other. Or else they were fixing the walls, and fences, and barb-wire in their section of the jungle so that no one could take Stuff from them.

In those days it was considered most necessary to have a lot of Stuff, and taking it gave people a stimulating feeling. When they took something especially good (i.e. big) the feeling started in the back of their neck, and spread down across their back, and made a tingle in their left foot. This feeling was quite pleasant, mostly because it was the only feeling anyone ever had, except maybe being scared or being hungry.

Several techniques have been developed for taking Stuff. These techniques were, first — swiping. This was the most difficult because, naturally, few people were foolish enough to leave any of their Stuff unguarded. The second, and most popular method was to find someone smaller than you, give them a bash, and take whatever Stuff they had at the time. The third was to find someone your own size, sneak up behind them, and give them an unexpected bash. Then you could grab their Stuff and run. This method, although dangerous, had the advantage of being healthful, as the bashing and running promoted deep breathing, and kept the waistline down.

Now, in time, the smaller people learned to be very careful and clever at hiding and swiping; the larger people developed a protective layer of bone across the back of their skulls; and some of the medium sized people discovered that they could tell big lies about the amount of Stuff they had hidden, and that this was about the same as actually having Stuff. And so a status quo came to exist, and it balanced out pretty well for everyone. For everyone that is, except Marvin Ouk.

Marvin Ouk lived in a rather provincial section of the jungle, and his only neighbors were named Gloop, Howk, Murdleigh and Lester. Now Gloop, Howk, Murdleigh and Lester had each accumulated exactly the same amount of Stuff. They were all of about the same size, and they had equally excellent walls; and so it became difficult for them to increase their Stuff. One day Murdleigh would bash Howk and take his shirt, and an egg beater; but the next day Gloop would bash Murdleigh and take his shirt and a fountain pen. And so on.

They were all getting bashed a great deal, and in the long run there was no percentage in it. So after a while they all concentrated mostly on taking Stuff from Marvin — which wasn't easy. Marvin was the smallest, the most simple minded, and the least devious of all the people in the neighborhood. He didn't even have proper walls, or fences, and as a result he had no Stuff. In fact, Marvin never had nothing. He didn't even have a pair of pants (which slowed him down socially); he lived on a diet of toadstools (these being the only things he could depend on not being taken); and the only feeling he ever experienced was not getting hit, which he considered enjoyable.

So it wasn't long before Gloop, and Howk, and Murdleigh, and Lester gave up trying to take Stuff from Marvin. It wasn't worth the trouble it took to bash him because, although he bashed easily, Marvin was concussion prone . . . and he merely fell quietly face forward and didn't yell, or holler, or do anything that was fun.

And so in this part of the jungle the status became more quod than was suitable. Actually, the status became over-quod, and Gloop, and Howk, and Murdleigh, and Lester sat behind their walls and got restless.

"It is not right to not take Stuff," Murdleigh said, "one should get more Stuff. It is the way things are." He would go on like this until he worked himself into a state. Then he would go out and try to sneak up on Gloop, or catch Howk, or swipe something from Lester. But he never could.

Then he would go back home and fret some more. "I will forget how to take stuff," he would tell himself. "I will lose my techniques." And one day he added, "I must keep in practice or my know-how will desert me."

With that, he rushed out and found Marvin Ouk, and in his mind he pretended that Marvin was carrying a double armfull of Stuff. He then gave Marvin an excellent bash, and pretended to take the imaginary Stuff away from him. But it didn't work. He didn't get the feeling, or even the tingle at all.

Murdleigh went back home and fretted some more. "It was not playing the game to pretend," he told himself, and he began to think. After a bit, he had an idea. "Humm," he said, "if I'm going to practice on Marvin, I must play the game correctly. He must have something to take, so I will go out and" He paused, and made up a word to express the odd idea he had in mind. "Give," he said, after much thought. "I will give Marvin something first. Then I can take it."

So Murdleigh searched through his Stuff, and picked out a soup spoon with a broken handle and a rusted Porsche crest, and went out and found Marvin. When Marvin saw him, he sighed and looked about for a soft spot to fall forward on. He was, of course, surprised and even shocked when Murdleigh stopped in front of him, and made no bashing gestures.

