

CHICAGO SCENE

DECEMBER

1981

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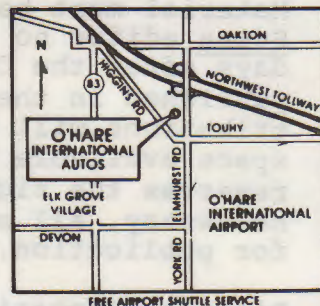
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SARGE O'TOMMEL'S OCTOBER ODYSSEY
OR WHEN IS A 'T' NOT A 'T'
FROM THE NEW

by George Murray

Having to complete my club membership requirements without my Porsche (someone else apparently wanted it more than I did) meant running my first rallye in a borrowed Jensen. It also meant anything but a serious afternoon especially after reading (between tears of laughter) our first set of rallye rules. 'BYOB' I understand, but 'CAST' and 'MBCR'???

I understand from the driver that it was a beautiful, crisp October day spent in the rolling Wisconsin countryside, but as all navigators know, we have to take their word for that as we usually see only a clipboard and a blur of people at a checkpoint. I do remember, or rather my stomach remembers, some really rolling country near the finish.

Some quick recollections: A rallye weems to play havoc with a "Carrera's" gas mileage. Apparently Jensens (both human and automobile) have an affinity for entering checkpoints backwards. After 3 or 4 hours of driving, the instruction "Pause 2 min. at cemetery" easily turned into the "pause that refreshes", especially with a cornfield conveniently beckoning.

It's easy to arrive early at a checkpoint, especially when leaving the last one with a lead foot. All in all though, I hadn't spent a more enjoyable and funfilled day in ages and I imagine most everyone felt the same way.

SARGE O'TOMMEL'S OCTOBER ODYSSEY
RESULTS

EQUIPPED CLASS

1. Gutmann/Gutmann	89T
2. Meyer/Meyer	218
3. Leed/Leed	1020

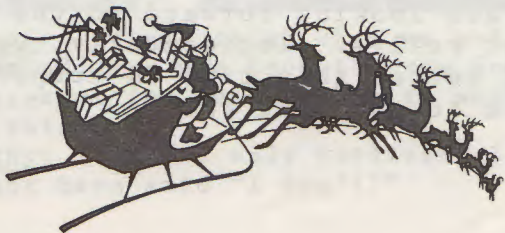
UNEQUIPPED CLASS

1. Allman/Allman	478T
2. Gamble/Dellard	558T
3. Riley/Riley	585T
4. Minato/Minato	662T
5. Bohlander/Bohlander	804T
6. Welda/Welda	873
7. Holleb/Holleb	1058
8. Hill/Molinare	1064
9. Gallagher/Gallagher	1111
10. Coburn/Coburn	1218
11. Beverly/Beverly	1292
12. Thoesen/Keen	1370
13. Mietlicki/Mietlicki	1453
14. Whamond/Whamond	1517
15. Harris/Harris	1582
16. Glicken/Glicken	1736
17. Perry/Perry	1770
18. Levitt/Murray	1820
19. Estrada/Estrada	2077
20. Jensen/Nowak	2197
21. Duderstadt/Gaffke	2433
22. Vallone/Vallone	3000

SARGE O'TOMMEL'S OCTOBER ODYSSEY
FROM THE BOSS

Sara and George Melford

Our thanks to the workers who so ably helped us: Harold and Doris Beach, Liz Coburn, Tom and Phyllis Harwood, Bob and Wilma White, applicants Ray Laabs, Jim Peterson, Bob Walden, and our friends from the BMW club, Ron Barnhart, Bob and Gail Green, Bill Leinweber, and Larry, Mary, and Christopher Robinson.



SARGE O'TOMMEL'S OCTOBER ODYSSEY FROM THE OLD

by Bob Whamond & Bill Perry

With the final days of summer coming to an end, it was time for us to direct our thinking to the Octoberfest Rallye. With this in mind, all of us prepared ourselves physically and mentally for the upcoming challenge. The challenge was there and with anticipation, the Porsche parade headed north into Wisconsin for the annual rallye.

The opportunity was welcomed, but the challenge was almost overwhelming because of our lack of success in past experiences. It meant that we could no longer talk about the rallye, but that we would have to perform. The camaraderie and the beautiful day made the event an overwhelming success. Of course, some of us had more difficulty meeting the challenge than others.

You know the "Dirty Dozen" -- now let us introduce you to the "Fastidious Three", commonly known as Larry, Moe, and Curly -- when it requires rallies, autocross, or just "up-front fixing der Porsche". A day before the event, "Moe" (Charlie Feutz) had an emergency involving his mother-in-law, so he and his wife, Jackie, had to take her mother to the hospital in Elgin. This left two teams able to compete on October 4 over the 120 miles of beautiful Wisconsin territories.

We, "Larry" (Bill Perry and wife, Julie) and "Curly" (Bob Whamond and wife, Jean) prepared for the easy trip to Howard Johnson's restaurant for the registration and "Generals". Curly developed door trouble and it looked as if he would have to strap Jean to the outside to keep the door locked, but after fumbling around for fifteen minutes or so, we were able to leave. Jean only had to embark and disembark from the driver's side, which every navigator should be able to do in the future.

No mishaps underway and we arrived early at Ho-Jo's for breakfast, and waited for the "Generals". This was only our second attempt to

make a good showing, and at this writing we are convinced our endeavors will have to improve considerably.

The odometer check went very well. Cars "5" and "7" (#6 had been assigned to Moe) began the first leg of the Odyssey. This was the last time that Curly and Larry were to be together until the finish of the event.

It was stated previously that the odometer check went well, but Car "7" had a little trouble with the correction factor: "To change a given ORM to what your odometer would read --- MULTIPLY the ORM by the OCF. To change your odometer reading to ORM, DIVIDE your odometer reading by your OCF. Well, after that bit of knowledge was consumed, car #7 occupants set a goal for the entire event: "We're not going to get lost."

The co-chairmen, George and Sara Melford, and the members who worked this rallye are to be commended for an excellent affair. The two legs, entitled MONTE CARLO's, really gave everyone a chance to put the Porsche through its capabilities. Leg "10" was short and "sneaky", but climatic.

