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REAR VIEW MIRROR

TECH SESSION FROM THE NEW

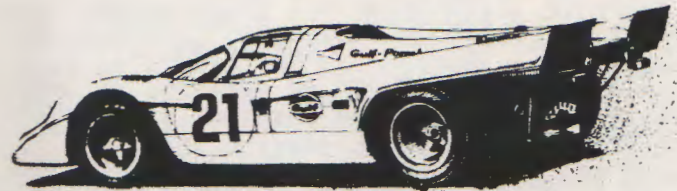
by Bob Wielgus

On Sunday, March 6, I attended my first tech session with the Porsche Club of America. The first order of business was lunch. And a very tasty lunch at that, I might add. The Porsche Exchange made a big hit by providing hot dogs and fries from Michael's, rated "Best Dogs" on the Northshore by Chicago Magazine.

After lunch, the tech session began with Bob Russo of Holbert's Racing Team fame. Bob explained in detail the various types of safety equipment available, and the proper use of this equipment. This was followed by a question and answer session which was informative to all present.

Next, Chris Gilman, a Porsche Technical School instructor gave PCA members an overview of the latest updates on the '87-'88 Porsche models. Chris discussed both mechanical and body design changes. Members were also told of Porsche's latest limited edition 944 Turbo S.

This meeting was my first introduction to PCA and its members. I was very impressed with the hospitality and friendliness of the other members. I was also impressed with the organization and presentation of the planned program. I hope to become a member soon and attend other like events.



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TECH SESSION
FROM THE OLD

by Wilma White and John O'Keefe

Between 80 and 100 of the faithful Porsche pushers from Chicago Region got together again on Sunday, March 6, for a fun and informative afternoon at the Porsche Exchange in Highlans Park. It was nice to see some familiar faces come out of hibernation for the winter, and it made me feel good to know that another year of great Chicago Region events was underway.

Thanks to Jim Dorfman and George Gutmann for being our wonderful hosts, and if two years makes a tradition, then we all enjoyed the new tradition of Michael's hot dogs. After introductions by Howard Yefsky and Jim Becker, our guest speakers for the afternoon took the floor.

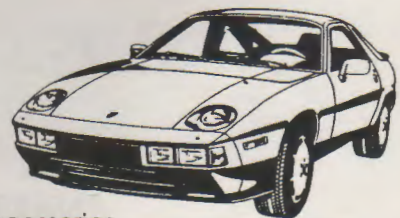
IF YOU HAVE A \$10 HEAD, GET A \$10 HELMET
(Wilma White)

Bob Russo, PCAer and an employee of Holbert Racing Inc., was a recent speaker at a PCA event. Try to imagine about 80-100 people, ranging in age from ten on up, listening intently to an hour long

speech on driving safety and being educated and amused at the same time. Most of us think we know everything there is about "safety" and driving our cars, but Bob taught everyone in that room something that day and the ten year old who had just recently received his own go-kart got a lot of good hints early in his career. Hopefully you will find something here of interest and education to you that may be of help somethim. Please read on!

A helmet should fit properly. If you try a new helmet on, in your size, and think it's tight, it's probably time to get a new helmet for yourself. The styrofoam layer which is the most important part of the helmet, becomes compacted from use and the air pockets disappear. These many small pockets are what protect you in an impact, so it's not so important how a helmet looks on the outside as what condition exists in the hidden layer. This compaction usually occurs over three to five years if you use your helmet a lot. When a helmet is on, it should move with your head, not sit still while your head is moving in it. And learn to put a helmet on properly. Don't force

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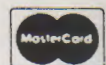


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your head through the small area at the base of the helmet, but using the strap and the D-ring, stretch the base of the helmet open to fit over your head.

It is possible to buy helmets at any price from \$19.95 on up. Many people, especially when buying a helmet for the first time, think more about how the color matches the vehicle than how good the helmet is. The best known and most stringent rater of helmets is the Snell Foundation, which was founded by the Snell family after their son was killed as a result of a motorcycle accident. The Snell rating is found inside the helmet and is a year, i.e., 1969, 1975, 1980, etc. The later the year, the more rigid are the requirements the helmet must pass. The helmets passed by the Snell Foundation are generally more expensive than others, but if you have a \$10 head, get a \$10 helmet. The PCR Committee is currently requesting a change in the PCRs (which govern all Parade events and are also used by many regions to set regional rules) requiring all helmets to have a 1980 or later Snell rating. So, if you're thinking of buying a new helmet, get the best you can afford with at least a 1980 Snell sticker. Who knows? Next year you may be attending the Parade or moving to another area where the PCRs are followed if your current region does not do so.

Bob talked quite a bit about clothing and fire extinguishers. His first piece of advice was if there is a fire in your car, try to put it out. If you can't, GET OUT! He recommended having a properly mounted Halon fire extinguisher in the car at all times. It's just as likely you'll need one on the road as on the track and it's good to be prepared. Do not use a dry chemical extinguisher since it is very corrosive to aluminum, even after successive cleanings. If you're racing in IMSA, SCCA, etc., there are certain requirements for clothing. PCA does not call for fireproof suits, but they are easily available in various types from one layer to three layers. There is also a new natural cotton underwear and hood out, called Proban, which won't melt or shrink and dissipates heat from the body while lifting heat from it. The treated cloth is good for 200 washes. If you wear Nomex gloves, make sure they go over the outside of the sleeve. One-piece Nomex suits are recommended because

there is no chance of exposure to fire of flesh around the waist and also because a two-piece suit can create a "chimney" effect and suck fire up under the suit top and against the flesh. Elkhide shoes are the most fire resistant material, but don't use Nomex laces, which will not burn. It's better to have regular laces which will burn, making it possible to extricate a foot from a shoe if the shoe is jammed under the gas pedal, etc.

If you choose to use a shoulder harness, it should have an anti-submarine belt. This is because the seat belt should at all times be firmly placed over your pelvis. If it is pulled up, the liver and spleen can be severely damaged. The anti-submarine belt will hold the lap belt down and protect you. When installing a six-point harness, be sure to attach the bottom straps well forward of the front seat so the seat won't crush the belt. From the shoulder to the back attachment, the straps should be horizontal or within 40% to horizontal to protect the spine. And above all, make sure you are mounting the belt into the car itself, not into the back seatbelt mountings or similar places. In some of the cars it will be necessary to cut slots into the seat in order to accomplish the proper angle. This can be done by an upholsterer for a reasonable amount and be almost impossible to see.

Throughout the talk, Bob emphasized that you may not look beautiful in your one-piece driving suit (and also pointed out that some drivers actually have one suit for show and one for go!), you may have to make a few holes in your prized possession, and that safety is sometimes inconvenient and uncomfortable. But when you consider the alternative, it could be a lot worse!

It is unfortunate that this review could not include the flavor of Bob Russo's patter and his wonderful sense of humor that made the time pass quickly and the learning process so easy. But his advice was good and worth passing on. Hopefully we'll all get something from it.

AND THE MEET GOES ON

(John O'Keefe)

After a brief intermission, we all settled back down to listen to Chris Gilman, Porsche Technical School instructor. He provided us all with a most interesting slide show and narrative as to what all the changes were in the new 1988 models. As an owner of an older Porsche, all I can say is, my goodness,

how times have changed. Our favorite automobiles have gotten a lot more expensive, but it is truly amazing how much more sophisticated they become year after year. All the details of all the models are far too lengthy to list, but a few items of interest to me were that there are several dozen electric Servo motors in the 928 to do all kinds of things for you, from controlling the air intake flaps in the lower front of the car to being sure that the electric cooling fans go off when you open the hood so all the fingers stay on the hand where they belong. ABS brakes were discussed, and someone beat me to asking if this system could be retrofitted to an older car - answer - to my sorrow, no chance, far too expensive and too much of the existing car would have to be modified, if it could be done at all.

Air bags in the new models were discussed, and I was amazed to learn that they are activated by one of several sensors placed throughout the car. A moderate front collision or a severe rear collision will activate them, however, a side impact will not activate them at all. A signal from one of the sensors triggers ignition of a solid nitrogen fuel propellant (rocket science?) which inflates the air bag in a fraction of a second. Large holes in the air bag allow the air to escape very quickly as your body goes forward into it, thereby cushioning the shock of a collision. It was explained that all of this happens so quickly that the driver or passenger would not even realize what had taken place until they saw the deflated air bag hanging in front of them. Of course, the whole idea being that the occupant will be able to see and think straight after what could otherwise be a life-threatening accident. Sounds like a great safety feature to me, great reassurances were made that the airbags will not inflate accidentally, only upon severe impact. The airbag in a 944 was shown to be placed in the middle of the steering wheel, would cost about \$2,000.00 to replace if deployed. Passenger side is under a portion of the dashboard that has been scored out to allow the airbag to burst out if deployed - yes, dashboard has to be replaced if this happens. So, as with all things, there is a tradeoff for all this safety.

Discussion ensued as to whether this would make cars more or less expensive to insure - no consensus was arrived at, for although a deployed air bag will be very expensive to replace "as new", it will still be cheaper than possible hospital bills and costly liability suits... I personally would rather have State Farm shell out \$2,000 for an air bag as opposed to having Blue Cross shell out \$2,000 to keep me in the hospital for 2 days.

More questions and discussion about all kinds of things ensued, and the party finally broke up about 4:30. To our hosts and our guest speakers, a hearty thank you. There is no substitute for safety, and this year's edition of the Tech Session was a good way to get everyone thinking about safety before we all get out and drive our cars in the coming events this year.



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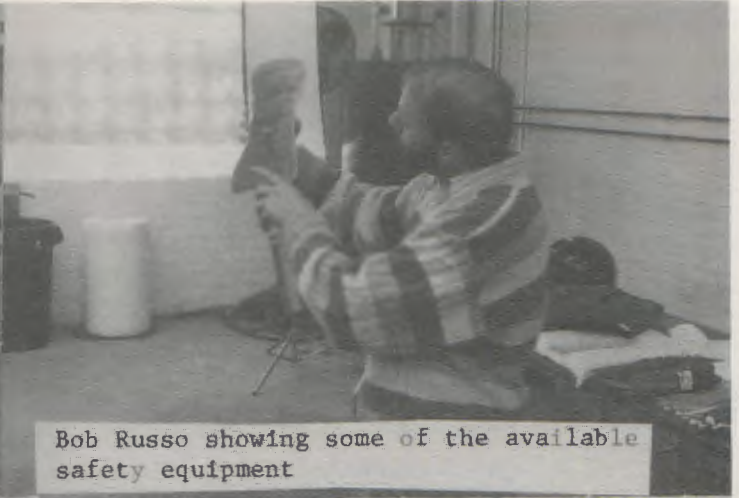


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Wilma sharing some of her technical expertise with Bob Russo



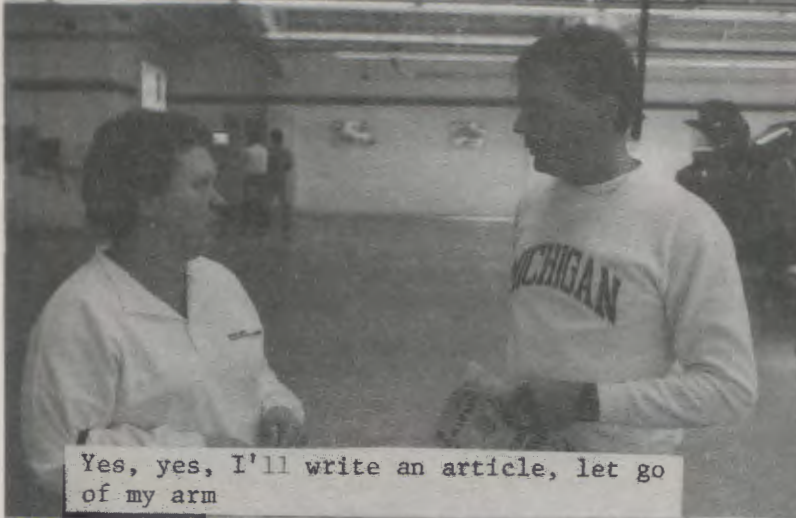
Bob Russo showing some of the available safety equipment



