

The Chicago



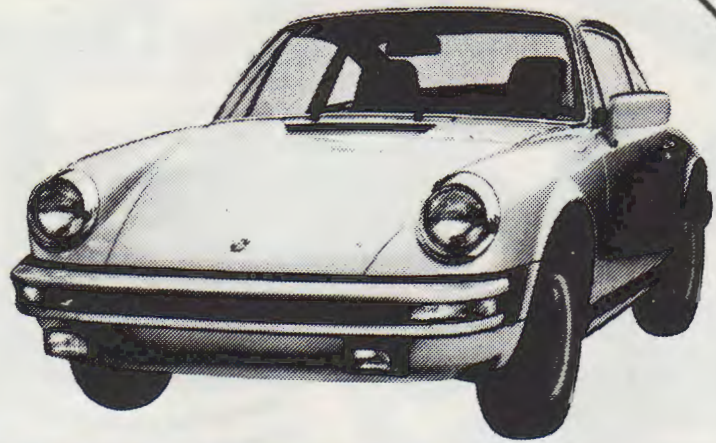
November

1984



Concours & Art Show Nov 11
Dinner & Award Dance Dec 1





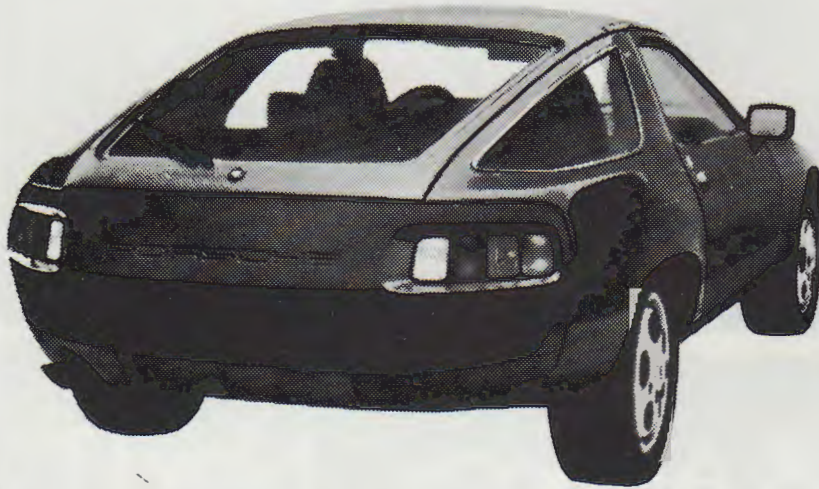
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DON'T BLOW YOUR TOP?

Many of us have seen the Maxell Cassette Tape TV commercial with the 911 Targa blowing its top in response to the great music heard inside. Our cover captures that moment when hardtop becomes open-air pleasure.

How late in the season do we go "topless"? Those of you with electric sunroofs have been seen even in December throwing out litter or waving frantically through those tiny slits in the roof. But Cabriolet and Targa owners truly brave the elements in the name of fresh air.

I have even driven through rainy downpours with the Targa top off and windows rolled up. If you stop, you get wet. As long as you keep moving, you're OK. Last time we got caught in the rain in this manner, I was slowed down by some farmer on a tractor on a two-lane highway and unable to pass! No Problem. Pop open your genuine Porsche umbrella! What a sight that must have been!

Driving on a cold sunny day, with the heat on full blast is routine for the open-air car aficionado. But the question is "when do you finally give up?"

Targas and Cabriolets are not much fun when they're all closed up. Wind noise is deafening, and leaks are frustrating. And they don't look as nice as you'd like them to. Every fall, I again reconsider trading in for a Coupe or maybe a 928. But you know what? On that first sunny day in March, we go topless once more, and fall in love all over again with the car that lets you get a sunburn while cruising down the long highway.

Patti & Kris Tumilowicz
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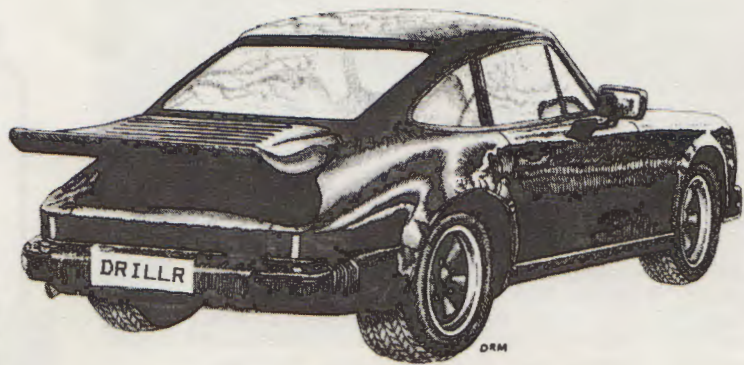


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The Allman-ac

by Brian Allman

If you've been wondering what to do on Saturday, Dec. 1, don't rule out the Annual Dinner Dance. This event is the culmination of a great year in Chicago Region. Hosted by the Kutills and taking place at the Elmhurst Country Club, we have been promised great food, drink, and music. This is also the time when the overall awards for competitive events are given out. In addition, we have always taken this opportunity to introduce the new officers, board members, and coordinators to the membership. This promises to be a sensational event so please plan to be there!

