

The Chicago

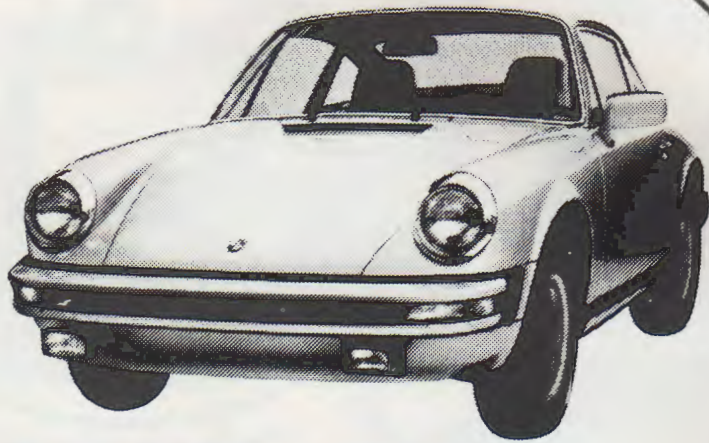
August

1984



Blackhawk II - Aug 8
Elkhart Lake - Aug 18-19
Gymkhana - Sept 9





LEE KLINGER

PORSCHE + AUDI

1949 St. Johns Downtown Highland Park
(2 Blocks from the Northwestern R.R. Station)

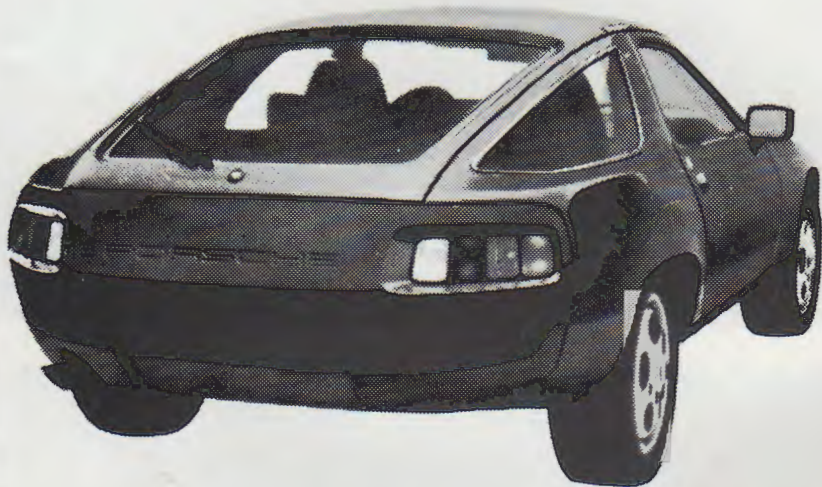
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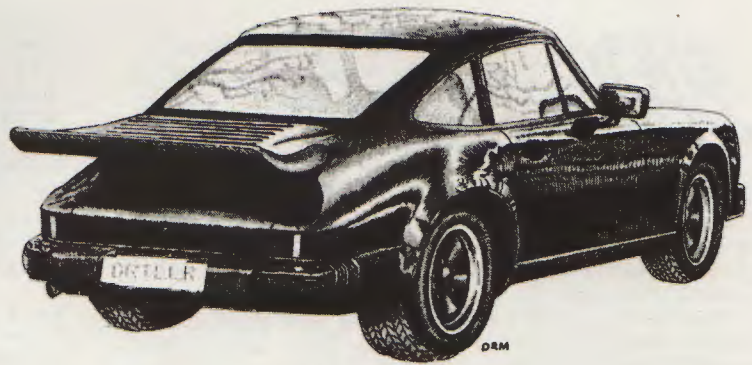
Incidentally

NEXT ISSUE:

1984 PORSCHE PARADE TRIBUTE

Send any articles, photos, etc.

Patti & Kris Tumilowicz
Chicago Scene Editors
1666 Greenmount Street
Rockford, Illinois 61107
(815) 965-0770 Home
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COVER CREDITS

Oldtimers visit the Porsche Museum
as part of the activities at the
6th International 356 Meet in
Stuttgart, Germany. May 1981

(submitted by Ginny Gummow)



These photos from Elkhart Lake I were
not available for July publication-
A little late but none the less our
happy winners !



