

# CHICAGO SCENE DECEMBER 1978

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# REAR VIEW MIRROR

THE DEVI-BARA MADE ME DO IT  
FROM THE OLD

by Wilma White

How do you follow up in October a weekend of good weather, good friends, and good driving at Road America in September? Just ask George and Linda Gutmann - they have all the answers, but the general plan called for more good weather, more good friends and fantastic rally roads through Wisconsin, surrounded by brilliant autumn colors. They even threw in a ferry ride as an extra treat.

Saturday morning started out being a beautiful day and the 23 rally cars and their occupants all appreciated that. We did too, since it was the debut of our Turbo and we hated to have it rained on the first time around. The rally, which was "for practice only" took us up through Elkhorn, past the ill-fated Sterlingworth Motel, and through the Kettle Moraine area on to the Devi-Bara Resort outside of Baraboo, Wisconsin, and across the street from Devil's Lake State Park. Super rally! Too bad there weren't any trophies - at the evening rally analysis we found we did everything right for a change!

The large, quiet resort bar soon became crowded and noisy with PCAs running the rally route through again. Since Harold Beach couldn't make the weekend (he was too busy riding in a factory rally car on the Treffen), we all sat down to a tasty chicken dinner and regretted Harold's absence. For the more active types there was a disco on the premises and a good many stories were swapped once more at the bar after dinner.

Sunday morning dawned bright and sunny, revealing what looked suspiciously like frost on the cars. We decided on an invigorating walk in Devil's Lake Park, although we were soon passed up by the jogging Giesels. After the huge buffet breakfast, we all piled into our cars and ended the tire warm-up with a ferryboat ride. A ferry full of nothing but Porsches - it would be a good photograph to send in to Christophorus.

We were running for trophies on Sunday, and somehow the rally wasn't as simple. Got the "Left at Viaduct," found Edgerton and lunch, fell for the parenthesis around part of one instruction, and worst of all goofed badly on a series of instructions involving first intersection, second intersection and third intersection. But we learned something from it and have applied it since.

The rally ended up at The Timbers in Woodstock and we had put about 150 miles on the Turbo that day. Incidentally, Turbo luxury is the way to rally - comfort from the beginning to the end. Another good dinner, the rally analysis from George, more tales of woe, stained glass Porsche crests (by G. Gutmann) for trophies, and another super Porsche weekend was over.

Unless you've done something similar yourself, it's just not possible to imagine the amount of work, time, and money that's put into a rally weekend. The routes have to be chosen, checked out, re-run, and then run by "dis-interested" persons. The meals and lodging have to be arranged as well. George and Linda did everything superbly, from good accommodations, through two well planned and laid out rallies, right up to two days of good weather. Somebody up there must have thought they deserved a hand as much as did all of us who enjoyed the two day rally weekend

THE DEVI-BARA MADE ME DO IT  
FROM THE OLD

by Joe & Renate Ratschan

Saturday started out as a perfect fall day. The leaves had just started to turn, the sun was shining and temperatures in the low seventies were promised us by the weatherperson.

The Porsche washed, the gas tank filled, we headed towards O'Hare Porsche Audi, a familiar starting point for many PCA rallies.

After having a donut, and reading over the generals, which, as usual, seemed simple enough, we were anxious to get under way. We received our route instructions and it was a left out of the parking lot and down the road we go, never knowing what dastardly deeds George and Linda had planned for us.

With calculated skill, we were maneuvered out of the city limits into the wilds of Illinois, our ultimate goal: The Devi-Bara resort in Wisconsin. The mood of the day was quite jovial since day 1 was a "practice" run. We all saw our fellow rallyeist as helpful and courteous. Sunday was the day of cut-throat competition.

Most of the day went extremely well. So well in fact, that the first car out managed to beat Joni and Joe Hill to their checkpoint. Here's an idea of some of the dialogue you might have heard on that wonderful first day:

"Whad'ya mean 'North on South'?"

"If Linda says 1.8 miles, we go 1.8 miles, not 1.5."

"Are we looking for cow manure or sheep manure?"

Rallyeist to (checkpoint) worker:

"This couldn't be checkpoint 2!"

"If you gotta go, it's gotta be in the bushes."

Two rallyists stopping for a roadside picnic: "Do you think those cows are hungry, or did they just come over to admire our 911?"

"Linda and George would never pull this trick on us - Would they?!"

"Did that sign read 'Iowa State Line'?"

Finally a special note of commendation to Frank Wagner for doing quite well considering his navigator fell asleep for a few hours.

We arrived at the Devi-Bara Resort safely and without mishap. It took some longer than others, but we all eventually made it. We were greeted by our fellow Porsche enthusiasts, rustic cabins, and miles of forests - all dressed in fall finery.

For the evening entertainment, the cocktails were needed, dinner was tasty, and the company was superb. Following the meal, we adjourned to the Disco. George led us through the day's rallye step by step. As our hour of enlightenment drew to a close, we felt confident that tomorrow would be better. We knew that we wouldn't fall for those tricks again. Little did we know...!

The time had come to boogie! We were surrounded by flashing colored lights, mirrors, and a Disc Jockey who really liked "Macho Man". Not everyone had Saturday Night Fever, but we did manage to work up a good sweat.

Morning rolled around quickly. We were greeted by smiling PCA members and frosty Porsches. With our windows scraped and our engines warm, we were ready for breakfast. The meal was very good, the coffee was in great demand, and Ed Russ had a really nice slice of bacon which he wouldn't share.

My navigator and I started out this rallye in our usual manner; a quick equipment check, a review of the generals, and a solemn oath that all arguments originating as a result of the rallye are null and void at its conclusion.