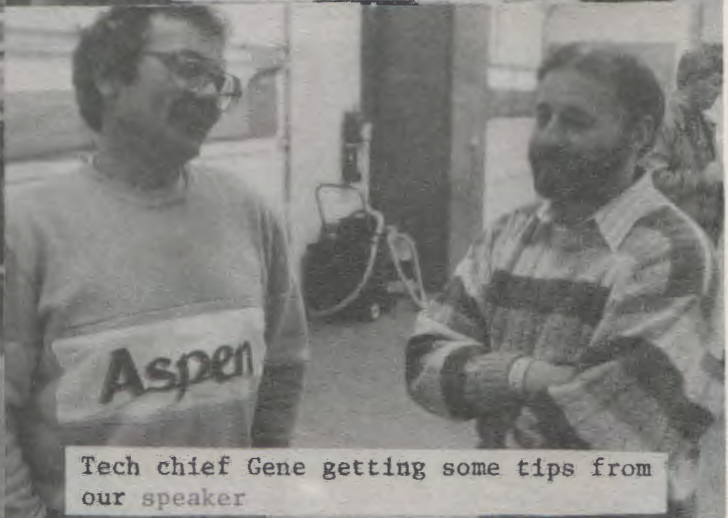
I wish my classes were this attentive



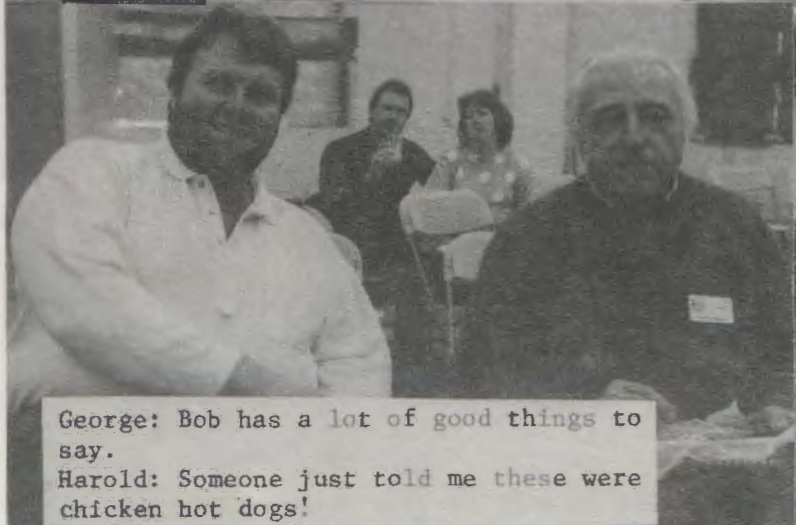
Let's make a deal



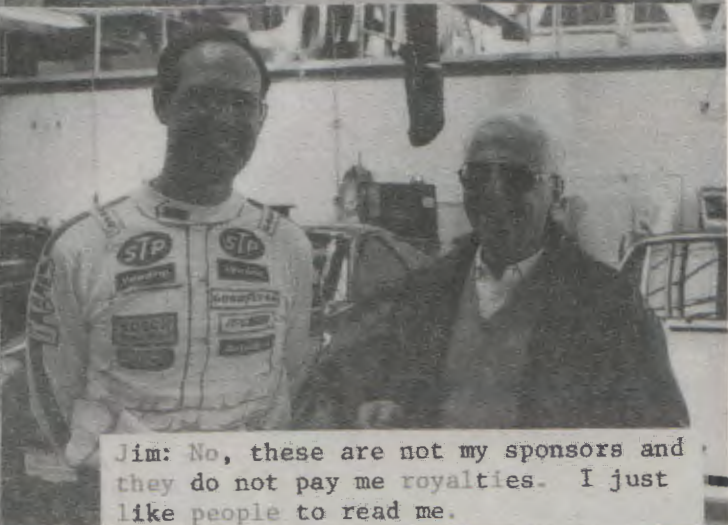
Yes, yes, I'll write an article, let go of my arm



Tech chief Gene getting some tips from our speaker



George: Bob has a lot of good things to say.
Harold: Someone just told me these were chicken hot dogs!



Jim: No, these are not my sponsors and they do not pay me royalties. I just like people to read me.

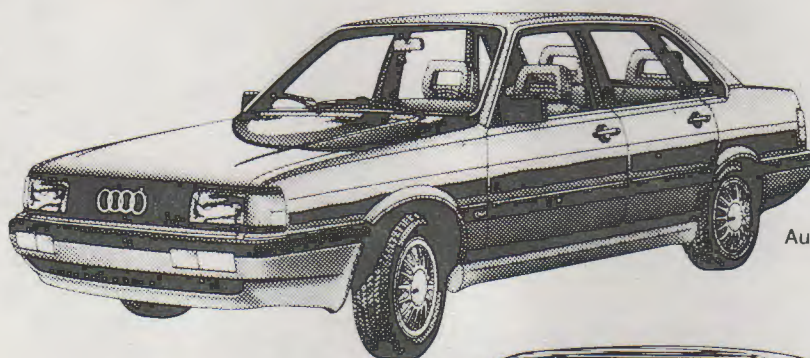
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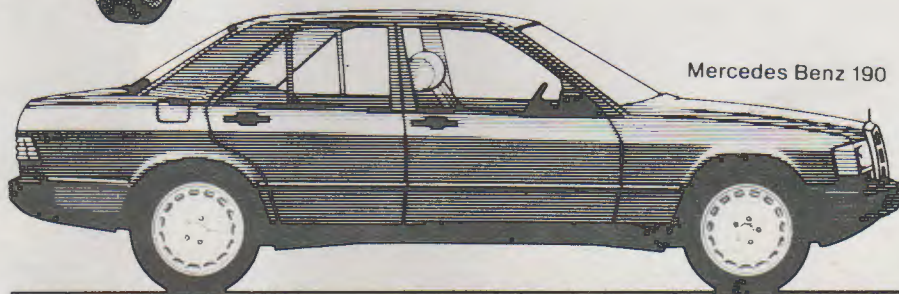
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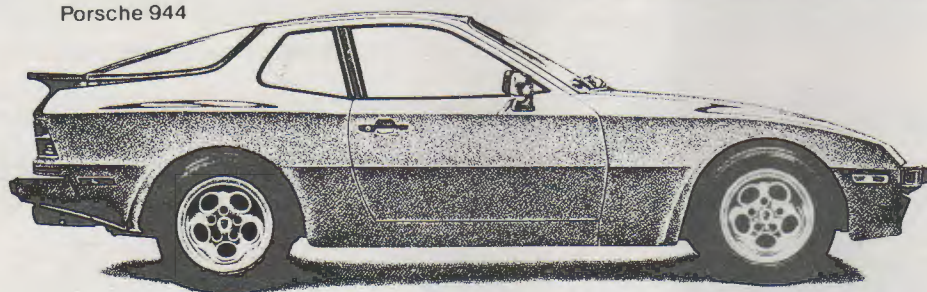
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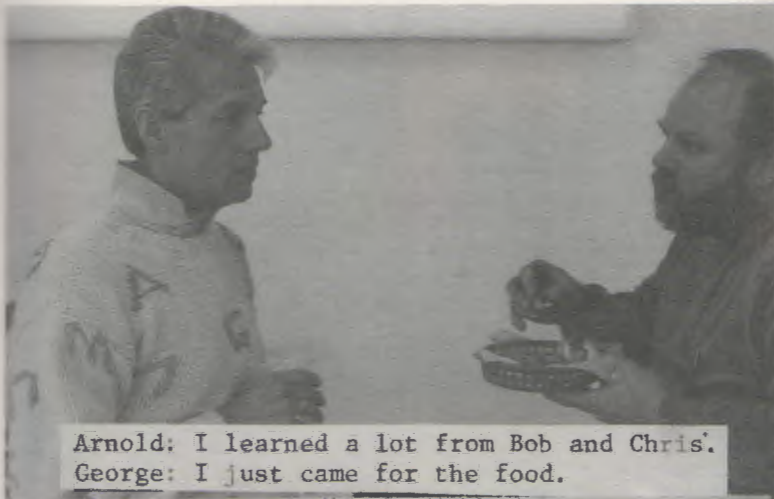
Mercedes Benz 190



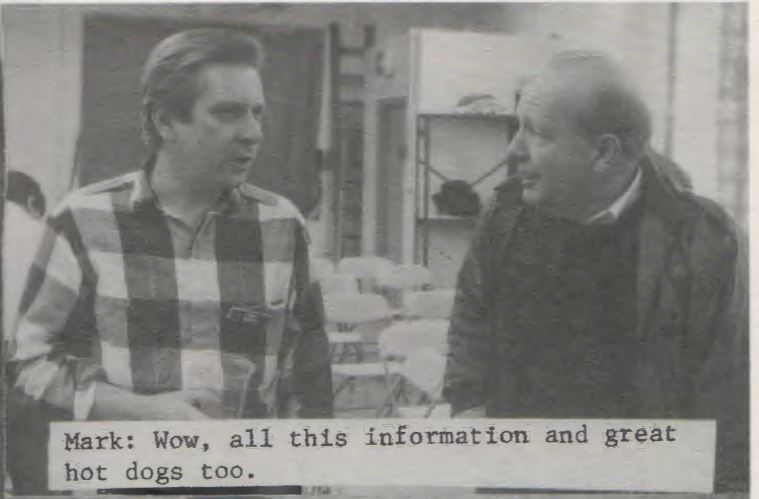
Porsche 944

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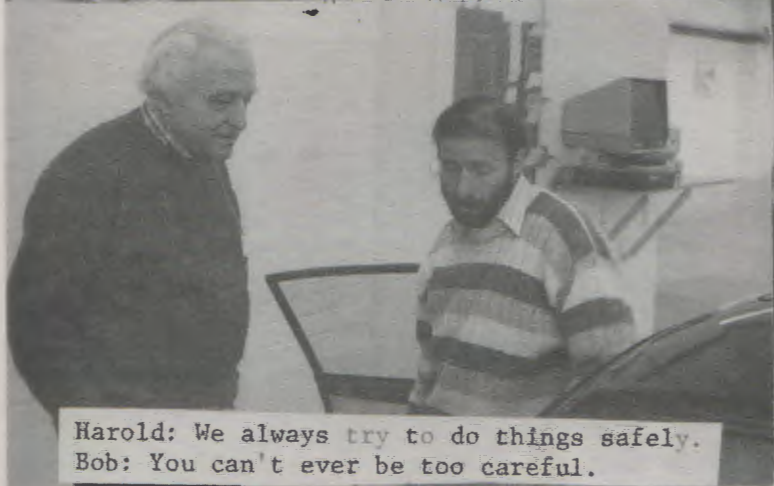
208 Kishwaukee Street Rockford, IL 61108 815/968-9100



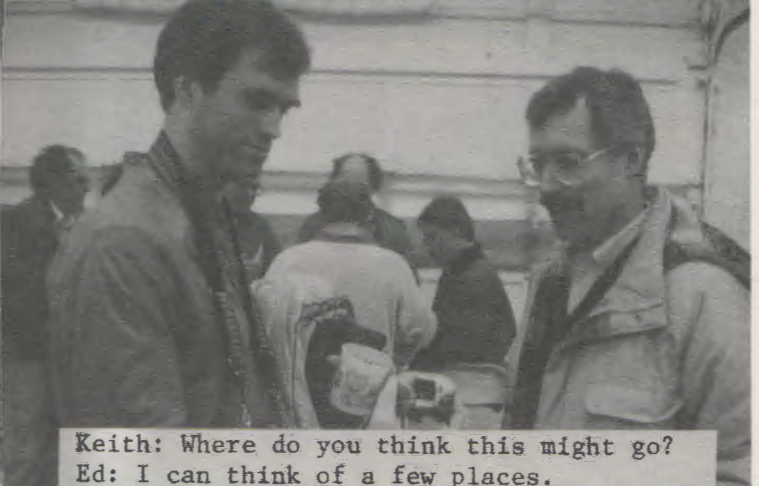
Arnold: I learned a lot from Bob and Chris.
George: I just came for the food.



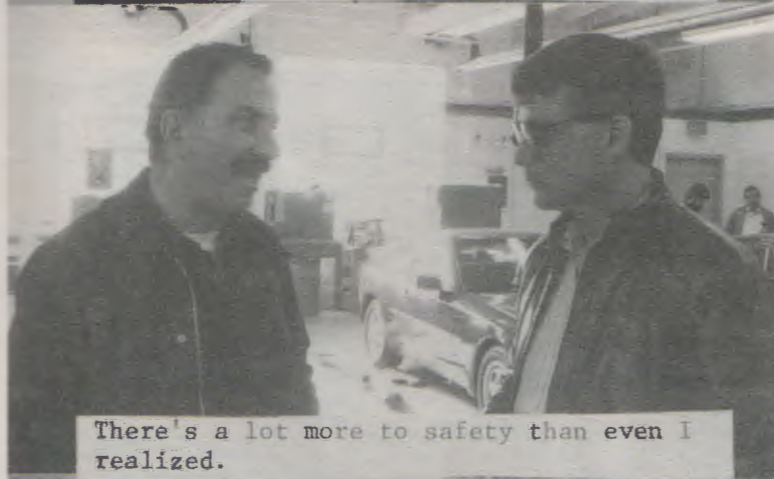
Mark: Wow, all this information and great hot dogs too.