The Almanac

by Brian Allman

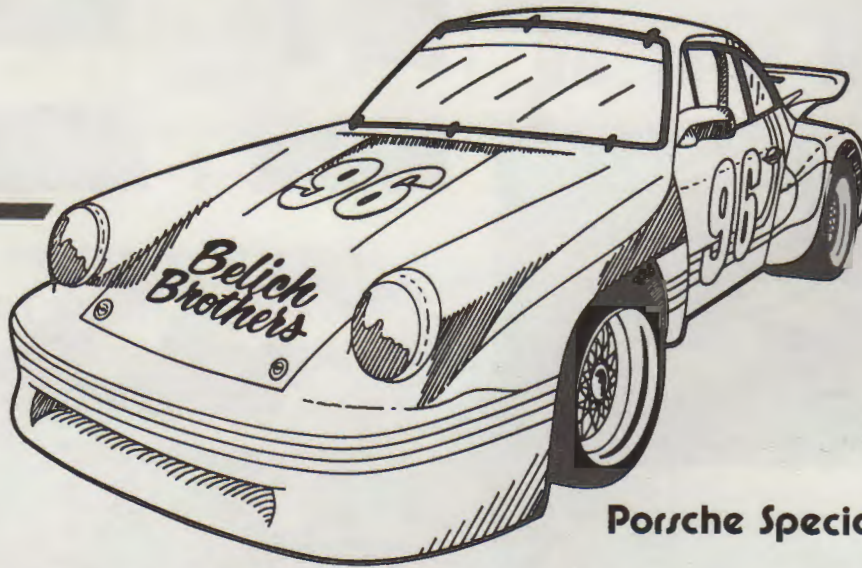
It was at the Reston Parade (1979) that we met them, these two charming people with the German surname and the British accent. We were invited to a party in Reston, Virginia by Pete and Sandi Rowland from the Potomac Region. Basically, our invitation came about because of my assumed job as official French interpreter for Jean-Henri Bernard once again. Once we got there, Jean-Henri discovered that the Rowlands had a neighbor who was born and raised in France! Small World! They chatted together for hours while we sat and were totally captivated by our new acquaintances from South Africa! The Hauslers had come for their first parade along with their friends, the Devilliers... all charter members of Porsche Club of South Africa.

As we talked, we learned that Rod and Angela Hausler came from Westcliff (Imagine Kenilworth with one acre lots—That's Westcliff!) Rod talked about his duties and interests as an engineer in a family-owned engineering firm in Johannesburg, while Angela described her role as a middle manager for a large temporary help firm.

We discussed cars, of course. At that time, their stable included a '73 911S, '70 911T, '55 356 Coupe, '60 356 Roadster, BMW 3.0 S Sedan (How sensible!), and a 246 GT Ferrari Dino! We traded theories, lies, tall tales, and anecdotes until the small hours of the morning. The thought of meeting people from as remote a country as South Africa had never occurred to us when we left Illinois for the wilds of Virginia. Needless to say, we exchanged addresses!

Well, believe it or not, the next summer found us in Jo'burg! We were invited down in one of their letters and actually decided to go... I don't know who was the more surprised! By 1981, we had acquired a second Porsche and got the wild idea of inviting them to come to the Parade (Asheville) as participants. Sure enough, they came! They came again last year to Ozarks '83 (drove our black targa to a trophy position in the Rallye!) and would probably be here this year for "Their" Parade if Angela were not ready to give birth to "Mini" Hausler.

We have grown to know them and feel a wonderful bond of friendship that transcends ten thousand miles. Hopefully, they'll be back next year for the Lake Arrowhead Parade. I think we'll all fly to that one!



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STUDENT NOTES

By
Walter Minato

The following article was originally submitted for publication in the "Breeze", the official newsletter of the Windy City Chapter of the BMW Car Club of America (BMWCCA). The Windy City Chapter was a partial sponsor of the events described; in return, your humble narrator was obligated to "write an article" for the newsletter.



January 1984

I read about the upcoming drawing at the Annual Windy City BMW Dinner for a Driving School enrollment. I normally read through the "Breeze" once without ever re-reading any articles. However, I felt lucky! I carefully re-read the article and ascertained that only a mailing of the enclosed form was required. Now, I know that many of you attended the Annual Dinner with the assumption that the Driving School was a door prize where attendance was required. Let this be a harsh lesson to you: read your "Breeze" very carefully.

Gene Kulyk phoned me on the Sunday after the Annual Dinner informing me that I did indeed win the drawing for the Driving School. I guess that it was not luck, but my good fortune. Gene promised to send me brochures of several well-known Driving Schools. Five minutes after my conversation with Gene, George Melford also phoned me -- reassuring me that I was not the victim of a prank.

February - April 1984

I initially decided against any courses that featured only race cars (e.g., Formula Fords) and against any schools that were conducted in the Midwest. I was more interested in a course from which I could improve my high-speed autocrossing skills in street car, and a school in the Midwest did not appeal to me at all. After reading the brochures that I received, the candidate schools were quickly pared to the Bertil Roos School in Pennsylvania and the Bob Bondurant School in California. Frankly, I have received nothing but extremely positive comments about the Bondurant School and the 4-day Grand Prix course, in particular. Since there was a possibility to conduct some business in Los Angeles or San Francisco in conjunction with the trip to the Bondurant School in Sonoma, California, my final choice was easily made.