With the preliminaries out of the way, we were ready. The tire warm-up was a beautifully scenic drive which concluded on a ferry ride across the river.

The rallye itself was fabulous. A day's ride in the country was beautiful. The route led us through beautiful countryside. The route instructions seemed simple enough, but with George and Linda as rallye masters, we found that we were never really sure if we were still on course or just being looped around so we would get lost. Who would have thought that we could miss a viaduct in broad daylight? Once again our first checkpoint turned out to be checkpoint 2. Viaduct was the name of a street.

Aside from a flat tire and forgetting to follow Highway 11 when it turned right, the rest of the rallye went rather smoothly. We even turned left at the third intersection after casting 42 at the second intersection after pausing for .50 minutes at the first one. Apparently that wasn't quite as easy as it sounds.

Everyone eventually made the last checkpoint, some earlier than they had hoped to, and from there proceeded to the Timbers for food, drink, and trophy presentations.

After the meal, George and Linda recapped the rallye, pointing out the pitfalls and mistakes that everyone made. Only the very best received trophies, beautiful stained glass Porsche crests made by George Gutmann. Seeing the trophies made us wish we would have done better, especially since this was our last event with the Chicago Region. We came in second, but when there's only two cars in the class, that's as good as last. We did, however, have a terrific time as is expected at any Chicago Region event.

We hope to be back to visit some time next year and participate in an event or two. We'll miss the club, but hope to keep in touch through the newsletter. "Auf Wiedersehen" from the two of us. Please write or if you're in the neighborhood stop in and say hello. New address: 2737 E. Glenrosa Apt 9  
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#### THE DEVI-BARA MADE ME DO IT RESULTS

##### EQUIPPED

- |                          |      |
|--------------------------|------|
| 1. Dan & Diane Gallagher | 715T |
| 2. Joe & Renate Ratschan | 891  |

##### NAVIGATIONAL

- |                          |      |
|--------------------------|------|
| 1. Mike & Susan Woodward | 710T |
|--------------------------|------|

##### SEAT OF PANTS

- |   |      |
|---|------|
| 1. John Bohlander &<br>Don Tworek       | 515T |
| 2. Eric Severeid &<br>Jan Fenley (App)  | 628  |
| 2. Bob & Wilma White                    | 692T |
| 3. Mark & Sharon Smedley                | 719T |
| 4. Brian & Susan Allman                 | 753T |
| 5. Peter & Diane Corti                  | 821T |
| 6. Walter & Mae Minato (BMW)            | 843  |
| 6. Jon & Laurie Pichler                 | 947T |
| 7. Owen & Gaile Johnson                 | 961  |
| 8. Bob & Trudy Giesel                   | 1002 |
| 9. Gene & Gaby Coburn                   | 1023 |
| 10. Tom & Phyllis Harwood               | 1086 |
| 11. Mr & Mrs Kretschmar (App)           | 1144 |
| 11. John & Diane Welda                  | 1152 |
| 12. Chris Jensen & Michelle<br>(App)    | 1154 |
| 12. Dick & Joyce Gunther                | 1164 |
| 13. Frank Wagner &<br>Pam Williams      | 1169 |
| 14. Neil & Judy Holleb                  | 1200 |
| 14. Dick & Marge Gollhofer<br>(Corvair) | 1200 |

George and I would like to extend a special thanks to our checkpoint workers, without whom we would not have been able to put on our event: Tom Masles, Patty Gunther, Perry, Joe Hill, Joni, Wayne General, Ed & Terri Russ, Ruas Iser, Tom Thompson, Joe Grief, and Bob Gamble. Also, a thanks to our cold runners, Jerry & Helga Meyer, Bob Ostholthoff and Bob Gamble. We appreciate your help. Remember, an event is only as good as the people working it. Thank you.

A very special thanks to Brian and Susan Allman who stepped in to help us in a time of need to run lead car on Saturday and get the checkpoint personnel set up. They were great as always.

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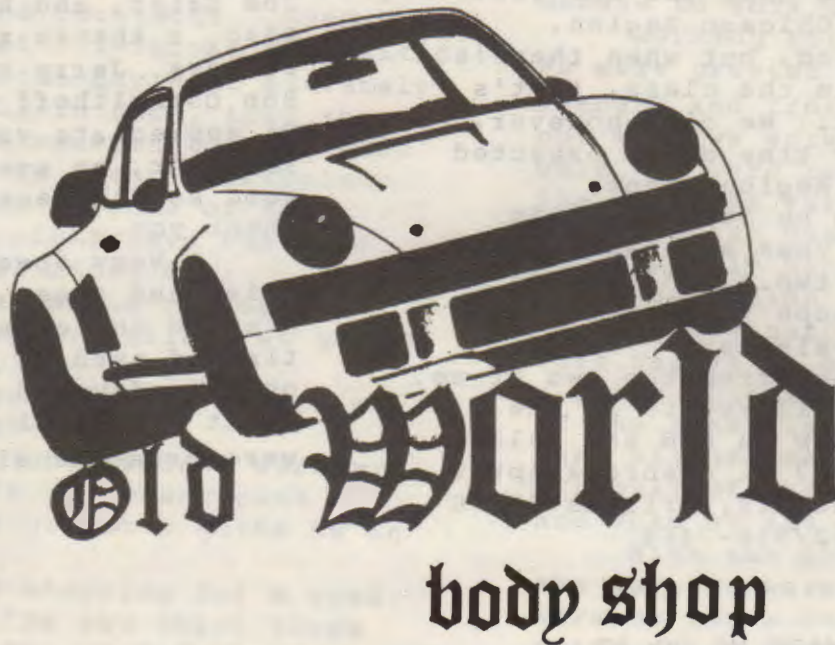
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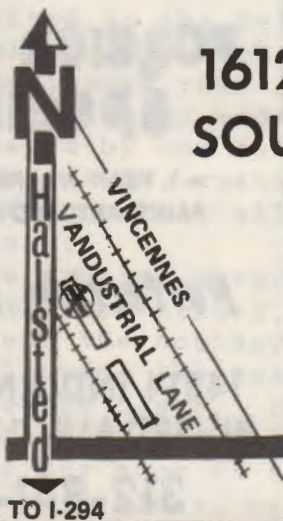
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THE DEVI-BARA MADE ME DO IT  
FROM THE NEW