Harold: We always try to do things safely.
Bob: You can't ever be too careful.



Keith: Where do you think this might go?
Ed: I can think of a few places.



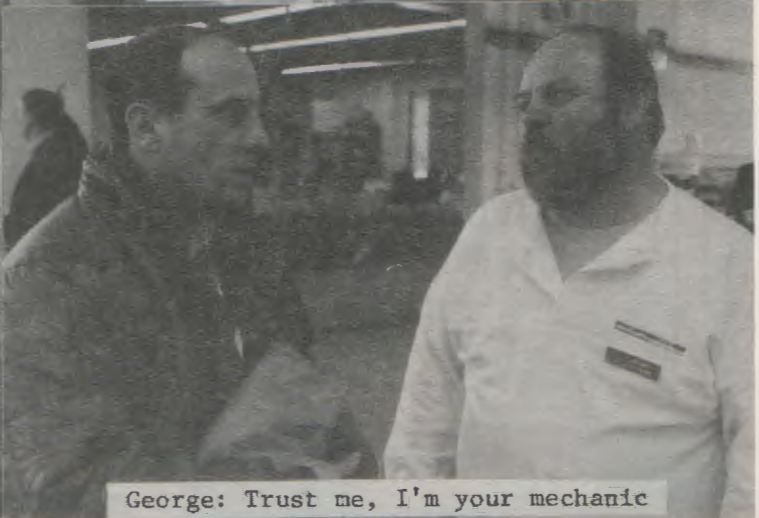
There's a lot more to safety than even I realized.



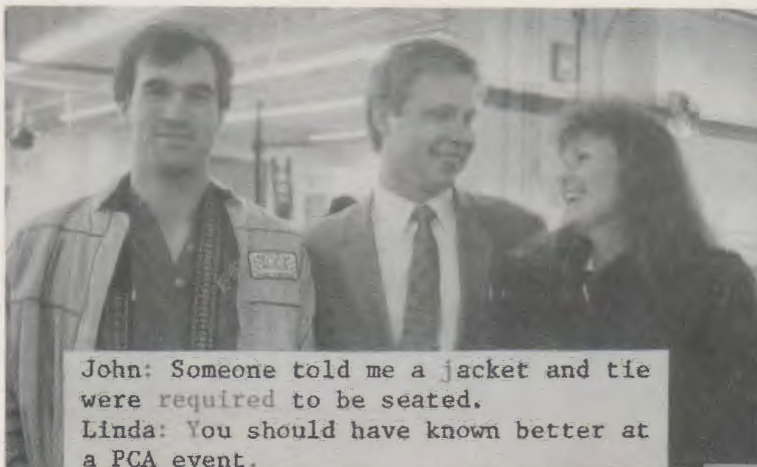
Do they really pay you to do this?



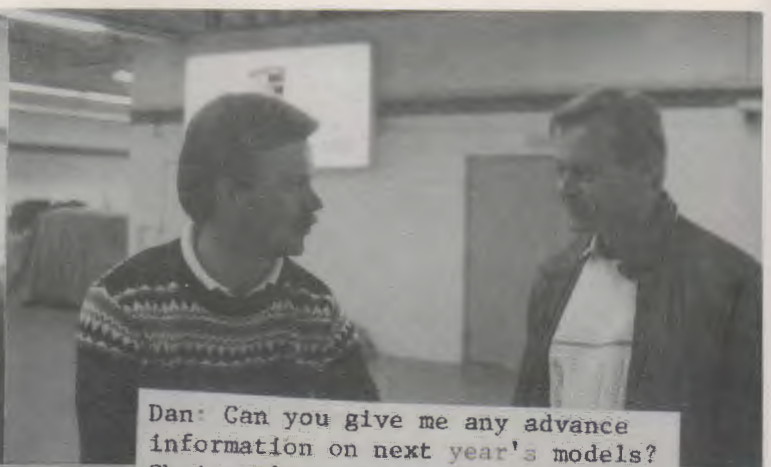
I told you that you'd enjoy this, would I lie?



George: Trust me, I'm your mechanic



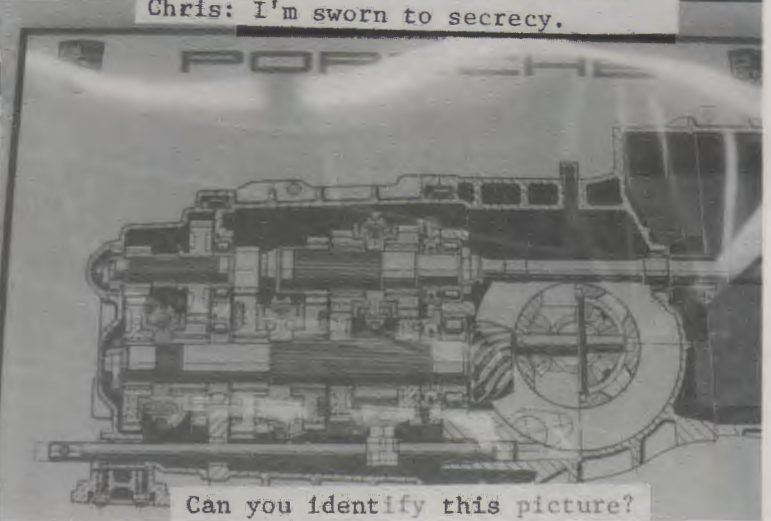
John: Someone told me a jacket and tie were required to be seated.
Linda: You should have known better at a PCA event.



Dan: Can you give me any advance information on next year's models?
Chris: I'm sworn to secrecy.



Jim: Trust me, too.



Can you identify this picture?

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by Carole Cece

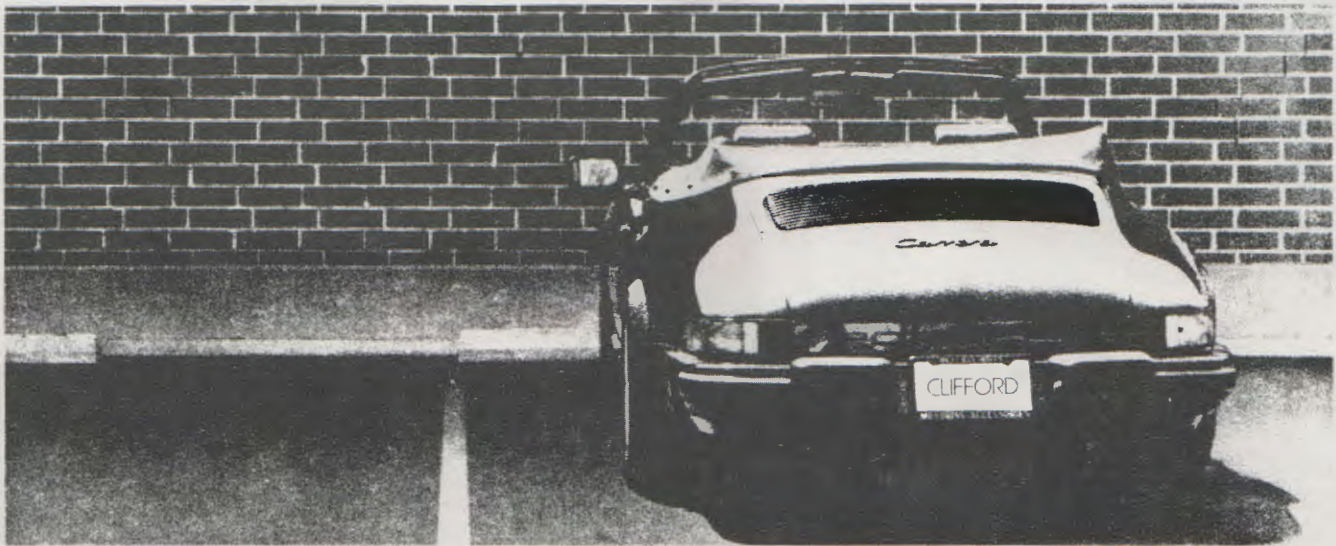
Sunday arrived and I reminded my husband that it was the Sunday of the Porsche Restaurant Tour. But, what I didn't tell him was that today's tour was an Italian restaurant - Ristorante Agostino. Dom is always reluctant to go to Italian restaurants because the food is seldom up to his standards - deep seated standards rooted in his upbringing in an all Italian neighborhood. And, if I might add, some of the best home cooked meals prepared by yours truly.

We felt as if we were on one of the Gutmann's rallies as we zipped up and down Harlem Avenue several times looking for the restaurant. When we walked into the restaurant, who was not at all exuberant that we were going to an Italian restaurant jokingly asked me why they had tables set up in the foyer! After looking around, it became obvious that we were not in the foyer but the restaurant itself. Although its size

was diminutive, it enhanced and encouraged the spirit of togetherness and camaraderie which is prevalent at all Porsche Club events, and did nothing to diminish the quality of the food or the exceptional service.

How surprised we were when course after course exceeded our wildest expectations. Halfway through the brunch I saw my husband sneak back into the kitchen - I still think he was half-expecting to see his mother or one of his aunts rolling pasta or cleaning calamari. Everyone at our table devoured whatever food was placed in front of them. Tension heightened and chivalry was all but dead as the four of us reached for the last calamari. Taking a survey of the other tables it seemed obvious that they were enjoying the fruits of Chef Agostino's efforts.

We have been back to Agostino's several times since our introduction to his fine cuisine. Thank you once again Porsche Club, and particularly Dan and Linda Bacin, for another rewarding culinary experience.



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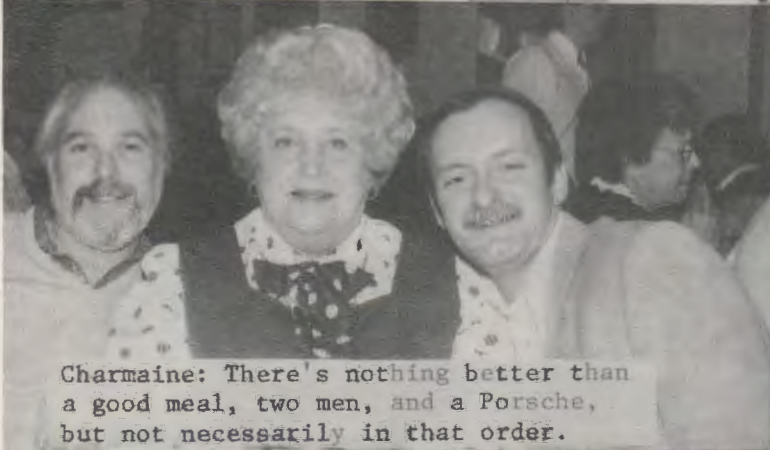
The family that restaurant tours together overeats together.



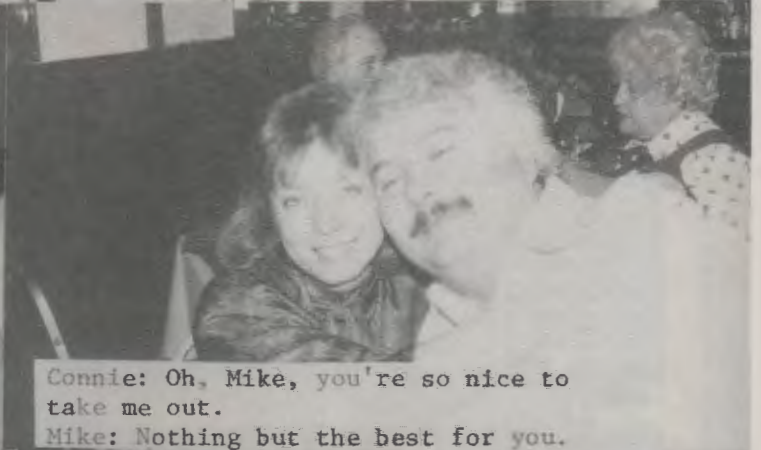
Gail: I can't believe you said that.
Linda: But it's the truth.



Linda: Don't you just love these tours?



Charmaine: There's nothing better than a good meal, two men, and a Porsche, but not necessarily in that order.



