

# The Chicago

September

1984

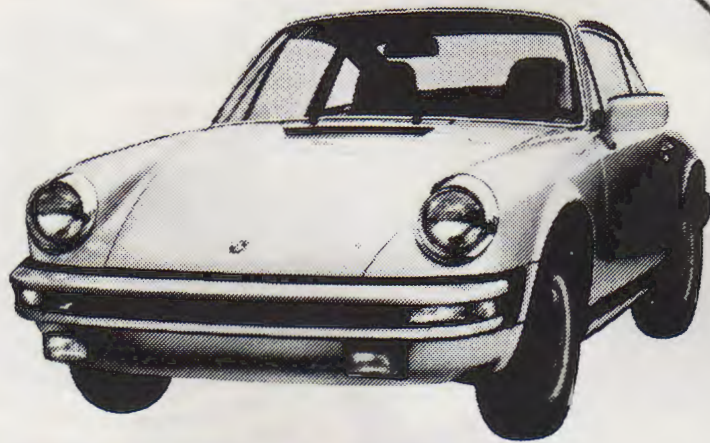


**Gymkhana -- Sept 9**

**Charity Event -- Sept 30**

**Rallye Tour / -- Oct 13-14**  
**Economy Run**





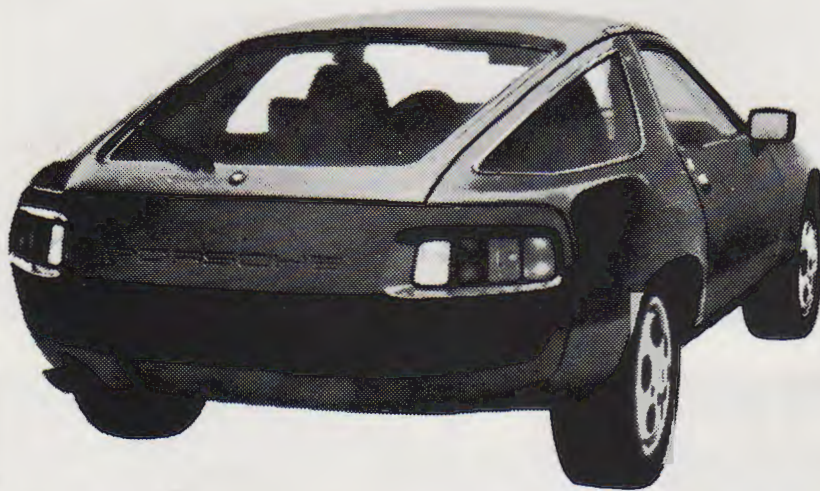
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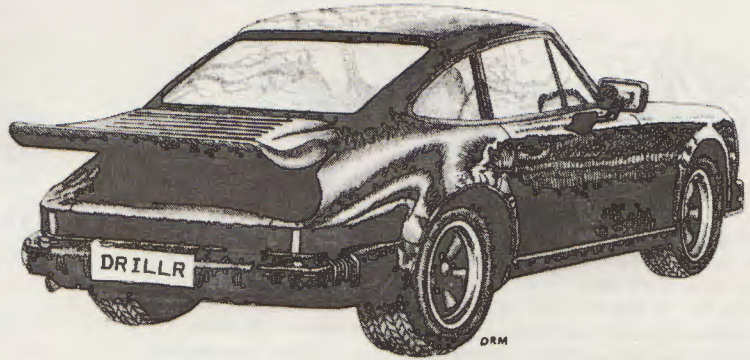
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Send articles, photos and Porsche information to:

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(815) 229-3520 (office) 7am - 8pm  
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## NOMINEES FOR 1985 BOARD

### AN OPEN LETTER TO CHICAGO REGION:

Well, the 1984 Porsche Parade is over, and over very successfully. I would like to express my thanks to each and every person of the Chicago Region who helped with the Parade in any way, shape, or form. You are too numerous to mention by name, but you all did a fantastic job! A few of the people who worked for the Parade were highly visible; the majority of workers were the ones who did the vital, behind-the-scenes, nitty gritty stuff and who guaranteed the functioning of the Parade week and the pleasure of those in attendance at the Parade. By everyone doing his bit, we put it all together, and I thank you for that.

It's not too soon to be thinking of next year. After all the effort and work we put in for the 1984 Parade, Chicago Region should relax and let it all hang out in 1985. Southern California has assured us that they are very conservative... perhaps they need an infusion from the Chicago Rowdies to make their Parade a little more lively!

Bob and I will be in Germany for the next several months so we will not be able to speak with each of you personally. We're looking forward to seeing you all upon our return and digging up some of the war stories to rehash. See you then, and THANKS !!

Most sincerely,

Wilma White

In accordance with the Chicago Region by-laws, the following slate of Officers and Directors for 1985 has been put forth by the nominating committee.

President	Harold Beach
Vice-President	Jack Bushmeyer
Secretary	Julie Quebe
Treasurer	Eve Estrada
Directors	Nick Brenkus Richard Lotesta

The following Directors will be completing the second year of their two year term: Todd Kaitis, Jerry Quebe, George Rudawsky.

Nominations will also be accepted from the membership at large in accordance with by-laws Article VI prior to September 15, 1984.

Submitted to the membership of Chicago Region by the nominating committee: Jerry Quebe-Chairman, Susan Allman, Robert Law, Robert Gamble and Robert Ostholthoff.