by Wayne General

The scenery of Wisconsin is truly splendid. However, I managed to see a little more of it than was anticipated. Not anywhere in George and Linda's wildest imaginations (I would have used the word fantasies here, but their fantasies are a private matter) could they have had a premonition of a checkpoint controller getting lost. The obvious initial result is similar to that of the blind leading the blind, but nevertheless, that occasionally happens. This unfortunate circumstance occurred when Joe Hill (not of Joan Baez lyrics) who had the generals and specifics for Saturday, zigged when he should have zagged. Without any directions to follow and not having the pleasure of a nymphomaniacal navigator (N<sup>2</sup> for the "in" crowd), I did not know of course when this unfortunate misdirection occurred. Joe and Joan headed for a Union 76 (me hot on their trail) as it were. After a triple purpose pit stop, we were on our way---almost.

You would think that a 924 has enough maneuverability to get around a gas guzzling boat like a Caddy. It does, except that traffic laws and driver etiquette prevent blatant displays of heel and toeing within small town limits. Then the Caddy let in a real dog of a beater that huffed and puffed its way up to 30 mph. Meanwhile, Joe tried to keep his control runner within sight of his rear view mirror. But since he was trying to make up for lost time, he sped ahead and I lost sight of him.

Since I am an applicant and do not have much experience at rallyeing, I assumed that rallyes kept people off four lane divided highways. Silly me. I was caught at the intersection of H & 12. The debacle known as the PCA's Scylla and Charybdis; whether to take the fun H or the super 12. I chose the former. Wrong.

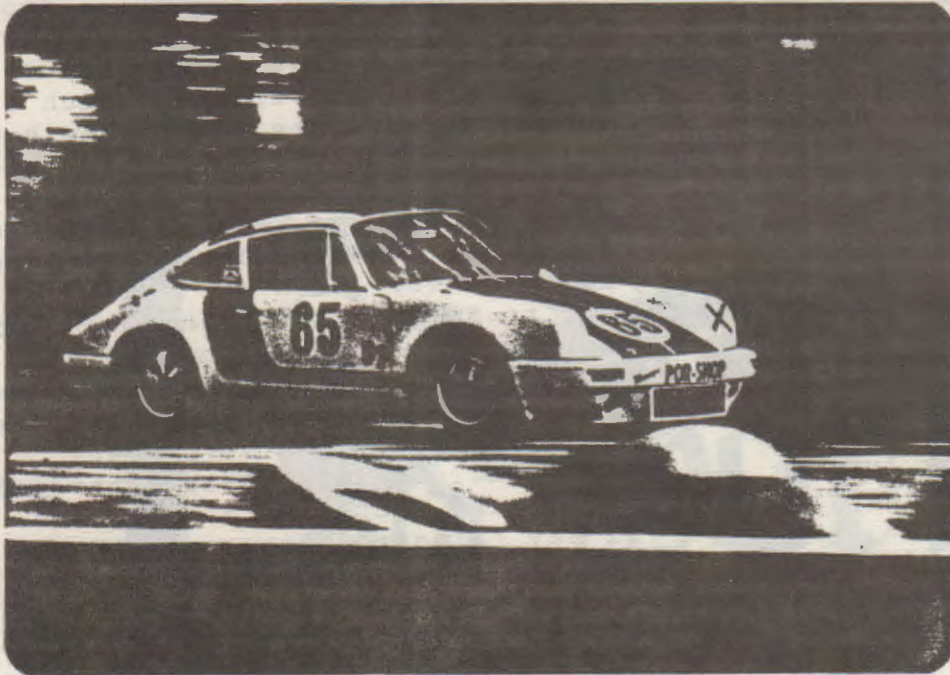
I managed to get advice from three service station attendants, who, although they were friendly and helpful, conversed in such a way as to make one think they had not seen a human in months -- much less seen a "foreen spurt" car. Their directions were accurate but took four times as long as necessary to convey; such as, "When you get to Smith's new barn, turn left. You'll meet up to a fork in the road and turn right. When you see two rabbits humping just past the dandelions..." and so weider.

I almost aimlessly meandered up to the Kettle Moraine forest. I say "almost" because I did obtain a short peek at the checkpoint map at O'Hare Porsche and tried to picture where the intersection that intersection might be. Like I say, the Kettle Moraine forest is quite picturesque. I should know because I saw more of it on this trip than anyone else did. I traversed nearly every mile of pavement until, about two hours after closing the checkpoint, I truly accidentally arrived at the checkpoint I was supposed to be working at. Five minute tolerance, Ha!!

George spoke to us control workers a few days prior to the rallye stating that the participants would be so happy to find a checkpoint they'd probably have a bowel movement. He didn't count on control workers having the same feeling. Anyway, it was a fun experience and I learned how it felt to be up a creek without a paddle!

I seem to have gotten stuck on numero uno here, but I'm sure I speak for all when I say thanks to George and Linda for making it all happen.





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Bob Hindman  
Chuck Vischulis  
Diane Schank

Brian Allman  
Gunnar  
Jeff Schank  
Jerry Voigt



Event chairman registering sweet young thing who is using the rallye as her second honeymoon. Her first wasn't much more successful.



