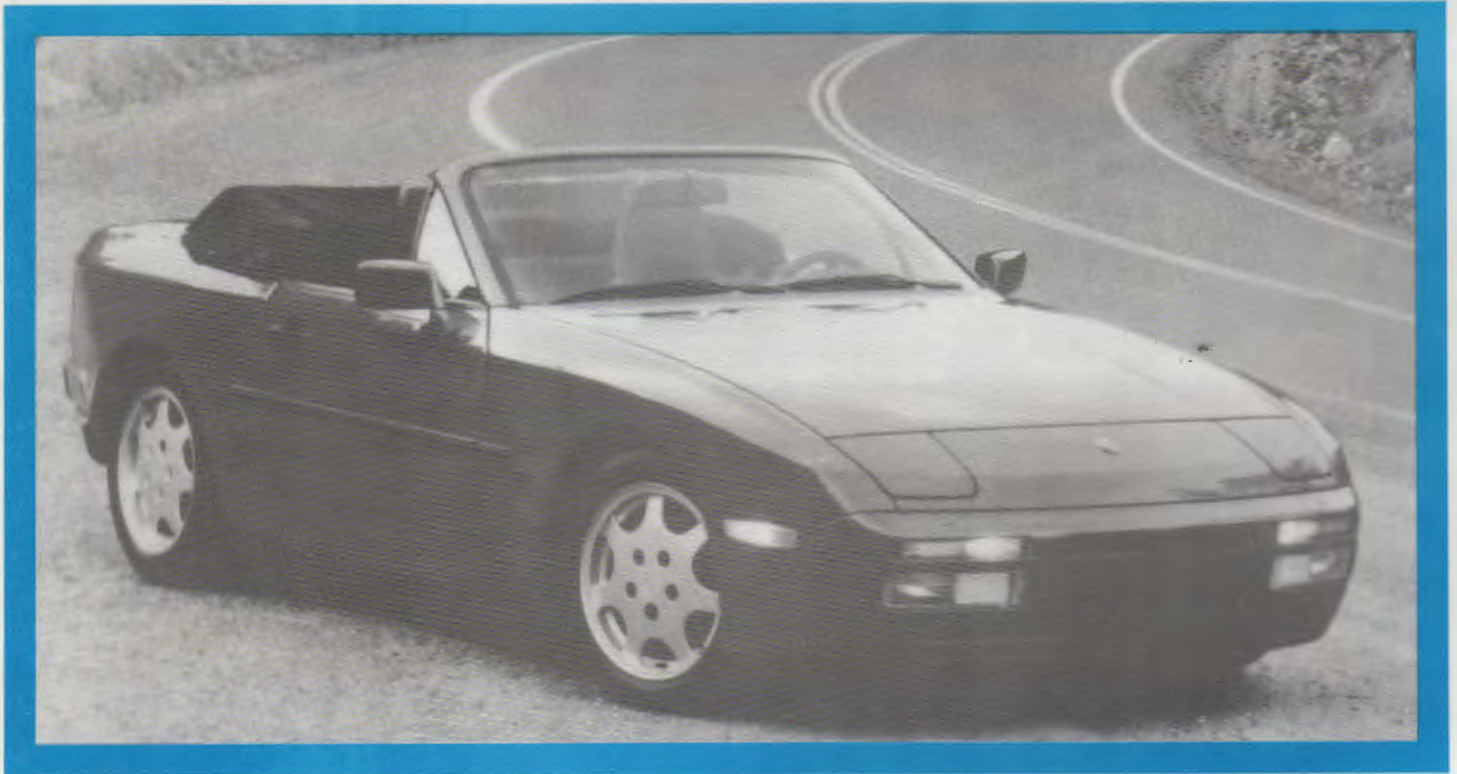


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**The official publication of the Porsche Club of America, Chicago Region**

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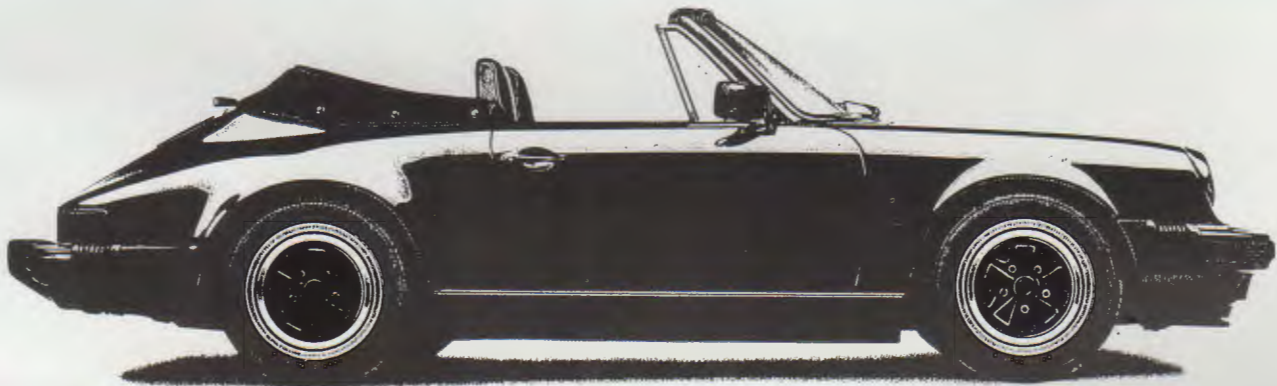
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### DEADLINE:

Material must be received no later than the 10th of each month for publication in the next issue. Contributions will be published on a space available basis. The editors reserve the right to edit, as necessary, all materials submitted for publication. Statements appearing in Chicago 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.