I subsequently phoned Ron Barnhart, the illustrious President of the Windy City BMW club (one should always be kind to others who are bearers of nice gifts), to inform him of my choice. Ron referred me to Dale Jenkins, the very illustrious Treasurer of the Windy City BMW club (he's more important than Ron -- he writes the checks). Dale subsequently sent me a \$700 check to be applied to the tuition costs for the Bondurant course. Since this school might be a once-in-a-lifetime experience, I was willing to invest my own funds in a course considerably more costly than \$700. It should be emphasized that my expectations was that the Grand Prix course was costly, but not expensive -- there is a difference!

After sending my enrollment form and deposit for the Grand Prix course (also known as the Competition Road Racing course), I received my confirmation and a SCCA competition physical form. A serious course. One of the byproducts of completing the selected course is the partial fulfillment of driving school requirements for a SCCA novice license or the complete fulfillment of requirements for a provisional IMSA license -- thus, the requirement for the physical examination.

I selected April 29 for the start of the Grand Prix course for two reasons: the high probability of good weather in the San Francisco area, and the proximity to my first autocross event of the 1984 season. While awaiting the commencement of the course, I read John Roeslmeier's article regarding his experience at the Bondurant school. John was the winner of the Driving School prize in 1983, choosing the 3-day High Performance Driving Course in November 1983. I am being very careful not to plagiarize any of John's well-written account of his school days, but it is very difficult (I hope that he is not a lawyer). Surprisingly, I did not feel any significant amount of anticipation or excitement before the course.

April 29, 1984 - Sunday

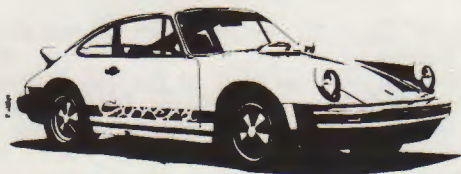
Although the Bondurant School provides helmets and driving suits to the 4-day students, I had decided to bring along my own helmet, gloves, ear plugs, and newly purchased driving suit. Each item would prove to be vital to my driving comfort, reducing worrisome distractions.

I scheduled an early flight to San Francisco because I thought that I would have difficulties storing my helmet in the cabin. Checking my helmet as baggage would have been tantamount to dropping it from the roof of a 2-story building. No way! As expected, the flight was less than half-full. The helmet barely fit into the overhead bin of the DC-8 (note that on a DC-10, the helmet can be stowed under a seat).

During the flight, I reviewed the literature from the Bondurant School and John Roesmeier's article. I also began writing my notes for this article. Yes, there was a tinge of excitement as I finally had the opportunity to reflect on my upcoming experiences.

Arriving at SFO Airport at 11:00 am PDT, I managed to retrieve my baggage, rent a car (a "compact" Mustang GL 5.0 liter), and arrive at the Holiday Inn Marin in San Rafael by 1:00 pm. After checking into the hotel, I drove out to Sears Point International Raceway in Sonoma. My objective was to time this trip. The Bondurant School literature stated that the trip would require 15 minutes and it did. Sears Point was the site of vintage car races during this weekend, but I chose not to attend. Unnecessary excitement and a preview of the track would detract from the experience during the next morning.

I spent the remainder of the day touring beautiful downtown San Rafael in the almost unsuccessful search for lunch. I guess that the current fad is to disregard Sunday lunches. Later, a quiet dinner and a quiet evening. I did strive to remain calm and restrain my enthusiasm until the next day.



April 30, 1984 - Monday - Day #1

The first school formality is to pay the remainder of the course fees, sign a 2-page waiver of liability, and receive some general course material. Who me -- excited -- no way! I forgot the checks for the remainder of the course tuition. Oh well, it would only be 30-minute loop back to the hotel during the lunch break. The arriving students for this week all appeared to be outwardly calm. I wasn't fooled.

At 8:30 am, all 16 students were summoned to a classroom by Bill Cooper, the Chief Instructor. As the student introductions revealed, 7 students were enrolled in the 4-day course, one was enrolled in the "stunt driving" course (a hybrid affair), and the remaining students were enrolled in the 2-day or 3-day courses. Of these various courses, only the 4-day Grand Prix students would be driving the school's Formula Fords.

For the initial lecture, the 2-day and 3-day students were moved into another classroom. Bill Cooper expounded on the importance of driver concentration without which there could not be driver smoothness and consistency.

CONCENTRATION ==>
SMOOTHNESS + CONSISTENCY

The lecture continued on driving fundamentals including the techniques of trail braking and heel-and-toe downshifting. During cornering, trail braking is the transitional maneuver between braking, turning, and accelerating a car -- utilizing the brakes as a handling device as well as a braking device. Heel-and-toe downshifting involves the operation of the brake and gas pedal simultaneously with the right foot while (de-)clutching with the left foot. Every topic covered during this lecture stressed different elements conducive to MAXIMUM CAR CONTROL.

After the lecture and before the lunch break, the 4-day students were given a tour of the school's maintenance facilities and introduced to the other instructors for our course: Ron Nelson and Parker Johnstone. All the instructors were seasoned racers and patient, attentive teachers. A very professional lot. Then it was time to select a well-prepared Mustang GT 5.0 for a short acclimation session on the handling loop.