The generals state be sure you complete each instruction before going on to the next one. What kind of dummies does he think the Kretschmars are?



The most expensive load ever carried by this ferry. If it had sunk, Lloyd's would have gone belly up.



One of the rallye teams attempting to photograph low flying Carrera 2 in motion. Note increased drag on ersatz Carrera due to bra, aerial and nut hanging out of window.



We ran into a vintage automobile rallye. Unfortunately their "cast" was not as high as ours.



Dr. Harwood puts best side forward while attempting to fix broken clutch cable on 911. After observing his manual dexterity you can understand why all his patients are dead



Checkpoint cornfield. Hill and company fit right in.



Russ: We brought this cross town rival from Stuttgart because with the same basic engine and transmission as a 928 we thought we would fit right in. Terri: More room, too.



Diane: How did you like your first PCA event?

Michelle: The parties were great, but I have to admit I was lost most of the weekend.



New member Eric Severeid and sweet young thing. With a name like his you would expect to see him in a Saab.



Brian: My parts are the best in town.

Sue: Mine aren't bad either.



Dick and Margaret Gollhofer got so lost they thought Lake Geneva was in Switzerland.



George: I fooled you, I fooled you.

Diane: My husband and I never made Phi Beta Kappa. But what is the White's excuse?

Wilma: The only smart thing my husband ever did was to marry me and build a six car garage.



Ed: Now that your career as a budding producer is over, what is your observation?

Terri: Bob "O" is a better driver than actor.



Joe: George, I need a delay allowance as I had a flat tire and I have a witness, Gallagher.

George: Gallagher is the only other car in your class and he says he never saw a thing.



Russ: How is the ice gymkhana coming along

Tom: Super, we plan on good weather, solid water, fast cars, good company and a great super bowl game on the tube.

Joe: I plan to enter the Death Valley memorial rallye. So hope you freeze.

Russ: May sand get into your mechanical injection pump.



George and Linda put on a really super rallye proving once again "you can fool a good rallyist some of the time and most of us all of the time."



Gene. Since we have run out of projects to do since finishing our new concours 912, Gabby has taken up racquetball with a passion. Did you ever hear of anything so stupid?

Gabby: Stupid, what do you call cleaning a car for two years. When I think of the time I wasted when I could have been chasing that little ball around, I could cry.



Owen: We are going to miss your piano playing almost as much as your flying in a Porsche.

Jon: I intend to learn to autocross in California and then come back and beat Owen.

Laurie: Jon, maybe you could learn to keep a cleaner car than Owen.



Phyllis: Tom, don't you ever get tired of talking about cars and blood?

Tom: People pay me to talk about blood but only here do I find people with cars in the blood and blood in their cars.



Diane: John, you are the only guy I know who is always either selling a bra or looking for one in the want ads. Are you O.K.?

John: A little on the soft side, but otherwise fine.

Mindy: The family that rallyes together, stays together.



White (Socks): Are you all ready for the Tech Session?

Brian: Sure, my parts department is in order and Mr. Klinger says I can sell you a spare engine for your 3.3 Turbo for only 20K.



Doc: While I'm here I may as well adjust Masles's brain. He is thinking about selling his 928 now that it has a small ding in the trunk.

Tom: I just can't get used to the trunk being in the rear.



Pam loves me so much she flew in from Tennessee to have "a lost weekend"



John: Yes, it is true I have started repairing the rust in my concours 912. I figure I only have to replace every body panel except the roof.



Joyce: What is a nice Jewish girl doing going to Egypt?

Judy: Neil wants to be sure of a source of oil for his 911SC and at 12 quarts a change, he needs one.



Owen: What are we going to do without the Pichler's?

Gaile: Lead a normal life.



Zero Mostel and family. Zero can hardly wait to see Chuck Stoddard and find out how to preserve his 914/6. Answer - Sink it in Lucite.