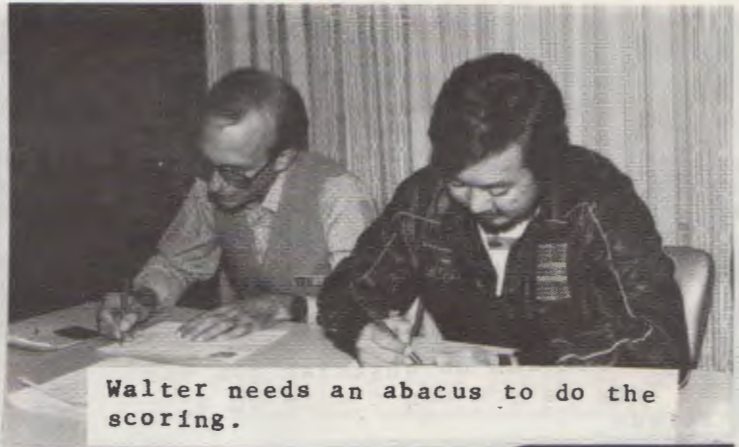
We felt sorry for "Gallagher" when he arrived so late, but that could happen to anyone. His greetings to the whole group, after his misfortune, was, I would say, quite direct and concise, ha.

As to the food, and time elapsed for serving, Larry and Curly would vote for another place. Both of us would still be waiting for our plates if Curly hadn't asked to be served. Too bad this had to happen, as the course and preparation for the event was one of the finest we have ever attended.

Thanks for a good afternoon of driving and companionship. We are looking forward to the next rallye. Incidentally, we did better this time in comparison to our last rallye.



Lovely registration ladies



Walter needs an abacus to do the scoring.



Bob: OK, Beverly sings soprano, Randy sings bass, Chris and I will fill in the middle.

Tom: Sounds good to me, but who's going to bring the celery?



Uncle Chris wants YOU!



We made it to the end of the rallye, but how do you find Motor Works?



George: Now that the two of you are going to have all this free time, what are you going to do?

Wilma: Bob has a whole garage full of cars for me to concours.

Linda: I'm going to work on being a better hooker.



Vince: Did you think when we got married, and you took the vow for better or for worse, that it would be this bad?

Kathy: If I had only realized, I might have said "I don't!"



Debbie: No, Ed, I think we've included enough for our November event, we don't have to include a tongue sticking out contest.

Ed: But I've been practicing day and night for weeks.



Helga: Can I twirl a baton in your Parade?

Neil: You can do anything you want, so long as you don't rain on my Parade.



Mae: Do you think you can handle being a director and co-membership chairman?
Walter: I can handle anything, so long as you do all the work.



Dan: Next time we take "Killer" on a rallye, we first fill one of these with gas, just in case.

Diane: I didn't think you'd use that old line after five kids.



George: The next Porsche I get is going to have a long chain so that I can keep it attached to me.



Joni: Wow, we finished eighth. If we work a few more of George & Linda's rallyes, we might even win someday.

Joe: I think it's time they let us run one of theirs.



Jerry: Just think, Heidi, a few more years and we'll teach you how to crank the Curta.

Heidi: Can you at least wait until I can read?



Phyllis: Isn't it nice to work a checkpoint, we don't even fight on the rallye then.

Tom: But don't you kind of miss the pressure??

Phyllis: Sure, like I miss a headache when it's gone.



Joe: Didn't I tell you rallyes were fun? Would I lie to you???



Bob: Do you think people will believe we're part of the Three Stooges?

Jean: All they have to do is look at our score.



Julie: What would your students say if they knew how you were spending a Sunday afternoon?

Bill: They'd just say there's that weirdo doing his thing again!



Gaby: Don't tell Gene about this, he'd never understand.



Gene: Don't tell Gaby about this, she'd never understand.



Tom: Open wide, here comes the airplane into the hangar.

Kathy: That line went out with high, button shoes.



Val: We did better on our last rallye.

Vic: I guess the more experience we get, the worse we get.



Winners equipped class



Winners unequipped class



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DRIVING IMPRESSIONS OF A 924 TURBO

by Tom Pyrdek

When I first approached Ed Boch of Porsche Audi Central for a loaner car for our Lake Shore Charity Challenge, I quietly hoped he might offer a new 911 SC or perhaps a 928, and never let him know that Chicago Region would have been thankful for a used "FOX" to be used by the "celebrities" and others who would drive. When he offered the 924 Turbo, I was happy that we now had a Porsche to use for our charity event. But I wasn't really enthused about the trip to Deerfield - (about 60 miles one way from my house) at least not until I picked up the car and hit the first entrance ramp onto the toll-way headed back!

Having been introduced to Porsche by way of several 356's and then making the switch to 911's, there was no way a 924 Turbo could be good, or fun, or even live up to the Porsche legend! As the weekend went on and Sunday's event came and went, I became quite impressed with the 924 Turbo's abilities - as did many of the drivers who donated \$3.00 a run to drive it in the "Charity Runs" at the Sunday event. Some even placed better times in the 924 Turbo than they did in their 911's! (Like Jay Levine!).

While steering seemed heavy at very low speeds (probably the sticky P-7's have something to do with it) under speed and on the slalom course the car was very responsive. It's braking impressed me and would still be impressive even without the P-7's. Despite the fact that this car ran for at least 30 plus runs, and some brake fade might be expected, there was none to be noticed. The acceleration was smooth and the boost quite manageable (As one Corvette owner on the Stevenson would probably testify to early that Sunday morning). Being accustomed only to the very short gears in my non-stretable 74 Carrera, I felt the gear ratio's could be improved beyond second gear. However, that is a personal preference and was not noticeable on the highway and under "normal" driving conditions for a Porsche-driver (hard driving for most other non-Porsche drivers).

The cockpit and seating were firm and comfortable and all instruments easily visible.

The only negative comment would have to be the apparent vibration (engine) which appeared intermittently (and erratically) between 3500 RPM's and 5500 RPM's.

Over all the car was quite a nice surprise and as many of the 911 drivers said at the event after donating to charity to drive it on the slalom course - "It's quite a sled".

So, Ed Boch of P-A Central we thank you - we all had a good time, a worthy charity benefited and we're looking forward to next year's Charity Challenge and maybe a 944?

LAKE SHORE CHARITY CHALLENGE

By Rip Patterson,
Sally Potter's Son-in-Law
for; Wayne, Jeri, Linda, John,
Kent, Gretchen, Ralph and Sue Potter

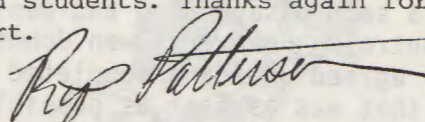
I am sure that Owen and Tom will remind one and all that the weather did not give us a break on Sunday Oct. 18, 1981.

We had cold wind, cold rain, cold sleet and cold feet. Just beautiful weather for testing the real mettle of a Porsche Pusher. All things considered we could have accepted the limited success indicated by such a lousy day. However, the fine folks of this region would not allow anything short of a resounding success for our first charity event.

This event was a success! A success made possible by the hard work and enthusiasm of Owen Johnson and Tom Pyrdek, the generosity of the raffle prize contributors, and the caring of the members of this region. We know that many of you supported this event because you knew and remembered Sally.