This handling loop is essential a short oval with a constant-radius turn on one end and a hairpin turn on the other end. The immediate goal was to exercise smoothly and consistently the techniques covered in the first lecture: braking, trail braking, anticipating the lines through the course, hitting the apexes of the turns. First the students were passengers in the instructor cars. Then driving our Mustangs with instructors as passengers and auditors. Then the instructors driving our cars as role models. Finally, circulating solo. Lap after lap. Attempting to remember the fundamental driving techniques and to become acquainted with the Mustang (which is quite a different car from what I am most acquainted) was quite a challenge. A challenge to be smooth and consistent.

Lunch time: a quick run back to the hotel to retrieve my wayward checks and a sandwich at the local Zim's Restaurant. During this course, I deliberately increased my caloric intake (I ate a lot!) to match the energy output required by the course. The course was well-paced and invigorating. You need your grits.

After lunch, it was time for the "Accident Simulator". Conducted on the dragstrip portion of the track, accident avoidance techniques were practiced. Heading up the dragstrip at speeds beginning at 30 mph and increasing incrementally to 40 mph, the student was confronted with a choice of 3 lanes of travel. Based upon which lane displayed a green signal overhead, the student was to maneuver his Mustang to such a lane without lifting or braking -- and without killing any pylons which marked the 3 lanes.

Actually, only an average reaction time is required to perform the maneuvers smoothly and accurately at the speed ranges used. However, one's peripheral vision must be wide and acute to quickly detect the green signal before crunching the cones. My reaction times were not shortened, rather my peripheral vision was broadened during these exercises.

To further demonstrate the wisdom of avoiding an accident situation at speed rather than braking hard, the instructors then switched all lane signals to red randomly. Detecting all red signals, the student was to brake his car in as short a distance as possible without lockup. Overanxiousness equals locked brakes and tire smoke. Very spectacular, but not very effective. Even without lockup and with average reaction times, it does require quite a distance to brake a car from 40 mph. A clear demonstration that unless all avenues of escape are blocked, it is most prudent to maneuver your car around the incident, rather than becoming part of the it.

Well, the first day was not yet over. It was back to the handling oval to practice more trail braking, heel-and-toe downshifting, selecting of driving lines, and anticipation. Anticipation while driving at speed requires forward vision. Sighting the apex or exit point of a turn before approaching them. These techniques do become easier with practice, although I did find myself spinning the inside rear wheel of the light-ended Mustang. A more progressive throttle was required. After ending the driving for the day, the 4-day students were each given a copy of the SCCA General Competition Rules to study at night for a written quiz on Thursday morning. A serious course, indeed.

Back at the Holiday Inn, I arranged to have dinner with two other students from Tuscon. John and Cary are both ex-Air Force fighter pilots. Cary had convinced John to accompany him to Bondurant, and Cary does have the racing bug. I selected the La Trattoria Restaurant in downtown San Rafael based upon a recommendation from my spouse who has frequent opportunities to visit this area on business. The cuisine for this neatly decorated Italian restaurant can best be described as "nouvelle Italiano". La Trattoria served very creative sauces with their meals. Cary was on a very stringent diet, ordering a Romaine lettuce salad. John ordered a calamari dish and received the largest squid that we had ever seen -- this creature of the deep was an extra in the Disney movie, "20,000 Leagues Under the Sea". I ordered a linguini with a cream-and-cheese clam sauce. You have to get your calories anyway that you can, but who said that it had to be painful?

The afternoon exercise was continuous circulation of the first loop, applying the techniques practiced on the handling oval. To assist the students in learning the lines of and to observe our first efforts in negotiating the first loop, 3 or 4 students would follow an instructor's car. The student was to observe the lines taken, the braking and turn-down points. Then, one-by-one each student was waved around the instructor's car to permit the next student to observe the instructor car. Next the instructors would signal in the students one-at-a-time in order to ride as passengers in and to drive the students' Mustangs. Instant feedback from the instructor. If you were unsmooth or inconsistent, you were constructively criticized.

Then the rains came. The great equalizer. Immediately after two laps of drizzles, most of the students spun in the corners where tire rubber cause extremely slippery conditions. Your humble narrator performed a perfect low-speed 180-degree spin, rolling along the track backwards. A real world application of the morning's skid control exercises. All the cars were called in for a discussion of revised lines through the first loop with the slippery conditions; some of the apex cones were re-spotted to assist the students.

Out we went again, to drive in the rain. I loved it! Instant feedback from each driving input. In the morning lectures, we were told that driving inputs should be performed similar to rheostats, rather than on-off switches. In the rain, it was an excellent opportunity to practice:

CONCENTRATION ==>
SMOOTHNESS + CONSISTENCY

Those words again. I was becoming very smooth and consistent, then fairly fast in the rain. Thus, the school day ended.