Fifth & Sixth - unequipped class



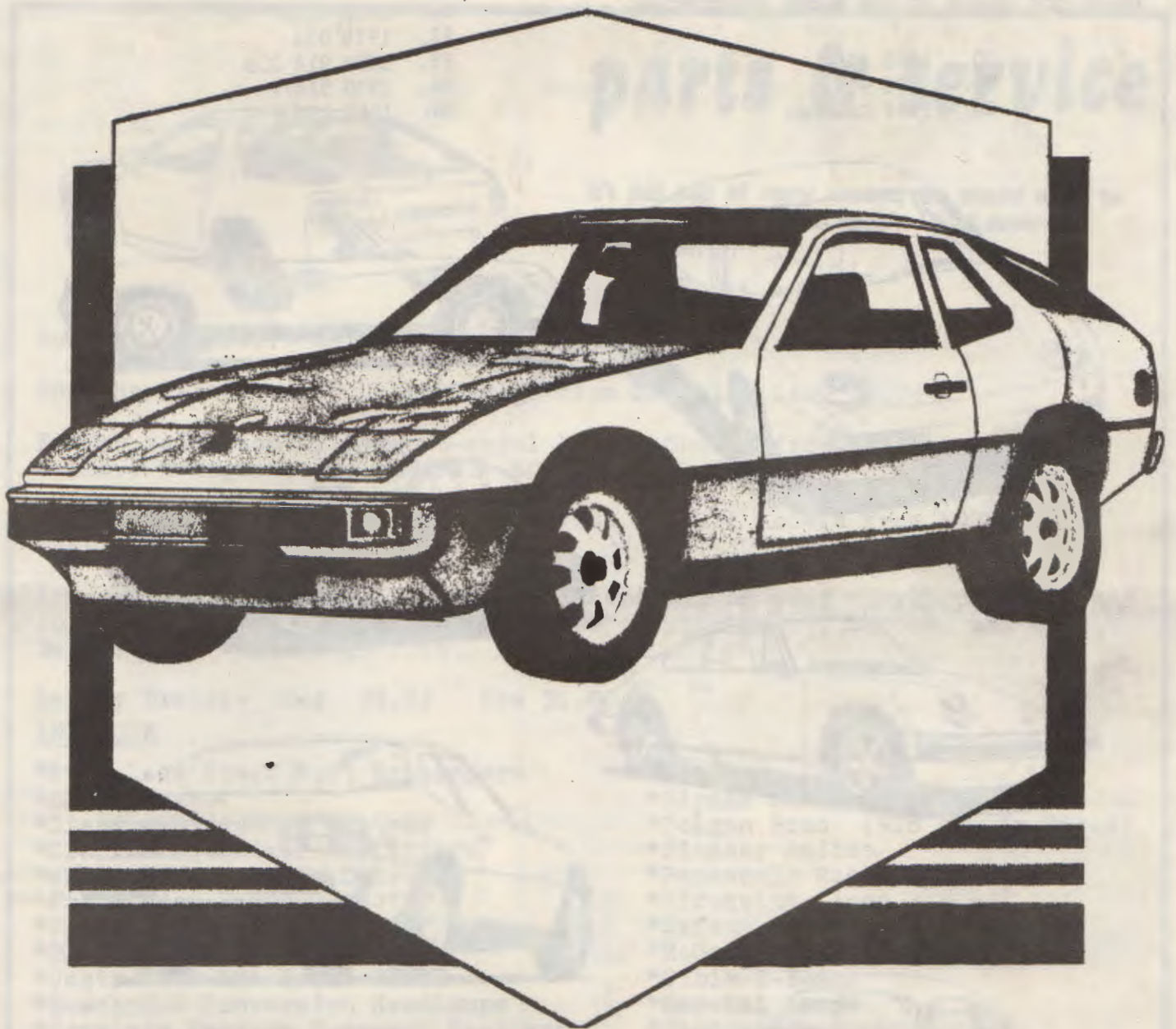
Third & Fourth - unequipped class



First & Second - unequipped class



Winners - Navigational class & Equipped class - note absence of Joe Rat and his absurd flat tire story.



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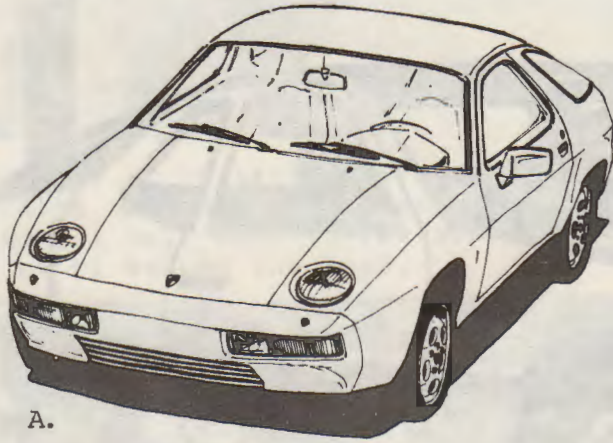
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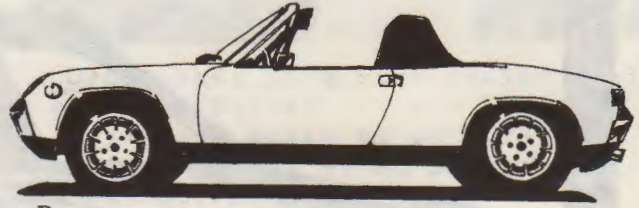
Match the sketch to the model designation.

- 77. 1965 356C
- 79. 1978 928
- 80. 1974 Carrera

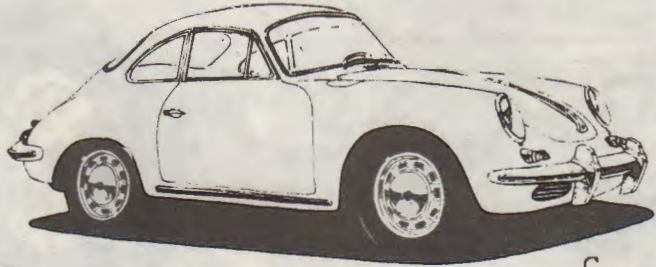
- 81. 1972 911S
- 82. 1978 924
- 83. 1973 914 2.0
- 84. 1970 914/6
- 85. 1961 356 B