"Ouk," said Murdleigh, making a peculiar and frightening grimace (which men later learned to call a 'smile'), "Ouk, I have some Stuff here I want. . . I want. . . Murleigh swallowed and pushed the spoon and crest toward Marvin. Then Murdleigh swallowed again and continued with some effort, "I want to give you." He paused, holding the Stuff at arms length. Marvin backed away. "Murdleigh has sprung a gasket," he thought. "I shall carefully go away as he may become dangerous." But Murdleigh anticipated Marvin's escape, and seized him by the arm. "Here," he said, and placed the broken spoon and rusted crest in Marvin's hand. "I want you to have this."

Then Murdleigh stepped back, and prepared to give Marvin a horrendous bash and take the Stuff in the approved manner. But before he could move, he felt: a strange new feeling. A feeling ten times more powerful than the feeling he had when he took Stuff. It started in the center of his chest, and spread; not only through his back and left foot, but all over. And he began to tingle in both feet, and both hands, and on top of his head. The new feeling was so pleasant, and so powerful that Murdleigh had to catch his breath and sat down on the ground.

"Ha," he said, and again made the terrible grimace in Marvin's direction. Marvin, by now, was so scared that he raced away.

"Who would have suspected?" said Murdleigh. "Giving Stuff is" He searched for a noise he could use as another new word. "ooser?" he said, and then, "meeper?" Then he tried "nisser," and then "nicer." Nicer sounded exactly right. "Giving Stuff," Murdleigh said, "is nicer than taking Stuff."

Murdleigh soon found out that part of the new feeling was a desire to tell other people about it, and he did. And so another great discovery was made!

The secret of the new feeling has been passed down from century to century to now — although sometimes we don't see too much evidence of it, people seem to remember it very clearly at Christmas time. . . and instead of taking and bashing . . . they give.

. . . . And it feels very nice!



THE REAR VIEW

MIRROR



PORSCHE PUSHERS PYLON

By Ed Russ

For the third year in a row, the "It's Too Late For A Gymkhana" gymkhana was not too late. The weather held for us again and we had a super event.

We tried to lay out the course so that even Bonnie Shapiro couldn't get lost and we almost succeeded. The course was a second gear only — no shifting, no slaloms — and relatively fast for a gymkhana. Although I'm told that there was a little bump or two in the pavement, the size of the Soldier Field South Parking Lot made for a terrific site.

Hokey's cousin (a mounted policeman) did not take a spin around the course, but a certain other officer did — quite literally. Chicago's finest seemed to enjoy our event as much as we.

About 4 PM we quietly motored on over to nearby Sauer's and enjoyed a relaxing cocktail hour with plenty of beer and booze, and pop for Bruce Janacek. The buffet dinner offered entrees of Beef Rouladen and fish, and chicken for Harold Beach . . . and was excellent.

Because of the size of the course and the great turnout, the event required a lot of volunteer workers. And we sure had them — too many to list here. The co-chairmen, Bob Ostholthoff, Sue Blomquist and Ed and Terri Russ thank all of you for your help.



CLASS II		
1. Ed Russ — M . . . . .	.76:66	T 1
2. Chuck Peterson — M . . . . .	.77:22	T 2
3. Richard Gonzales — M . . . . .	.77:63	T 3
4. Larry Lesniak — M . . . . .	.77:65	T 3
5. Bruce Janacek . . . . .	.79:23	
6. Sam Savage . . . . .	.79:56	
7. Phil Jung . . . . .	.80:54	
8. Hokey . . . . .	.80:61	
9. Erwin Shaw . . . . .	.84:30	
10. Ed Raymond . . . . .	.84:44	
11. Earl Rubin . . . . .	.85:45	
12. John Bohlander . . . . .	.87:80	
13. Tom Beverly . . . . .	.88:58	



CLASS II — LADIES		
1. Terri Russ — M . . . . .	.80:96	T 1
2. Gwen Bruno . . . . .	.83:31	
3. Pat Peterson . . . . .	.89:13	
4. JoAnne Newman . . . . .	.90:41	
5. Kim Maday . . . . .	.93:30	