## OPTIONAL MEALSITES AND ACCOMMODATIONS FOR THE DO-IT-YOURSELF RALLY

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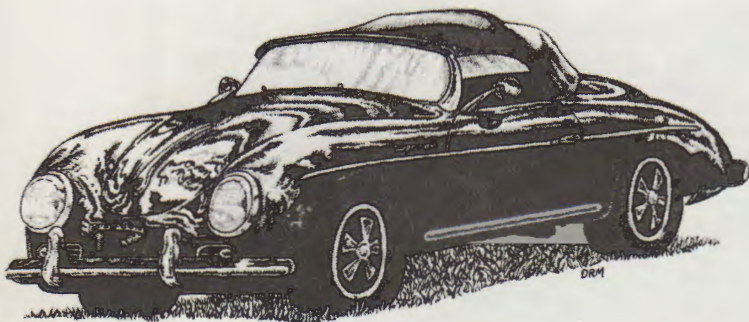
# The Almanac

by Brain Allman

Those of you who attended or worked Chicago '84 at Appleton should be very proud of the Chicago Region. At the risk of seeming immodest, I must say that Chicago Region did a tremendous job in putting on one of the finest parades in recent years. The teamwork, camaraderie, and dedication to our guests which I witnessed the entire week made me extremely proud to be known as the Chicago Region President. From national officers to the CEO of Porsche AG, the compliments we received were sincere and the thanks offered were heartfelt. Even now, the thank-you's still come in. To every man, woman, and child who helped make our Parade a success, may I also add my word of thanks and praise. Chicago, you did good!

As the year continues, we still have a lot of fun in store. A good old parking-lot gymkhana awaits us in September as well as our charity event which promises a few surprises. October offers our version of the Parade Rally (Thanks, George and Linda!) coupled with an Economy Run. Later in the month, it's pig-out time when the Munch-a-Bunch Brunch re-convenes for it's 4th year! November brings us in from the cold for an indoor concours and art show and December will find us at the Elmhurst Country Club for our holiday/awards banquet.

All in all, good times await us as we head into the final third of our event year. If you haven't been active yet this year, now is the time to mark off your calendar to spend with your fellow Porsche pushers.



## CHARITY GYMKHANA

Sunday, September 30

United Airlines Corporate Headquarters  
Algonquin Rd. (Rt. 62) at Linnemann Rd.  
Mt. Prospect, IL.

Registration and Tech inspection opens 10:00 AM

Timed runs start at 12:00 noon

Dinner at the Snuggery  
Algonquin Rd. at Busse Rd.  
Mt. Prospect, IL.

Drive United! Do what, you ask? We're talking about a gymkhana on the friendly lots of United. And we'll be flying, too. The parking lots at United's headquarters are big, folks, and you'll love the unique flight patterns we've designed into the course. A great place to make your Porsche fly. Last chance, too. No more speed events until after the snow melts. UGH. Withdrawal coming on.

The most important reason you should come fly with us is the children at the SALLY POTTER SCHOOL FOR THE MULTIPLY PHYSICALLY HANDICAPPED in Mundelein. The school will receive the proceeds from this event, with which they purchase special equipment that their budget does not otherwise allow. Even the kids can fly, thanks to your generosity. Anything you spend at this event, except dinner, is a charitable contribution. Your donation of cash, items for the auction, raffle and bake sale will be very welcome. Prizes that have already been donated include a set of 4 new Riken radials in the size of your choice, tools, accessories, photo enlargements and hand crafted items. Everything donated will be either auctioned or raffled off.

A special attraction of the charity gymkhana will again feature a Porsche supplied 944. You may buy as many laps around the course as you want. A great way to fly the friendly lots of United without having to bleed your own brakes. And you can buy a ride even if you have not entered the gymkhana.

Dinner will be at the Snuggery restaurant around the corner from United's facilities. Exciting atmosphere and an all-you-can-eat, creat-your-own-deli sandwich buffet will help wind up the day's auction, raffle and trophy activities.

To donate an item please call Ed Leed at 312 382-6711 or Bill Bartlett. The kids at the Sally Potter School will love you for it.

See you there!

CONTINUED FROM AUGUST SCENE

by Walter Minato

May 2, 1984 - Wednesday - Day #3

It was indeed encouraging to see a partly cloudy sky in the morning. I again met the same bunch for breakfast. The two students from Ford were completing their 3-day course on this day; both were somewhat envious of the students in the 4-day course. There was some anticipation of the timed session in the Mustangs and the first rides in the Formula Fords.

The morning lecture was a review of the SCCA General Competition Rules, in preparation for the Thursday quiz. A brief discussion of the the nature of licensing for SCCA, IMSA, and FIA participation was held -- anyone ready for GTP or Formula 1? The lecture also covered the use of signal flags during SCCA-sanctioned races.

The first exercise at the track was on the skidpad -- your basic "slide for life" repertoire. Practicing this second set of convoluted maneuvers seemed to be much easier. The quick steering inputs tended to be more instinctive and much more precise. After completing my "spins", I elected not to ride with the other students practicing theirs. Instead, I observed the 3-day students circulating around the handling loop which surrounded the skidpad.

One does notice the efficiency of the Bondurant operation. The optimum use of the Sears Point track was evident as I viewed the concurrent session of the skidpad and handling loops. One also appreciates the differences of format between the 3-day and 4-day courses; it would seem that the 4-day course is more intense and exciting. However, any experience in controlled high-speed driving that a prospective student can bring to the 4-day course would be highly beneficial. Of paramount importance is the possession of a good attitude; know-it-alls need not apply.

While one half of the class circulated on the handling oval, the other half was timed on the first loop of the track. The format and intent of the timed exercise were simple. Three or four students drove the first loop for approximately 15 laps. The goal was to be smooth and consistent. The instructors also wanted to see a progressive improvement of the lap times.

The following are the best recorded lap times for all students (in minutes and seconds):

1. 1:17.80
2. 1:16.98
3. 1:16.93
4. 1:16.73
5. 1:16.52
6. 1:14.88
7. 1:14.51

My lap chart for 15 laps was as follows:

- |                |                 |
|----------------|-----------------|
| 1. 1:19.48     | 9. 1:15.49      |
| 2. 1:18.07     | 10. 1:15.44     |
| 3. 1:18.29     | 11. 1:16.87 (P) |
| 4. 1:20.37 (P) | 12. 1:15.40     |
| 5. 1:16.54     | 13. 1:14.57     |
| 6. 1:15.68     | 14. 1:15.38 (M) |
| 7. 1:16.59     | 15. 1:14.51     |
| 8. 1:16.11     |                 |

P = Passing car

M = Missing shift

I was pleased with the progressive improvement of my lap times. Except for the one missed-shift, all the laps seemed to be very smooth and consistent. All the laps felt similar; most of the apexes were hit on the same line. Yet, at no time was I able to drive any portion of the first loop flat-out in the Mustang GT; nor was I particularly tempted.