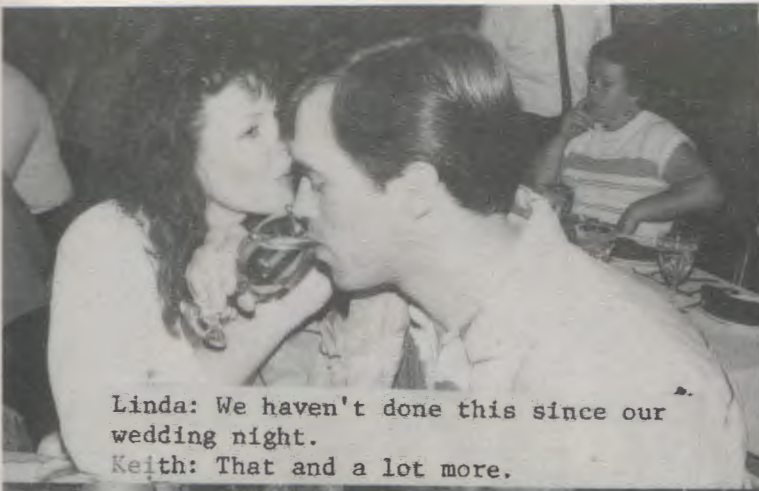
Connie: Oh, Mike, you're so nice to take me out.
Mike: Nothing but the best for you.



Gaile: Maybe if we'd been on time, we wouldn't have had to sit by ourselves.
Owen: They said I had to sit by myself no matter what.



Stick with me, it'll make life interesting.



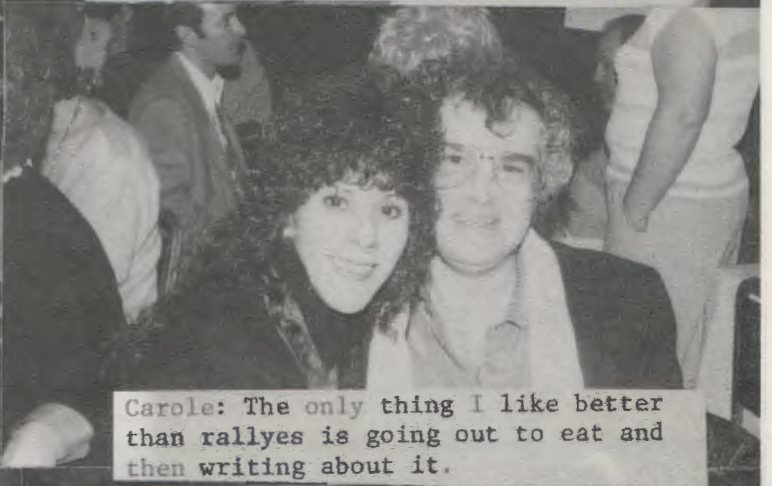
Linda: We haven't done this since our wedding night.
Keith: That and a lot more.



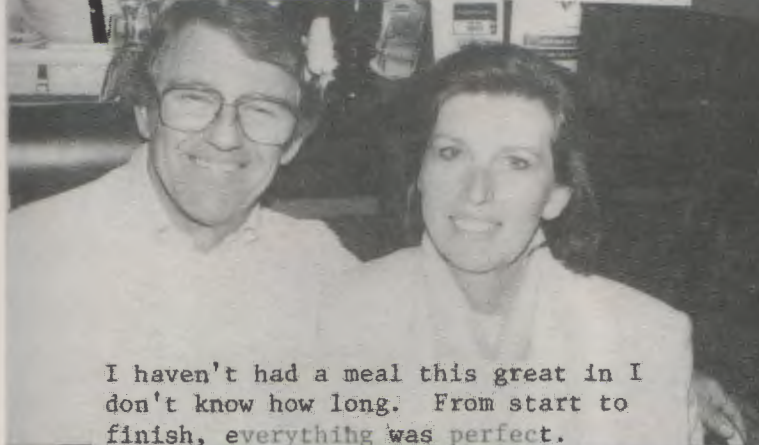
Alex: Try it, you're Abt to enjoy it.



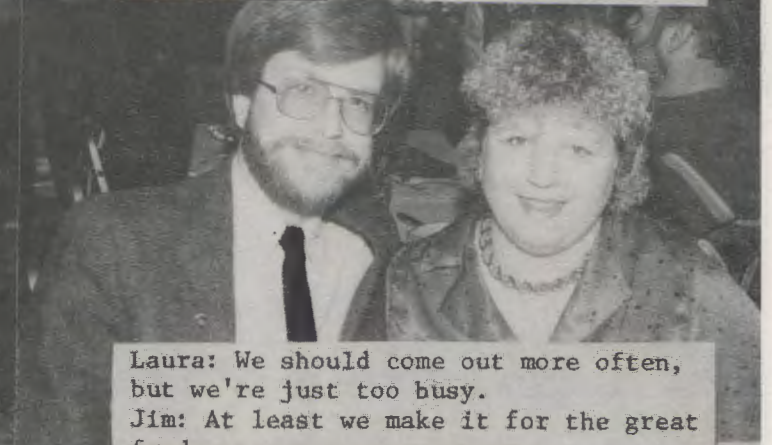
George: Try the calamary, it's great.
Linda: Call it what you want, it's still squid and it's slimy.



Carole: The only thing I like better than rallyes is going out to eat and then writing about it.



I haven't had a meal this great in I don't know how long. From start to finish, everything was perfect.



Laura: We should come out more often, but we're just too busy.
Jim: At least we make it for the great food.



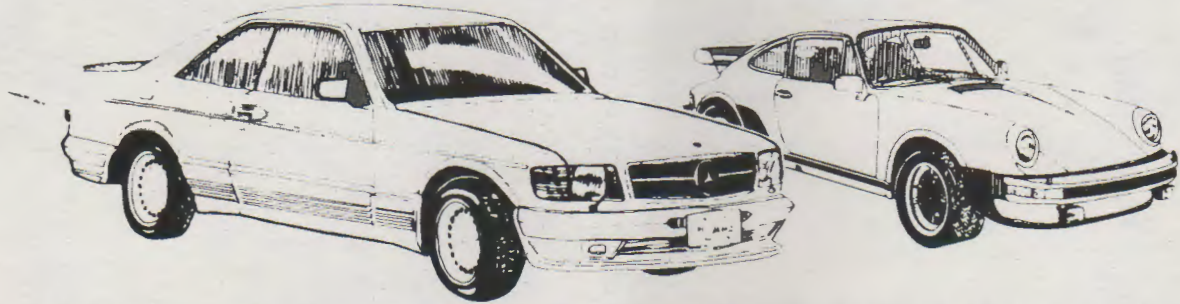
Dick: We never miss a brunch or a restaurant tour.
Marge: We go where the good food is.



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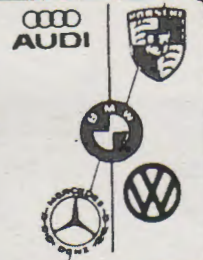
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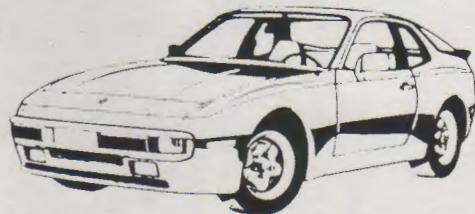
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Wine, women, where's the song?



I think it's in here someplace.



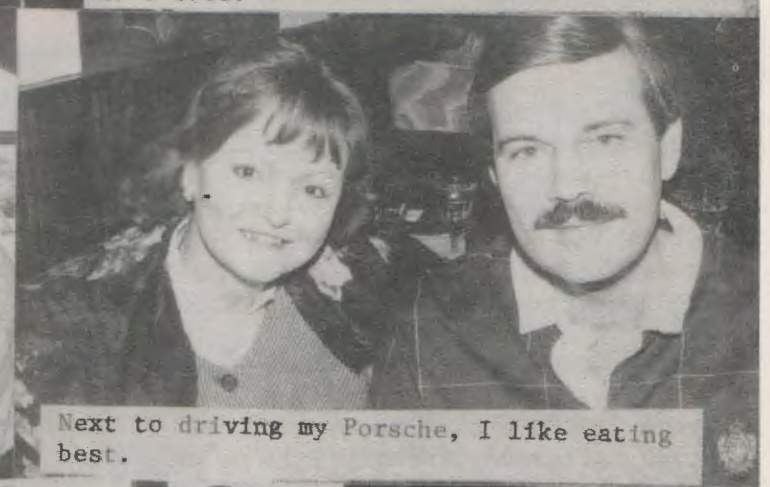
Dennis: Isn't it nice to just go to an event and not have to do anything but eat?



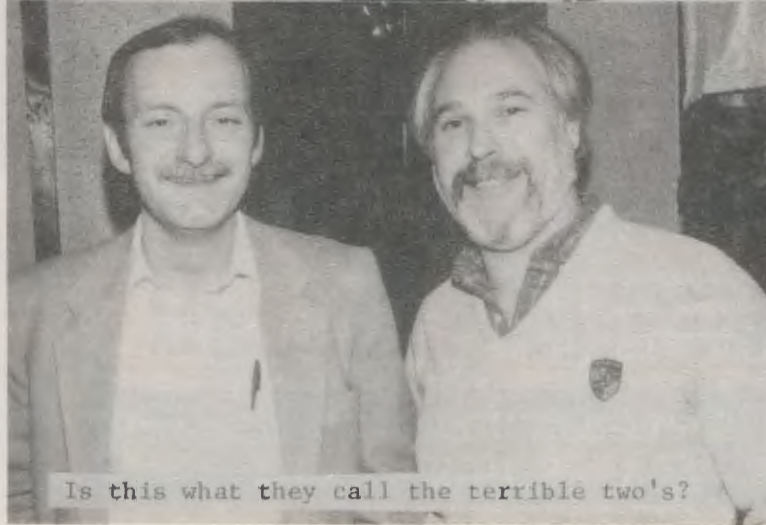
Arnold: You're better than any food.
Sheila: You're just saying that because it's true.



Dan: I hope they take American Express.
Glen: If not, I have Visa.



Next to driving my Porsche, I like eating best.



Is this what they call the terrible two's?



Or this??

UP AND COMING

ELKHART LAKE I

Date: May 28 & 29, 1988

Place: Road America

Elkhart Lake, Wisconsin

For almost 25 years Chicago Region has been enjoying the four fantastic miles of Road America at Elkhart Lake. Once again it is our pleasure to bring to you the best event of the season on Memorial Day weekend. This year's Elkhart event brings you three full days of driving the most exciting track in the country. Saturday will feature our traditional driving school and practice for Sunday's autocross through the pylons. Monday introduces a new, exciting and special type of event never before offered by Chicago Region. Following an intensive driving school taught by the Skip Barber driving school's professional instructors early Monday morning, you will be introduced to driving the entire four mile track without pylons. Similar in format to our midweek Blackhawk events, you will be permitted to circulate the track during thirty minute sessions. Ed and Debby Leed are the chairmen for the Saturday and Sunday event while Mike Zurick is the chairman for the Monday driving school. Please read Mike's announcement elsewhere in the Scene for further details about the Monday event.

The Saturday and Sunday autocross activities begin when registration opens at Siebkens on Friday afternoon at 4:00. The tech crew led by Gene D'Andrea will be on hand to scrutinize your car at that time also. The remainder of the schedule is printed elsewhere in the Scene. If you plan to arrive early Friday afternoon, please join us at the track where we will be setting up the timing equipment and the course. Lots of help will be needed so call us if you will be arriving before 4:00 on Friday and want to lend a hand.

Registration is limited to 100 cars and the first 50 entrants will receive a beautiful, open air pit. You will be notified of your acceptance by mail and will receive your registration packet at registration after you have signed up for a work assignment. Please be prepared to present your valid drivers license at registration.

It is likely to be quite cool in Wisconsin even in May, but remember that clothing requirements for all drivers AND passengers include full-length pants, long sleeve shirts, and socks, all of non-synthetic material. Driving suits, gloves, and fire extinguishers are highly recommended. All drivers AND passengers must wear a 1975 or later Snell approved helmet. No exceptions!

Due to a local ordinance, all cars must run with mufflers. No exceptions!!

We are looking forward to a fun and safe two days. See you there!



Contact Siebken's directly at (414)876-2600 for lodging and Saturday night dinner reservations. The hotel management would greatly appreciate it if you would make your dinner reservations as early as possible - preferable when you call for lodging. Siebken's is also open for dinner to those who are staying elsewhere and dinner reservations must be made no later than Friday night, May 27, to ensure that you will not be disappointed.