As many of you know, I will be leaving office at the end of this year. From my perspective, I feel justified in saying that the Porsche Club is the finest assemblage of talent, enthusiasm, and sincerity that I have ever witnessed. I feel tremendous pride in being a member of Chicago Region/PCA and thank all of you for letting me be such an important part of it. See you on December 1 for our final bash!!

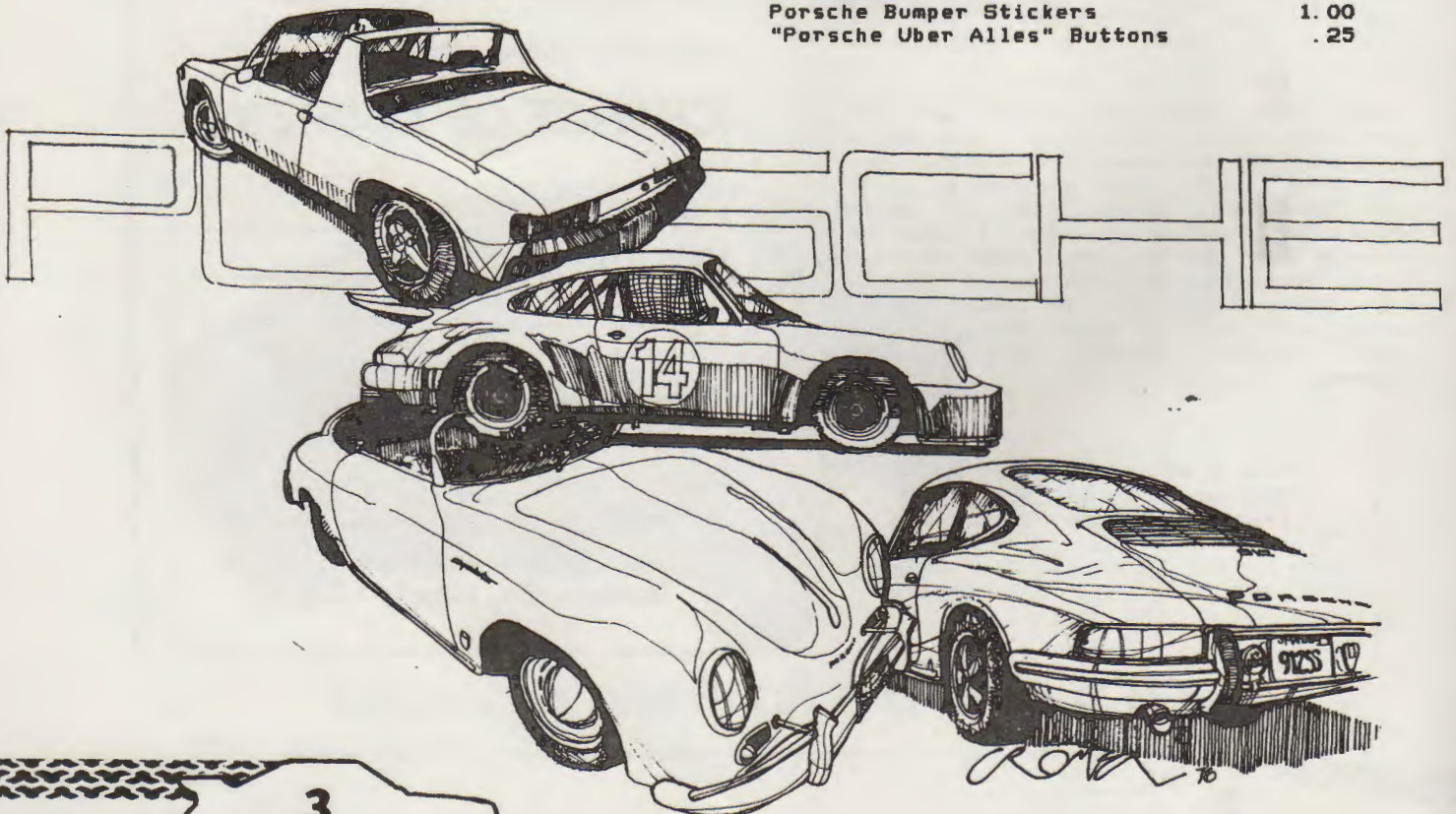
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A REAL PORSCHE ADVENTURE: Part II
submitted by: Rod Gustafson and Sue Pyper

Last month found us in sunny San Diego on an adventuresome Porsche hunt, after being bitten by "356 FEVER" at the parade concours. You will remember that we finally found our Cabriolet, California license plate "WRAG TOP", in beautiful Laguna Beach. When we left you we were buzzing across the Mohave Desert of Southern California.