CLASS III		
1. Roger Shapiro — M . . . . .	.77:61	T 1
2. Walter Minato — A . . . . .	.77:61*	
(*Note the tie — not eligible)		
3. Frank Wagner — M . . . . .	.77:99	T 2
4. Todd Kaitis . . . . .	.78:54	
5. Joe Rat . . . . .	.78:90	
6. Lee Kass . . . . .	.79:52	
7. Steve Lapp . . . . .	.79:97	



RESULTS

CLASS I		
1. Jim Peterson — M . . . . .	.77:02	T 1
2. Bob Gamble — M . . . . .	.77:97	T 2
3. Jerry Volght — M . . . . .	.79:66	T 3
4. Jim Hall . . . . .	.80:23	
5. George Melford . . . . .	.83:11	
6. Bert Sadack . . . . .	.83:25	
7. Bob Hogg . . . . .	.83:72	
8. John Kleen . . . . .	.84:08	
9. Bob Casey . . . . .	.85:16	
10. Emil Bohach . . . . .	.86:88	

CLASS IV		
1. Jack Gilsdorf — M . . . . .	.74:37	T 1
2. Ed Leed — M . . . . .	.74:85	T 2
3. Bob Ostholthoff . . . . .	.75:17	
4. John Gustavson . . . . .	.76:63	
5. Jerry Meyer . . . . .	.77:99	
6. Tom Thompson . . . . .	.78:85	
7. Harold Beach . . . . .	.79:77	

CLASS IV LADIES		
1. Helga Meyer — M . . . . .	.80:20	T 1
2. Doris Beach . . . . .	.84:44	
3. Sue Blomquist . . . . .	.84:72	
4. Bonnie Shapiro . . . . .	.94:34	



CLASS V

- | | | |
|--------------------------|---------|-----|
| 1. Chuck Shank - M (FTD) | .73:55 | T 1 |
| 2. Owen Johnson - M | .73:68 | T 2 |
| 3. Nick Brenkus - A | .75:52* | |
| (*Not Eligible) | | |
| 4. Jon Pichler - M | .76:59 | T 3 |
| 5. Howard Horwitz | .82:88 | |
| 6. Dean Becker | .83:86 | |
| 7. Jim Bulgrin | .83:88 | |
| 8. Terry Clark | .84:85 | |



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Sunday - 18 December 77
Noon til ???
**CHEESE - SNACKS
BYOB**

**MODIFIED
CLASS VI & VII**

- | | | |
|----------------------|--------|-----|
| 1. Tyler Bangert - M | .74:94 | T 1 |
| 2. Larry Chmura - M | .75:68 | T 2 |
| 3. Tom Pyrdek - M | .75:83 | T 3 |
| 4. Dean Bangert | .76:24 | |
| 5. Dick Gunther | .77:82 | |
| 6. Tom Scott | .80:08 | |
| 7. Tom Masles | .80:17 | |
| 8. John Benish | .80:93 | |
| 9. Chuck Vischulla | .81:51 | |
| 10. Larry Chmura | .82:57 | |