I again joined Cary and John for dinner. I suggested Sausalito for seafood. John then received several recommendations from a friend. We chose the first of the recommended restaurants that we encountered: Flynn's Landing. It was a walk-up, frequented by locals and not by tourists; no business suits here. Cary had his requisite salad; John had broiled fresh swordfish; I had broiled fresh Pacific salmon. We three possessed similar attitudes for these dinners: roughing it is for Boy Scouts; and we didn't see any scouts in this enjoyable restaurant.

May 1, 1984 - Tuesday - Day #2

May flowers bring spring showers. The weather in the morning appeared ominous. Oh well. I had arranged to meet John for breakfast; Cary was fasting. We had two students from the 3-day course join us. Both were in the Product Planning Group for Ford Motor Company, their course expenses underwritten by Ford as part of an overall program to acquaint management and product planning personnel with the joys of sporty driving. We should all be so fortunate.

The beginning of the school's activities was the morning lecture. First, one of the other homework assignments was discussed. The students were to diagram the proper driving lines on the handling oval, along with the braking, turn-down, apex, and exit points of each turn. A review of the trail braking technique revealed that speed can be carried into the corner by applying less braking longer, trailing the brakes into the first third of a turn -- versus harder braking later. Trail braking is more conducive to smoother transitions in the turn. Also emphasized in the morning lecture was the smooth, continuous steering into and out of the turns; "rolling the steering wheel" was an

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expression used by one of the instructors. The students were instructed to change hand positions on the steering wheel "at the top of the wheel", using a thumb-to-thumb switching of hand grips pulling the wheel over the top and reversing the action to unwind the steering wheel. Proper braking and cornering techniques should normally result in an upshift near the exit point of a turn with the car in a stable attitude.

Out of the classroom and onto the track for the first set of driving exercises. It was time for some skid control exercises. On a well-oiled surface, specially-prepared "skid cars" were used to practice front-wheel and rear-wheel skids, 180-degrees forward and backward spins, 360-degrees controlled spins, and the 180-in and 180-out spins. The emphasis of these exercises is the total control of the car when a skid or spin is inevitable. The techniques for controlled spins are easy enough, but quick reactions are vital for the safety of car and driver.

Before the lunch break, the 4-day students had their orientation of the "first loop" of the track. This loop was composed of turns 1 through 6, with a portion of the dragstrip connecting turns 6 and 1. The first loop has severe elevation changes with several off-camber corners. In the Mustangs, it is primarily a 3rd-gear course with 2nd-gear used to negotiate turn 6 onto the dragstrip at the bottom of a hill and to downshift before climbing uphill from the dragstrip through turn 1. The initial orientation was in groups in the instructors' cars. We were shown and talked

through the first loop. The appropriate apexes were marked with pylons. Then, it was into the Mustangs for some moderate-speed circulation. As I was to learn in the upcoming sessions, this first loop was an excellent course to practice trail braking and the proper selection of driving lines.

For the lunch break, I joined a group of students for the trip to beautiful downtown Vallejo. I did not feel any urge to drive myself. A decent sandwich and brewed iced tea for lunch -- what a concept!

After lunch, it was time for the selection of driving suits and open-faced helmets. I chose to wear my own suit and gloves, using a school helmet. In the Mustangs, the open-faced helmets promoted better communication between instructor and student. By this time, most of the students had begun to acquire "racing thumbs", but I was prepared -- I never perform any serious driving without gloves...

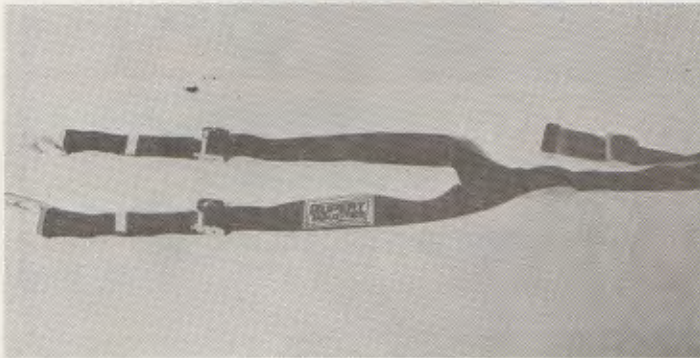
The reader may have noticed that one-and-a-half school days had elapsed before driving suits and helmets were required. Up to this point, we had not really driven at any significant speed. All maneuvers were in controlled situations or moderate-speed circulations. At no time had we felt obligated to drive fast. Control and precision were being emphasized.

TO BE CONTINUED NEXT ISSUE.....