Before resuming our trip, let me dispell a common Midwestern mith. All 356 Porsches in Southern California are NOT rust free beauties. There are lots of them, but beauties they are not. Every grocery store parking lot and office building parking lot sports at least two. People drive them as daily transportation, and they attract more attention than the Turbos. Some are real nice, but most are well worn "drivers". As the salesman from Alan Johnson Racing said, "These cars are old. They have rusted just from being driven in the rain for 20 years." A bonus thrill that day was to tour A.J. Racing and see them building several slope-nose 911's.



Most of the 356's we looked at were prime candidates for major restoration or they were poorly redone with big price tags. John Straub of the San Diego Region was a tremendous help to us. He is the Bob Gummow of San Diego...the 356 Guru. I was a little surprised that he didn't know Bob Gummow. I thought all those 356 people knew each other. John told us what to look for, where to look and how much was too much to pay. It's nice to have this extended family of Porsche Club friends! Looking for a 356 became a combination of a crash course of Porsche history and luck. Although my first Porsche had been a brand new 356, time had faded my memory and time had changed most of the 356's too. The saving grace was that if I didn't know 356's, I did know Porsches. The old ones were built just like the new ones. You can tell what the factory had done and what someone else had done. They really aren't that different from the 911's in terms of body work, construction and finish.

If I seem to be wandering a little, it's because a surprising number of people have expressed a secret desire to "find" a 356, but really don't know the various models. I learned a lot in two weeks and have learned even more since, but I feel like a novice when Bob Gummow starts talking about what type of welds were used on what parts and Joe Harris says two seconds after opening the engine cover..."I see its got a SUPER engine in it." But if anyone out there is thinking of doing what we did, let me say, "IT'S FUN!!!!!!" The 356 is a basic sports car, but it's all Porsche. You 911 and watercooler buffs will know exactly where you are when you get behind the wheel. If there is any reluctance to buying an antique Porsche because of scarce parts supply, worry not! You can almost build a new car from the catalogs. It's amazing that just about every screw is available from Stoddard and Tweaks. And cheap too, compared to the newer models.

We purchased the car from a dealer which is surprising to a Mid-Westerner. When was the last time you saw a 356 on a car lot in Illinois? But this dealer was a Porsche enthusiast's ideal.

Raised as a Porsche Brat (there's a 356 term), his father is an active member of S.D. Region P.C.A. Dirk Layer is the young man (in his 20's) who owns Laguna Beach Motors. He and a friend won their class with a restored speedster at the Reno Parade Concours. He is a regular concours judge in local and national events. He is the kind of dealer that gives you a good feeling about buying something. Dirk has a fully restored 1960 Roadster sitting in his showroom if anyone is interested. It's Beautiful!

Back to the trip home. We had test driven "Wrag Top" around a few blocks prior to the purchase, and now we were headed across the Mojave. We had no idea if the car would run for 50 miles or the whole way. We took the attitude that if it didn't make it we would just put it in a u-haul. It was part of the deal.

As we progressed we were amazed to find that everything on the car worked including all the lights, switches, gauges, etc. I remembered Dirk saying, "You know what I like about this car? The clock works!

I've seen a lot of these cars and the clocks never work. It's got to be a good car!" The windshield wipers did run at a furious rate....the result of the car being converted to 12 volt, which has proven to be an interesting problem to try to cure. We had a chance to consult our Porsche Spec book that we picked up at P.B.Tweaks West, and found that we had a European delivered car which had started life as a Normal but was now sporting a Super engine of the same year. We don't know when that came about, but part of the fun of a 356 is finding out it's history.

We flawlessly purrrrrred through the desert (saw the most beautiful sunset I have ever seen) and ended our first day in Phoenix. Our only encounter with the law came in Phoenix where we were stopped for not having a license plate. The officer looked exactly like the guy on C.H.I.P.S.I thought we were going to be on T.V. and Sue thought she was in love. He told us "I have to check this out...we get a lot of these Porsches here that are stolen from California." After verifying that we had a legitimate title he wanted to see the car. I think that's all he wanted all along. Sue was hoping to be held for bail...but no luck!

The next morning we went to Talliesen West in Scottsdale. This was the Arizona studio of Frank Lloyd Wright. The young man giving the tour saw the 356 in the parking lot and said, "Mr. Wright would have liked your car." I had to agree.

From Scottsdale we took a beautiful mountain road on the way to Albuquerque. At the peak we stopped for lunch and incurred our first problem. The car would not start! After the initial panic faded I realized it was just the altitude that the car didn't like. It finally started on three cylinders and after flooring it for a short distance it was OK. The mountain driving proved that a 21 year old Porsche could still blow off the American cars. We went by them going up and we went by them going down! It was also a good test for the engine. We began to breathe a little easier, knowing we had a dependable car.