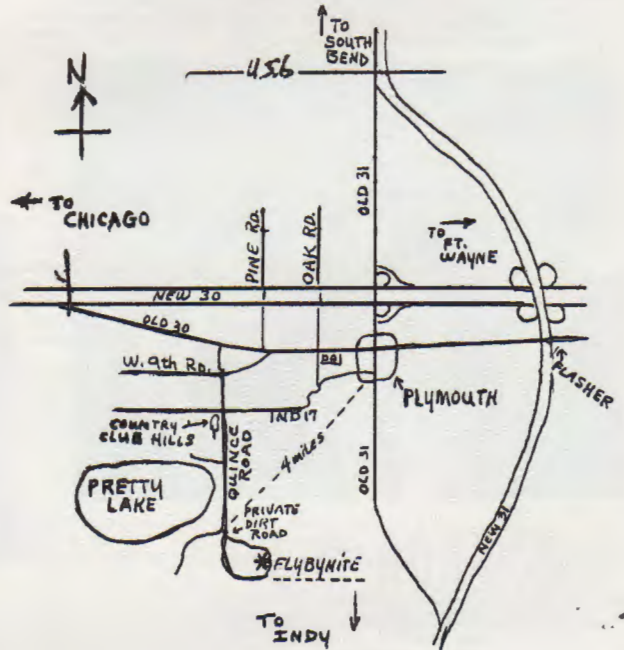


CLASS VII

- | | | |
|--------------------|--------|-----|
| 1. Sue Bulgrin - M | .82:40 | T 1 |
| 2. Lauren Pichler | .82:56 | |
| 3. Patti Gunther | .89:29 | |

CLASS VIII

- | | | |
|--------------------|--------|-----|
| 1. Jerry Cox | .84:76 | T 3 |
| 2. Doug Beach | .85:08 | |
| 3. Beth Killheffer | 110:83 | |



*Old 30 is Jefferson in Plymouth
Old 31 is S. Michigan in Plymouth
FLYBYNITE is south of
IND 17 on Quince Road*

COMING UP

ANNUAL CHRISTMAS DINNER-DANCE

By Rufus

Even tho Jeff & Julie told me I couldn't go, I assume all Chicago Region Porsche Pushers will. Last month I noted that the cost (\$30.00) would buy me 45 pounds of food and two footballs . . . come on now — not one football yet. Guess ya all would rather eat, drink, dance and enjoy.

Attitude adjustment and lie swapping will start at 7 pm. Dinner is slated for 8 and dancing at 9 pm. The band is called "Directions" and should be good, following the super Prime Rib Dinner. Of course, ya all can come over and have dog food with me if ya'd rather. Of special note are the awards. In addition to a few well deserved ones, the Staff of the *Scene* will present awards to various individuals for just reasons.

The dinner-dance will be held at a place formally called "Biltmore Country Club" and is located in Barrington — same place as last year. If you haven't mailed in your checks for reservations by now . . . don't. Just take your check with you to Biltmore C.C. and pay at the door. However, do give Eve Hechman a call and let her know you are coming: 692-5253.

YOU CAN'T GET THERE FROM HERE

By Rufus

Personally, I have no problem finding my way around. I just sniff, feel out the turf with my paws, and squint thru my shaggy hair. However, Julie has trouble getting out of the bath and until recently wasn't sure which way Chicago was from Barrington. She can't read a map and gets lost in the supermarket. Jeff handles a map OK, but can't get anyplace unless following a convoy. I know just what to do with maps . . . I just lift my leg. And that's how Julie too feels about them, but is not quite as expressive. I once remember Bob Ostholthoff, sitting in his very dirty car, mumbling something about the need to read maps, follow directions, and understand route instructions if one didn't want to get lost on a rallye. Guess those who don't wash their car can spend time on other things.

Good 'ol Doc Gunther has come to the rescue of all of you who too can't read maps and want to just lift your leg over them. One of the club's rallye pros, Linda and George Gutmann, have consented to teach the Club basic and advanced rallye techniques. Somehow Gunther talked the Gutmanns into it — I for one am very glad . . . I get tired of riding with my roomies and getting lost, and then being told to not bark when I tell them the way.

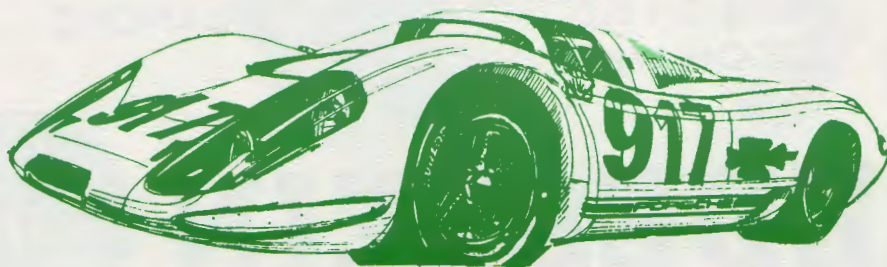
The date is February 19, 1978. Place is yet unknown . . . can't find it. But once selected, you can be sure — you can't get there from here. Cost, time, place and registration info will be in next month's *Scene*.