Dinner choices at \$16.50 each:

Wienerschnitzel

Prime Rib

Duck

Fresh fish may be requested if reservations are made early

Listed below are a few suggestions for places to stay during Memorial Day weekend. Reservations should be made directly with the motel, and made well in advance to guarantee a room.

Budgetel Inn	Crest Motel
Sheboygan, Wi	Plymouth Wi
(414)457-2321	(414)893-6111

Holiday Inn	Imperial Motel
Manitowoc, Wi	Sheboygan, Wi
(414)898-4216	(414)458-3578

Starlight Motel	Super 8 Motel
New Holstein, Wi	Sheboygan, Wi
(414)898-4216	(414)458-8080

Other hotel information is available through the Elkhart Lake Chamber of Commerce at (414)876-2922.

Elkhart I Weekend Schedule

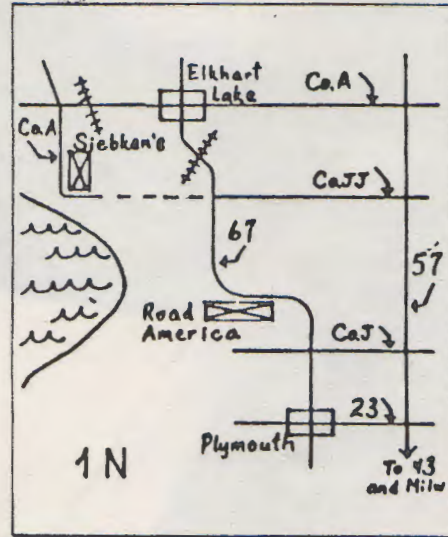
Friday
 4:00 p.m.-dark Tech inspection at Siebken's
 4:00 p.m.-8:00 p.m. Registration at Siebken's

Saturday
 7:30 a.m.-9:45 a.m. Novice instruction
 7:30 a.m.-9:45 a.m. Registration & tech at Road America
 10:00 a.m. MANDATORY DRIVERS MEETING
 10:30 a.m.-Noon Practice
 Noon Parade laps
 1:00 p.m.-5:00 p.m. Practice

Sunday
 8:00 a.m.-9:00 a.m. Registration & tech at Road America for one day drivers
 8:00 a.m. Warm-up laps
 8:30 a.m. Timed runs
 ? Tech inspection at Road America for all Monday drivers immediately after the timed event at the track
 6:30 p.m. Trophy presentation

Monday

8:15 a.m. MANDATORY DRIVERS MEETING at the Pagoda Skip Barber school for novices
 8:30 a.m. First driving session for experienced drivers
 8:30 a.m. Track closes
 5:00 p.m.



555 W. MORSE
 SCHAUMBURG, IL 60193
 (312) 893-4445



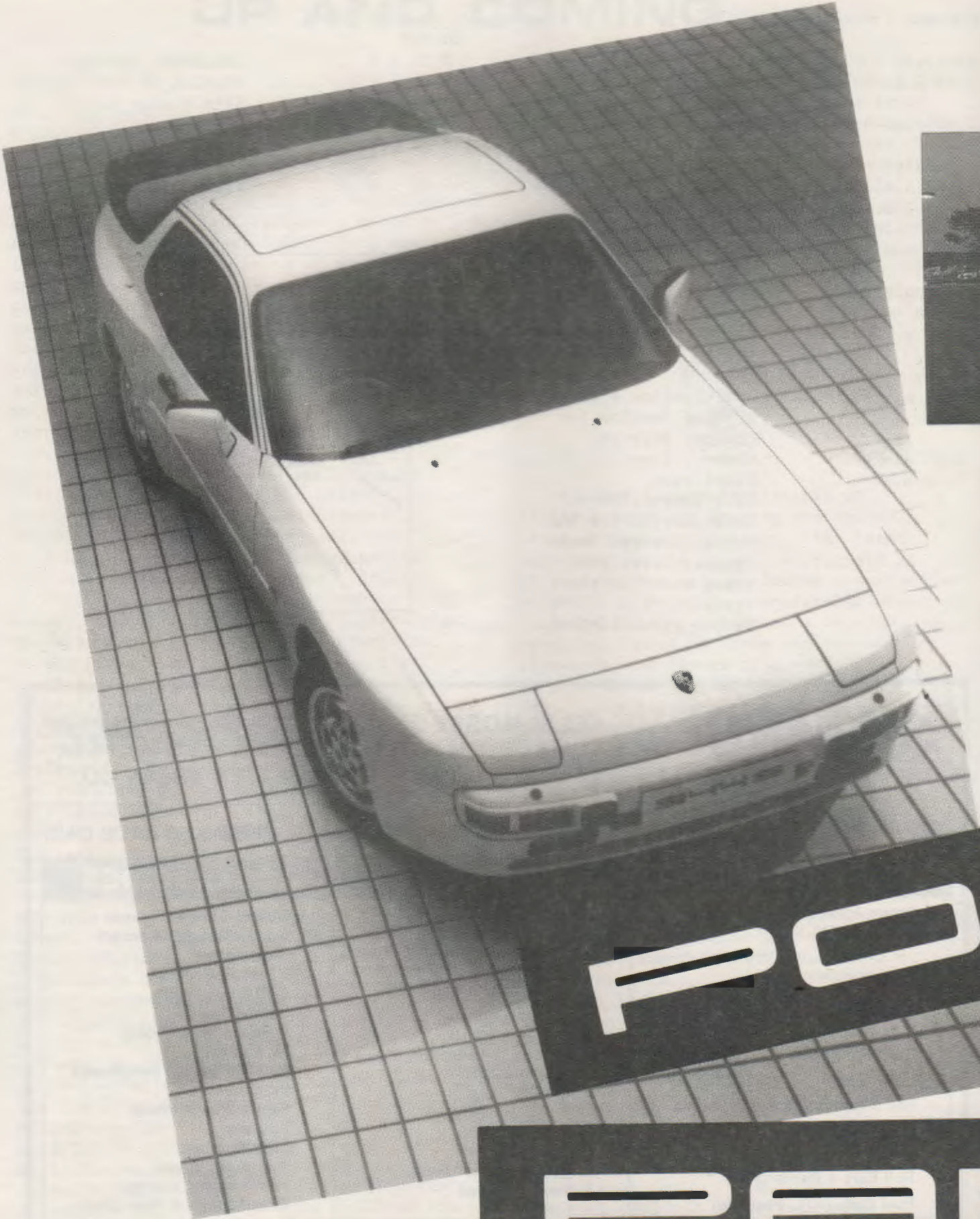
SAFETY EQUIPMENT, PARTS & ACCESSORIES FOR THE DRIVER, CREW AND RACE CAR.

SAFETY	PARTS	ACCESSORIES
<p>Driver Apparel (Simpson, Bell, Vetter)</p> <ul style="list-style-type: none"> • Driving Suits - Standard & Custom • Undergarments • Gloves • Shoes • Helmets <p>Restraint Systems</p> <ul style="list-style-type: none"> • Simpson, TRW Sabelt, EZ On <p>Fire Suppression Systems</p> <ul style="list-style-type: none"> • Onboard (Phoenix & Lifeline) • Hand held (Pemall) <p>Roll Bars & Padding</p> <p>Fuel Cells (ATL, Fuelsafe)</p>	<p>Brakes</p> <ul style="list-style-type: none"> • Pads (Ferodo, Jurid, Texstar) • Rotors (Brembo, Zimmerman, Willwood) Slotting available • Calipers (ATE, Willwood) • Brake Fluid, AP 550, Cartel, ATE-S <p>Suspension</p> <ul style="list-style-type: none"> • Shocks (Bilstein, Koni, Boge) • Anti-sway Bars • Springs • Bushings • Torsion Bars <p>Clutch Packages</p> <p>Engine & Transmission</p> <p>Exhaust Systems</p> <ul style="list-style-type: none"> • SSI & Triad 	<p>Caster Camber Gauges</p> <p>Corner Weight Checkers</p> <p>Durometers</p> <p>DZUS Fasteners</p> <p>EURO Headlights</p> <p>Helmet Bags</p> <p>Motorbooks & Videos</p> <p>Pit Boards</p> <p>Porsche Design Sunglasses</p> <p>Pyrometers</p> <p>Safety Wire & Pliers</p> <p>Spoilers</p> <p>Stop Watches</p> <p>Tear Away Visors</p> <p>Tire Pressure Gauges</p> <p>Wheels (New & Take Offs)</p>

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UP AND COMING



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This Year's Host: MOTOR WERKS OF BARRINGTON

Location: Barrington Road at Dundee Road in Barrington, Illinois

Day/Time: SUNDAY, JUNE 12, 1988 from Noon to 3 PM

PARADISE

FROM 1987 PCR'S FOR CLASSING YOUR PORSCHE FOR ROAD AMERICA

Base Class Men/Women	BASE CLASS CHART		MODIFICATIONS ALLOWED (See Referenced Paragraphs for Definitions/Limitations)
	Model(s)	(Min Cars) (Next Class)	
P2/P21...	356 Super 90 & 356SC (All Bodies) Plus 356 Normal & 356 Super With Speedster, Rdstr, & Conv. D Bodies.....	(3) (I1/I4)	"Free" - All Categories (Not Shown on Classification Charts)
P3/P22...	912 & 912E.....	(3) (I1/I4)	Paragraph
P4/P23...	914/4-1.7 & -1.8.....	(3) (I1/I4)	1. Changes Within Model Range (Including Engines and Transmissions...D-2.4.2
P5/P24...	914/4-2.0.....	(3) (I1/I4)	2. Modified Ignition.....D-2.4.3
P6/P25...	924 (1977-1982).....	(3) (I1/I4)	3. Removal of Air Cleaner.....D-2.4.3
P7/P26...	924S (1987) & 924 Turbo (931)	(3) (I2/I5)	4. Modified Carburetors.....D-2.4.3
P8/P27...	944.....	(3) (I2/I5)	5. Electric Fuel Pump.....D-2.4.3
P9/P28...	944S.....	(3) (I2/I5)	6. Wet Sump Modifications.....D-2.4.3
P10/P29...	944 Turbo.....	(3) (I2/I5)	7. Modified Oil Cooler/Filter.....D-2.4.3
P11/P30...	914/6, Except GT.....	(3) (P14/P33)	8. Substituted Roller Bearing Cranks.....D-2.4.3
P12/P31...	911-2.0, 911L-2.0, 911T-2.0 & -2.2, & 911E-2.0.....	(3) (P14/P33)	9. Balanced Engine Parts.....D-2.4.3
P13/P32...	911T-2.4 & 911S-2.0.....	(3) (P15/P34)	10. Substituted Chain Tensioner/Guards.....D-2.4.3
P14/P33...	911E-2.2 & -2.4, 911-2.7, & 911S-2.2.....	(3) (P15/P34)	11. Exhaust Modifications After the Head...D-2.4.3
P15/P34...	911S-2.4 & -2.7, & 911 Carrera-2.7 & 3.0.....	(3) (P16/P35)	12. Limited Suspension Adjustments.....D-2.4.5
P16/P35...	911SC.....	(3) (I3/I6)	13. Removal of Hydropneumatic Suspension...D-2.4.5
P17/P36...	911 Carrera-3.2.....	(3) (I3/I6)	14. Substitution of Coil Springs.....D-2.4.5
P18/P37...	930 Turbo Carrera & 911 Turbo.....	(3) (I3/I6)	15. Substitution of Torsion Bars.....D-2.4.5
P19/P38...	928, 928S & 928S4.....	(3) (I3/I6)	16. Substitution of Shocks.....D-2.4.5
I1/I4....	Carrera/4 GS.....	(1) (M1/M5)	17. Substitution of Sway Bars.....D-2.4.5
I2/I5....	(Progressed Cars).....	(1) (I3/I6)	18. Rear Camber Compensation.....D-2.4.5
I3/I6....	(Progressed Cars).....	(1) (M3/M7)	19. Offset Rims, Tires, Spacers.....D-2.4.7
M1/M5....	Carrera/4GT.....	(1) (M2/M6)	20. Substitution of Brake Parts (In Series)D-2.4.7
M2/M6....	550, RSK, RS60, RS61, RS62, 904/4, Elva-Porsche/4, & Carrera/4 GTL.....	(1) (M4/M8)	21. Limited Fender Modifications.....D-2.4.7
M3/M7....	914/6 GT, 911 GT, 911R, 911RS, 911RSR, 924 Carrera GT & 924 Carrera GTS.....	(1) (M4/M8)	22. Reduced Tire Circumference (See Chart).D-2.4.7
M4/M8....	Elva-Porsche/6, 904/6, 906, 907, 908, 910, 917, 934, 935, 936, 956, 959, & 962.....	(1) N/A	23. Wheel Diameters (See Chart).....D-2.4.7
			24. Retail Gasoline/Additives.....D-2.4.9
			25. Limited Interior Modifications.....D-2.4.9
			26. Roll Bars.....D-2.4.9
			27. Spoilers.....D-2.4.9
			28. Gear Shift Linkages.....D-2.4.9
			29. Seam Reinforcement (914 Only).....D-2.4.9
			"Handicapped" - All Categories
			1. Lightened Flywheel.....D-2.4.4
			2. Modified Velocity Stacks.....D-2.4.4
			3. Modified Venturis.....D-2.4.4
			4. Overbore (Up to 1.2 Millimeters).....D-2.4.4
			5. Non-Standard Suspension Bushings.....D-2.4.6
			6. Front Shock Tower Brace.....D-2.4.6
			7. Suspension Modifications.....D-2.4.6
			8. Drilled Rotors.....D-2.4.8
			9. Increased Rim Width.....D-2.4.8
			10. Reduced Tire Circumference (See Chart).D-2.4.8
			11. Limited Slip Differential.....D-2.4.10
			Not Allowed in Production, "Free" in Improved & Modified
			1. Open Exhaust.....D-2.4.4
			2. Modified Fenders and Wheel Openings...D-2.4.8
			3. Track Increase.....D-2.4.8
			4. Under 50 Series DOT Tires (Most Cars)..D-2.4.8
			5. Slightly Rubbing Tires.....D-2.4.8
			6. Racing Tires.....D-2.4.8
			7. Substitution of Brakes.....D-2.4.8
			8. Removal of Spare Tire.....D-2.4.10
			9. Removal of Top if Equipped with Roll Bar.D-5.1