From Albuquerque it was top down to Santa Fe...where Sue went crazy over all the art galleries. We selected a nice looking black line on the map which would put us on the way to Amarillo, Texas. It proved to be 100 miles of 2 lane black top through the wildest country I've seen. We passed one vehicle on that stretch....a lumber truck, and hoped we were right about having a dependable little car! In Amarillo we conferred with a professional hitch-hiker...who put us on the right trail.

Texas, Oklahoma and Kansas are pretty boring, as you may know. It was also pretty hot...100* plus. The 356 just kept on going. It was much more willing at that point than we were. It was now Sunday evening...and Iowa was finally under our tires. By midnite we realized we couldn't make it back by monday, and decided to stay over in Des Moines. This was a poor choice as the next morning (as I was walking out to the car) I was attacked by a Doberman in the parking lot. Our only unpleasant incident of the whole trip! Four and one-half days and 2500 miles from Laguna Beach California, we rolled into Rockford, Illinois....the adventure was over. We had had no problems with the car... but a lot of fun! We averaged 35 miles to the gallon and used less than a half quart of oil.

It was truly a "REAL PORSCHE" adventure of a life time....our trust in Porsche payed off!

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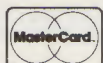
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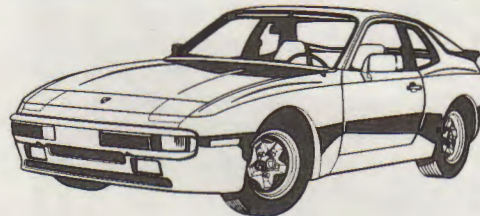
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PCA CHICAGO REGION EVENT CALENDAR 1984

November 11

Concours/Bake-off

December 1

Dinner & Award Dance



PSSST !!

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WANTED: Loving home for my babied 1983 black on black 944. Fully optioned with leather, gold BBS wheels with P 7's. Many extras. Flawless. \$24,000.00 Call Arnold Zann 312/386-2864

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FOR SALE: 914 front bumper strip like new \$45 (list \$145) 914 rear bumper strip, 1 small cut \$45.00 (list \$160) Recaro race bucket seat, black corduroy, like new fits 911-912 through 1973, includes hardware, original list \$400 - take away at \$150. 911 rear FACTORY rotors, not after market look alike, turned once. Well within tolerance, great for spares - four available \$25 each. Call Nick Brenkus 837-3494 day/ 289-3396 evenings.

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FOR SALE: Yokohama Tires A00B and A001R Porsche sizes in stock. Call Dan Bacin 312/975-0675.

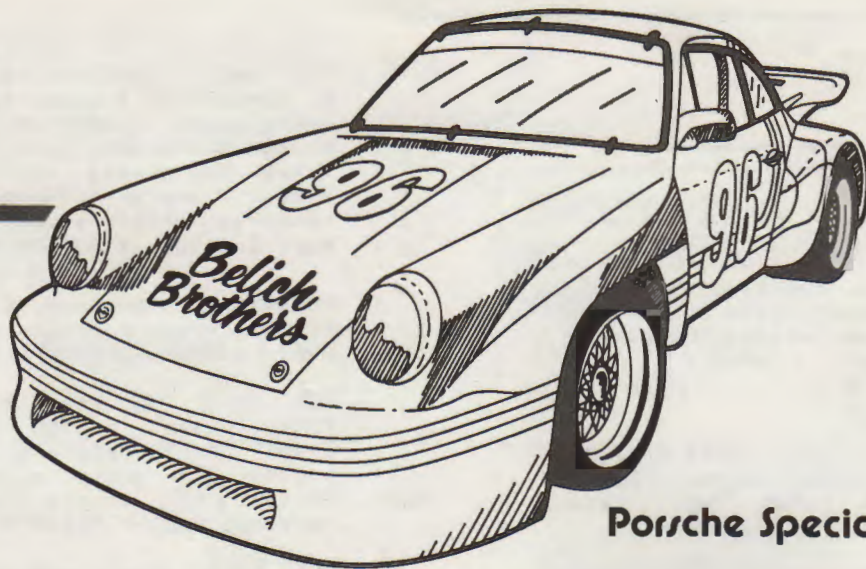
FOR SALE: My beautiful Burgundy 911 ("the finest custom 911 I've ever seen" Chuck Stoddard) is for sale to anyone who wants a no compromise, fastest 911 in the club. For details call Dan Bacin. 312/975-0675.

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ICE GYMKHANA ?????

Plans are underway to again hold the Annual Ice Gymkhana at Lambs Farm Lake in Libertyville. Even as I write this in wonderful late fall weather, I'm thinking of the thrill of getting my "FAST" car on the ice and sliding around the pylons.