### MART:

Material should be sent to the editor in accordance with the above deadline. Ads are subject to editing and will run for one month. PCA/Chicago Region members, no charge; non-PCA members or out of region members, \$5.00 per ad. Each ad is limited to 50 words, plus name, address and phone number.

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**COVER:** February fantasies. Dream of Spring in the 1991 944S2 Cabriolet. PCNA Photo.

## CHICAGO REGION 1991 CALENDAR OF EVENTS

January 13	Annual Membership Meeting
February 10	Restaurant Tour
March 3	Concours School
March 17	Rallye
April 14	Tech Session
April 21	Concours
May 5	Driving School
May 15	Blackhawk I
May 25 & 26	Elkhart I
June 9	Gymkhana
June 22 & 23	Two Day Rallye
June 30	Restaurant Tour
July 10	Blackhawk II
July 14	Utica Autocross
July 28	Gymkhana
July 28-Aug. 3	Parade
August 11	Potter's Picnic
August 14	Blackhawk III
Aug. 31 & Sept. 1	Elkhart II
Sept. 22	Charity Gymkhana
Oct. 5 & 6	Blackhawk IV
October 27	Halloween Concours
November 10	Restaurant Tour
November 17	Tech Session
December 7	Dinner Dance

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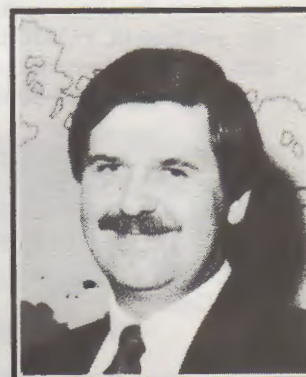
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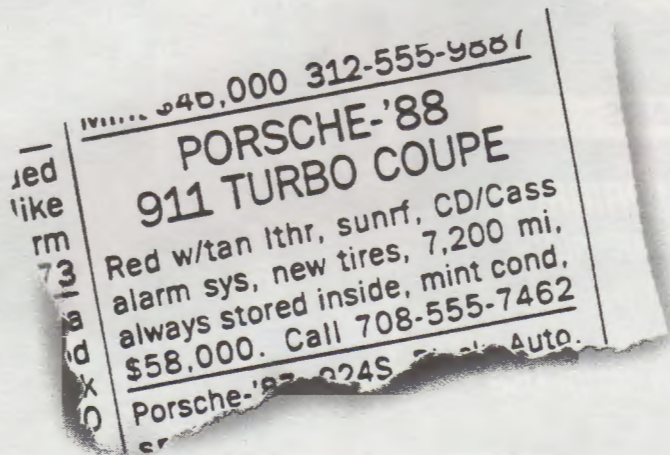
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# THE LEED LANE

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Did you notice how early your January issue of the *Scene* arrived? And did you notice the change in the front cover? I think the new cover looks very sharp with the Chicago skyline. Doris has been working harder than ever to improve our already excellent *Scene* and I think she has done a superb job!

Congratulations to WILMA WHITE on her election to National Secretary! We know she will do a great job.

Also on the National front, I'm sure many of you have read Dennis Thovson's "From the President" article in the December *Pano* regarding a club racing program. Everything is in the planning stage at this point and National needs to know how the membership feels about this proposal. If you have any ideas, pro or con, please contact Dennis directly or any other PCA National Officer. The National Safety Chairman is Alan Friedman and our Zone 4 Representative is Steve Southard. I would also like to hear from you.

Linda Gutmann, one of our Charity Event chairpersons last September, has prepared and will be submitting our application to Pirelli Tire for their Public Service Award. In the application, Linda describes the history of the event and last September's event and she includes many photographs of the children of the Sally Potter School using the equipment that was purchased for them through our donations. The pictures of the kids would melt your heart. At Parade this summer, the top three winners in the program will be recognized. Your Board has voted to donate directly to the Sally Potter School any proceeds we might receive.

I was happy to learn that Chicago Region membership increased by 11.8% in 1990. That placed us in 3rd place in increased membership behind Ohio Valley and Upper Canada Regions (regions over 200 members) in National's membership drive. Congratulations to Lee Lichtenstein for a job well done!

If you're looking for a way to beat the winter doldrums, we've got the answer for you. Join us on Sunday, February 10th, at Chef Karl's Edelweiss Inn In Libertyville for Sunday brunch. The food will be fantastic and the conversation with fellow Porsche enthusiasts will be lively. It's a great way to celebrate Valentine's Day with your sweetie - or Lincoln's Birthday, if you're so inclined. Lee Lichtenstein will

be our host, so call him early to make your reservations.

On Sunday, March 3rd, Mile Miller and new transferee from Nordstern Region, Dodie Mueller, will be hosting a Concours School. They plan to have experts in concours teach you where to find all the dirt and how to clean it. Sort of like all you ever wanted to know about using a Q-tip. Seriously, they will have some good advice and will gear their discussions toward concours novices but also have some tips for the more experienced among us.