GOODIE STORE ANNOUNCEMENT:

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PCR'S - \$2.50
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MEMORIAL DAY DRIVERS SCHOOL

Date: May 30, 1988

Place: Road America

Elkhart Lake, Wisconsin

Our Monday drivers school will be in the same format as our Blackhawk events. Three run groups classified by skill level will circulate in half hour sessions on the full four mile Road America track. No timing will occur.

A Skip Barber instructor will provide basic classroom instruction to novices. Entrants must attend this instruction unless they attended last year's Skip Barber instruction at our Road America event. We have kept a roster of last year's attendees. Those who did not attend last year's instruction and who have strong driving credentials may request exemption from this instruction by detailing their driving skills on the application and checking the appropriate space.

After classroom instruction, novices will become acquainted with the track as passengers in their PCA instructor's car. This will be immediately followed by a thirty minute session with the novice at the wheel of his own car accompanied by a PCA instructor. The novice will be reviewed for safety and either passed or referred to the Skip Barber instructor for further review. If not passed initially, only the Skip Barber instructor can later pass the novice. Novices are reviewed for safety, not speed. Novices will receive an additional two thirty minute run sessions which can be solo or with an available instructor.

While the novices are in class, the experienced and intermediate drivers will be on the track. They will receive four thirty minute run sessions.

Passing is limited to specified areas under specific rules. No passing in braking areas or in turns.

A thirty minute "Ladies only" session is scheduled for the afternoon. This is a low pressure session for those not wanting to be on the track with budding hot shoe males. It is a no charge session if the Porsche has been registered under a first driver and teched. Ladies registered for regular run sessions may also drive during this session. Please register for this session; if there is little interest, it will be cancelled. The "Ladies only" entrants must attend the Skip Barber classroom instruction or comply with the above rules for non-attendance.

Professional corner workers will be in place. It is your responsibility to thoroughly check your car yourself or have it checked by a competent service organization prior to this event. Check it using the tech sheet which will be mailed to Chicago Region members in a few weeks. Non-region participants will be mailed it when their application is received. Be sure to flush your brake fluid within ninety days of this event or after any high speed events you run before this one. Show up with plenty of brake pad thickness. You'll use much of it.

Parade laps will occur at lunch time. Parade laps are for entrants to show the track to their families at a leisurely pace or for novices to become better acquainted with the track. For this reason, experienced drivers will not be permitted parade laps unless accompanied by family members. Experienced drivers may not take parade laps solo or accompanied by an experienced driver.

No passengers are allowed during run sessions except instructors. A local ordinance limits the number of days the track can allow open exhausts. They are not allowed at our event.

This event seems to be generating more interest than anticipated, so please register early. Mike Zurick is chairman, Jim Becker is co-chairman, and Russ Isler is event safety chairman responsible for monitoring all safety aspects of the event, especially on-track aspects.

The "Chicago Scene" is the official publication of the Porsche Club of America, Chicago Region and is published monthly. Material must be received by the "Scene" editor no later than the 10th of the month to be published in the next month's issue. Contributions will be published on a space available basis. The editors reserve the right to edit, as necessary, all materials submitted for publication. The Porsche Club of America, Chicago Region is not responsible for any services or merchandise advertised herein. Statements appearing in the "Scene" are those of the author and do not constitute an opinion of the Porsche Club of America, Chicago Region or its Board of Directors.

BLACKHAWK XX

Date: May 11, July 13, August 17

Time: 8:30 a.m. - 5:00 p.m.

Registration closes at 11:00 a.m.

Place: Blackhawk Farms Race Track
South Beloit, Illinois

If you enjoyed the drivers school, you'll love Blackhawk. Here's your opportunity to practice what you've learned in the complete safety of an enclosed high speed track. Blackhawk Farms is an eight turn 1.8 mile track located just outside of Rockton, Illinois, conveniently close to the Northwest Tollway. Here you can learn to drive your Porsche or other vehicle at high speed in complete safety. Please note that at these events we allow cars other than Porsches to participate. We are not suggesting that you bring up the family station wagon, but sports cars and sporting type cars that pass tech will be permitted.

As this event is held on a Wednesday, the concession stand will not be opened. We recommend that you bring a picnic lunch or plan to go into town to McDonald's. As always, alcoholic beverages will not be allowed during the event. Afterwards, plenty of cold drinks and a great dinner will be held at one of the club's favorite spots, Buffa's in nearby South Beloit.

The entrants will be divided into three classes so that the slower cars and/or novice drivers will not be on the track at the same time as the faster cars. Please remember that the club's insurance requires all drivers to wear long sleeved cotton shirts and long pants and a helmet at all times while on the track.

There will be a mandatory drivers meeting for all entrants who have not run this event previously. This meeting will take place at precisely 10 a.m. Registration will close at 11:00 a.m.

So, here's your opportunity to learn how to drive your Porsche or inferior vehicle at high speed and learn how to do it properly. Change your oil, brake fluid, and brake pads, and come on out and have a great time.

Directions to Blackhawk: Northwest Tollway (I90) north to Ill 75 (just south of Wisconsin line), west on 75 to T (Blackhawk Rd), right to Shirland, left on Shirland to Fischer, left on Fischer to T (Prairie), left about $\frac{1}{4}$ mile to track entrance on the right.



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CRUISING DOWN THE RIVER

Date: Saturday, June 18, 1988
Time: 8:00 p.m. - 10:00 p.m.
Place: Pottawatomie Park
St. Charles, Ill.

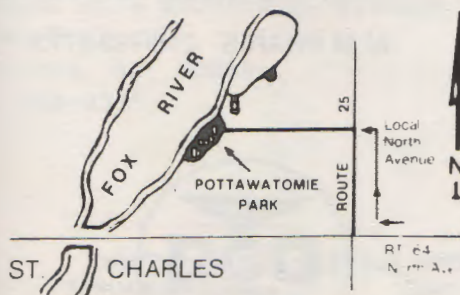
Thar she blows! (And we don't mean your right front tire as you enter corner five). What we do mean is that it's time once again to plan to join Captain Ahab for some whale-watching along the Fox River on the annual Chicago Region boat ride. Who knows what you'll see after a belly full of chow provided by the captain, washed down by some bring-your-own refreshments. Even if we don't spot the great white whale, the event is guaranteed to be one of the most enjoyable of the year. So send your reservation in to harpoon a spot on the Good Ship Porsche.

The boat leaves at 8:00 p.m. SHARP!! No turn arounds for stragglers. The cost is \$15.00 per person, registration form is in the back of the newsletter.



Pottawatomie Park St. Charles, Illinois

25 miles west of Oak Park.



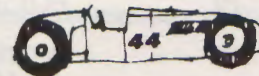
SECOND ANNUAL BARRINGTON CONCOURS

Date: June 12, 1988
Time: Doors open at 11:00 a.m. for concours participants
Judging starts at 1:00 p.m.
Place: Motorwerks of Barrington
Barrington and Dundee Roads
Barrington, Illinois

The second annual "Barrington Concours" will be held on Sunday, June 12, at Motorwerks of Barrington. As the facilities are large enough to accomodate our entrants and spectators, the event will be held rain or shine.

Trophies will be awarded to the top finishers in each of the four Chicago Region classes (A-D). Additionally, a "People's Choice" award will be presented to the car voted "best" by those in attendance. For concours entrants, the "doors" will open at 11:00 a.m., with judging starting at 1 p.m. A luncheon will be provided by the kind folks at Motorwerks.

To help in the planning of the food arrangements, please let me know if you are planning to attend (even if you are a "concours cop-out"). If you are willing to be a judge, also indicate same on your pre-registration form. Last year's event featured a large entry, so break out the Meguiar's and Armor-All and plan on entering. Remember, if you're not there, you'll be somewhere else.



LONGEST DAY RALLYE

Date: June 26, 1988
Time: Registration opens 10:30 a.m.
First car off at 12:01 p.m.
Place: Start and finish at
Lincoln Inn
1345 S. Batavia Av. (Rt 31)
Batavia, Il

We're a week late for the longest we'll rallye anyway. This will be a typical Chicago Region TSD rallye. Dinner following family style beef, chicken, lasagna. More details next month.

Pre-run and checkpoint workers needed.

ZONE 4 CALENDAR

DATE	REG	EVENT	CONTACT
MAY 6-7-8	MOR	MAIFEST MULTI REGION EVENT	MARK TUTTLE 614-764-9527
MAY 26	SMR	DRIVERS SCHOOL WATERFORD HILLS	TOM GREEN 313-429-5958
MAY 27-28-29-30	CIR	INDY 500 WEEKEND	BRETT JOHNSON 317-841-7677
MAY 28-29-30	CHI	DRIVERS SCHOOL ROAD AMERICA	VAL HARRIS 312-382-3217
JUNE 4-5	EBR	IRAC AUTOCROSS NELSON LEDGES RACEWAY	M M PHARIS 216-793-9773
JUNE 4-5		IMSA RACES MID-OHIO RACEWAY	1-800-MID-OHIO
JUNE 18-19	MOH	DRIVERS SCHOOL MID-OHIO RACEWAY	JOHN OVERLEY 614-890-4010
JUNE 18-19	SMR	30TH ANNIVERSARY	ROL TITSWORTH 313-835-8742
JUNE 25-26	ZONE 4	CONCOUR & VINTAGE RACES MID-OHIO RACEWAY	STEVE SOUTHARD 614-792-2880
JUNE 25-26	NOR	SWAP MEET & AUTOCROSS	DONNA COLBARY 216-951-2711
JUNE 25-26	KY	DREISTADTENFEST TOUR IN CONJUNCTION WITH CIR	CHERYL DOTY 502-244-0478
JULY 9	MOH	CONCOUR	KATHY YACZO 614-888-2691
JULY 10	CHI	POTTERS PICNIC	LINDA BACIN 312-655-1982
JULY 13	CHI	DRIVERS SCHOOL BLACKHAWK RACEWAY	DIANE GALLAGHER 312-775-5944
JULY 17		IMSA RACES ROAD AMERICA	
JULY 16-17	OVR	REDLINE AUTOCROSS	KEITH KENNEDY 513-671-0707
JULY 16-17	EBR	DRIVERS SCHOOL MID-OHIO RACEWAY	M M PHARIS 216-793-9773
JULY 17		TWEEKS SWAP MEET	BRETT JOHNSON 317-841-7677
JULY 23-24	EBR	DRIVERS SCHOOL NELSON LEDGES RACEWAY	M M PHARIS 216-793-9773
JULY 24-30	PCA	PORSCHE PARADE COLORADO SPRINGS COLO.	