If you want to learn how your handles on ice and/or you want practice driving on ice, this is the event you don't want to miss. There are no guard rails to worry about. And, if the ice is too thin, the event chairman, Jose Flores, will see that we are not on it. It is an all around safe event and you should be there. You can drive any car you like, even a Non-Porsche.

Mark your calendar for February 24, 1985. Bundle up, bring your fast car and see how fast/slow you have to go to get around the pylons. Come and try to beat me!!

Registration and more details will be in the next issue of the scene.

Phyllis Harwood
Event Enthusiast and First Place Winner
Women's Non-Porsche 1983-1984

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REAR VIEW MIRROR

GYMKHANA '84

by
Mike Zurick

Our Autumn Gymkhana on Sunday, September 9, 1984 was a resounding success with 63 drivers in attendance. Early in the morning, the Triton Community College lot was wet from the night's rain. By the time the first car was off, the track was fast and dry. The weather ended up perfect.

The course layout was a delight to those who prefer track events over parking lot events. Avoiding the tricky, tight maneuvers of most gymkhanas, the layout put a premium on negotiating turns with plenty of power on. 911's forever! A special thanks to Bruce Dandrew and Greg Vrablik for spending all day on a Sunday two weeks earlier laying out the course.

Co-chairman Greg Vrablik did an outstanding job of managing the actual running of the event. Greg occasionally managed having three cars on the course at once, resulting in five timed runs and two practice runs per entrant. Everyone was delighted with the amount of track time.

Terry and Shelley Johnson and Todd and Jean Kaitis ran tech like clockwork. Dennis and Jackie Raucci, Tyler and Dean Bangert, Nick Brenkus, and Tom Harwood were there when you needed them.

I didn't fully appreciate John Bohlander until this event. As usual, he was there early, setting up the timing equipment and solving equipment problems. Seeing him again in action made me realize how often I'd seen John at other events, doing much more than his share.

A very special thanks to the following: Pete Knoerzer for the use of his tow vehicle, getting there early and getting a dozen things done; Nick Brenkus for helping with the organization; Phyllis Harwood and Debbie Leed for working so hard at timing all day; Connie Zurick and Jo Anne Vrablik for registration, running and posting times, and handling the banquet and monies, and to Greg Vrablik, co-chairman, who not only ran the driving event with precision, but was involved in all of the event's preliminary work.

PHOTOGRAPHS

By John Bohlander





GYMKHANA '84 RESULTS
September 9, 1984

Men's Class 1

Tom Larson	30.24 1T
Vance Browne	31.02 2T
Tyler Bangert	31.18
Terry Johnson	31.48
Bob Hindman	32.41
Dean Bangert	33.32
Jim Kutill	33.44

Men's Class 2

Chuck Peterson	30.09 1T
Tom Larson	30.20
Dale Block	30.87 2T
Ed Raymond	30.90
James Peterson	31.30
George LaCross	34.38

Women's Class 2

Shelley Johnson	31.27 1T
Marcy Raymond	31.54
Linda Baumann	32.77

Men's Class 3

John Bohlander	29.43 1T
Dennis Hiffman	29.63 2T
Bob Gamble	29.70 3T
George Rudawsky	29.85 4T
Tim Green	30.13
Richard Smiejik	30.62
Gene D'Andrea	30.85
David Beeson	30.87
Arnold Zann	31.55
Lee Lichtenstein	32.08
Rich Godlewski	32.58
John Zmolek	33.96
Fred Bartlett	35.25
George Wendt	36.87

Women's Class 3

Jayne Beeson	31.83
Pat Bartlett	35.84

Men's Class 4

Jack Gilsdorf	28.82 1T
Pete Knoerzer	29.36 2T
Dean Bangert	29.91
Bill Samp	31.54
Bill Meredith	31.60
Scott Bonnett	34.83
Ray DeMartelaere	35.03

Men's Class 5

Greg Vrablik	28.66 1T
Gray Smith	30.29 2T
Joel Crabtree	30.67
Julian Wong	31.06
Tom Thompson	31.35
Bob Hoffman	31.36
Jonathan Spyra	35.33

Men's Class 6

Tyler Bangert	27.56 FTD
Ron Starkey	28.11 1T
Dean Bangert	28.26 2T
Jack Bushmeyer	28.41 3T
Ed Leed	29.13 4T
Todd Kaitis	29.59
Mark Lindner	29.79
Heber MacMahon	30.28
Dennis Raucci	33.25
Joe Lawlor	33.91
Myles Miller	34.95

Women's Class 6

Sheryl Bushmeyer	30.10 FTD
Lauren Pichler	30.78 1T
Debbie Leed	31.76 2T
Jean Kaitis	32.91
Kathy Liu	33.85
Jackie Raucci	34.50