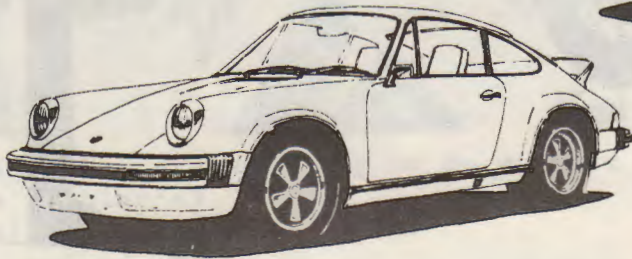
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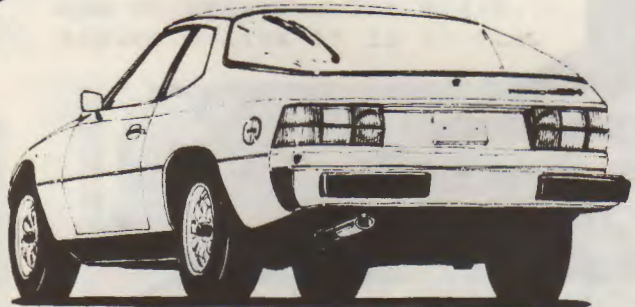
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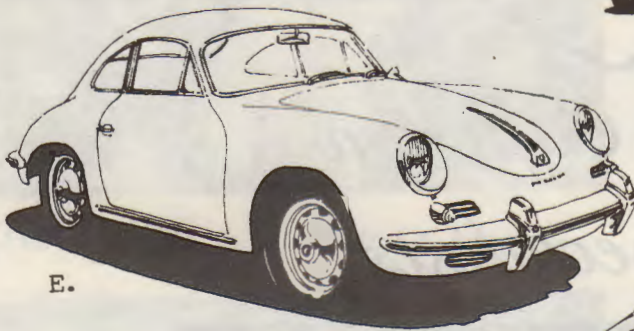
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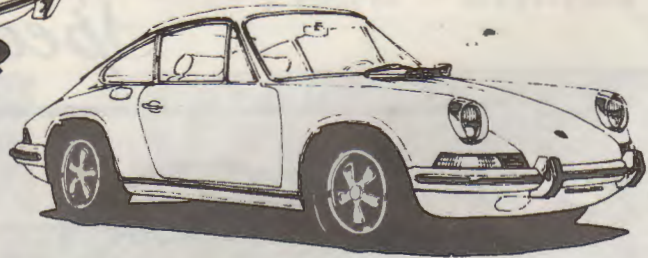
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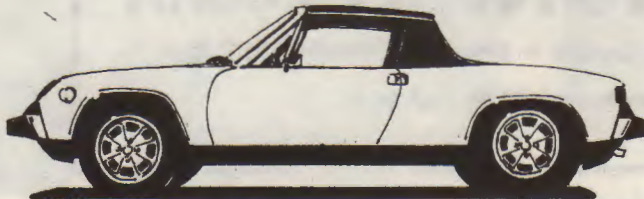
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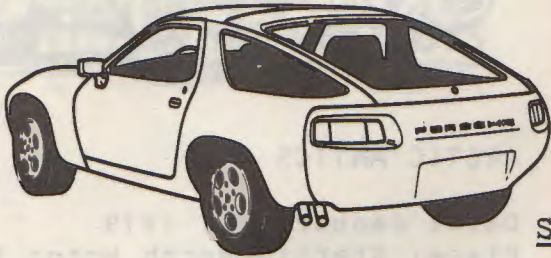


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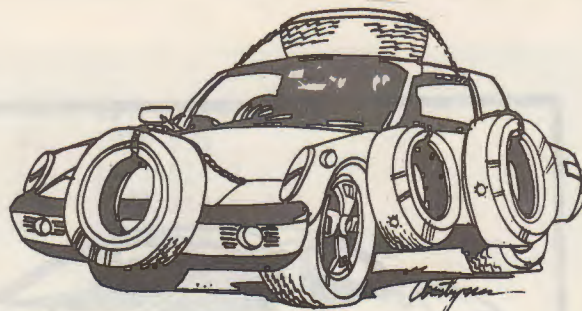
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Brian*

# UP AND COMING

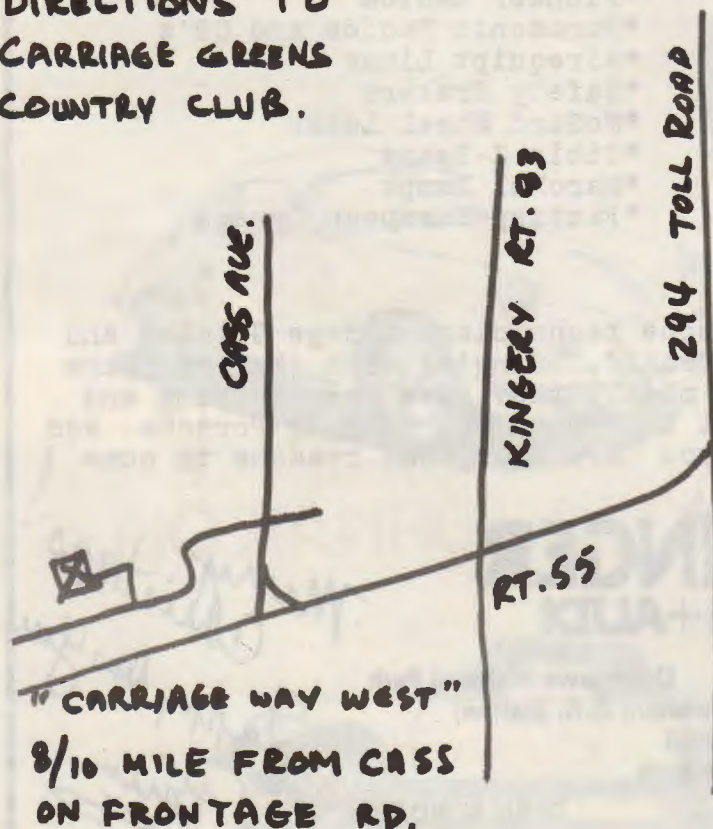


## CHRISTMAS DINNER DANCE

Date: December 9, 1978  
Place: Carriage Greens Country Club  
Darien, Illinois  
Time: Cocktails 7:00 - 8:00 p.m.  
Dinner 8:00 p.m.

This year's Christmas dinner and dance will be held at the Carriage Greens Country Club in Darien, Ill. (Just south of Hinsdale). The date is set for Saturday, December 9. Cocktails will be from 7 to 8 p.m. with dinner being served at 8 p.m. If you've never been before, it's great fun and a time when the members "shine" -- not their cars! Reservations must be in by Saturday, December 2. For babysitters, call Carriage Greens 852-3400.