For those of you who missed our Annual General Membership Meeting, I want to reiterate that the best way for you to enjoy the club is to get involved. If you don't know who to call to volunteer, CALL ME! I will put you in touch with the appropriate person.

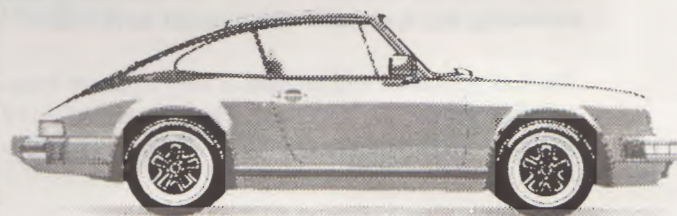
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# UP AND COMING

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## St. Patrick's Day Rallye

After these dreaded months of winter, it's time once again for our Rallye School and Road Rallye. We'll all be dusting off our Porsches and our brains because this school will be a little different from previous schools of the recent past. Our own Porsche Club leprechaun, John O'Keefe, is the Rallye Chairman for this event and he is placing mucho emphasis on understanding the fundamentals of rallying, which is especially geared toward novices.

Gene Urban has agreed to be our Rallye School Instructor, which should make for a lively classroom session!

Here is what we have planned:

The starting point is the Des Plaines Oasis (west bound) on the Northwest Tollway (I-90). Plan on arriving there around 9:30 AM. Someone from PCA with a PCA checkpoint sign will be there to hand you your instructions. Your instructions will be to drive to the location of the rallye classroom while doing your odometer check. You may leave at any time. This initial phase is very important for you to complete accurately because this will be part of your classroom instruction, and also, so you can do well in the following rallye, you need the information which you will be gathering. Questions will be answered at the Oasis, if you are confused. Someone will be at the Tollway Oasis until noon.

We are doing this to give novices a chance to obtain working knowledge of different phases of rallying. At the Rallye School we will be discussing and answering any questions which might have arisen.

The Rallye School will be held at the "Country Junction Restaurant" in Marengo. The address is 11419 S. Grant Highway (Route 20). Phone (815)923-2336.

School starts at 11:00 AM with home-baked coffee cakes, cinnamon rolls and coffee (for those with a growling stomach!).

After the school, which should last about two hours, we will run a short rallye to try to emphasize what we have learned in the Rallye School.

First car is off at 1:30 PM. After a challenging drive in the country, the end point will again be the "Country Junction Restaurant".

Dinner will be your choice of:

- 1) London Broil
- 2) Breast of Chicken
- 3) Orange Roughy

Plus soup, salad, potato and veggies, coffee and a cash bar.

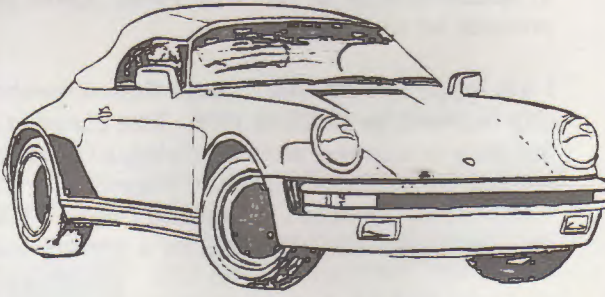
After dinner, we will discuss the rallye and award trophies.

I encourage everyone to preregister because we will send you a copy of the "General Instructions" for you to read and study.

The "Preliminary General Instructions" are on the following pages. The final "Generals" will be sent to you if you preregister.

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## ST. PATRICK'S DAY RALLYE REGISTRATION

John, I feel a little o' the green in me, sign me up!

Name: (Driver) \_\_\_\_\_ Navigator \_\_\_\_\_

Address: \_\_\_\_\_

Telephone: \_\_\_\_\_

Class: \_\_\_\_\_ equipped  
\_\_\_\_\_ seat of pants

Car: \_\_\_\_\_ Make \_\_\_\_\_ Model \_\_\_\_\_ Year \_\_\_\_\_

\*No trophies awarded to non-members and non-Porsche registrants.

Registration fee: (includes breakfast)

Pre-register \$14.00 per car

At the door \$17.00 per car

Dinner: \$15.00 per person (includes tax & tip)

How many:      Total:

1) London Broil \_\_\_\_\_

2) Breast of Chicken \_\_\_\_\_

3) Orange Roughy \_\_\_\_\_

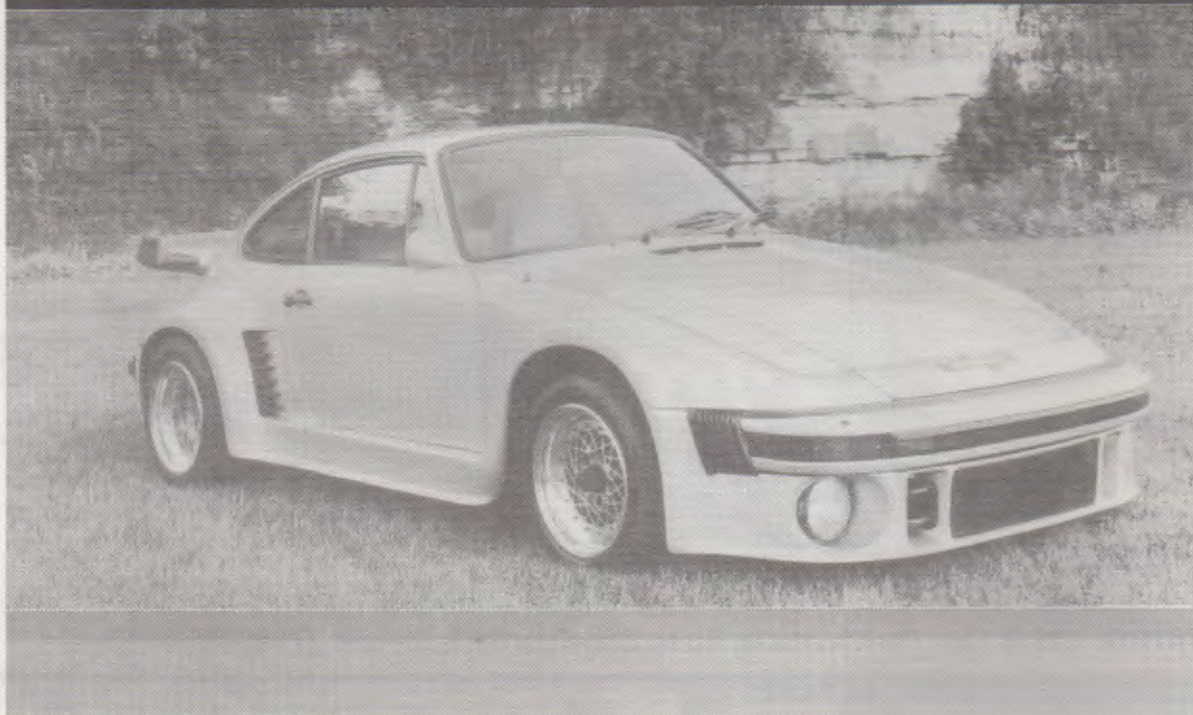
\*Cash Bar

TOTAL: \$ \_\_\_\_\_

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## PRELIMINARY GENERAL INSTRUCTIONS

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By John O'Keefe

Good morning and Happy St. Patrick's Day!!! Welcome to the first rallye of the year for PCA/Chicago Region.

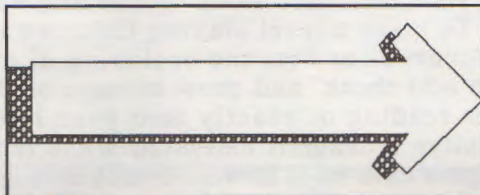
What's a rallye?? According to definition #2 in Webster's Dictionary, it is "revive or recover". That's appropriate! This is a chance to revive your Porsche and recover your driving and navigating skills. More importantly, our first rallye of the year is always "rallye school", especially for those who knew they had a Porsche, but weren't sure about their driving and/or navigating skills. I speak for myself and for many others, I'm sure, when I say that many of us old-time Porsche owners have been practicing our skills for many years and we still aren't sure about them!

So, for the benefit of novice and master alike, here goes...

A rallye is not, repeat, is not a race. A rallye is a challenge for the driver and navigator to follow instructions, staying on course and on time. Points are given for being either early or late. If you are off course, you may be either early or late, and if you drive too fast or too slow, you may be either early or late. Either way, you will receive points. A perfect score in a rallye is 0 - zero. This is almost impossible to achieve.

It's also impossible to have a challenge without some rules and regulations. These are printed in the back section of of the Chicago Region calendar. It's very important that you understand these and have a copy with you while you are on the rallye course. Any changes or additions to these will be given in the general instructions for each rallye.

Every rallye has two sets of instructions, general instructions and route instructions. The general instructions will let you know about any specific instructions or definitions for the rallye you are participating in. Some examples would be, "Do not go west of US Route 100", "Derby Lane does not exist", "Go right at all one-way roads you encounter", or "A road is a right-of-way, preceded by a sign which identifies it, upon which vehicles normally travel". This last definition could easily



mean a railroad! I've used that one to fool people before, but I won't use it today! The message is: Always read the general instructions very thoroughly. The rallyemaster will normally answer questions about the general instructions, if you have any, about 15 minutes before the first car is scheduled to leave the starting point; no questions are answered after the first car has departed.

The route instructions tell you where to go and what your speed should be. You will receive them at the proper time as explained in the general ins. They should be interpreted according to what you have read in the general instructions, and no questions are allowed.

A moment of digression - I am writing this at my computer on the morning of January 11th, and as I look out the window, the snow is coming down like crazy. Very pretty to look at as I sit here and type. I hope our weather is bright, dry, and sunny as you read this!

Useful items to bring with you might include a clipboard, pad of paper, pens, pencils, highlighters, synchronize your watch with ORT (Official Rallye Time), available at the starting point. Compass and maps okay.

## PAGE TWO - PRELIMINARY GENERAL INSTRUCTIONS

Along the rallye route you may encounter checkpoints; if so, act in accordance with the general instructions.

You will never be asked to violate any traffic law by either the general or route instructions.

As a rule of thumb, it is a good idea to drive at about 10% over the instructed CAST speed to compensate for stop signs, slowing down to read signs, and stopping on the shoulder to figure out what your next move is! As an example, if you are told to CAST 40, you should probably try to drive at a steady speed of about 45.