REAR VIEW MIRROR

CHARITY EVENT GYMKHANA

Final Results

Men's Classes

PLACE	NAME	TIME
=====	=====	=====
COMBINED CLASSES 1 & 2		
1st	Chuck Peterson	58.14
2nd	Jim Peterson	58.91
3rd	Vance Brown	59.17
4th	Rip Patterson	59.45
5th	Terry Johnson	59.97
6th	Dale Block	60.42
7th	Ed Raymond	60.54
8th	Bruce Janecek	62.22
Guest	Joe Lawlor	62.47
9th	Rod Gustafson	66.19
10th	Neiland Pennington	69.54
CLASS 3		
1st	John Bohlander	56.93
2nd	David Beeson	58.42
3rd	Bob Gamble	58.94
4th	Gene Dandrea	59.85
5th	Lance Flynn	62.50
6th	J. Pfigenstofer	63.66
7th	Robert Dangoia	65.62
8th	Tony Scracca	66.45
9th	Lee Lichtenstein	67.63
10th	Tom Harwood	68.19
Applicant	George Wendt	70.19
CLASS 4		
1st	Jack Gilsdorf	56.89
2nd	Austin Baird	61.44
3rd	Dean Bangert	61.53
4th	Bill Samp	62.43
5th	Harold Beach	62.69
6th	Pete Knoerzer	62.97
7th	Bill Meredith	67.92
8th	Ray DeMaertelaere	69.98
CLASS 5		
1st	Jerry Quebe	56.52
2nd	Tony Kafas	57.39
3rd	Don Sobek	59.60
4th	Barry Sitnick	60.42
Applicant	R. J. Stouky	60.42
5th	Mark Gadbois	60.76
6th	Joel Crabtree	60.87
Applicant	Julian Wong	61.29
7th	Tom Thompson	62.63
8th	George Estrada	63.00
DNS	Bob Hoffman	-
DNS	Mike Kroopkin	-
DNF	Barry Paddor	-



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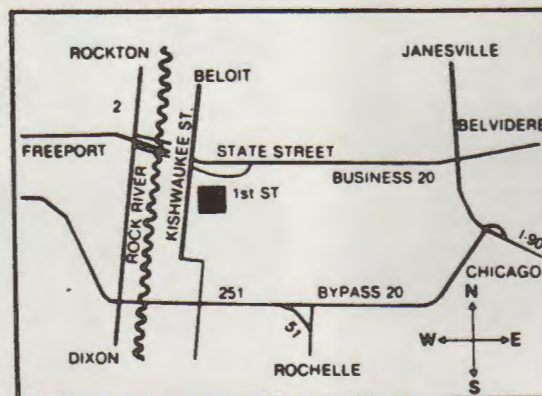
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CLASS 6		
1st	Tyler Bangert	55.30
2nd	Jim Becher	56.01
3rd	Bill Bartlett	56.28
4th	Ed Leed	57.45
5th	Dean Bangert	58.85
6th	Todd Kaitis	60.79
7th	Dick Gunther	60.88
DNF	Dennis Raucci	-
FTD	NICK BRENKUS	54.38
FTD (Non-Porsche)	Rick Gonzales	50.97



Ladies' Classes

PLACE	NAME	TIME
=====	=====	=====
COMBINED CLASSES 1, 2, & 6		
1st	Jean Kaitis	63.61
2nd	Shelley Johnson	64.41
3rd	Sue Pyper	65.42
COMBINED CLASSES 3, 4, & 5		
1st	Jayne Beeson	65.09
2nd	Doris Beach	66.13
DNF	Blanche Thompson	-
FTD	DEBBY LEED	61.38

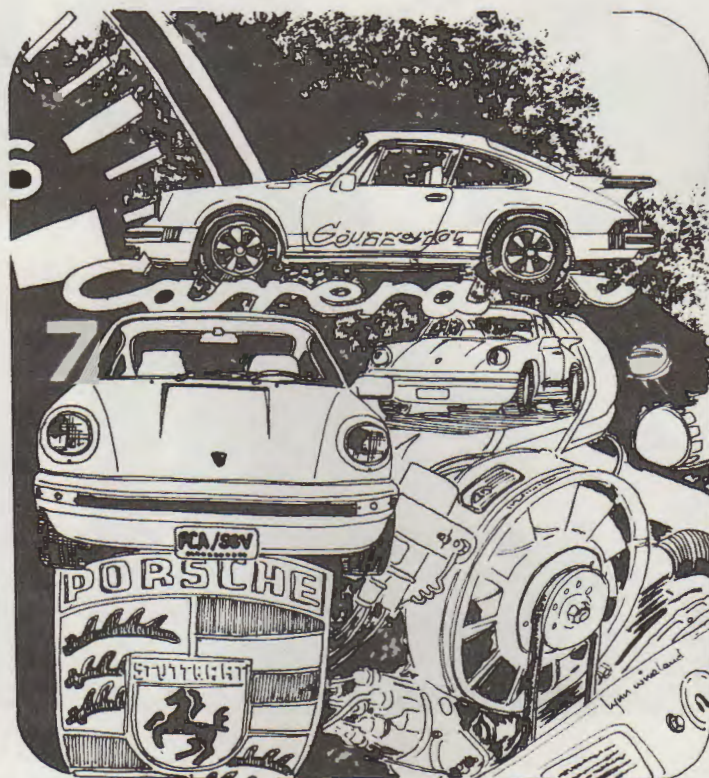


The "RIGHT STUFF"