The next set of morning exercises was the orientation to the complete circuit of the Sears Point track. From the first loop, the course continues from turn 6 onto the dragstrip in the direction opposite to the one that "closes" the first loop. This portion of the dragstrip rises gradually in elevation and connects to a hairpin turn. What follows is a fast ride downhill through medium-speed and high-speed esses. This is 4th-gear territory for the Mustang. At the bottom of the hill, the course blasts through a very fast corner before concluding in the constant-radius turn of the handling loop. Of course, the line through this turn is not a constant radius, and the proper exit of this turn brings the car very near to the barrier wall for the pit area.

PORSCHE  
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The full-track orientation was similar in format to the orientation of the first loop. First in the instructors' cars, then following the instructors' cars in our Mustangs. The instructors then rode in the students' Mustangs for individual attention and critique.

Turn 6, which is a downhill carrousel, now took own a different complexion. As part of the first loop, there was moderate braking at the bottom of the hill as the course turned right onto the dragstrip. As part of the full circuit, turn 6 challenged the driver to smoothly apply power down through the carrousel and leftward onto the dragstrip. 4th-gear was used briefly before braking for the hairpin.

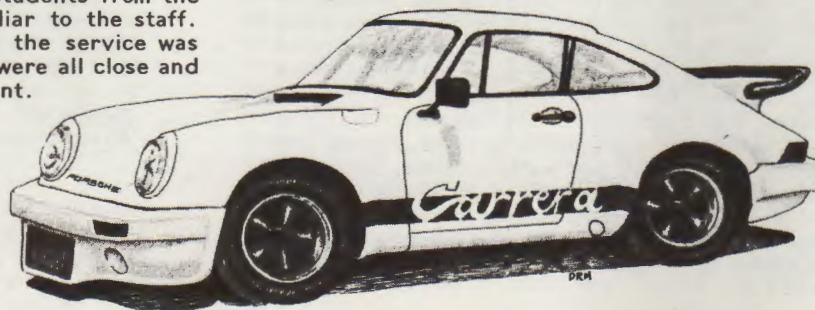


The downhill section are esses through which the driver quickly accelerates his car. Through the last set of left-rights, the traversing of the proper line is rewarded with the ability to apply full power early in 3rd-gear before upshifting for the fast ride to the end of the circuit.

I found myself unable to be smooth and fast through the downhill esses. The slow weight-transfer of the Mustang seemed to handicap me. I was consistently late entering the first set of esses which consequently made me late applying full power through the second set of esses. This was not the type of consistency that the instructor was expecting.

Driving on the full circuit, I did notice that not all Mustangs were equal. I was able to drive the first loop (turns 1 through 6) quickly by following a good line consistently. However, on the straight sections, I lost ground to other Mustangs -- even when I was able to apply full power sooner. Later braking and faster turns were required to close on the faster cars. And that's part of the learning process.

The lunch break was spent at Frank's Country Garden Restaurant in beautiful frontage-road Novato. This restaurant is the recipient of a lot of racing traffic from the Sear Point track; the photographs on the walls bear witness to several illustrious racers and near-racers shaking hands with the restaurant's owner. Students from the Bondurant School are also familiar to the staff. The lunch was very good, and the service was quite attentive -- after all, we were all close and personal friends of Bob Bondurant.



The afternoon began with a familiarization lecture about the Formula Fords that we were about to drive. The Fords are detuned for classroom work: the engines are downrated to 90 - 100 hp; European NCT's replace racing slicks; the nose-pieces are removed. Broken engines, flat-spotted tires, and crushed probosces make for expensive and uncomfortable classes. Several words-of-wisdom were offered. Clutch and de-clutch, if necessary. Be precise with the 4-speed shifter. Shift at 5000 rpm where the power curves begins to flatten. Don't zing the gears. The over-rev schedule for wayward zinging was as follows:

Rev Range *****	Zinging Fine *****
0 - 6500	FREE
6500 - 7000	\$25
7000 - 7500	\$50
7500 - 8000	\$100
Over 8000	\$500

Before returning trackside, each student switched to full-faced helmets with visors; I used my own helmet and ear plugs. Back on the track, the students were first "fitted" into the Formula Fords based upon height and the availability of cushions. Although the pedal clusters could be adjusted for each driver, they were not. As long as the accelerator and brake pedals could be fully depressed, the Ford was suitable for a student driver -- only a symbolic jabbing of the clutch pedal is required to change gears.

The remainder of the afternoon was spent circulating on the first loop. The reactions of the Formula Ford is virtually instantaneous. The smooth and precise driver is rewarded with a fast, undramatic ride. The power-to-weight ratio is much more favorable for the Ford than for the Mustang; thus, a mere 90+ hp provides a lot of motivation (motor-vation?).

Except for several minor shifting zings attempting to find 3rd-gear, I had no difficulties in becoming acclimated to and attaining speed in the Formula Ford. At the fastest portion of the first loop, I was at 6100 - 6200 rpm in 3rd-gear.

One does feel the bite of the front wheels when trailing the brakes into a corner. The induced grip and stability allowed one to depress the accelerator rapidly (a technique that racers call "flooring it"). The apex flies by, without any steering input until a minor unwinding at the exit of the turn. With the quickness of the Fords, the driver must strive to look very far ahead -- anticipating. If you don't anticipate, you are there and too late!

Was this first session in the Formula Ford fun?  
**YOU BET YOUR ASS!**

For dinner, I met with several of my business cohorts at Scoma's Restaurant in Sausalito. I chose broiled fresh swordfish for dinner. It's a tough life being a student. You have to "grab for the gusto" and have someone else grab the dinner check.