Speaking of stopping, if you must pull over to discuss an instruction, get a closer look at a sign, or for some other reason, play it safe! Check your mirrors before you slam on the brakes for no apparent reason; if you pull onto the shoulder, get as far off the road as you can without sliding into a ditch; and take care that you are well beyond the crest of a hill before you try to turn around. No rallye or trophy is worth a trip to the hospital or the body shop - they are both definitely OFF COURSE.

Normally a rallye is run from start to finish, but today we will be doing something a little different. We will run the odometer check, stop for rallye school and breakfast, (how considerate the rallyemaster is!), and then we will run the actual rallye. Since the novices do not yet know what the odometer check is, and the veterans have probably never run a rallye like this, by now I should have everyone's attention! (Yes, I know tires will cool off during the break, but that makes everybody equal and I'm not going to use any .02 mileage instructions). This way the novices will have a chance to ask questions during the school based on little experience, and they will get a chance to have the dreaded ORM and OCF formula explained so that they are not handicapped for the rest of the afternoon, and unnecessarily building points for wrong OCF.

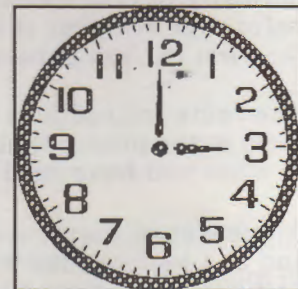
ORM is Official Rallye Mileage and OCF is Odometer Correction Factor.

Now, we all know that speedometers and odometers are not created equal, and if you change the wheel and/or tire size in your car, your stock speedo and odo can really be 10%-15% or more off from true mileage. To make a level playing field, we use the OCF to obtain ORM. To wit: An odometer check occurs at or near the beginning of every rallye. When the route instructions tell you to "Begin odo check" and show mileage of 0.00, you should either make a close note of your odometer reading or exactly zero your resettable trip odometer at the referenced sign. Normally, rallye mileage is measured when the frontmost piece of the car crosses the point where the sign would be if it were smack dab in front of you. So, you have to mentally draw a line from the edge of the referenced sign out to the middle of the road in front of you and that is where you take your mileage readings. (Mileage taken at turns is taken at the apex of the turn.) Got it?

Example: (Would appear in route instructions)

- 0.00 13) Begin ODO check at "Illinois Tollway"
- 2.75 14) "St. Louis 320 mi."
- 7.20 15) "Snow Route"
- 12.00 16) End ODO check at "Free Porsches"

Now you should make a close note of your odo reading at each point where Official Rallye Miles are shown in the margin, especially when the instruction tells you to "end odo check". At this point, figure out how far you have gone exactly, based on your odometer reading. Your mileage should be close to ORM. That is, if ORM is 12.88, your mileage should probably be between 10.95 and 14.81 miles. WRITE DOWN these mileage figures, for without these, the rest of your day will be a waste of time!



**PAGE THREE - PRELIMINARY GENERAL INSTRUCTIONS**

If your mileage is higher than ORM, you will need a factor of less than 1, such as .986 or .873. If your mileage is lower, you will need a factor greater than 1, such as 1.026 or 1.143. To figure the exact factor you need to use the following formula:

ORM divided by your mileage = your odometer correction factor/OCF

12.88 divided by 10.95 = 1.17625

12.88 divided by 14.81 = 0.86968

So now, when you multiply your mileage by your OCF, your mileage will equal official rallye mileage!

This formula keeps everybody equal, even people like me with the wrong size wheels and tires on their 21 year old car.

If you do not understand this, ask questions at the rallye school, that is the reason we are doing this. I went on five rallyes before I understood it!

Ask the people at the Oasis before you do the odo check, anything, but just ask, and write down your mileage at the noted points!

As far as scoring is concerned, don't worry - there will be plenty of time for those questions at rallye school.

The first part of the rallye will be a transit run, involving nothing but the odo check. There will be no loops, gimmicks, average speeds, checkpoints or anything else, just the odo check, so we can all have breakfast and get to rallye school. You will be allowed until 11:00 AM to arrive at the "Country Junction Restaurant". This is plenty of time, but please arrive on time to avoid missing part of rallye school.

Schoolmaster of rallye school will be Mr. Gene Urban, longtime rallyemaster and chairman of our June, 1990 rallye. A plethora of other qualified individuals will assist.