submitted by Bill Bartlett

If you didn't attend the Charity GYMKHANA to benefit the Sally Potter School for the multiple physically handicapped, you really missed an event to be remembered! All the elements for a great event were present. The weather was great. Read that as sunshine. An excellent site was obtained to hold the event, thanks to the "Friendly Skies" people. 61 "pedal to the metal" hot shoes with 53 Porsche's participated in the GYMKHANA. When the clocks were finally turned off, Deb Leed and Nick Brenkus captured FTD honors. Immediately afterwards the course was rearranged into a mirror image grudge challenge with a dollar contributed to the Sally Potter School for each challenge run. For all those people who missed it, the challenge was exciting but really tough on all that expensive Italian rubber, clutches, and blue 911 coupe's.

Now, on to the most important part, the money angle. While the runners were getting their licks in, others were preparing for and participating in the bake sale, goodie store, silent auction and the "Big" auction capably handled by the man with the "Big" microphone voice Dean Bangert. Numerous items such as jackets, art works, tools, sweaters, and jogging suits that were contributed by members, advertisers, and dealers were auctioned off with proceeds going to the Sally Potter School. A lot of fun was had by all participants with our auctioneer buying many of the goodies himself. Later everyone went to the Snuggery for an excellent Buffet and continued the party.



Now for the bottom line, what did we do for the children that need our help? Well !!!..... I can't tell you yet because we want to thank all those people who contributed to make this charity event a success. I looked at the list and it is obvious we can't name all the contributors, workers, people who brought bake goods, people who sold raffle tickets, goodie store people, people who made calls to get contributions, and people who bought the raffle items, the list would be too long for this publication. I know who you are. You know what your contribution was, (be it work, goodies or whatever) to this event. I'm proud of you! I'm very proud to be a part of the Chicago Region PCA. Oh yesthe bottom line for the kids \$4,385.00. Debbie and Eddie your the greatest!!!



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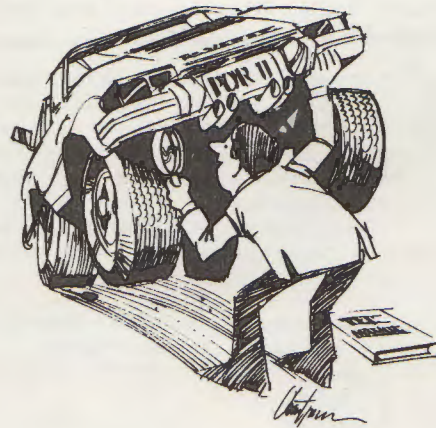
CONCOURS / BAKE-OFF

Enjoy a lovely Fall drive to Rockford to concour you clean car. That's right, give your car one last wash before the snows set in and let's see who really has the cleanest Porsche in the Region!

And leave your diets behind! Come enter your most scrumptious goodies in the Chicago Region Bake-Off. While the cleanest cars are competing, your favorite baked goods will be undergoing the same rigorous scrutiny by our panel of judges, with prizes awarded in the following categories:

- 1) The Richest
- 2) The Fruitiest
- 3) The Most Unique
- 4) Ferry Porsche's Favorite
- 5) The People's Choice

Of course, after all the judging has ended, everyone is invited to munch away on the delectable cookies, cheesecakes, pies, breads, ect....So, bring out your clean car, and some of Grandma's favorite old recipes!



PLACE: Auto Werks of Rockford
208 Kishwaukee Street
Rockford, Illinois 61109

TIME: November 11, 1984
Doors Open: 11:00 AM
Judging Begins: 2:00 PM
Concour/Bake-Off Awards: 4:00 PM

FEES: Concour Entry: \$6.00
Bake-Off Families: FREE
Kids: FREE
Others: \$1.00 (at door)

PROSELYTES

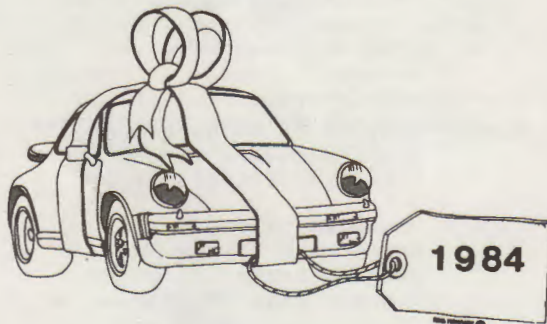
Listen Up!!! HOLIDAY BANQUET FINAL NOTICE

This is your second and final notice for the end of the year Holiday Awards Banquet. We're hoping for a great turnout this year, so please send in your entry form and check to Cindy Law today.