Thank you!

We are sure that Sally Potter School will put your contributions to use on equipment and materials that will directly benefit their physically handicapped students. Thanks again for your support.



LAKE SHORE CHARITY CHALLENGE

-AN EPIC-

by Tom Pyrdek

Anticipation of the Lake Shore Charity Challenge Autocross prompted me to wake that Sunday morning at an hour to which my body was accustomed - accustomed to returning home from the prior evening's escapades! Fortunately, I came home an hour earlier than usual, slept a glorious one-half hour and dreamt of sugar plummed pylons performing pirouettes in the path of a purple (or is it Dalmatian Blue Bob O?) Porsche.

As the rain fell and my dreams turned to nightmares, my trusty clock radio began to announce the 6:00 A.M. weather reports: rain ending, clearing skies and mild temperatures for the balance of the day. Not until my third pair of "fruit of the looms" were soaked at 4:00 p.m. did I remember that my clock radio had been purchased by my dear grandmother in Warsaw, and played only Polka's while providing limited weather reports for Polonia Grove, Pilsen Park, and parts of Warsaw!

Arrival at the scene (of the crime) in the factory provided 924 Turbo was complete with two less than cooperative children exclaiming that the South Parking Lot of Soldier Field did not look like Road America, could never be as much fun as Blackhawk Farms, asking why we had Michael Voigt bring the motor-home if we weren't pulling the red race car on the trailer, not understanding what open exhausts were and "how come Porsches with open whatchamacallits can't race in parking lots, anyway (to which I had no answer - but pointed him in the direction of a Board member), asking why Colette was driving my other car around the parking lot in circles with those girls in it selling raffle tickets to people; what is a raffle anyway (why can't you put syrup on it) and does that mean that somebody else will get to take Colette home tonite if they win the raffle - I knew this was to be an event unlike any other! That worried me!

My negative thoughts and feelings of paranoia soon disappeared and panic clearly took control. However, Owen Johnson and I finally agreed upon and completed a course layout that was as fast as possible without

using the two mile section of north-bound Lake Shore Drive near the Planetarium. (We probably could have continued using it as planned until Owen went too far and insisted that the "friendly" police officers we earlier "employed" close down the the main runway at Meigs Field as it would provide a long back "straight" into a hairpin with another "straight" emptying into a high-speed carousel around the back of the Planetarium). Needless to say, we were then told to use only the South Parking Lot at which time Nick Brenkus, co-chairman in charge of pylons, and his crew of Porsche Pylon Pickers proceeded promptly to pick-up pylons from Lake Shore Drive and place them back in the parking lot.

The panic and paranoia soon subsided and I thankfully watched entrants arriving and being greeted by Kit Robertsen and Sally Voigt and others at the gate, making certain all were properly directed to registration and tech and that all (even a reluctant Dick Kay of Channel 5) signed the necessary waivers.

Tyler and Kim Bangert attended to registration and classification throughout the day. Not being the type to seek revenge for his classification at Road America, Tyler personally attended to the registration, tech, and classification of Bob O. Having anticipated Bob O's arrival in a 914, Tyler had pre-classified the "highly modified" 914 to run with 911's and was quite surprised to see the "O" arrive in his 911!

Owen Johnson secured the attendance of two of his lovelier associates from Continental Bank to assist with, as he put it, various duties throughout the day, but neither Gayle nor my son would allow him privacy with them in the motor home and so they were in fact "put to various duties" throughout the event. As usual, our King of Kans, Neil Holleb quitely and efficiently proceeded to put all the timing equipment in order and made certain it functioned properly and we added a new

twist - our P.A. system. This brought forth several volunteer commentators, and would be Howard Cosell's - from the shy ever so quiet and unaccustomed to public speaking (or is it singing) Dean "Knickers" Bangert, Dick (Dr. Tooth) Gunther, and Gerry (but I am standing up) Meyer to last, but not least and definitely loudest, our own Porsche Bunny Linda Guttman, who took one look at the microphone, glanced at the speakers and 1000 watt amplifier, turned off the power, cleared her throat, and while making announcements, put a halt to north and southbound Lake Shore Drive for miles around.

Peter Brink and his tech crew finished 58 cars in record time (their shorts were getting wet too!) in the cold and rain with only a few sneezes and one box of Kleenex.

Colette May, Carol Cline and Kathy Galvin proceed to use every technique at their disposal (Colette and I have yet to finish that discussion) to sell raffle tickets and still more raffle tickets to anyone who looked like they could have a dollar or more. Once they felt everyone's pockets (figuratively speaking I hope!) had been emptied, they proceeded to man our coffee wagon and "sell" the coffee and donuts which were provided through the kindness of John Owen of the Bismarck Hotel and Butternut Bakeries, respectively.

Near mid-afternoon I became concerned about those poor gals who were "stuck" in the timing trailer throughout the day: Gayle Johnson, Mae Minato, Sue Blomquist, Debbie Leed and others. However, they all smiled and reminded me it was warm and dry inside and the seats weren't bad either!

The rain and cold wind continued intermittently during the day, but never chilled or dampened the spirit or competition of all in attendance. Mr. Ed Boch of P-A Central visited to make certain all were enjoying the 924 Turbo provided and that I hadn't taken it to Miami by mistake.

To our delight Jon Pichler made certain that Bunny Luga of Playboy fame arrived to act as one of our official starters. Needless to say, she started a few non-Porsche engines. While many of our invited celebrities expressed enthusiasm for our event but were unable to attend because of schedule conflicts, Jay Levine of Channel 7 appeared in his 911 to challenge Dick Kay of Channel 5, and Bunny Luga, and they finished in that order while driving the factory

provided 924 Turbo. (Although we had a lot of fun with you, Jay, and Dick, the crowd was certain that Bunny Luga would win because she was equipped with a set of bigger twin-turbo's).

John Bohlander won the event Chairman's award for the least driving time on the course, but our thanks for all the great photographs of the day's event and dinner festivities! The factory 924 Turbo got a workout and 26 drivers donated \$3.00 to charity for each run with Bruce Janacek and Rip Patterson each winning ½ of a famous Graves family Sparrer Sausage for having the worst timed run in the 924 Turbo. Although this writer obtained the fastest 924 Turbo time in the "Charity Runs", and despite protests that this writer had access to the car for two days prior to the event, we wish you to know that the practice was costly: a ticket for 52 mph in a 35 mph zone upon existing the Ogden Avenue ramp of the Tollway in route to the Board meeting!