## DIRECTIONS TO CARRIAGE GREENS COUNTRY CLUB.



## ARCTIC ANTICS

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

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

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

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

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

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

## Certified Specialists



KURT H. HIPKE



JAMES D. GIERKE

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

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

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

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

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

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

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

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

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

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

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

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

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



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# THE MART

FOR SALE: For 911-912 5 Furolator PC-214 oil filters \$20. Original 1968 factory steering wheel, used only 6 months, complete U.S. type headlight assemblies used only 1 month from 1977 911S perfect condition. Bob Johanan, call evenings 312/357-7542

FOR SALE: 4 - 7"x15" BBS 3 piece wheels w/2 extra 8" rims \$600; 4 - 7"x15" 914 4 bolt American mags \$100; pair of 908 brakes w/21 MM master cylinder, sold as set, you need both \$400; 911/901 5 speed box \$350; 911 2.0 litre alum case \$100; 914 plastic rear deck w/spoiler \$50; AA first gear set 901 transaxles \$100; Euro highlights H-1 2 bulb set-up \$80; 22MM front sway bar Heim joints - new \$50; 911 front & rear Teflon bushings - new \$50.

Call Steve Zailyk evenings 312/834-6227

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

FOR SALE: 911 parts from used cars, wrecks, etc. Suspension, body, glass, mechanical, 2.2T engine, 901 trans (2), 915 trans, wheels, tires, fuel tanks, electrical items, lenses, radios, Blaupunkt CB, calipers, rotors, 2 new Weber 40 IDA carbs, 911 luggage rack (coupe only), lots of new and used literature, some very rare. Drop a SASE for list to: Brian Allman, PO Box 33, Northbrook, Illinois, 60062. If you have a SPECIFIC item you are looking for, call evenings at 312/272-0114

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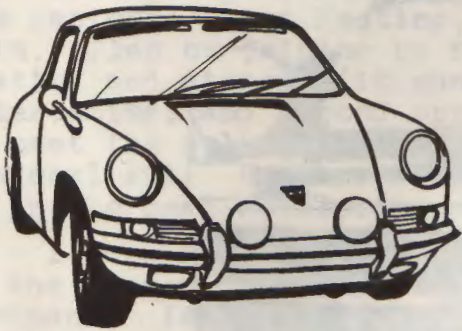
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# LINDATORIAL

## ANSWERS TO LAST MONTH'S QUIZ

- |                       |    |
|-----------------------|----|
| 94. '64 356C 741/OA   | B. |
| 95. '67 912 902/O     | B. |
| 96. '69 911E 901/12   | A. |
| 97. '71 914 914/11    | A. |
| 98. '74 911 915/16    | D. |
| 99. '76 912E 923/02   | C. |
| 100. '68 911 905/00   | F. |
| 101. '75 911S 925/02  | F. |
| 102. '76 Turbo 930/30 | B. |
| 103. '74 911S 915/06  | C. |
| 104. '77 924 088      | B. |
| 105. '78 928 928.03   | A. |
| 106. '60 RS-60 718    | E. |



Due to the fact that we are going to press a little early this month because of the proximity of the November and December events, I haven't yet been to the November tech session, but I'm sure it was great. Chuck Stoddard was full of technicalities. Of course, it was great to be with all our Porsche people.

Remember, the dinner dance is coming. It's always a great time and a good meal, so send your money in to Gaile Johnson, shine your winter Porsche, put on your dancing shoes, see you at the Carriage Greens Country Club. That's on December 9, don't forget.

By the way, wasn't that a great rallye?

Happy holidays to you and yours from the entire staff, Brian and Susan Allman, Dan Gallagher, George Gutmann; and me. Enjoy.

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## SHTICK FROM DICK

1978 is rapidly coming to an end... I would like to take this opportunity to give many thanks to the Executive Board, Directors, Co-ordinators, Membership Chairpersons, News Letter Editors, Event Chairpeople (many are board members), and the "hundreds of PCA'ers" who supported the club by attending the events. Let's continue with the same enthusiasm for '79!!

Some really exciting events are being planned for next year. Please contact me if you are interested in helping to run an event - we need you!

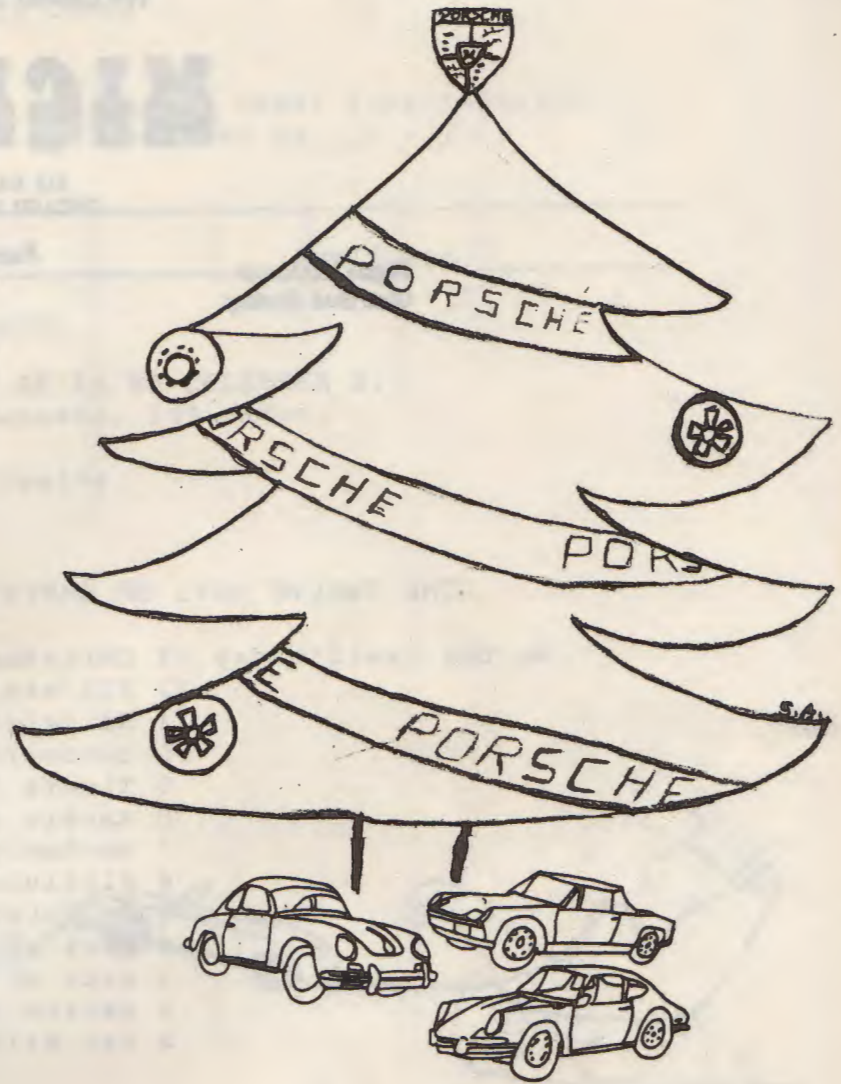
The Chicago Region is hosting the National Board Meeting, Feb. 10th. Plan on joining us for the meeting and dinner - it should be interesting, and a good opportunity to meet the policy developers for National PCA. Further details will be in the next newsletter.