This year's banquet is at the Elmhurst Country Club on Saturday, December 1, 1984. We promise an entertaining evening of cocktails, dinner, awards and dancing to Heartbeats. So, dust off the Nomex black tie or evening gown (whichever you feel comfortable in) and join your fellow Chicago Region members to celebrate the year's events, congratulate the trophy winners and look forward to 1985. Cost is \$25.00 per person (no increase from last year). Cocktails are at 6:30 PM, dinner at 7:30 PM and dancing from 9:30 PM to 12:30 AM.

To get to Elmhurst Country Club take I-290 to the Route 83 southbound exit. Exit Route 83 immediately onto Lake Street (Route 20) west. At the first stop light, Wooddale Road (also called Villa Avenue) turn right (north). The Country Club will be on the left, approximately one mile north.

NOTE: It may say Elmhurst Country Club, but it's really in Wooddale.



Perhaps one of the first accessories one buys for a new Porsche is a bra. Once you have your new bra, you try to make sure the new car wears it whenever possible. This sounds rather straight forward, but like anything else having to do with a Porsche, it is more complicated than it sounds. What do you do in shopping centers, leave it on and risk getting it stolen, or take it off? How about at autocrosses? And when the car's sitting in the broiling sun? Probably the most pressing question is what to do in the rain? The general concensus is to take it off and keep it from getting soaked as well as filthy.

But try as I will, the weather never seems to cooperate with my 944's bra. Sneaky, that weather. Last weekend was a perfect example. A short 3 hour drive in cloudy weather. Bra decision #1: Put on. At the thirty mile point we encounter rain sprinkles just over the Indiana border (typical). Decision #2: Remove bra. At thirty-five miles, sprinkles stop. Decision #3: Replace bra. At one hundred miles, downpour. Decision #4: Risk life on I-65 shoulder, remove bra, place in trunk soaking baggage. At one hundred and twenty miles, rain stops, driver fumes.

As if the weather is not enough, at some point these bras get dirty. Then what do you do, put them in the washing machine? Well, not according to the manufacturer. "Spot clean carefully with mild soap" was the line I got when I called them. One problem: spot cleaning doesn't get the sand and grit out of the bra. The solution I came up with is simple if messy: Fill the bath tub with laundry detergent and water and dunk the entire bra in. Wash it really well and rinse it five or six times. The amount of sand the rinses out is simply obscene. Oh, and since the bra's mostly synthetic, it dries in about 12 hours. Result: bra like new!

On the new member front this month: An even mixture of models: DAVE CALASCIBETTA, in a 928, JON STOUKY, in a 911, and JEFF GERBINO, in a 944. Welcome all !!

REGISTRATION

HOLIDAY AWARDS BANQUET

SATURDAY, DECEMBER 1, 1983

COCKTAILS: 6:30 PM
DINNER: 7:30 PM
DANCING: 9:30 - 12:30

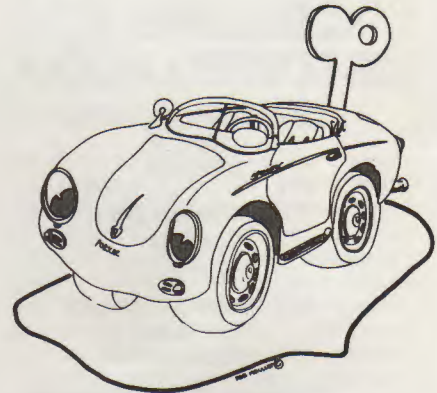
FEE: \$25.00 PER PERSON
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QUESTION: Laura or Jim Kutill
wk: 312/565-0977
hm: 312/386-0469

DEAR CINDY: Sign us up for the Awards Banquet !

NAMES: _____

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Lake Bluff, Illinois 60044



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Porsche Club of America**



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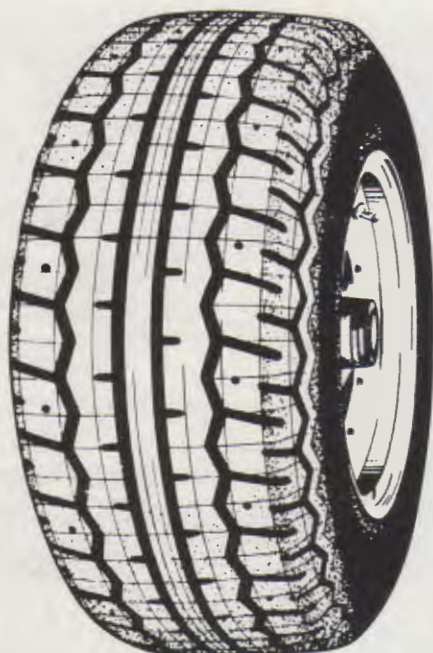
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