The dinner was well attended and the girls finally quit asking participants to buy more raffle tickets. The highlight of the raffle occurred when Bruce Janacek won the membership to Faces Discotheque on Rush and upon learning that you couldn't Polka there (he thought it was Polonia Grove) donated the membership for an auction. At that point Millie (Disco Mama) Bangert outbid her husband Dean who had planned to give it to son Tyler (honest it's just a "T" with flares) Bangert, so she could keep it for herself!

The most enjoyable aspect of the event came when we counted the proceeds and were able to turn a check over to Wayne Potter for the Sally Potter School for the Multiply Physically Handicapped in excess of \$2,200.00 (Owen is still counting).

Somehow it turned out to be more fun than Road America and Blackhawk even though I had to leave my open exhausts at home!



LAKE SHORE CHARITY CHALLENGE FROM THE BOSS

by Owen Johnson

I still don't like pylons and my driving style is incompatible with parking lots, but Tom Pyrdek, Nick Brenkus, Tyler Bangert and I worked hard to convert Soldiers Field into a high speed autocross experience that would attempt to duplicate some of the thrills of a high speed track. We were reasonably happy with the layout and proved that pylons can be spaced 15 feet apart without safety problems. We hope that some of you had your eyes opened to the potential of a 924. Some 911 drivers went through the course faster in the 924 Turbo than in their 911's.

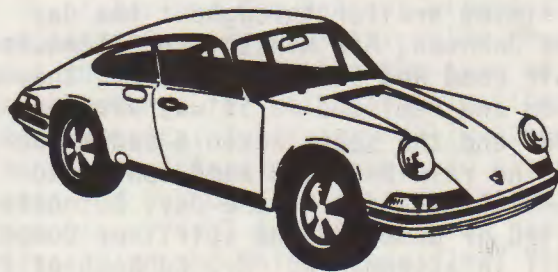
I was generally impressed with the quality of driving exhibited by most of our club members. Competition was fierce in most classes and several drivers really stood out. Todd Kaitis won FTD, but was unfortunately placed in a special "FTD only" class due to classification problems. He was misclassified in the class he ran in, but couldn't go into the proper class, since they ran wet and he ran dry. However, he clearly demonstrated his mastery over pylon driving by joining most of the drivers in "fun runs" after the regular event. Todd kept dropping his times as other drivers tried to set new unofficial speed records I'd have to say that Todd was smoothest and most in control, Tyler Bangert had ultra fast sideways motion and Bob O. demonstrated that he hasn't forgotten how to drive a 911. Helga Meyer again showed how smooth one can be on skinny tires. Tom Pyrdek proved that he can drive cars with more modest horsepower output. For me, this event was particularly significant after a year of disappointing disasters revolving around a lousy piston/cylinder combination. I converted back to a stock CIS 3.0 super tuned by Manny's Porshop which pumps out all the horsepower I need and I can't wait for Elkhart '82.

My overall assessment was that our club drivers possess really superior driving skills and our experienced drivers help newcomers develop their abilities. Some regions have standout stars, but we have depth in all classes.

REFLECTIONS ON CHARITY

by Owen Johnson

Our members really came through considering lousy weather including rain, hail, and cold. They stood outside all day and contributed money, time and good will. From the gate watchers to the pylon chasers, people really put out. Even members unable to join us made significant financial contributions to make our fund raising successful. People really pulled together and we raised over \$2000 after expenses which is four times our original expectation. A lot of the special fund raising credit needs to go to Tom Pyrdek. Tom is a promoter and has an idea a minute. You need someone like that to pull something like this off.



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LAKE SHORE CHARITY CHALLENGE RESULTS

CLASS 1 MEN

1. Terry Johnson	42.30T
2. Rip Patterson	42.79
Robert Bensman (App)	43.13
3. Wayne Potter	43.78
R. Owens (Guest)	45.65
Jim Kutill (App)	48.02

CLASS 2 MEN

1. Ed Russ	38.98T
2. Chuck Peterson	40.25T
3. Gene D'Andrea	41.20T
4. Jim Peterson	41.23
5. Bill Walser	41.48
6. Russ Iser	41.91
7. Dennis Hiffman	43.76
8. Rich Smiejek	44.49
9. Joe Flores	44.65
10. Jim Harper	46.19
Jim Pedersen (App)	47.09

CLASS 3 MEN

1. George Rudawsky	39.06T
2. John Bohlander	39.32T
3. Dan Gallagher	40.19
4. Tom Pyrdek	40.46
5. Tom Beverly	40.93
6. Mike Voight	43.18
William Bevins (App)	43.55

CLASS 4 MEN

1. Bob Ostholthoff	37.36T
2. Ed Leed	39.11T
3. Dean Bangert	39.24
4. Bruce Janecek	39.47
5. Jerry Meyer	39.74
6. George Estrada	40.83

CLASS 5 MEN

1. Nick Brenkus	38.91T
2. Jim Dorfman	39.56T
3. Neil Holleb	39.85T
4. Chuck Schank	39.90
5. Mike Dorfman	40.06
6. Vic Harris	40.40
Jim Degen (App)	41.06
7. John Pasciutti	41.08
8. Mike Wenckus	41.63
9. Agustin Fernandez	41.76
Chris Wenckus (Guest)	43.41

CLASS 6 MEN

1. Owen Johnson	37.79T
2. Tyler Bangert	37.90T
3. Jack Bushmeyer	38.53T
4. Dean Bangert	40.42T
5. Bill Warren	40.44
6. Ron Starkey	40.74
7. Walter Minato	40.74
8. Tom Thompson	41.13
9. Heber MacMahon	41.28
10. Howard Yefsky	41.63
11. Dick Gunther	41.69
12. George Gutmann	41.83

FTD MEN

1. Todd Kaitis	36.95T
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CLASS 6 LADIES

1. Sheryl Bushmeyer	40.89T
2. Jean Galuszka	41.99
3. Linda Gutmann	43.27

FTD LADIES

1. Helga Meyer	40.73T
2. Sue Blomquist	41.66
3. Randee Beverly	47.95

TURBO RUNS

1. Tom Pyrdek	37.610
2. Nick Brenkus	38.626
3. Ed Leed	39.702
4. Jack Bushmeyer	39.886
5. Neil Holleb	40.098
6. Chuck Peterson	40.332
7. Tyler Bangert	40.747
8. George Estrada	41.437
9. Chuck Schank	41.770
10. Bert Sadock	42.132
11. Walter Minato	42.150
12. Chris Wenckus	42.998
13. Mike Wenckus	43.375
14. Dick Gunther	43.720
15. Heber MacMahon	43.720
16. Terry Clark	43.774
17. Wayne Potter	43.822
18. Mark Smedley	43.870
19. Bob Bensman	43.930
20. Jim Pedersen	46.680
21. Bruce Janecek	47.220
22. Rip Patterson	47.916





Dean "unaccustomed as I am to public speaking" looking at home with a microphone in his hand. You can almost hear him singing, can't you?