CIR—CENTRAL INDIANA
LTR—LINCOLN TRAIL
MSR—MOTORSTADT

CWR—CENTRAL WISCONSIN
MVR—MAUMEE VALLEY
NOR—NORTHERN OHIO

CHI—CHICAGO
MIR—MICH INDIANA
OVR—OHIO VALLEY

EBR—EASTERN BUCKEYE
MOH—MID OHIO
SMR—S E MICHIGAN

KY—KENTUCKY
MIL—MILWAUKEE
WMR—WESTERN MICHIGAN

Welcome !

by Vic & Val Harris

The Chicago Region would like to welcome as new members:

L. Stuart & Joan Gordon
1651 W. Ridgewood Lane
Glenview, Il 60025
H: 724-5340

The Gordons drive a red 1988 928S4

John & Sharon Gray
1337 Royal St. George
Naperville, Il 60540
H: 420-2329 W: 954-4555
John & Sharon own a 1967 912 in the process of being restored.

Richard & Elaine Shiedlak
39 Golfview Road
Lake Zurich, Il 60047
H: 438-3264 W: 381-8004
Rich & Elaine own a 1976 911 Targa

Michael & Lori Miller
1029 Shadowwood Lane
Crystal Lake, Il 60014
H: 815/459-8728 W: 827-7731
The Millers drive a 1987 944 Turbo

Peter & Barbara Bohn
902 E. Anderson
Palatine, Il 60067
H: 358-3511 W: 827-8833
Peter & Barbara drive a 1987 911.

James & Hilary Harrington
112 Devon Lane
Naperville, Il 60540
H: 369-6842 W: 815/436-2041
James & Hilary own a 1982 911 Targa.

Terrance & Hana Marzec
1124 Deborah Circle
Libertyville, Il 60048
H: 680-9336

Robert A. & Roberta M. Wielgus
6743 N. Loron
Chicago, Il 60646
H: 792-0535

Transferring in from other regions, we have:

David Colvin
1030 W. Higgins Road Suite 115
Hoffman Estates, Il 60195
David comes to us from Western Michigan

Donald Krebs
1751 Vermont Drive
Elk Grove, Il 60007
Donald comes to us from Central Indiana

Robert Parise
104 Cambridge Court
St. Charles, Il 60174
Robert comes to us from Allegheny

Kevin Hampshire
RR #3 Box 691
St. Anne, Il 60964

Samuel C. Jones
5320 N. Sheridan Road Apt 1503
Chicago, Il 60640

Lawrence E. Meeker
2720 Wild Plum
Woodridge, Il 60517

James J. Meyer
5417 Fair Elms
Western Springs, Il 60558

CHICAGO REGION 1988 CALENDAR OF EVENTS

May 11	Blackhawk I
May 28-29	Elkhart I
June 12	Concours
June 18	Boat Ride
June 26	Rallye
July 10	Potter's Picnic
July 13	Blackhawk II
August 17	Blackhawk III
August 21	Autocross-Utica
September 3-4	Elkhart II
September 25	Charity Autocross
October 15-16	Two Day Rallye
October 30	Halloween Concours
November 20	Brunch
December 10	Dinner Dance



* Lindatorial

If this is May, then we must be getting ready for Elkhart. I'm sure that many of you are just counting the days until you can get on that great track, but don't forget, we have an event at Blackhawk before that where you can try out your car and your driving and see which got rustier over the winter months.

We had a good turnout for the rallye, and we want to thank so many of you for the favorable comments. We hope that you enjoyed it as much as you seemed to that night. Or was it just the booze talking?? When we've put so much time and effort into an event, it's quite gratifying to hear that you had a good time. And, as I told you at the school, you didn't fight. Another rallye coming up in June, let's see another great turnout. The last rallye of the year will be a great weekend in October, so mark your calendars. I still think rallyes are the most fun.

For those of you who didn't sign up for the Parade, the organizers are suggesting that you might want to spend a day or two of your vacation with us in Colorado Springs. Some people like to come out to see the Concours or the autocross. The dates are July 24-31.

We have a multitude of events coming up, something to appeal to everyone. We have Elkhart for the racers, Blackhawk for the racers, the Boat Ride for socializers, the rallye for fun lovers and the Concours for cleaners. Something for everyone. See you there,

Linda

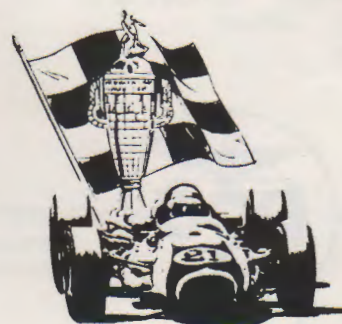


If for some reason you did not register in time or could not attend the full week of the 33rd Porsche Parade, July 24-30 in Colorado Springs, Colorado, Alpine and Rocky Mountain Regions would like to encourage you to plan your 1988 vacation in Colorado and join us!

You could observe the Concours, shop the Goodie Store, admire the Art Show, check out the Literature and Model Sale/Display, go to the tech sessions, watch the competitive events, and all the other things that make up a Porsche Parade.

In addition to Parade events, the Pike's Peak Region offers a multitude of sight-seeing opportunities not to be missed! The Air Force Academy, chuck-wagon dinners, Garden of the Gods, and the beautiful Colorado mountains with roads seemingly designed just for Porsches! At an altitude of 6100 feet the weather in July is spectacular, clear warm days with very low humidity and cool nights.

Even though the Parade headquarters hotel is already full, the Colorado Springs Convention and Visitors Bureau can help you with accommodations, camping and sightseeing information if you call or write them at 801 So. Tejon St., Colorado Springs, CO 80903, 800-88-VISIT.



In Der Vergangenheit

by Ginny Gummow

MAY '63 - A Tech meeting was held at Leemhuis in Maywood. Jim Gladish and Paul Fontaine told of little everyday things one could do to keep the car running and helpful items to carry along in the car. Wolfgang Reitzel gave tips on how to keep the car running in an out-of-the-way spot. Wolfgang hinted that an 8-cylinder Porsche would be ready for the Frankfurt Auto Show -- a gasp could be heard when the price was announced -- \$12,000. A 6-cylinder is also in the offing -- more information to come. 21 cars are now signed up for the Pocono Parade.

MAY '68 - 39 cars launched from Porsche of America headquarters in Northfield on Ray Stonecipher's "Mini-Monte-Carlo Rallye" which took us into Wisconsin, a visit to Honey Bear Farm, a gymkhana/autocross at Lake Geneva Dragstrip and back to Lorenz's Restaurant for food and drinks. Only car reported lost was the

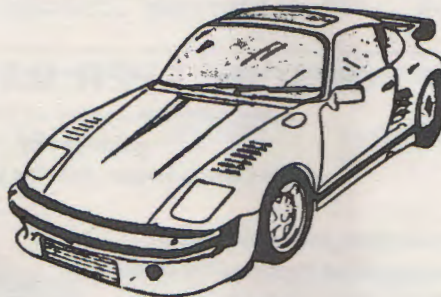
sweep car but it arrived in time for dinner. 1st place winners were Jerry & Helga Meyer.

MAY '78 - 52 men and 5 women competed in the Driver's School/Gymkhana in the Soldier Field parking lot, followed by a dinner at Sauer's Restaurant. Winners: Class 1, Gamble; Class 2, Russ; Class 3, Ratschan; Class 4, Ostholthoff; Class 5, O. Johnson; Class 6, Gonzales; Class 7, Brenkus. Ladies: Class 2, Russ; Class 3,4,5, Pichler; Class 6, Gutmann.



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SOUTHEASTERN MICHIGAN REGION PORSCHE CLUB OF AMERICA



*Cordially Invites You To Their
30th Anniversary Celebration
Porsches In Review*

*Saturday, June 18, 1988
Shotwell Gustafson Pavilion
Meadow Brook Conference Center
Rochester, Michigan*



Be part of SMR's celebration and display your Porsche on the historic grounds of Meadow Brook Hall (all cars on display will receive a personalized commemorative plaque). Inside the Pavilion, enjoy an outstanding collection of special interest Porsches during the Champagne Reception. After dinner, be treated to guest speakers generously provided by Porsche.

Cost \$35.00 per person.

This is Grand Prix weekend and we have tentative plans for special Porsche Club race viewing.

*For further information and reservations contact Neil Goldberg (313) 644-2363 or
Rol Titsworth (313) 835-8742. Reservation deadline is May 18th.*



EVERY PORSCHE EVER MADE IS A RACE CAR

a new videotape directed by Karl Schiffman

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please enclose your cheque or money order payable to:*

*Upper Canada Region, Porsche Club of America and mail to:
Jim Gross, 2281 Yonge Street, Toronto Ontario M4P 2C6*





CONTACT: Norma Volk
203/853-0100

FOR IMMEDIATE RELEASE

SUBJECT: PORSCHE RAFFLE
Benefit The American Cancer Society

DON'T BE ONE OF THE DISAPPOINTED. Send or call for your 1988 Porsche Raffle ticket(s) today. Our 1987 Porsche Raffle was sold out one month prior to the drawing.

A 1988 PORSCHE 911 Carrera Targa will be this year's prize in a \$50-a-ticket raffle organized by the Southern Fairfield County Unit of the American Cancer Society, Connecticut Division, Inc.

The drawing, limited to 4,000 tickets, will take place on June 17, 1988, at Traynor Porsche + Audi, 2269 Post Road, Fairfield, CT. Payment may be made by check, payable to American Cancer Society; we also accept VISA/Mastercard. Please give credit card number, expiration date, name as it appears on card, full address and telephone number. Send to Porsche Raffle, American Cancer Society, P.O. Box 2087, Norwalk, CT 06852. Your ticket with a copy of the stub will be mailed to you.

This year marks the Southern Fairfield County Unit's Fifth Annual Porsche Raffle with the proceeds to benefit the programs of the American Cancer Society. Our thanks to Porsche Club Members for their support.

#

April 1988

5 BROOK STREET, P.O. BOX 2087, NORWALK, CT 06852 853-0100

DARIEN, NEW CANAAN, NORWALK, STAMFORD, WESTON, WESTPORT, WILTON

THE MART



Send classified ads to the editor by the 10th of the month, to appear in the following month's "Scene". Each ad is limited to 50 words, plus name, address, and phone number. Ads are run for one month only and are free to Chicago Region PCA members. Non-members or out of region PCA members may place ads at the cost of \$5.00 per ad. Payment must accompany ad: Send ads to: Linda Gutmann, 6116 N. Landers, Chicago, IL 60646.

FOR SALE: 1979 928 Porsche; V-8 5-speed; air & power; factory cassette; mileage low 40's; street legal; German full power; no pollution equipment; no damage history; dark grey in color; factory interior. Bob, days 414/739-0137; nights 414/766-5993.

FOR SALE: 1976 912E, Ice Green metallic paint, original owner, 80,000 miles, AM/FM recording cassette, sideband CB, radar, sheepskins, electric sunroof, swaybars, alloy wheels, leather Porsche steering wheel, 22 mpg city - 26 mpg hwy. \$10,500 or best offer. Call 251-6495 after 7:00 p.m.

FOR SALE: 1984 944 #WPOAA0949EN450067 Guards red/black interior, 14,000 miles, Blaupunkt, 5 speed, air, alarm, sport seats, sport shocks, Yokohama A001R's, Weltmeister suspension, 210 lb. springs, lowered and aligned, Holbert cool-brake. No winters or rain. Garaged. Non-smoker. \$18,900. Cover included. Glenn Sapa, 25 Highridge Rd., Willowbrook, IL. 60514 325-9061(eve)

FOR SALE: '85 911 Carrera sunroof coupe, 10,400 miles, spectacular and perfect, no chips, white gold with gold alloys, full brown leather, spoilers, central locks, sport shocks, cruise control, 187.67 at last September's Elkhart Autocross. Ed Leed 382-6911

FOR SALE: Tires, one pair Bridgestone "Potenza" 245/45VR16 4/32 average center tread depth \$100 the pair. For your rolling enjoyment and maximum traction these can't be beat!! Included with above at no extra charge: set of four Mcgard wheel locks. Will fit most 911/944/928. Hurry! Bruce Janeczek Day 354-1903 Eve 246-5492

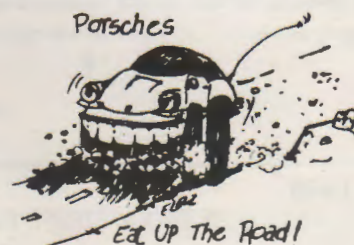
FOR SALE: Porsche design chronograph wristwatch, \$599/offer; BEL Quantum radar detector (as new, in box), \$165/offer; Gmund #1 w/envelope, \$20; Panorama 7/74 thru 7/87 (most in binders), \$450 + UPS. John Welda, 435 Shoreline Rd, Lake Barrington, IL 60010 381-1194

FOR SALE: '73 911 race car or street car; sun roof, electric windows, has roll bar, 3.2 Carrera eng & trans, flares, 7" wheels in front, 9" wheels in rear, Porsche mags off '86 911 Turbo \$18,500 '75 Turbo with 3.3 engine, sun roof, etc, BBS wheels, \$19,500. Dean Bangert 448-7575.