After dinner, I discovered a tow-truck operator and a Sausalito traffic enforcement officer attempting to break into my Mustang. Apparently they had been attempting unsuccessfully for 15 minutes to enter and move my car; it is alleged that my car was blocking a driveway. Thank you, Ford Motor Company, for a tamper-proof car. It did cost me \$12 to drive off in my car, but I did express my apologies for their inconvenience. Thus, my dinner was not exactly cost-free.

May 3, 1984 - Thursday - Day #4

Could this be the last day of class? I again met John for breakfast. We both were anticipating a full day of driving the Formula Fords on the full circuit. Wouldn't you?

In the classroom, an examination of the SCCA General Competition Rules was conducted. Everyone passed. This exam is a prerequisite for the SCCA novice license. Next, a lecture of safety equipment and driver concentration was given. Again, the reinforcement of:

CONCENTRATION ==>  
SMOOTHNESS + CONSISTENCY

Then, onto the track for untimed lapping of the full circuit. There are several portions where flat-out acceleration in 4th-gear can be achieved. That makes for a fast ride; so, it is best to be very precise.

As described previously, the full circuit concludes in the constant-radius turn of the handling loop. Thus, a little bit of braking is required as one is hurtling toward this corner flat-out in 4th-gear. One also has to be aware of exposed wheels and not venture too close to the tire mounds or the walls of the handling loop.

Accelerating out of the handling loop into 4th-gear, one enters the dragstrip, lining up for the left-hand sweep through turn 1. Turn 1 leads into a fast uphill section that careens through the off-camber turn 2. It takes a touch of trailing brake into turn 2 before applying full power, sliding the Ford out to the edge of the track. This was the most exciting turn on the course for me. The best part of lapping is that I could do it again and again.

I again found that I could drive the first loop very effectively in the Formula Ford. I enjoyed "thinking" the Ford around the course. Very little steering input was required. The feedback through the chassis and controls reinforced the effectiveness of precise trail braking. The shifting went "click-click" or if I match the revs accurately, "click". I loved it!



For the lunch break, most of the class returned to the Frank's Country Garden Restaurant in Novato. There was not much conversation during this meal. What more needed to be said; we all shared very similar experiences. Again, the lunch was very good and the service very attentive. But where was the garden? Never saw it.

During the afternoon lapping, I concentrated on the downhill esses that gave me problems in the Mustang. No problems today. The Ford would set up very quickly, but the driver was required to anticipate and steer precisely, modulating the throttle for the entrance to the first set of esses. If you were on the line, it was flat-out through esses, downhill through a left sweeper. A touch of trail braking to set up for a flat-out corner, drifting under power to the edge of the track before lining up the braking for the last corner. Then around again.

Because Thursday was a beautiful sunny day, we were called in at intervals to rest and water down. Several gas stops were required during this day. During the gas stop, the usual track talk went on -- discussing problems through certain corners and the fast line into the corners.

Does this class have to end? Yes, it must. Were we exhausted? Yes, we were. Oh, well. Out of the Fords. Line up for the official graduation photograph. Can you spot the famous racer in this photo? Back into the classroom for the graduation plaques, critiques of student performance, critiques of class structure, assorted Bondurant goodies, and some champagne -- Sonoma's finest (or was it Sears Point's finest?).

After attending the 4-day Grand Prix (Competition Road Racing) course, I have only the greatest respect for the Bondurant School and the 4-day course, in particular. Is this course right for you? If you have the proper attitude, some structured experience at speed, and some money -- YES, this course may be for you. It was for me!



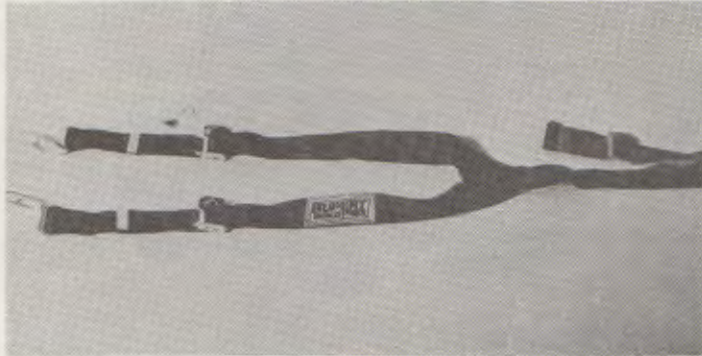


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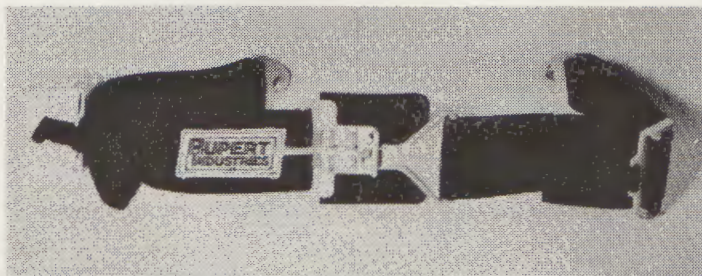
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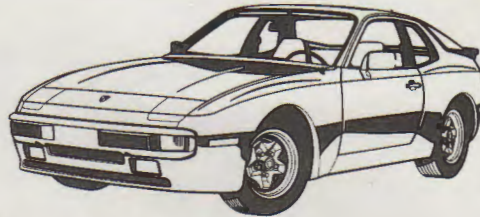
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## PCA CHICAGO REGION EVENT CALENDAR 1984