Event chairmen with Bunny and it isn't even Easter.



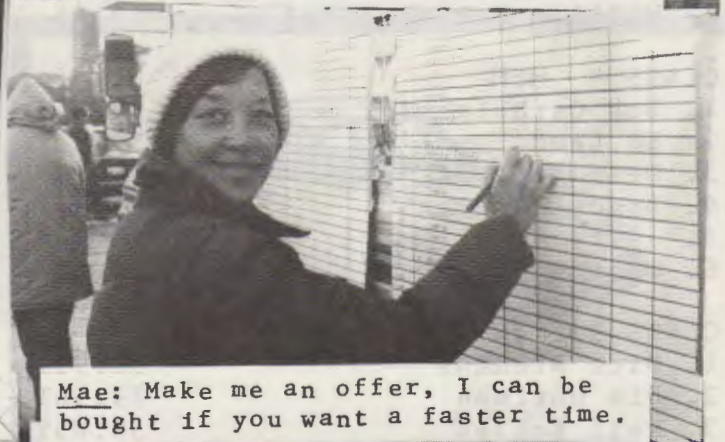
Event chairmen proudly presenting large check to Wayne Potter who accepted it for the school.



We'll sell anything for charity.



Jerry and Julie Quebe, your new editors. I know you'll be as nice to them as you've always been to me.



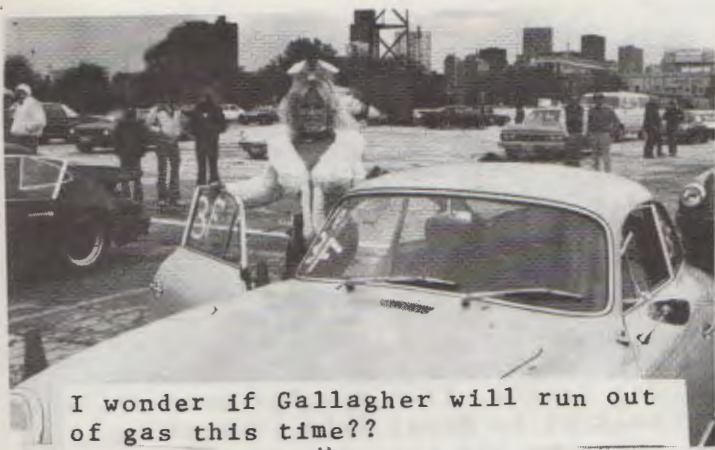
Mae: Make me an offer, I can be bought if you want a faster time.



Owen thinks we should hire this starter for every event. In fact, he even offered to let her share his room at Elkhart. He said Gaille wouldn't mind.



Apparently Tom wasn't impressed by the starter. When we woke him to tell him about the Bunny, he wanted to know if he had slept right through Christmas into Easter.



I wonder if Gallagher will run out of gas this time??



The Owen Johnson's, senior. Nice to see you out again, it's been a while.



Terry: I had some guy from Colorado checking on the car I had for sale.
Walter: It was probably the altitude that got to him.



We've got to be crazy to stand out here in this cold. I know this is for charity, but this is ridiculous.



Rip: It does my heart good to see the members going all out for the kids at the school.

Wayne: I hope they realize all the good they'll be doing.

George: This is going so well, I think we should make it an annual event.



Howard: I'm sure it will be warmer than this for my event in January.



Mike: I'm glad I invited my brother Chris to the event to see what nice people we have in the club.
Ed: I invited my brother too, Ed Leed.



Chuck: Is that a '75 Snell approved helmet?

Dean: Yes, 1875!



Dick Kay, one of our celebrity race car drivers.



Jay Levine, from another network, talking to Bunny Luba, comparing notes on the handling of a 924.



Tom Pyrdek giving last minute instructions to Dick Kay about going through the pylons without hitting them.



Jay Levine ready to make a run in his 911SC. Did Mae and Walter sign him up?



The hood ornament everyone wants on his Porsche.



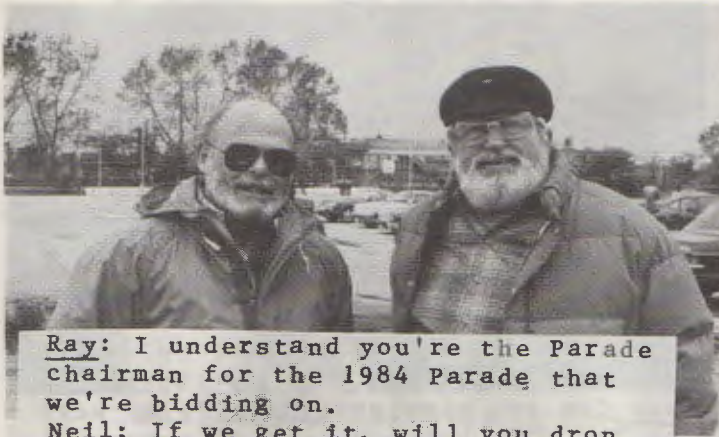
Tom: No, Jay, she won't sit on your SC, Bunny Luba would rather be Turbo-charged.
Bunny: Speak for yourself, Tom.



Tom with some of our model citizens of PCA.



Jerry: I think we should build a big bonfire and roast some hot dogs.



Ray: I understand you're the Parade chairman for the 1984 Parade that we're bidding on.

Neil: If we get it, will you drop your drawers at a rally checkpoint as you did in 1972?



It's ok Milly, it's all for charity.



Tom: First they couldn't keep our cars straight, now they can't keep our names straight. Beverly has the long hair, and Randee has the mustache, got it?



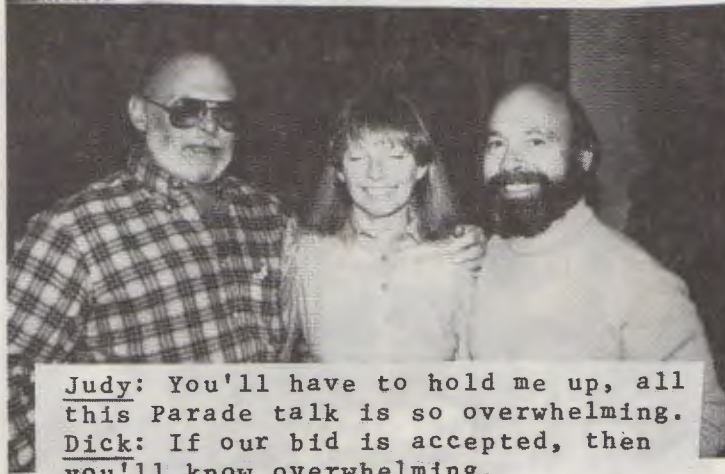
Helga keeping the Goody Store rolling.