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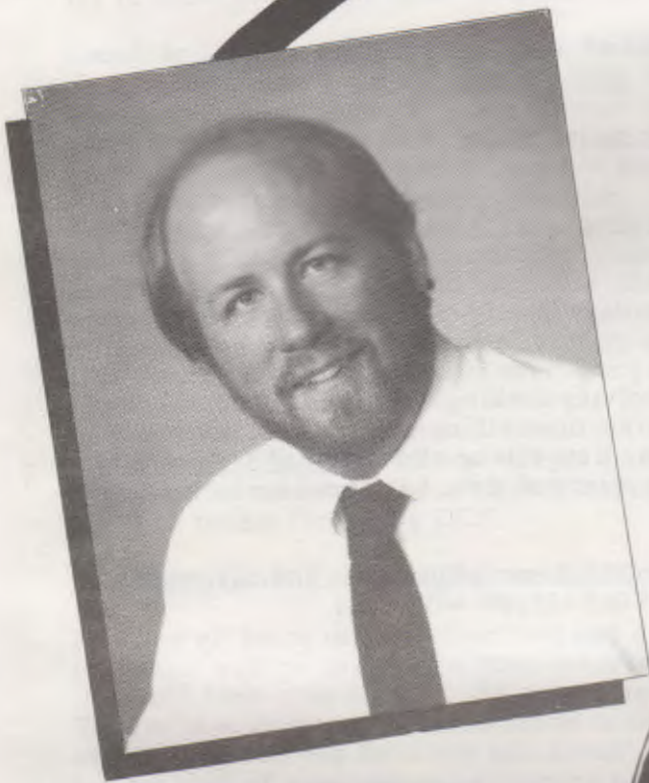
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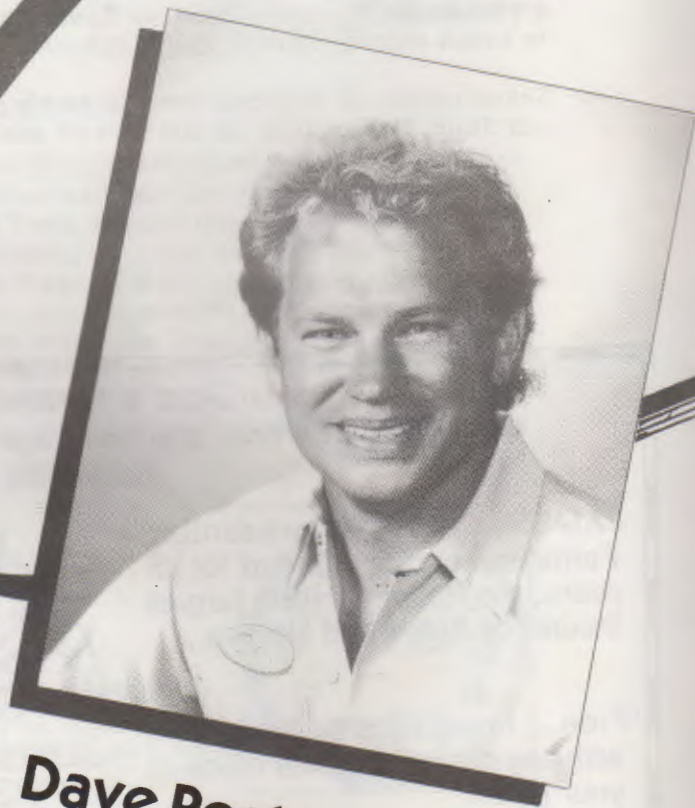
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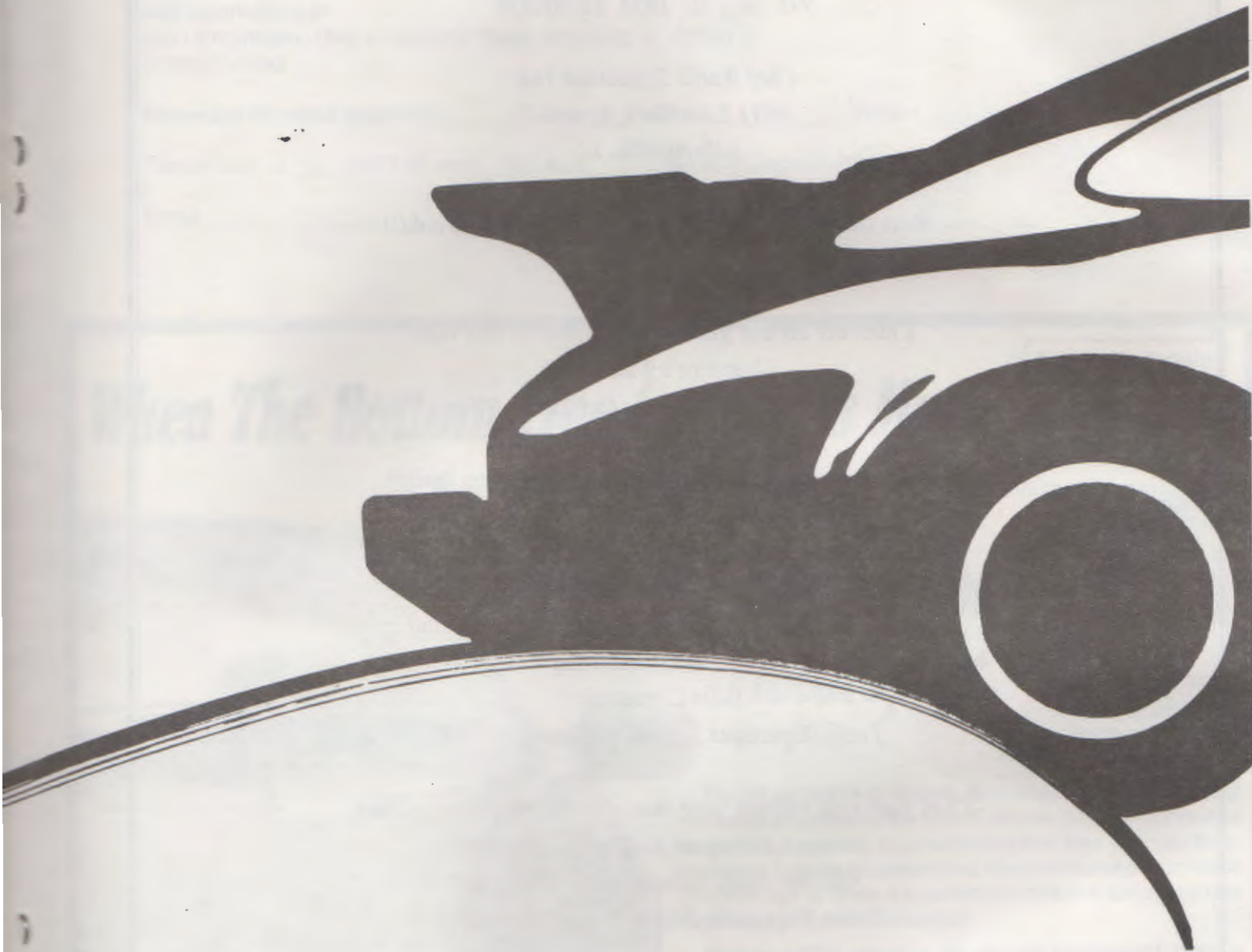