I look forward to seeing you at the dinner dance and the Ice gymkhana; let's hope for ice and no smoke.

Best wishes for a very Happy Holiday Season.

Dick Gunther  
President

## MERRY CHRISTMAS



## HAPPY CHANUKKAH



## HAPPY NEW YEAR



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## THE TWELVE DAYS OF CHRISTMAS - PORSCHE STYLE

On the twelfth day of Christmas my true love sent to me:

- 12 PCA'ers drinking
- 11 Rallyists rallying
- 10 Concours nuts cleaning
- 9 Timers timing
- 8 Racers racing
- 7 Mechanics fixing
- 6 Platinum spark plugs
- 5 Polished wheels
- 4 Koni shocks
- 3 Sets of keys
- 2 Recaro seats and
- A new 911SC

Lyrics by Allmans and Gutmanns

Sung to the tune of Santa Claus is Coming to Town

To be sung only after you can no longer read the lyrics.



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REGISTRATION FORM  
CHRISTMAS DINNER DANCE

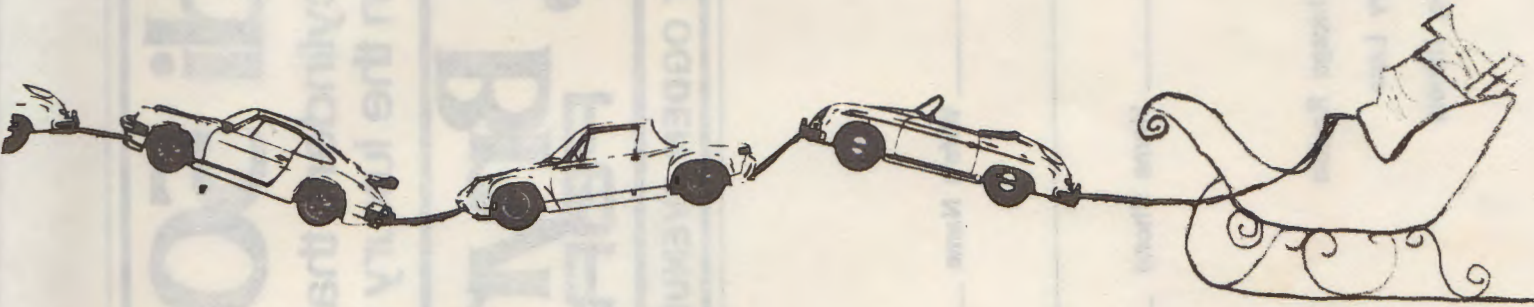
Dear Gaile,  
I'm anxious to see the concours ladies and their fuel-injected partners. I've got my struts on and I'm ready to go.....

Name \_\_\_\_\_

Member \_\_\_\_\_ Guest \_\_\_\_\_ Applicant \_\_\_\_\_

Reserve \_\_\_\_\_ dinners at \$15 each.

REMEMBER: DINNER RESERVATIONS MUST BE IN BY DECEMBER 2.  
Send your reservations to: Gaile Johnson, 349 Ridge,  
Clarendon Hills, Illinois 60514  
Make checks payable to PCA/Chicago Region



REGISTRATION FORM  
ARCTIC ANTICS

Driver #1 \_\_\_\_\_ Driver #2 \_\_\_\_\_  
(\$5.00) (\$3.00)

Vehicle \_\_\_\_\_ Model \_\_\_\_\_ Year \_\_\_\_\_ Color \_\_\_\_\_

Snow Tires: Yes \_\_\_\_\_ No \_\_\_\_\_

Adult dinners (\$8.75/person) \_\_\_\_\_ Children's (\$2.50/person) \_\_\_\_\_  
Entries must be postmarked by January 21, 1979, or add \$1.00 to each driver

Make checks payable to: PCA/Chicago Region  
Mail to: Thomas M. Thompson, 2150 West Pierce, Chicago, Illinois 60622

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## CHANGE OF ADDRESS

Name \_\_\_\_\_ Wife's Name \_\_\_\_\_

New Address \_\_\_\_\_

Business Phone \_\_\_\_\_ Home Phone \_\_\_\_\_

MAIL TO:

PCA/Chicago Region

767 Ivy Lane

Glencoe, Illinois