September 9

Gymkhana

September 30

Charity Event

October 13-14

Rallye Tour/Economy Run

October 28

Brunch

November 11

Concours & Art Show

December 1

Dinner & Award Dance



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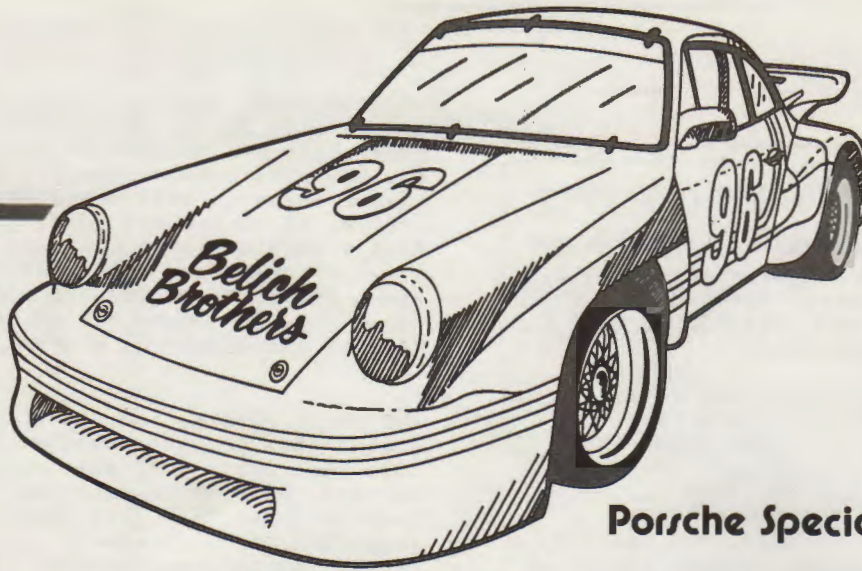
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 IGN DISTRIBUTOR, 911 78-79,.....50  
 SET COOKIE CUTTERS 6X15.....220  
 911 ENG LID GRILLE, BLK.....25  
 924 PARTS BOOK....RARE.....35  
 911-912 MATS BLACK, EXC, 4 PC....20  
 911 HT EXCH, L, NEW, LATE METAL.300  
 NARDI WOOD STG WHL, 356B,C, NEW..80  
 911 BUMPER, 66-73, EXC COND.....75  
 PR. 911 DOOR PANELS, 77, BLK VI..80  
 SC CLUTCH, STOCK, 3000 MILES.....75  
 7X16 AND 8X16 MOD WHLS, AS NEW..600  
 6X15 AND 7X15 WHLS-TIRES, NEW...600  
 4 TO 5 BOLT WHL ADAPTORS - 914...60  
 911 A-ARM, R, LATE.....100  
 911 AC CONDENSER, LID MOUNT.....25

PLEASE CALL BRIAN ALLMAN AT 382-5933 AFTER 7 PM FOR FURTHER INFORMATION ON THESE COMPONENTS. MORE AVAILABLE.

## COVER CREDITS:

Old Timers approaching the finish line on Main Street at Indianapolis September 1977. "356 Registry Holiday"

(Ginny Gummow)

## REAR VIEW MIRROR

### POTTER'S PICNIC CONCOURS

(Somebody up there must like us!)

by Jackie & Dennis Raucci

Saturday night the weather bureau predicted a perfect summer day for the Picnic and Concours on Sunday. Oh no! If the forecast is as accurate as it has been lately, we had better prepare for the worst! Monsoons, hailstorms, frogs, locusts, etc. To our surprise and delight, Sunday turned out to be absolutely gorgeous! The entrants were all well prepared adding those final touches before judging began at 1:00 PM.

This began the first Concours we were responsible for, we were a little apprehensive. Thanks to the guidance of those more experienced than us, the willingness of others to give of their time to judge, and the laid-back atmosphere of the whole day, the Concours almost ran itself!

Special thanks to the judges: Brian Allman, John Bohlander, Ron Boyum, Bob Gamble, Jim Harper, Tom Harwood, Ed Leed, Walter Minato, John Welda, and Arnold & Stacy Zann. Happy Anniversary to the Gummow's who celebrated their 25th anniversary (with their 356). Honorable mention to Jean Janecek for her Concours customized cane. (By the way, where was that mirror aimed, Jean?) and to Sheila Zann for her Porsche Design crutches.

We would also like to thank Joe Flores, Concours Coordinator, for his guidance and assistance, and for answering all those stupid questions we came up with.

We hope that everyone had as much fun as we did, and look forward to sharing more beautiful summer days with our Porsche Friends.

### RESULTS:

#### CLASS A:

- |                       |          |
|-----------------------|----------|
| 1. Bob & Ginny Gummow | 296.30 T |
| 2. John Welda         | 247.50   |

#### CLASS B:

- |                  |          |
|------------------|----------|
| 1. Bruce Janecek | 202.70 T |
| 2. Bob Gamble    | 192.10 T |
| 3. Jim Cady      | 171.40   |

#### CLASS C:

- |                           |          |
|---------------------------|----------|
| 1. Ben & Dolly Hursch     | 138.50 T |
| 2. Tom Thompson (the new) | 103.50   |

## PHOTOGRAPHS

By John Bohlander



CLASS D:

1. Ron Boyum	135.00 T
2. Terry1 & Shelley Johnson	132.00 T
3. Rich & Brenda Lotesta	129.50 T
4. Phyllis Harwood	124.50 T
5. George Estrada	121.50
6. Joe Flores	117.00
7. Jim & Laura Kutill	114.50

CONCOURS COP-OUT WINNERS:

Bob Hindman  
 Lance Flynn  
 John Bohlander  
 Bill Samp  
 George Rudowski



## REAR VIEW MIRROR

## 1984 BLACKHAWK I : A Newcomer's Report

by John E. Bonnett



During "Miller Time" at Hanson's restaurant after a beautiful day at Blackhawk, Sue Pyper asked me if I would write an account of the day's activities for the SCENE. She asked that I approach it from a newcomer's point of view. Because I'm a late bloomer, just getting active in the Region, I certainly qualified.

I also have "newcomer" status with respect to competitive driving. Although I began driving a tractor and truck on our farm 46 years ago, the thought of driving an expensive automobile competitively never entered my head until six years ago when I turned 50 (midlife crisis you know).