THE SECOND ANNUAL PORSCHE PIPEDREAMS AND PASTIMES CRAFTS SHOW AND OUT DAMNED SPOT CONOURS

By Rufus

Mr. Clean Elegant Simplicity Masles, with aid of my roomie, Jeff, will put on again what was last year one super event. The date is March 19 — so no one will be able to cop out of the concours due to snow or salt on roads. And with this much prior notice, everyone has ample time to dream up a winning entry in the Arts/ Crafts Show. Awards will be givan to concours winners, as well as in the various crafts. For the crafts show, prizes will go to the most artistic, most original and craziest.

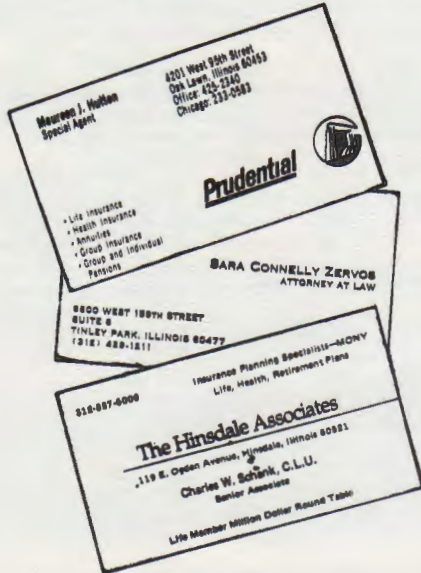
continued on page 12





**YEARS
AGO**

DECEMBER '67 — Annual Dinner, December 16 at
Biltmore in North Barrington (nothing changes). News-
letter editors must have had too good a time . . . they
never reported on this event. —Ginny Gummow



CONCOURS TIP #10

By Tom "Elegant Simplicity" Maslas

DETAILS

Never assume anything. . . . That a car is a 1977 with low miles or that Demo Porsches are cared for.

Recently yours truly was confronted with a situation which was both disappointing and enlightening. From a fellow Porsche Pusher who enjoys detail and precision as well as I do, I was made aware of an India red 1977 Targa Demo for sale at a dealership (which will remain nameless). I test drove the car on a Friday night. The car was dirty but mechanically fine. I decided to return the following day and possibly "work something out" with the dealership owner.

When examining the car the second time, I began to observe "details" which were not straight. The threshold trim was askew, and a piece of threshold upholstery was missing. The shoulder line trim on the driver's door was loose and the control for the side mirror was not secured. The finish on the driver's side was badly orange peeled and the door jambs had a matte finish primer only. The door when closed sounded "hollow." The spoiler in front was not straight and the engine was covered with overspray. The car had been hit and the repair was a hack job — too bad.

My point is not to pass judgment on the salesman or dealer (even though they still demanded a "slightly used" and undamaged new car price). The car could have used, and should have warranted, the care of Desi (or equal) to make it straight again. My point is that if Porsches mean anything to you, train yourself to look and take care of the details not only when purchasing a car, but in taking care of your present one.

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MEET THE NEW MEMBERS

By Ed Leed

I'd like to welcome Bob and Jean Johanan back to Chicago Region! After spending a year in England, Bob says he is pleasantly surprised to see our new newsletter. Now that he has cleaned off the inch of dust which settled on his brown 911T, he'll be joining our region events again.

When Erwin Shaw bought his first Porsche, he learned about Porsche Club very quickly. His neighbors, Harold and Doris Beach, wasted no time in teaching Erwin the finer points of Porsche ownership with the result of his expert advice a second place in the autocross at Elkhart. Before long, the 924 class should offer some very interesting and strong competition with the likes of Erwin, Earl Rubin and Jerry Quebe in it.

Last — but not least — we have Jay Gingras, who wins the New Member Long Distance Memorial Vaporlock Award. Jay thoroughly enjoys his long drive from Pekin, Illinois to our events, but gets an even greater kick when he finally arrives. He did well at Grattan and finished second at Elkhart in his blue 914. When you stop to think about the competition in the 914 1.7 class, however, you discover that the top two places went to blue 914's. Maybe the secret is the color . . .