FOR SALE: 944 tires & accessories: 4 Yokohama A-008 215/60/15" tires for normal 944, shaved to 5/32" \$300 OBO 1 set Pirelli P7's for 944 Turbo, 10K miles \$400 OBO. 1 3 piece bra with custom "944" insignia on front \$50 OBO 1 car cover \$25. Seller pays shipping on all. Jeff Gerbing 25175 N. Cayuga Trail, Barrington, IL 60010 weekdays 882-9049



There is a new Porsche pusher in the Follansbee family! Their new son (and first baby) was born on March 24, weighing in at 6 lbs. 4 oz., 19" long, and is named Mason Allen Follansbee. They're pretty excited, and he's already been riding in the 912! And he likes it! (A baby with good taste). Next thing you know he'll be ready for a rallye! Sign him up for Elkhart I, 2006.



REGISTRATION FORM
ELKHART I
SATURDAY AND SUNDAY, MAY 28 AND 29, 1988

<p>FIRST DRIVER</p> <p>Name _____</p> <p>Address _____</p> <p>City/State/Zip _____</p> <p>Telephone _____</p> <p><input type="checkbox"/> Member <input type="checkbox"/> Applicant <input type="checkbox"/> Guest</p> <p>Region _____</p> <p>Date last autocrossed RA _____</p> <p>1987 PCR Class _____</p> <p>Porsche Model (911, etc) _____</p> <p>Engine Size (2.0, etc) _____</p> <p><input type="checkbox"/> Race Tires <input type="checkbox"/> Street Tires (specify size) _____</p> <p>Modifications _____</p>	<p>SECOND DRIVER</p> <p>Name _____</p> <p>Address _____</p> <p>City/State/Zip _____</p> <p>Telephone _____</p> <p><input type="checkbox"/> Member <input type="checkbox"/> Applicant <input type="checkbox"/> Guest</p> <p>Region _____</p> <p>Date last autocrossed RA _____</p> <p>1987 PCR Class _____</p> <p>Type (SC, etc) _____ Year _____</p>
---	--

No open exhaust systems will be allowed.

Everyone will be helping this weekend. Please rank your preference of work assignment one, two and three with one being your top preference:
FIRST DRIVER: _____ SECOND DRIVER: _____

<p><input type="checkbox"/> Set Up <input type="checkbox"/> Clean Up <input type="checkbox"/> Timing</p> <p><input type="checkbox"/> Tech Inspection <input type="checkbox"/> Instructor</p> <p><input type="checkbox"/> Corner Worker</p>	<p><input type="checkbox"/> Set Up <input type="checkbox"/> Clean Up <input type="checkbox"/> Timing</p> <p><input type="checkbox"/> Tech Inspection <input type="checkbox"/> Instructor</p> <p><input type="checkbox"/> Corner Worker</p>
--	--

FEES: Weekend 1st Driver.....\$110.00 2nd Driver...\$20.00
 Saturday only 1st Driver...\$ 75.00 2nd Driver...\$15.00
 Sunday only 1st Driver.....\$ 75.00 2nd Driver...\$15.00
 (Sunday only drivers MUST have autocrossed Road America before. Second drivers MUST be family or affiliate member.)

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

MAIL REGISTRATION FORM (must be included) AND CHECK TO:
 Val Harris, 23 Overbrook, South Barrington, IL 60010
 (312) 382-3217 (home)

NO REFUNDS FOR CANCELLATION AFTER FRIDAY, MAY 20, 1988.

REGISTRATION FORM
MEMORIAL DAY DRIVERS SCHOOL
MAY 30, 1988

FIRST DRIVER:

SECOND DRIVER:

NAME: _____

NAME: _____

ADDRESS _____

ADDRESS _____

PHONES: DAYS _____
EVES _____

PHONES: DAYS _____
EVES _____

___ MEMBER ___ APPLICANT ___ GUEST ___ MEMBER ___ APPLICANT ___ GUEST

REQUESTED RUN GROUP: REQUESTED RUN GROUP:
(Requests are subject to review by event organizers).

___ EXPERIENCED
___ INTERMEDIATE
___ NOVICE

___ EXPERIENCED
___ INTERMEDIATE
___ NOVICE

Porsche Year, Model,
Type, Engine Size

___ Ladies Only Afternoon Session
(Ladies may register for both
a regular run group and a
Ladies Only session or just
one or the other).

PCR Class:

___ Production ___ Improved ___ Modified
Drivers must attend Monday morning Skip Barber classroom instruction unless they
attended last year at our event or have strong driving credentials and are
approved by the Event Chairman.

FIRST DRIVER

SECOND DRIVER

___ YES ___ NO

___ YES ___ NO

Did you attend Skip Barber Monday
morning classroom instruction
at our event last year?

___ YES ___ NO

___ YES ___ NO

If no above, check the "yes" space
indicating you will attend this
Monday's Skip Barber instruction or
check "no" indicating you wish to be
approved for non-attendance by
the the Event Chairman.

Specify your driving experience, including tracks driven, lap times at tracks
with the car you'll be bringing, professional schools, typical number of track
days per year, etc. Help us classify you properly. Feel free to contact Mike
Zurick to discuss it. Days (312) 963-6500. Home (312) 920-6698. Specify for
both first and second driver below.

FEES: Monday First Driver..\$90.00 Second Driver..\$20.00
Ladies only afternoon session is free if the Porsche is registered and
teched; however, these ladies must attend the Skip Barber classroom
instruction or comply with the above rules for non-attendance.

TOTAL AMOUNT ENCLOSED \$ _____ (Make a separate check for this
event only payable to PCA/Chicago)

MAIL REGISTRATION FORM (must be included) AND CHECK TO:
VAL HARRIS, 23 Overbrook, South Barrington, IL 60010
(312) 382-3217 (home)

NO REFUNDS FOR CANCELLATIONS AFTER MAY 20, 1988.
No open exhausts allowed (local ordinance).

REGISTRATION FORM

BLACKHAWK XX

Dear Diane,

I can't wait to get on that great track again,

Name _____

Member _____ Applicant _____ Guest _____

Car make _____ Model _____

Driver: Experienced _____ Novice _____

\$55.00 Preregistered; \$65.00 late registration
No charge for family or affiliate member as second driver.

Make check payable to PCA/Chicago and mail to:
Diane Gallagher, 6710 N. Edgebrook Ter., Chicago, IL 60646
312/775-5944

Registration Form
June Barrington Concours

Dale,

I'll be there, so I won't be somewhere else.

Name _____ Member _____ Applicant _____ Guest _____

Porsche Model _____ Concours class A ___ B ___ C ___ D ___

Spectator/kibbitzer/concours cop-out _____

Are you willing to be a concours judge? Y ___ N ___

Registration fee (concours entrants) is \$10.00
Make check payable to PCA/Chicago Region and mail to:
Dale Block, 9865 Cordoba Ct 2C, Orland Park, IL 60462
tel. (312) 403-1579

REGISTRATION FORM

CRUISING DOWN THE RIVER

Dear Linda,

Don't let the boat leave without me!!

Name _____

Number of people at \$15.00 _____

Make checks payable to PCA/Chicago and mail to:
Linda Orum, 1240 Morgan Ave, LaGrange Park, IL 60525
312/354-0260

REGISTRATION FORM
LONGEST DAY RALLYE '88

Dear John,

I wouldn't miss this annual rite of summer for anything in the world.
Sign me up.

Driver _____ Navigator _____
____ Member ____ Applicant ____ Guest ____ Member ____ Applicant ____ Guest
____ Region _____ Region _____

Class: _____ Equipped _____ Unequipped Car Model _____ Year _____ Color _____

Reserve _____ Dinners @\$14.00 each for _____ (Please make dinner
_____ Children (5-12) @\$12.00 _____ reservations by June 21)
_____ Children under 5 Free _____

Rallye fee \$10.00 per car

Total _____

Make checks payable to PCA/Chicago and mail to:
John Bohlander, 648 63rd street, Downers Grove, IL 60516
312/963-8076
Only PCA members driving a Porsche are eligible for trophies.



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WHO'S WHO



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Howard Yefsky
642-8897



VICE PRESIDENT
Debby Leed
382-6911



SECRETARY
Lee Lichtenstein
577-1550



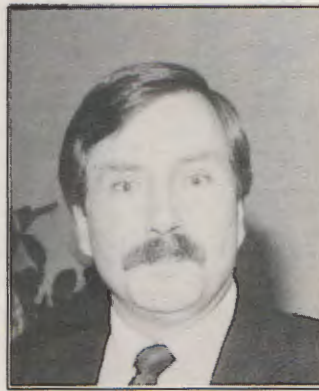
TREASURER
Linda Orum
354-0260



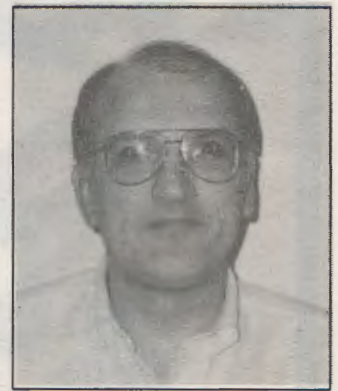
IMM. PAST PRES
Jack Bushmeyer
291-9093



DIRECTOR
Jim Becker
420-7155



DIRECTOR
John Laidlaw
438-3043



DIRECTOR
Rip Patterson
223-5685



DIRECTOR
Lauren Pichler
655-4363



DIRECTOR
Arnold Zann
386-2864

1988 Coordinators

AUTOCROSS	
Mike Zurick	920-6698
CONCOURS	
Ed Leed	382-6911
GOODIE STORE	
Linda Patterson	223-5685
MEMBERSHIP	
Vic & Val Harris	382-3217
RALLYE	
George Gutmann	631-6042
SAFETY	
Russ Iser	423-7918
SOCIAL	
Linda Bacin	655-1982
TECH CREW CHIEF	
Gene D'Andrea	720-1099
NEWSLETTER EDITOR	
Linda Gutmann	631-6042
PHOTOGRAPHER	
John Bohlander	963-8076
ADVERTISING	
Tom Harwood	742-6804

Articles must be received by the editor, Linda Gutmann, 6116 N. Landers, Chicago, Il 60646 no later than the 10th of the month prior to publication to be included.

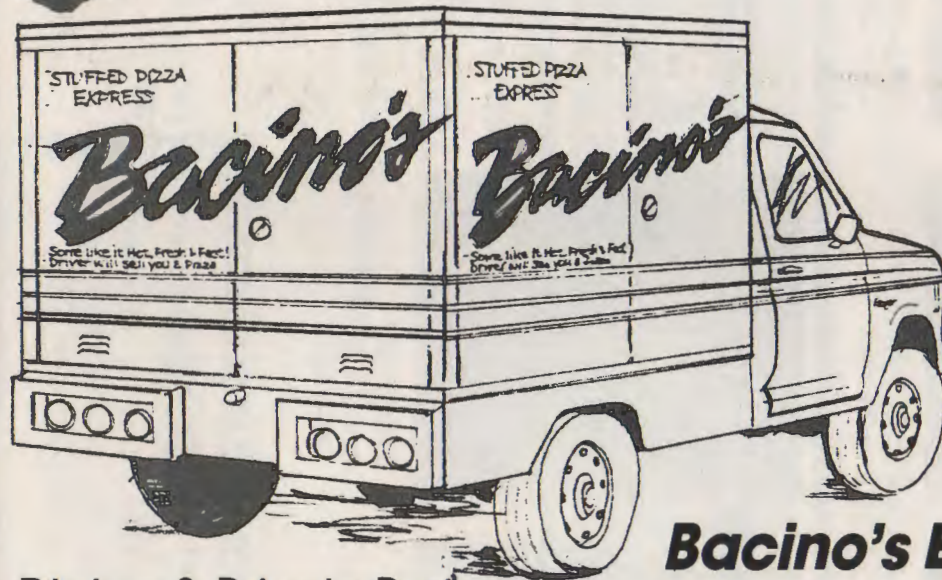
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