Since then my driving experiences have included a number of club activities, (Mercedes, Ferrari, and SCCA) plus attendance at several commercial driving schools. (The loose nut behind the wheel needs periodic tightening). With these experiences as a basis for comparison, I am pleased to share my newcomer's view of BLACKHAWK I and the Chicago Region's driving program.

BLACKHAWK I was organized this year by Rod Gustafson with a super assist from Sue Pyper. With the help of several very dedicated helpers, Rod and Sue pulled off the best attended BLACKHAWK event in its 14-year history: 54 cars registered. Congratulations on a great job by them and their loyal helpers!



This year everyone returned from BLACKHAWK I with a trophy--his/her car in one piece. There were no metal-bending accidents. That speaks well of the instructors and their students. It also speaks well of the skills of the more seasoned drivers.

Some of the drivers went the extra mile to demonstrate valuable driving insights. Debbie Leed showed us how front wheels, when locked up, refuse to change the direction of a moving car. Bruce Dandrew proved that late brakere do lead more exciting lives. They don't always come out of a turn going the same direction

they entered, but that's part of the excitement. Jean Banchet, of La Francais restaurant fame, proved that a beginning driver can combine a 400 HP custom Turbo with common sense for an enjoyable day without incident. These and other drivers made valuable contributions to the day's huge success.

What did this newcomer think of BLACKHAWK I ? I have only attended three PCA events this season, but each time I compare a Chicago Region driving event to that of other clubs it becomes a "no contest" in favor of our Region. This is even more meaningful when you see the big picture. Let's look at it together.



# AR AUTO WERKS OF ROCKFORD

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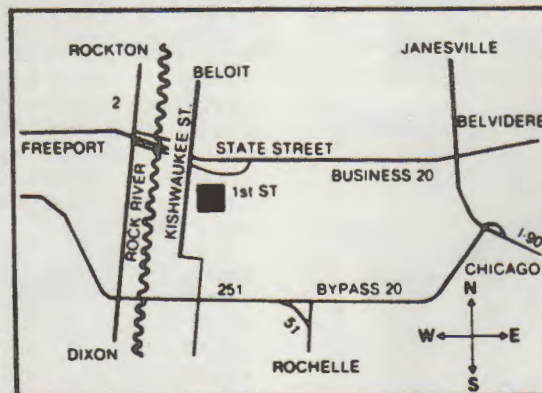
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Driving skills can only be acquired from the thoughtful practice of activities already understood conceptually. The Chicago Region instructor staff rank above average in their efforts to explain many of the essential concepts first to beginning drivers. (Perhaps the more important points should be codified and put in booklet form for relaxed study later.)

Next, the club provides a super driving school in May for further practice and a chance to explore your car's limits. BLACKHAWK I & II provide excellent opportunities for further testing and practice. And, finally, we all get two shots at Road America to measure our skills against past performances (times) and against our peers. Every time we beat an old time we win!

As you can see, a day at BLACKHAWK is an important link in a complete chain. For those of us who take advantage of these integrated driving events, it can mean safer, smoother and more controlled driving in our future. As I tell my wife, "Because I love my family so much, I must attend as many of these driving events as possible so I can drive all of you more safely."

If you enjoy the opportunity to practice driving your Porsche on an interesting race track away from radar... If you enjoy visiting with other Porsche owners, swapping stories and learning more about your car and how to make it perform better... If you truly enjoy "Miller Time" and a meal with your friends after a hard day at the track... If you enjoy all the above and also love your family, a day a BLACKHAWK with the Porsche gang is a must for you.



THE VIEW FROM THE PAGODA ( OR I DIDN'T  
DRINK THAT MUCH AT THE PAPER VALLEY LAST  
NIGHT... SO WHY ARE THERE RED LINES ALL  
OVER EVERYTHING?)

by Lou Sterbenc

When I came to, it was Thursday morning.  
It was hot...very hot and I wasn't sure if  
it was a mirage from the heat coming off  
the grid at Road America or could there  
really be a varitable river of 944's flowing  
towards the starting line.

I scrambled madly for my timing sheet. After  
shoveling the software into my trusty Apple  
IIe and accumulating the remaining pens and  
paper clips from the madness that was Wed-  
nesday, I set out on another journey into  
"the worker zone". The Bushmeyers are the  
only people who have ventured into this  
sacred territory and returned unscathed.  
Oh sure, we've all heard stories of vanishing  
B-29's, etc., but I was desperate. Roloids  
and mind altering substances wouldn't get  
me through another day...I needed help  
and fast.

Danny Williams was inching precariously  
toward the starter's headset. Drivers were  
zipping up their hero suits and donning  
their brain-buckets. Time was running out.

Potential workers were everywhere but noon  
could help. They all made cryptic comments  
like "Gosh I think I'm in 11B"... or "I  
have to stack Porsche-Sex underwear in the  
goodie store today".

It looked hopeless. It was then I spotted  
the last unsuspecting worker not yet assigned.  
Too late...he saw me and the chase was on.  
Half way across the paddock area we fell in  
a heap after a picture-book tackle. After  
injecting him with a sedative and handcuffing  
the volunteer, he agreed to come up to the  
pagoda and work if only I would take the  
shotgun out of his ear. My volunteer staff  
worked miracles by recording scores and  
helping the starter crew while being lashed  
and subjected to peer pressure and ridicule.

OK...so I lied. Did I fail to mention that  
the pagoda was air conditioned, or that the  
timing starters that sat next to us were  
beautiful and personable, or that the view  
from the top is breathtaking covering the  
entire straightaway and corner 14, or that  
in actuality people volunteered in car-loads?  
Hey, nobody's perfect.

I did want to thank the many folks who  
ventured up the pagoda stairway to help  
out at the parade. Everybody did great  
and should be proud of their contribution.  
THANKS AGAIN!