Please say "hello" to these new Porsche Pushers the next time if you see them. Meanwhile, add their names to your directory.

Bob and Jean Johanan
1N240 Stacy Court — Glen Ellyn, IL 60137
HP (312) 858-6039 — BP (312) 455-3143

Jay Gingras
112 Plymouth Court — Pekin, IL 61554
HP 925-3775

Erwin and Becky Shaw
2433 South 12th Avenue — Broadview, IL 60153
HP 345-0757 — BP 458-8450



FIRST ANNUAL CHICAGO REGION YEARBOOK

By Jeff Thurmond

For two issues, we have been asking for ideas, stories, articles, et. al. for the *Scene* Yearbook. So far, I have gotten nothing. We also asked for \$5.00 to cover cost, and I'm pleased to say we received checks from six member what support! what enthusiam!

Anyway, after much deliberation, the *Scene* Staff (Lynch, Ward and I) have decided to do it anyway. The Board has consented to the extra cost of a Yearbook issue. It will have super articles, a few stories, a round-up of past events, a review of future events, a sketch of the new Officers and Board members, lots and lots of photos, and a bit of smut tossed in fun at various people and — a centerfold!

The first annual Yearbook will come out at the January issue of the *Scene*. Those who sent me checks . . . thanks. I will either destroy them or return them at your request. I just hope the Club gets a better response at future events. If you do have ideas, whatever, please send them to me — Jeff Thurmond, PO Box 185, Barrington, IL 60010. Deadline is December 15, 1977.



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IROC

MICHIGAN INTERNATIONAL SPEEDWAY

By Bob Ostholthoff

The "heavy" Chicago contingency was geared up for the MotorStadt Region's MIS event — part 2 in the IROC series. Hot on the heels of some successful runs at the Chicago members were eager for points toward the series crown.

"A.J." Johnson, "Parnelli" Schank, "Mario" Russ, "Peter Perfect" Pichler, "Niki" Sovik, the "Quick" Quebes and yours truly were ready to show IROC that Chicago was a force to be reckoned with.

But, what's this? NO DOZEN! Impossible! How could the Dirty Dozen desert its troops in their hour of need? What? A wedding? The Dozen attending a wedding of a friend on an IROC weekend, no less? Some friend!

What a wedding that must have been. Twelve Porsches arriving at once looking sharp as ever. One problem. Someone forgot to tell the Dozen that the beer cans get tied to the groom's car after the wedding — not to their cars before the wedding!

Appalling but true, the Dozen would not show, leaving the burden on their fellow aces. So out we went for morning practice sessions. Overcast skies threatened but held off most of the morning. Then, on came the wipers. Yep, the track was now a different animal. People scrambled out to get some wet practice because it didn't look like it would let up.

A constant drizzle prevailed the remainder of the day and all timed runs were in the wet. The speeds dropped, but the competition was at a peak. Those MotorStadt people weren't about to let anyone push them around, especially not on their home track.

The runs went smoothly incorporating a chase car system for extra practice. Then some clown managed to mess things up real good. Finding no braking traction into turn 1, he went screaming off into the boonies and jumped up onto a high dirt banking about 150 feet from the track. If you had seen it, you wouldn't have believed it. That shut the track down until I finally got my car back down to track level (uh oh, I think I just blew my cover). Oh well, guess it has to happen to us all at least once. The MotorStadt folks were just great in handling the craziest situation very professionally.

Timed runs were finished up with some excellent times turned in by the Chicago members. But we certainly didn't blow the socks off of anyone. We were in a tough IROC Series and now we knew it. No more talk of other regions being pushovers. The coming event at Nothdurft Farms would mean getting down to business!



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**H & H PRODUCTIONS SECOND ANNUAL
 FREEZE YOUR B---S OFF ICE GYMKHANA**

By Rufus



I have been watching the weather closely as of late . . . I'm very environment conscious. By testing the wind with my big black nose and feeling the hardness of the ground, I predict that Sterlingworth Lake will be frozen with 8".of ice by January 22, 1978. H & H Productions has been rumored to have gotten Special Dispensation from the Ice God, and only the lake will be frozen (remember last year; everything was frozen, including cars and people).