Alvin, Simon, and Theodore.



Tom: You're better than any Bunny.
Kit: You're just saying that because you finally woke up.



Judy: You'll have to hold me up, all this Parade talk is so overwhelming.
Dick: If our bid is accepted, then you'll know overwhelming.



Wanna take a chance on me for charity?



Jack: I didn't run today, I just came out because I love to stand around in the cold. I also enjoy banging my head against a brick wall.



Dean: Can you play something in my key?
Jon: The only key you seem to know today is the Playboy key.



Tyler: Wasn't that great of my parents to bid against each other to give us the years membership to Faces?



I'm so disappointed, I had my heart set on winning a salami!



Marty: I bought all these tickets because I thought Bunny Luba was the grand prize. She was grand, but I didn't win.



Milly and Bruce trading prizes. After all, what would Bruce do with a membership to Faces? He thought it was a place where they taught you how to apply makeup.



Rip doing the impossible, embarrassing Tom Pyrdek with his comments about the salami.



Winners

UP AND COMING

ANNUAL DINNER DANCE

Date: Saturday, December 5, 1981
Time: 7:00 P.M. Cash bar opens
8:00 P.M. Dinner
Place: The Drake/Oakbrook Hotel
York Rd. & Cermak Rd.
Oak Brook, Illinois

Difficult as it may be to believe, "that" time of year is here again: funny-looking cars sadly up on blocks, batteries pulled out to stay warm, Porsche-pushers restlessly wondering how to spend the winter. Well, take heart, the solution is not as drastic as moving to the Sun Belt. Chicago Region's Winter Mental Health Calendar will be kicked off with a bang on Saturday, December 5th, with the Annual Dinner Dance

Granted, the Dinner Dance does not provide the challenge of the Kettle Bottoms at Elkhart, or the relationship-straining mental exercise of a Gutmann designed rallye; but imagine how nice it is to enjoy the company of all the members of the Club without the pressure! Besides, this event brings out members (including chairpeople) some of you new PCAers never even knew existed outside of old copies of the Scene.

We have arranged to have a FANTASTIC LIVE BAND, whose members have sworn to play music which will lure one and all onto the dance floor. Once again we will be at the Drake-Oakbrook. Good food and central location are certainties whatever the weather may bring. Consomme, roast rib eye of beef, appropriate accompaniments, and a fattening dessert await all who come, also a cost of \$50 per couple (you may interpolate for singles or for orgies).

The hotel has a block of rooms available for those who would like to make a vacation of it; make your reservations directly with them, but mention PCA when you call. The price is \$41 single, \$45 double.

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NOTHING EVEN COMES CLOSE TECH AND INFORMATION SESSION

Date: Sunday, January 17, 1982

Time: 1:00 p.m.

Place: Volkswagen of America
3737 Lake Cook Road
Deerfield, Illinois

We've always known that when it comes to our Porsches - Nothing Even Comes Close. We've also known that when it comes to support and interest in PCA from the factory - Nothing Even Comes Close.

Once again Porsche's interest in PCA is evidenced by their participation in our annual tech session. Porsche-Audi will not only be opening their doors and volunteering their facilities (no easy feat on a Sunday), but will also be making a slide presentation giving us the latest scoop on what is in store for Porsche. Al Herta, service manager for Porsche-Audi, will be conducting a presentation on "The Future of Porsche and its Product". It appears that we are in for informational and technical treats too numerous to mention (Tom and Owen take note) and you'll just have to be there.

Also on the agenda is Kern Fischer from F & W Rallye Engineering. Kern is an automotive engineer and a recognized expert (among other things) in turbocharging, suspension systems, and lighting systems. Kern has put together a presentation on lighting systems that is fascinating and promises to make lighting experts out of all of us.

Finally, if time permits, there will be a film provided by Porsche-Audi. The subject matter is a closely guarded secret. We'll say no more about this film except that you'd better be there or you may miss it forever.

Refreshments will be available during the afternoon with dinner being served at an old familiar place for PCA'ers - Hans Bavarian Lodge.

To get to Volkswagen of America, take I-294 North. Exit at Willow Road (48½ mile marker), west on Willow to Sanders Road (1st traffic signal), turn right going north on Sanders to Lake-Cook Road (3rd traffic signal), turn right on Lake-Cook Road for approximately ½ mile. VOA is on the right.



MERRY CHRISTMAS



DRIVE ROAD AMERICA FREE !!!!

Yes, you may drive Road America free! This can be done by winning the PCA/Chicago Region 1984 Parade Logo Design Contest. The PCA/Chicago Region member who creates the Logo design used by the Chicago Region Parade Committee will be awarded free registration at the May, 1982, Road America autocross.

To help you formulate your creative thoughts, we have listed below some information pertaining to this exciting Parade. Just turn these thoughts into a logo design and enter it into our contest.

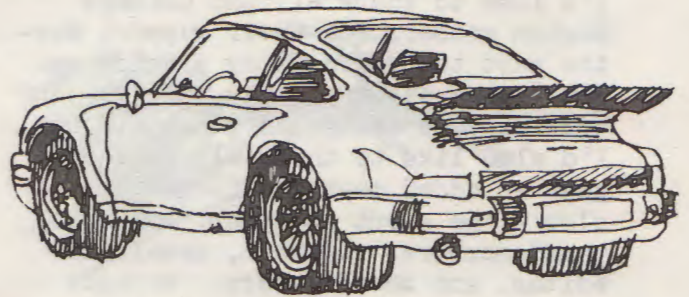
- *Hotel accomodations and banquet facilities to be used are in Appleton, Wisconsin.
- *The Concours could be held in any one of the three sites we have inspected, also in Appleton.
- *Rallye roads are plentiful, beautiful, twisty, turny, and hilly Wisconsin roads.
- *Road America, Elkhart Lake, Wisconsin, would be the site for the Autocross.

Need we say more?

All entries must be received by February 1, 1982.

Please mail your entry to:

Neil Holleb
Parade Chairperson
767 Ivy Lane
Glencoe, Illinois 60022












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Jaguar

OUT WITH THE OLD...

Out with the old and in with the new - the expression at this time of year is common and can be applied to the organization of Chicago Region. In January another new board will come in with new plans and ideas that will need the support and help of the membership. Remember, the club is only as good as the members themselves, so if you're not happy with PCA/Chicago Region when you're looking for somewhere to place the blame, start at home. Changes can easily be made if the suggestions are put forward!

I'd like to thank all the Chicago Region members for their support during the past two years of my presidency. The region has been busy, active, and growing, and that's as it should be. I'd also like to thank all those who gave an added measure of time to the club - the event chairmen, workers, board members, chairmen, newsletter editor, and coordinators. Without all these people we wouldn't have a PCA/Chicago Region.