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## OCTOBER DO-IT-YOURSELF RALLYE

DATE: OCTOBER 13-14  
TIME: SELF-STARTING (allow 3-4 hours)  
PLACE: LAKE FOREST OASIS AND POINTS NORTH

by Brian Allman

As most of you "old timers" know, October is the month where we point the trusty Porsche NORTH for the last time of the season in order to ooh and aah the beautiful colors that come with the passing of summer. Well, this year is no exception. Under the collective genius of George Gutmann, Jim Harper, Lee Lichtenstein, Walter Minato, and a cast of thousands (Gosh... that's fast!), a fun-filled, action-packed, weekend has been conceived.

This weekend is actually made up of two activities, a rally and an "economy run". You may run either one or both of them. However, in order to receive your information in time for the Saturday departure, you must be pre-registered. The reason for this is that there will be no registration personnel at the departure point on Saturday.

Saturday will find you at the Lake Forest Oasis on beautiful I-94. From there you will follow route instructions which will offer several exciting ALTERNATE routes. You will then begin your ECONOMY RUN (optional) to Appleton. When you arrive and "top off" your

tank, you will have completed the first section of the weekend. Visit our scantily clad officials at the "family sized tub" located in the pool area of the Midway Motor Lodge and turn in your results. Said officials will be available from 4-7 PM. They will also accept late rally registrations at this time. None will be accepted Sunday morning!!! Go to dinner. Get some sleep. Go to breakfast. Start to worry...

Sunday morning will be sunny. Your navigator will not. Be patient and explain that it really IS fun to get off course. At the end of the rally you'll find that it really isn't that difficult and wonder why you haven't done one of these sooner! After a buffet and awards presentation, bundle back into the car and it's back to the land of wrinkled pavement.

The cost of the event is \$9 if you pre-register. Late registration (at Midway Motor Lodge) is \$11. We will offer five classes for the Economy Run. They are: Aircooled4, Watercooled 4, All 6, All 8, Other. We will run two rally classes: Equipped and Unequipped.

Rates are being negotiated with Midway Motor Lodge and a block of thirty rooms has been reserved. They will be held up to ten days preceeding the event. Please make your reservations directly with them at 414/731-4141. Their address is 3033 W. College Ave, Appleton, Wisc. If you would prefer other lodging, a list of optional hotels and mealsites can be found elsewhere in the SCENE.

## REGISTRATION

Dear Jim,

I've cleaned out my injection and I'm ready to go!

Economy Run Class: Air Cooled 4 Cyl \_\_\_\_\_ Water Cooled 4 Cyl \_\_\_\_\_  
All 6 Cyl \_\_\_\_\_ All 8 Cyl \_\_\_\_\_ Other \_\_\_\_\_  
Rally Class: Equipped \_\_\_\_\_ Unequipped \_\_\_\_\_  
Driver \_\_\_\_\_ Co-Driver \_\_\_\_\_  
City, State, Zip \_\_\_\_\_  
Member \_\_\_\_\_ Applicant \_\_\_\_\_ Guest \_\_\_\_\_

Event Fees: \$9.00 PRE-REGISTRATION ONLY ! \$11.00 ON SATURDAY NIGHT

Mail to: Jim Harper 2746 W. 86th Pl. Chicago, IL. 60652 737-5927

GYMKHANA '84  
 Sunday, September 9, 1984  
 PORSCHE CLUB OF AMERICA  
 CHICAGO REGION

Our autumn gymkhana will take place in the huge west lot of Triton Community College on Sunday, September 9, 1984. The course, painstakingly laid out by three enthusiasts, requires both handling and horsepower. One particular increasing radius turn can be negotiated by 911's with the power on.

As this event counts for overall autocross trophies given at the Christmas party, the hot shoes will be there. Restrooms will be open. A catering truck will make a refreshment stop.

As exciting as the driving is our dinner at the renowned Old Prague Restaurant. Long a favorite of many PCA'ers, we will feast in the Blue Room family style on all we can eat of roast pork, roast duck, roast beef, and dumplings and sauerkraut. Kolacky was chosen for our dessert.

Register now at \$10.00 for the driving event and avoid the higher \$12.00 fee on the day of the event. Be sure to note your class from the six classes listed below on your registration. Mufflers and Snell 70 or later helmets are required.

- Class 1 356, 356C, 356 Super, 914 (1.7 & 1.8)
- Class 2 356 SC, 356 S90, 914 (2.0), 912, 912E, 924
- Class 3 911, 911L, 911T (2.0 & 2.2), 914-6, Carrera 2.0, 924 Turbo, 944
- Class 4 911T (2.4), 911E (2.0, 2.2, 2.4), 911S (2.0), 928
- Class 5 911S (2.2, 2.4, 2.7), 911 (2.7), 911 Carrera (2.7), 911SC, 930, 3.2 Carrera
- Class 6 Modified, and Race Cars (i.e., 904, 908, 917, 935, etc.)

Triton Community College  
 2000 North Fifth Avenue  
 River Grove, Illinois 60171

Old Prague Restaurant  
 5928 West Cermak  
 Cicero, Illinois 60650

Registration 11:00 a.m.  
 First Car Off 12:00 p.m.

Dinner 5:30 p.m.