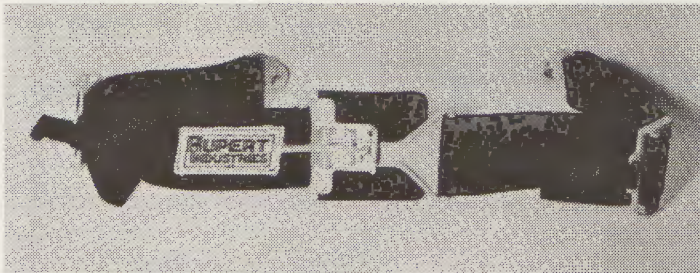


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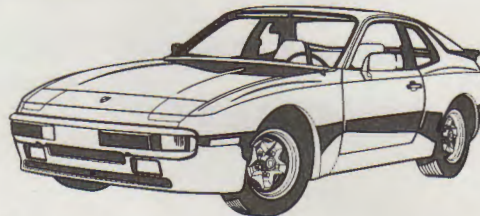
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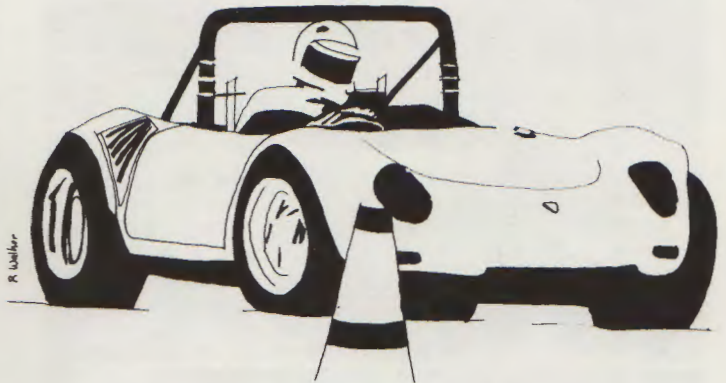
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IGN DISTRIBUTOR, 911 78-79,.....	50
SET COOKIE CUTTERS 6X15.....	220
911 ENG LID GRILLE, BLK.....	25
924 PARTS BOOK....RARE.....	35
911-912 MATS BLACK, EXC, 4 PC....	20
911 HT EXCH, L, NEW, LATE METAL.	300
NARDI WOOD STG WHL, 356B,C, NEW..	80
911 BUMPER, 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.

REAR VIEW MIRROR

CRUISIN' ON THE RIVER 1984

by Linda Patterson

After 2 years of hearing about everything we had missed by not attending the club's boat ride, Rip and I decided this year we were not going to miss out on all the fun.

So, Saturday afternoon this landlubber packed a cooler with the necessities to life; beer, wine, soda pop, and a large supply of Dramamine. (Please understand, this is my life and boats don't fit in it.)

We arrived in St. Charles with time to spare. We spent some of that time on shore visiting with other potential sailors as they arrived with coolers in hand. We even got a chance to visit with Bob O. before the "ALL ABOARD" was sounded.

Once on board and settled into a comfortable seat on the top deck, I began to do some serious looking around. Rip and I couldn't have picked a nicer day for our first PCA cruise. Even the weather was on our side. The sky was clear, temperature was warm but not terrible, and there was a light breeze. It was cooling but not strong enough to cause waves. I didn't want ANYTHING to rock the boat

More and more people were arriving. Plenty of old friends were there. Harold Beach was very entertaining with stories of Paddleboats that had tipped over when everyone had chosen to sit on the top deck. He was careful to point out that this had happened many years ago and the boat was on the Chicago River. Thanks Harold We also met a few new friends. It was great to have the time to sit and visit with them all.

Even our boat captain was friendly. Not only did he allow THIS LANDLUBBER on board, but returned to shore to pick up our late arriving Pizzaman. (This was contrary to the results of the voice vote taken on the upper deck.)

Dinner was served and it was good. Several comments were made about how nice Rip was to go and get my dinner for me. Little did you know that I was fine and having fun sitting in my little corner looking out across the river. Standing up, walking, or looking straight down at the water-O-H-H it was Dramamine time again.

The last brownie was eaten just as we pulled back into shore. By now the temperature had cooled off a little and it was indeed a beautiful evening. Cruisin' on the river was fun and Rip my Dramamine, and I are all ready to do it again next year.



PHOTOGRAPHS

By John Bohlander



REAR VIEW MIRROR

Rallymasters Jim and Chuck Peterson

During the last Night Rallye, Chicago Region PCA'ers were introduced to a new type of rallye trap (at least they have not seen this recently). By placing a checkpoint directly BEHIND a marked sideroad marker (telling the cars to turn at the next opportunity), we found out that the driver and navigator saw the checkpoint car, but failed to see the roadside marker. Only 3 of the 27 rallyist turned in the right direction. The remaining cars drove directly into the next checkpoint only a 1/2 mile ahead. It can be said that no one got lost during this leg.