Linda Gutmann, our newsletter editor for the last 3½ years has decided to take a rest. She (and George) has done an exceptional job of communications for the region and deserves a special thanks from everyone. Julie and Jerry Quebe will be taking over the task in January. Please give them your full support. Try writing a newsletter article - the pay ain't much, but the fame is instantaneous!

In addition to our regular type of events we tried something new this year which was extremely successful due to a tremendous effort on the part of the event co-chairmen and lots of other club members. We had a charity autocross and the proceeds of over \$2200.00 went to the Sally Potter School for the Multiply Physically Handicapped. Owen and Gaile Johnson and Tom Pyrdek pulled a fantastic happening together at Soldiers' Field and the Region did the rest to make it a success. Many attendees were heard to say we should have done

something like it before - now that we have, let's do it again!

As was announced at the dinner on October 4, Chicago Region is preparing a bid for the 1984 Parade. This is a bid only and the decision to award it or not will be made in June 1982 at the Reno Parade. Neil Holleb will be the Chairman of the parade bid effort and will chair the Parade if it is awarded to Chicago Region. Neil is looking for volunteers in every known area and maybe some areas that no one has thought of yet. Don't be shy - give him a call and put your name on his list. It will take the full effort of the entire Chicago contingent to put on a successful Parade, but it can be done, and done well, as Chicago has done so often in the past with other events if only we put our minds to it.

Again, thanks for a very enjoyable two years as president of Chicago Region.

Wilma

HAPPY CHANUKKAH



WAY BACK WHEN

by Harry Willwerth

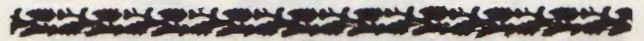
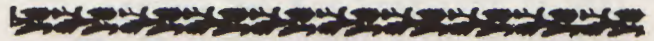
I wonder how many people remember "way back when" the fifth Parade, hosted by Rocky Mountain Region, was held at Aspen, Colorado.

In those days, everyone drove to a Parade - trailers were verboten - and thirty-three Porsches from Chicago Region met just outside of Aspen, then lined up three abreast and drove to the Hotel Jerome, where everyone registered as a group. Each Porsche had a Chicago Region plastic mat draped across its hood - quite a sight to see all those 356 bathtubs. Incidentally, I believe the registration fee was \$15.00. Times do change, don't they?

All the streets in Aspen were as yet unpaved, and the rallye route over Independence Pass was just plain gravel. In fact, we all had to keep dodging road graders along the Pass, which in our case resulted in a broken headlight. I think the average speed for the rallye was 25 m.p.h.

This was the first Parade Ferry Porsche had ever attended, and he said the Colorado roads and mountains were just like those in Austria.

If my memory serves me correctly, the only ones I can think of at the moment other than Ruth and me, who are still in the Chicago Region and who were at this Parade are Glenn Appleton, Nancy & Gene Bussian, Carolyn Cooper, Bonnie & Jim Gladish (on their honeymoon) and Esther & Dick Jacobs.



CHRISTMAS IS COMING

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by Jerry and Julie Quebe

Beginning with the January issue of Scene which will be assembled early in December, Julie and I will be taking over the editorial responsibilities from Linda (it takes two of us to replace her!).

With the help of a number of our friends and fellow members who have volunteered to help us, there are a few additions which we hope to incorporate. These are not all finalized at this time and are not the purpose of this announcement so we won't go into detail. You'll just have to wait until January.

What we do want to announce is a change to the cover. We are in the process of modifying the graphic format of the cover and starting with the January issue, if all goes as scheduled, we will feature a photograph each month.

What we are asking is for any of you who have an interesting photograph of a Porsche or club related subject to submit it to us for possible reproduction on the cover. This could also include a photograph of Porsche related art. The editors will select from among the entries submitted those photographs which we feel are the most suited for the cover.

HAPPY NEW YEAR



In order for the submission to be presented in reproducible forms, we would prefer that you submit it in a glossy black and white 5x7 size with the 7-inch dimension in the horizontal direction. Since most of you take colored slides or colored photographs, we can have these reproduced in black and white if you submit the original slide or negative. We would, however, prefer that you complete this step yourself and submit a glossy black and white. Your favorite photo shop

can have this done for you at a cost under \$5.00. If submitting a negative, also submit a colored print made from the negative so we can judge its suitability for the cover.

If you want the photo, slide or negative returned, please so indicate when you submit it to us. Please mail to Jerry Quebe, 1207 E. Olive Street, Arlington Heights, Illinois 60004. Since we will publish credits for the cover photos, we would like you to also submit any information about the photo which may not be obvious from the print itself. This might include location, date or any humorous aspects you care to admit to.

A number of you take photographs so we hope you will support our effort and share your more interesting or creative ones with the rest of us. Give them the honor they deserve -- the cover of the Scene.

Running Board



THE MART

Date: September 25, 1981

Place: Bob Ostholthoff's parents

Wilma White reported that Gene Babow, 1982 Parade concours judge, is requesting suggestions from the regions for other concours judges. Bob Rassa is urging PCA members to write to their congressman to encourage use of leaded gas and no catalytic converters.

Al Krenz and Mike Wenckus were accepted for membership.

Tom Thompson reported that no IROC event was held at Ionia due to conflict of dates. Motorstadt will host IROC victory banquet at end of October.

Susan Allman suggested social events for next year: February slide show, spring wine tasting in Cedarburg, Wisconsin, summer boat ride, fall brunch, Oktoberfest.

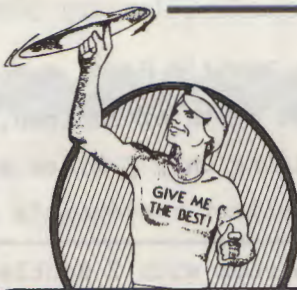
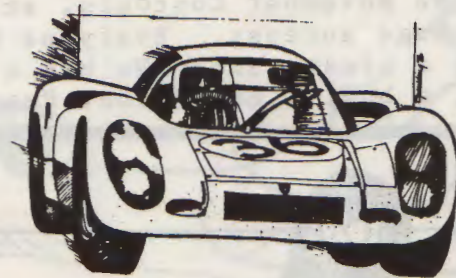
Neil Holleb to start preparations for 1984 Parade now.

Zone 4 presidents' and newsletter editors meeting in Fort Wayne, Nov. 14.

Bob Ostholthoff's 1982 calendar of events was accepted.

Next meeting at Janecek's on October 16.