Registration will open at 9 am on 1/22/78 at Sterlingworth Motor Inn in Elkhorn, Wisconsin. Since the Inn will only take two day reservations for rooms, you may wish to make it a full weekend; if so, contact Sterlingworth directly zip code is 53121 and phone is 414/742-2200. Rates are — single \$24, double \$27.

Runs will start at 10 am, and there will be no practice. No open exhaust. The track/run will close at 3:30 pm. Dinner is set at 4:30 pm and sirloin roast is the menu. Yes, it is true, the Dirty Dozen will take on the rest of the club in a drinking contest between track closing and dinner. But no alcoholic drinks may be consumed by any entrant until after all of his/her runs are completed. H & H will provide hot coffee and hot chocolate to help you keep warm. . . and I'm told I won't be allowed to pee on tires to aid your traction; you are on your own there. There are six classes, noted in the registration form below. Fill out the form and get it to Bonnie Shapiro — she wants your money.

Registration cost — 1st driver \$5.00 . . . 2nd driver \$3.00 . . . Guest driver \$5.00

Late registration (after 1/16/78) — 1st driver \$6.00 . . . 2nd driver \$4.00 . . . Guest driver \$6.00

Adult dinner \$7.20 — Childrens dinner \$4.20

Send registration to — Bonnie Shapiro
 3 South 264 Blackberry Lane — Glen Ellyn, IL 60137

No phone reservations will be accepted. Late registration after January 16, 1978.
 Make checks payable to PCA Chicago Region.



**REGISTRATION
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1st Driver _____ member applicant guest (circle one)

2nd Driver _____ member applicant guest (circle one)

Type of Car (1st Car) _____ Color _____

Type of Car (2nd vehicle) _____ Color _____

Adult dinners (how Many at \$7.20 ea. _____ Childrens Dinners (how many at \$4.20 ea) _____

Class (check whichever) Men's _____ Ladies' _____ Men's w/snow or studded tires _____

Ladies' w/snow or studded tires _____ German Half-Track _____ Dog Sled _____

RALLYE ROUTES

TYPES OF RALLYES

By Bob Osthalhoff



KTWTTR - Part 2

Rrrrrrrrring . . . oh, no. Tell me it's 5 o'clock already? Why do I do this? All right, I'll get up - I guess I must. I love rallying - oh shut up brain, it's too damned early for my body to be up and you know it. Shower, dress and pack. The first thing I remember was that Sue, Chuck, Cindy and I rendezvoused in the parking lot and got underway at about 6:15 am. We began a transit zone that required one hour to reach the day's starting point which would be at 7 am plus car number. We were cars 22 and 23 so we made it in ample time to fuel up and, in my case, to finally wake up.

The transit zone was a lovely road going south across rolling farm land just east of the lake. We reached the section starting point and were ready to go through our final day in grand style. The weather was finally cooperating with a cool, sunny day on hand - perfect for rallying.

The "Acropolis" section began our day with nothing but tulip instructions. The section was so named as it was written by a veteran of the FIA Rallye of the Acropolis. The instructions were similar to those used on international performance rallyes. Tulips are really great, particularly when there are only unmarked, gravel roads being used. Oh yes, Porsche folks, there was a lot more gravel where yesterday's came from. A short time into the leg and the weekend's second blemish occurred.

A brand new black and gold Trans Am became a bit overzealous on one of the "smooth" gravel roads and made a very late apex in a tight left-hander. A good size tree bit him real good, ending his drive for the weekend. Minor injuries were sustained, but otherwise driver and navigator were fine. We moved well along "Acropolis" maintaining a brisk average speed and generally having a good time. We checked in with a good time and began a new section.

The "Orchard Odyssey" was to combine questions and answers with time penalties. This section was a real blast. Fast-paced for the driver on paved and better (if there is such a thing) gravel roads and loads of tough questions for Sue. The questions were multiple choice depending upon what you say. Easy, right? Except that choice "d" was often "did not occur." You could miss a sign and think you have a right answer by giving answer "d". Real cute.