At the dinner at the Cattleman's Restaurant all types of stories were heard:

- The Quebes for the second Night Rallye in a row had car trouble and did not finish.
- Tyler Bangert may be fast on a race track, but has no idea where his fuel pump is.
- Terry Johnson had a short reunion after being stopped by Sleepy Hollow's finest. After a few "nice seeing you agains", he was on his way.
- Dan Gallagher also was stopped by Sleepy Hollow's finest (McHenry Co.), unfortunately all of Dan's real (influential) friends are in Cook County.
- Finally the Munger (applicant on their 1st rallye) would like to know why the sweep car kept turning them around to go in the other direction. They still finished 2 of the legs under max.

RALLYE RESULTS

NON PORSCHE: (Non-equipped)

Joe Hill & Joni Molinare	285 PTS
Bob & Wilman White	1333 PTS

(equipped)

Jerry & Helga Meyre	555 T
---------------------	-------

PORSCHE: (Non-equipped)

1st John & Philip Bohlander	643 T
2nd Dan Bacin & Linda Parker	747 T
3rd George & Eve Estrada	925 T
4th Dean & Milly Bangert	1121 T
5th Phyllis & Tom Harwood	1130 T
Laurie Pichler & Wayne Sills	1206
Gary & Susanne Poeschel	1432
Pat & Bonnie Yanahan	1436
Lee Lichtenstein & Mark Misencik	1575
Bob Hirsh & Patty Misencik	1711
Joe & Cindy Flores	1807
Terry & Shelly Johnson	2236
Carl & Shirley Munger	2261 Appl.
Chris & Bob Gamble	2273
Jim & Nancy Cady	2757



AWR AUTO WERKS OF ROCKFORD

PORSCHE

AUDI

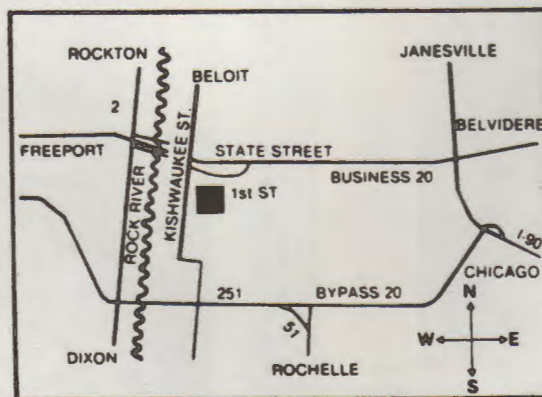
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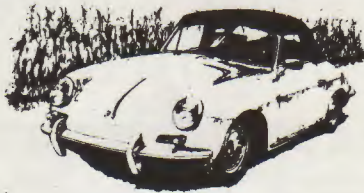
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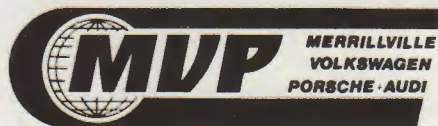
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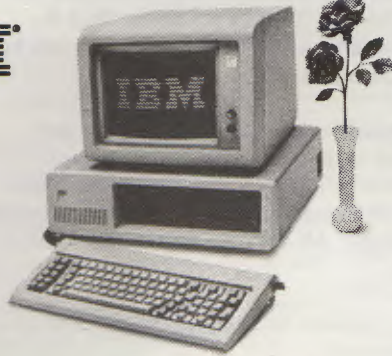


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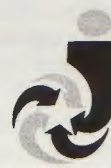
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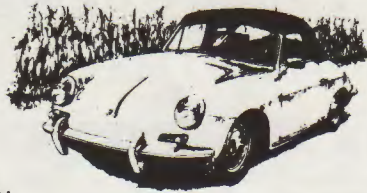


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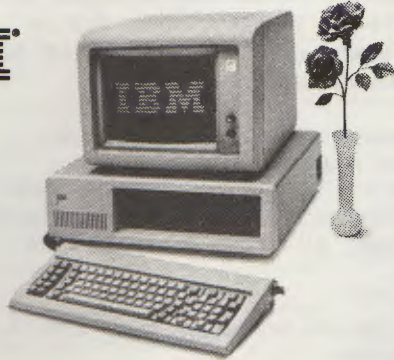
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"IT'S OUR TURN"

AUTOCROSS (& CONCOURS)

Road America, Elkhart Lake, Wisconsin
August 18-19, 1984

Due to technical difficulties beyond our control, our normally scheduled Labor Day weekend will be moved up to August 18-19. That is not to say that the excitement, competition and comradery won't be as intense. Parade will be history and it's our turn to see how we fare against Parade times.

You must bring a 1970 or later Snell approved helmet for each driver and passenger. Proper clothing and shoes are required. 1983 PCR classes will be used for this event. No open exhaust allowed except on factory built or SCCA approved race cars. NO alcoholic beverages may be consumed at any time on the premises. This includes guests. All drivers must show valid drivers license and be 18 years or older.

All registrations will be acknowledged. Pits will be assigned to the first 50 registrants. Limit 100 cars, so register now!