**Jim Mueller**  
Motor Werks Porsche  
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*Beat the winter doldrums - come in out of the cold!!*

*Celebrate all the February Holidays at one time:*

*Valentine's Day - 14th*

*Lincoln's Birthday - 12th*

*Washington's Birthday - 18th*

*My Birthday - 19th (no presents, unless you insist)*

*Cash bar opens at 11:30 AM Lunch served at 12:30 PM*

*Our special menu features hors d'oeuvres consisting of:*

*Baked Mushroom Caps*

*Filet Cappaccio*

*Fresh Asparagus Spears in Prosciutto Ham*

*Chef Karl will prepare your choice of the following entrees:*

*Sauteed Shrimp & Scallops - Chef style*

*Sauteed Baby Salmon with Dill Sauce*

*Petite Filet with French Peppercorn Sauce*

*All in all, a great deal at \$17.00 per person (tax & tip extra)*

*Chef Karl's Edelweiss Inn is located on Route 176, only 1/4 mile East of  
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**FEBRUARY 10, 1991 RESTAURANT TOUR REGISTRATION**

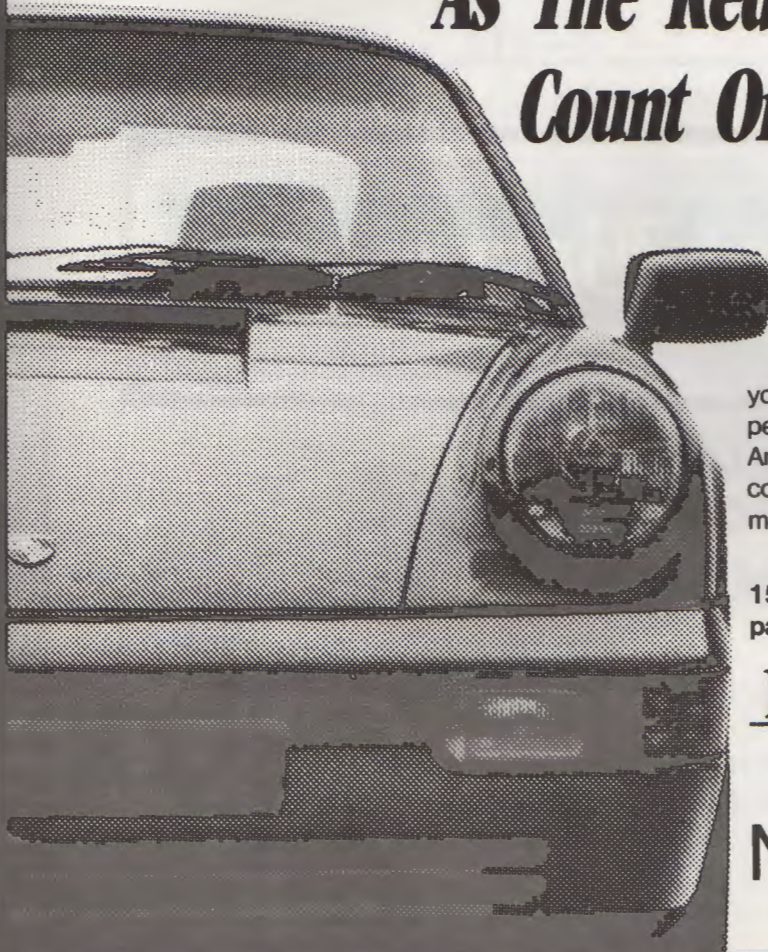
Mail reservations to:  
Lee Lichtenstein, 1540 Springview Court, Wheeling, IL 60090  
(708)577-1550

Entree pre-selection requested: \_\_\_\_\_ Shrimp \_\_\_\_\_ Salmon \_\_\_\_\_ Filet \_\_\_\_\_ Chicken \_\_\_\_\_

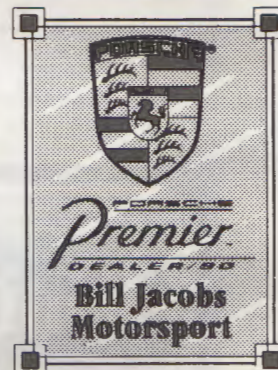
Please reserve \_\_\_\_\_ @ \$17.00 each. TOTAL \$ \_\_\_\_\_ (Checks payable to PCA/Chicago)