FOR SALE: 914 parts; 1.7 or 1.8 heat exchanger set, like new \$225; new 2.0 liter competition/street muffler, \$45; fuel pump, \$35; passenger door, \$150; front or rear rotors, \$20; starter motor, \$30; stk. rear sway bar, \$40; stk. rear springs, \$25; transaxle and 2 c.v. joints, \$50; (4) factory alloy wheels, \$375; inquire for additional interior, body, and suspension parts. Dan Williams, 638 Schooner Point, Schaumburg, Illinois 60194. 312/885-8322.



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* Lindatorial

It's here, this is it, my last Lindatorial. No, the ink didn't run at the printers. Those are my tears. I don't know right now if they are tears of sadness, relief, or joy. I'll let you know in a few months, after I've had some time to think about it. I do have mixed emotions about giving up my job, but I think I'll survive. The new editors will be Jerry and Julie Quebe, so direct all communications to them from now on. At least I won't miss that. My mailman will probably think everyone's mad at me, my mail volume will be cut so drastically. I will still be around, though. You're not getting rid of me that easily. The only difference is that now I won't be bugging you to write articles, I'll be talking to you because I really want to.

The November Concours, et. al. was a huge success. Everyone was having a great time. We had a ghost, a bum, a ballerina, Raggedy

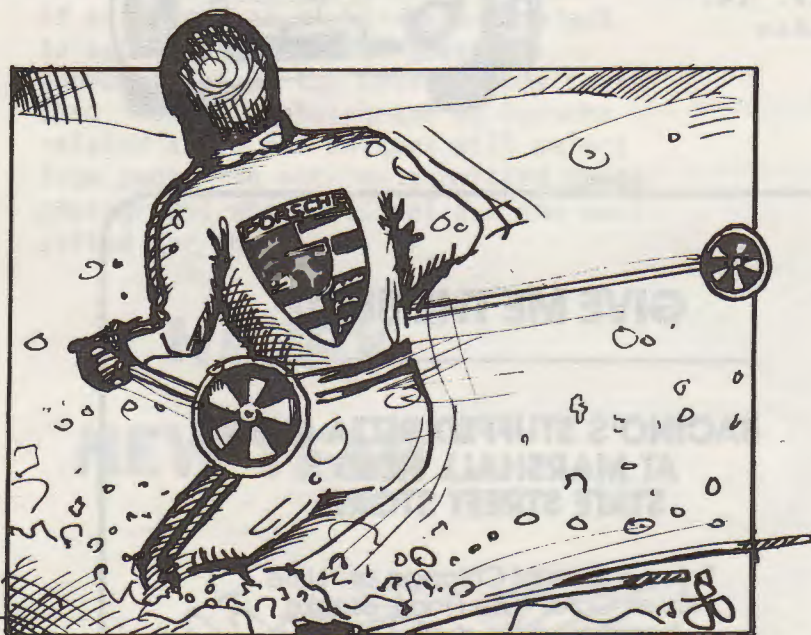
Ann, and other costumes too numerous to mention. I've decided that next year, if they'll let the adults dress up in costume, I'm going to make a costume that will make me into a loudspeaker, seeing as that is one of my usual functions at an event. Do you think everyone will guess that it's me?

One more event to top off the year. The climax of the year for Bruce Janecek (I think after winning a year's membership to Faces, he wouldn't be able to handle another climax, but we'll see), the annual dinner dance. Get your reservations in, it's going to be a great event. It always is, mainly because of you, the people of the club. (Whoops, I promised myself I wouldn't get sentimental, at least not while I'm typing.)

Then it's on to a new year, new officers, new editors, but the same old neat people.

See you soon,

Linda



Schneestein 1

By Milwaukee Region PCA

Saturday, January 30th, 1981

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or

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Phone _____

Further information & map will be mailed to you after registration and check are received.

Send this form and your check to:

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Limited number of rooms available.
REGISTRATION DEADLINE IS DECEMBER 15th.

REGISTRATION FORM
NOTHING EVEN COMES CLOSE TECH AND INFORMATION SESSION

Dear Howard and Brian,

I wouldn't think of missing the opportunity to be the first on my block to know what the future holds for Porsche and become an expert on lighting systems. I'll be there.

Name _____

Dinner: _____ Roast Sirloin of Beef @\$9.50 each.

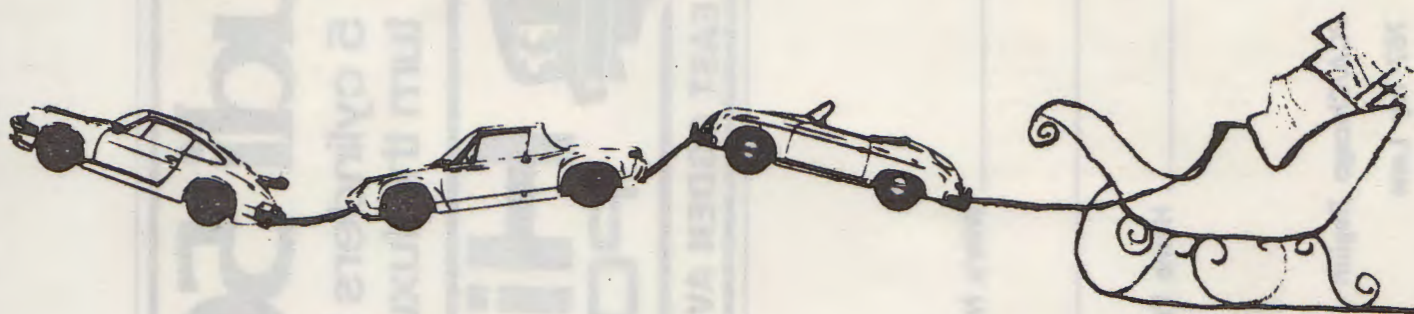
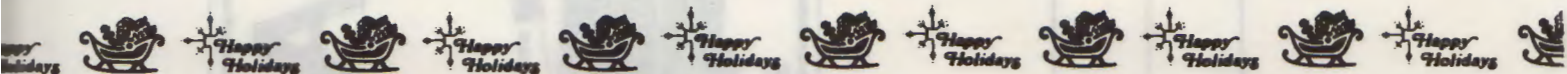
Event fee: _____ Adults @\$1.00 each

Total enclosed: _____

Make checks payable to PCA/Chicago Region

Mail to: Howard Yefsky, 1000 Bayside Drive, Palatine, Illinois 60067

Phone for information: 312/577-7599



REGISTRATION FORM
ANNUAL DINNER DANCE

Dear Sandy,

I wouldn't miss it for the world, sign me up.

Member's name _____ Affiliate or guest _____

_____ Dinners @\$50.00 per couple

Make checks payable to PCA/ Chicago

Mail reservations to: Sandra Gerow, 20648 Corinth Rd.,

Olympia Fields, Illinois 60461

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