Entry fees: Autocross
\$75.00
\$45.00--one day only (NOTE: Sunday only drivers must have autocrossed RA before)

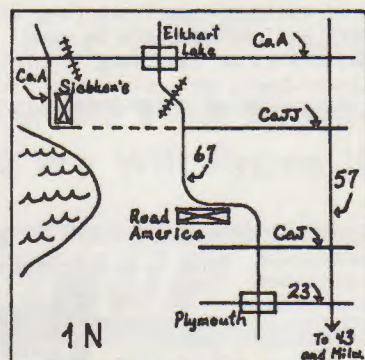
Concours
\$15.00

Saturday dinner will be your choice of Wienerschnitzel, Prime Rib or Duck (\$14.50). Sunday buffet--\$8.25. Contact Siebken's directly for Saturday dinner, Sunday buffet, and for lodging. Tell them you are with PCA. Reservations for Sunday buffet will be accepted until 12:00 noon Sunday so please don't wait until the last minute to enjoy this fantastic buffet.

Siebken's Resort
Elkhart Lake, Wisconsin 53020
(414) 876-2600

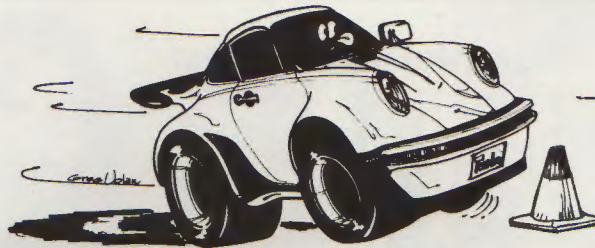
Rates: Single - \$39 - 41
Double - \$48 - 50

Other lodging available through: Elkhart Lake Chamber of Commerce
Elkhart Lake, Wisconsin 53020
(414) 876-2922



Weekend Schedule

Fri - 6-9:30 pm at Siebken's--Registration & Tech
Sat - 8-11 am at RA--Registration & Tech
9 am--Mandatory driver's meeting
9:30 am--Concours judging begins
Sun - 8 am--Warm-up laps
8:30 am--Timed runs
9-10 am--Registration & Tech for one day drivers



REGISTRATION
IT'S OUR TURN!
August 18-19, 1984

First Driver

Second Driver

Name _____

Address _____

City, State, Zip _____

Member Applicant Guest

Member Applicant Guest

Region _____

Region _____

1983 PC RClass _____

1983 PCR Class _____

When was the last time you autocrossed
 at Road America? _____

When was the last time you autocrossed
 at Road America? _____

Porsche Model (911, etc.) _____ Type (SC, etc.) _____ Body Style (Targa, etc.) _____

Engine Size (2.7, etc.) _____ Year _____

Race Tires? Yes No If other than stock tires and wheels, specify size
 and manufacturer _____

Modifications: _____

CONCOURS CLASS

- _____ A (Interior, exterior, trunks, engine, bottom)
- _____ B (Interior, exterior, trunks, engine)
- _____ C (Interior, exterior, trunks)
- _____ D (Interior, exterior)

Everyone will be helping this weekend; indicate preference of work assignment

Concours Judging _____
 Tech Inspection _____
 Timing _____

Concours Judging _____
 Tech Inspection _____
 Timing _____

FEES: Weekend

One Day Only

NOTE: If Sunday only, you must
 have autocrossed RA before.

\$70.00 _____
 Concours only \$15.00 _____

Saturday at \$45.00 _____
 Sunday at \$45.00 _____

Subtotal _____

Subtotal _____

TOTAL AMOUNT ENCLOSED \$ _____ (Make check payable to PCA/Chicago Region)

Mail to Nick Brenkus, 3899 Sandpiper Drive, Hanover Park, IL 60103 (312-637-3494)

Requests for refunds must be received by August 13. Late entries, postmarked after Aug 11,
 add \$5.00 late fee. Please, no postage meter dates.

REGISTRATION

ATTENTION!

15TH ANNUAL 8 HOUR BLACKHAWK EVENT

Registration: 8:30AM

Dear Greg,

Driver's Meeting: 9:15AM

Dinner Afterwards: Buffa's
(Prime Rib Complete \$8.75)

PLEASE PRINT

Driver _____
Last Name First Name

Check one.
Member _____ Applicant _____ Guest _____

Porsche Model _____ Color _____

Fees:
\$37.50 Preregistration
\$40.00 Late Registration

Mail to: Greg Warda
1508 Twelve Oaks
Munster, Indiana 46321
(219)-972-1930

Total Enclosed = _____

Make check payable to PCA/Chicago Region.

No alcoholic beverages may be consumed at any time on the premises. This includes guests. All drivers must hold a valid drivers license and be 18 years old or older. No refreshment or food will be available at the track.

Note: Long sleeve cotton shirts and long pants will be required for all drivers.

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(312) 769-8193 PCA#

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Sue Allman (312) 382-5933

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Russ Iser (312) 423-7918

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Linda Patterson (312) 223-5682

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**Chicago Region
Porsche Club of America**



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Kris & Patti Tumilowicz



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