Mike Zurick  
 Days (312) 675-8000  
 Home (312) 920-6698

1st Driver \_\_\_\_\_ 2nd Driver \_\_\_\_\_

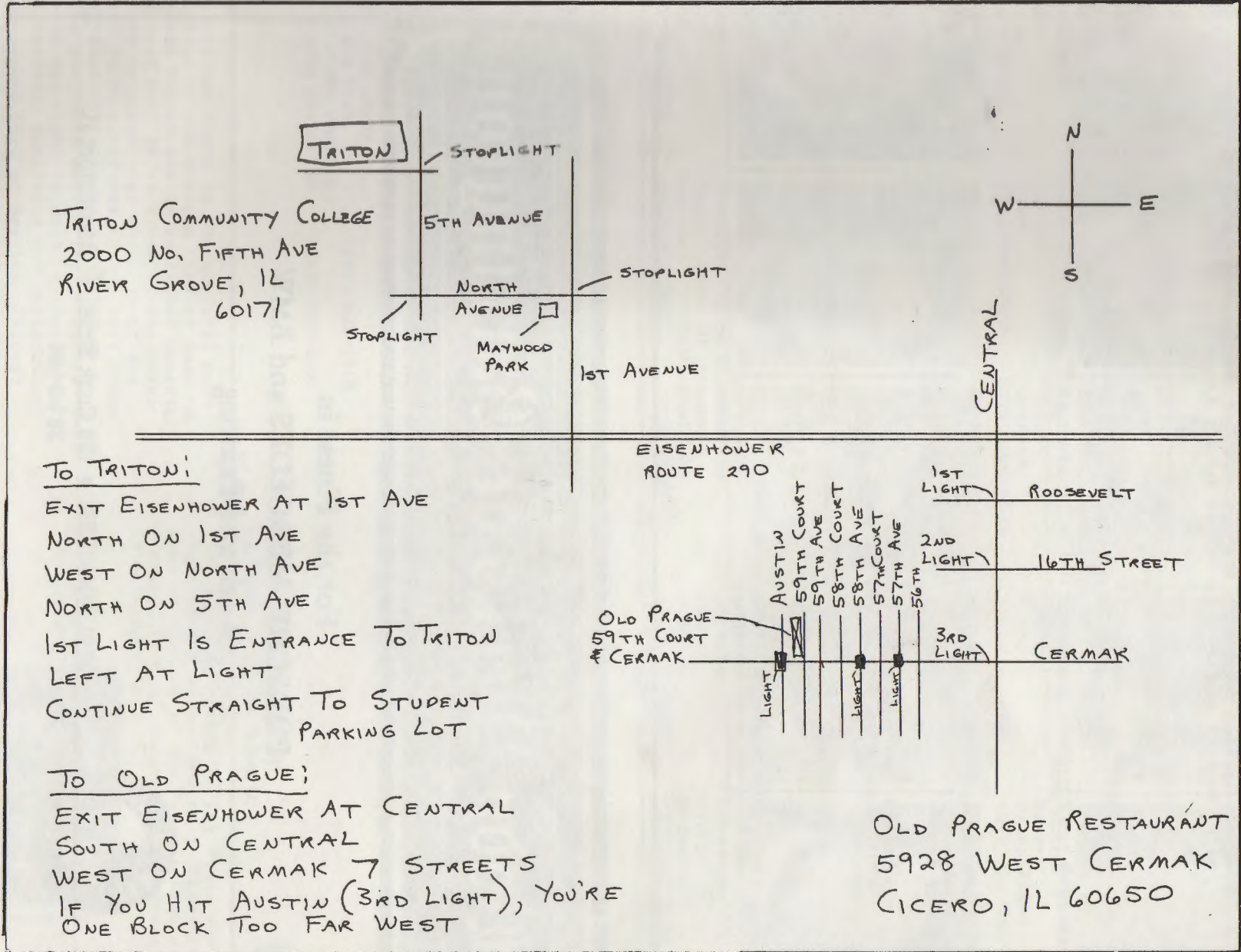
Member \_\_\_\_\_ Applicant \_\_\_\_\_ Guest \_\_\_\_\_ Member \_\_\_\_\_ Applicant \_\_\_\_\_ Guest \_\_\_\_\_

Porsche Model \_\_\_\_\_ Type \_\_\_\_\_ Class \_\_\_\_\_

1st Driver \$10.00 \$ \_\_\_\_\_  
 2nd Driver 5.00 \_\_\_\_\_  
 Adult Meals Qty. \_\_\_\_\_ 13.00 ea. \_\_\_\_\_  
 Children's Meals Qty. \_\_\_\_\_ 11.00 ea. \_\_\_\_\_  
 (Under 8)  
 Total Enclosed \$ \_\_\_\_\_

Mail To:  
 Connie Zurick  
 132 Saddle Brook Drive  
 Oak Brook, IL 60521

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 I will bring my Snell 70 or later helmet.



To TRITON:

EXIT EISENHOWER AT 1ST AVE  
NORTH ON 1ST AVE  
WEST ON NORTH AVE  
NORTH ON 5TH AVE  
1ST LIGHT IS ENTRANCE TO TRITON  
LEFT AT LIGHT  
CONTINUE STRAIGHT TO STUDENT  
PARKING LOT

To OLD PRAGUE:

EXIT EISENHOWER AT CENTRAL  
SOUTH ON CENTRAL  
WEST ON CERMAK 7 STREETS  
IF YOU HIT AUSTIN (3RD LIGHT), YOU'RE  
ONE BLOCK TOO FAR WEST

## REGISTRATION

Dear Debby,

We are looking forward to the gymkhana and the opportunity to help the kids at the Sally Potter School. Let's fly!

First Driver \_\_\_\_\_ ( )Member ( )Applicant ( )Guest  
last name first

Second Driver \_\_\_\_\_ ( )Member ( )Applicant ( )Guest  
last name first

Porsche Model \_\_\_\_\_ Year \_\_\_\_\_ Color \_\_\_\_\_ Modifications \_\_\_\_\_

ENTRY FEE DONATION (TAX DEDUCTIBLE)

\$10.00 each driver Total \$ \_\_\_\_\_

Dinner at The Snuggery (not deductible)  
All you can create deli sandwich buffet

\$7.50 per person Number \_\_\_\_\_ Total \$ \_\_\_\_\_

Total Enclosed \$ \_\_\_\_\_

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37 Lakeview Drive  
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**Chicago Region  
 Porsche Club of America**



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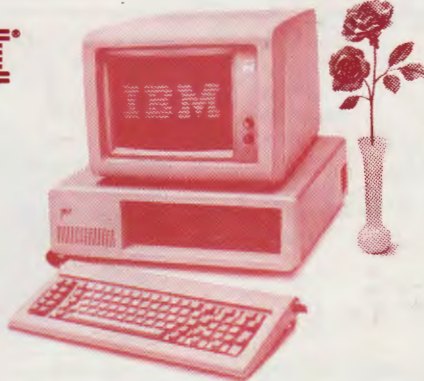
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