The reward for completing "Orchard Odyssey" was great. The checkpoint was at Bob & Linn Major's (good standing SCCA members) beautiful home located on a small lake near the Twin Lakes, Michigan area. The Majors treated us royally to a wonderful barbeque lunch. It was like an oasis in the desert of this rallye.

The best roads of the rallye were behind us now. The Chicago area grew closer and the choice of nice roads is minimal. But that didn't stop the KTWTTR rallye mas-

ters. If they couldn't do any work to lay out this section, then they'd let the contestants do it.

The "Don't Feed the Bears" section was self-explanatory. Plenty of interstate driving ahead with a few twists. We were given the approximate mileage for the section and told to determine our arrival time at the checkpoint to the minute. We also had more questions to answer which required some very nice side trips, including one to see a beautiful old ship docked in a harbor, and one trip to a beach to collect a bottle of "singing sand." The clincher was a can handed to each car at the beginning of the section. The can was sealed and the question was whether to open or not to open. Well, we blew it. It was to be opened and the contents removed (a car word puzzle) and filled out. Lack of curiosity killed the cat this time. At least we didn't "feed the bears."

Yes! Last section dead-ahead. Aching bodies, burned-out minds, moaning car - all the signs that tell you, "Gee, we've been having a great time! Must it end so soon?"

interstate all the way on the "Exit Mystery" section. A word puzzle was to be completed using words on the highway exit signs. That wouldn't be so bad except that the answers weren't in the order that the signs appeared along the highway. Sue did a great job on this using the fastest pen in the west. The end point was the Condesa Del Mar Restaurant/Lounge in Alsip, IL. We still had to hand in the puzzle but not before extracting the mystery phrase from the answers on the sheet. We found it and headed on in to complete the past 3 days of madness. What a relief!

Onto the usual dinner and festivities while the scores were being tallied. Chuck and Cindy got us a bit nervous with their late arrival, but they did make it in time for dinner and thoroughly enjoyed themselves the entire weekend.

We joined the Gladishes and Meyers at dinner. That was about the third time we'd seen them since Sheboygan. Recapping the route was already bringing laughter to us all . . . the best compliment to a great rallye.

Time for the awards and what a treat. Trophies went to 12th place so the PCA started right off by taking that spot. Jim and Bonnie Gladish took 12th place honors; Sue and I took 11th (only 1 point ahead of J & B for which we are still getting grief); Chuck and John Ragan grabbed 9th; Jerry and Helga Meyer secured 6th; and George and Sarah Melford did a fantastic job accruing only 25 penalty points to earn 2nd place. All 5 PCA teams entered finished in the money. That's one hell of a compliment to our Chicago Region rallye program.

Now to the Road America tie-breaker laps. Before I forget, though, Harold and Doris Beach were in the pits during those laps; Harold taking photos of each car as it passed and Doris handing him film like it was liverwurst sandwiches. All this in pouring rain - what people! Back to the laps. Believe it or not, the top ten cars in this section all had 2nd lap times that were within one second of the first lap. The actual winner, albeit small consolation considering his misfortune, was the Trans Am that hit the tree.

Challenging, exhausting, exciting, all kinds of adjectives can be used for this rallye. In any case, it was something to experience and . . . oh yes . . . the mystery answer to the puzzle: "Next time keep the water to the left."

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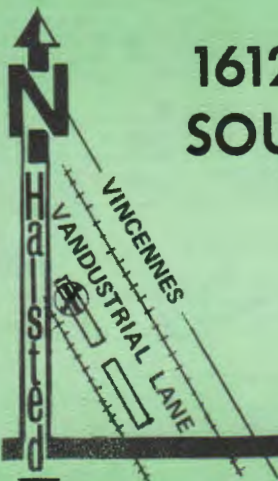
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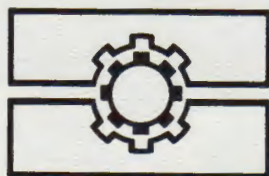
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