Name \_\_\_\_\_ Telephone (PM) \_\_\_\_\_

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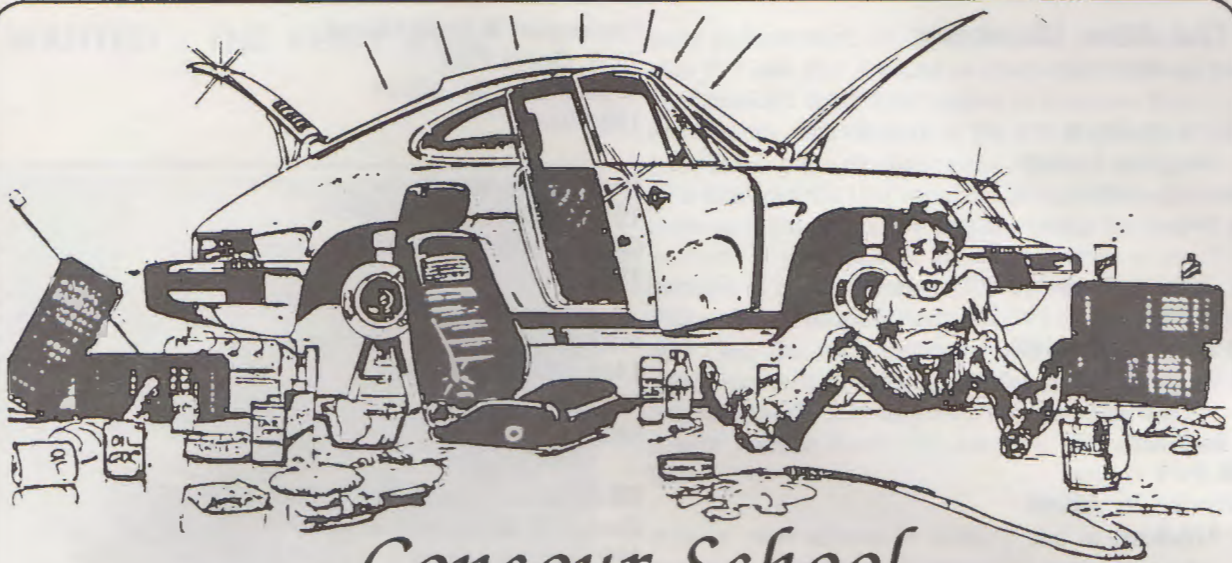
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Dodie Mueller 708-487-2406

Mike Miller 815-459-8728

---

# WELCOME

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## To Our New Members

By Lee Lichtenstein

Natalie D. Andrews  
1057 Peregrine Avenue  
Palatine, IL 60067  
1983 944

Mark & Penny Basso  
432 Essex Place  
Carol Stream, IL 60188  
1988 944T-S

Karl Beckmann  
411 E. Park Avenue  
Libertyville, IL 60048  
1970 914-6

Robert & Rita Bigony  
1418 Shire Circle  
Inverness, IL 60067  
1970 911

Dr. Carl D. Cucco & Dr. Marilyn Mitchell  
25309 W. Scott Road  
Barrington, IL 60010  
1988 928S4

Karla Gerling  
795 Evergreen  
Kankakee, IL 60901  
1991 944S2

Peter & Olga Kaludis  
300 Regency Drive  
Glendale Heights, IL 60139  
1986 911 Turbo

Howard & Wendy Kaufman  
1440 Country Lane  
Deerfield, IL 60015  
1989 Carrera 4

Ralph Jr. & Ralph Sr. Kruse  
4140 W. Pauling Road  
Monee, IL 60449  
1982 924

Michael & Susan Ksiazek  
8632 Heather Drive  
Burr Ridge, IL 60521  
1986 944T

Christopher & Paula Ohland  
73 N. Oriole Trail  
Crystal Lake, IL 60014  
1985 944

Daniel & Marilyn Tynor  
123 Carpenter Blvd.  
Carpentersville, IL 60110  
1974 914

Michael & Christine Zitzmann  
14695 Westwoods Lane  
Mettawa, IL 60048  
1986 Carrera

### TRANSFERS IN FROM OTHER REGIONS:

Howard & Margaret Harrison  
190 Lancaster Court  
Lake Bluff, IL 60044  
1989 911

Gary & Kathy Fitch  
824 Evergreen Avenue  
Glen Ellyn, IL 60137  
1974 914

Karl & Mary Bierach  
380 Du Pahze Street  
Naperville, IL 60565  
1986 911



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## MISCELLANY

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### WANTED - THE FIRST 911s



A group of enthusiastic 911 owners spread across the U.S. and Europe are looking for the whereabouts of the 235 1965 911s that were manufactured in September through December of 1964. The serial numbers are 300 001 through 300 235.

A registry was started when a growing need for parts and correct information was identified, but even after five years, the parts and information for this unique car are still very thin.

It's not that the car has been forgotten. Ferry Porsche, in his book *Cars Are My Life* selected his portrait with the 1965 911 to include the caption, "With the model I like most, the 911". Or in 1990, *Road & Track* selected the "10 Best Enthusiast Cars Ever". Prominent in that group are the 1927 Bugatti Type Grand Sport, the 1948 Jaguar XK-120, and the 1965 Porsche 911. That award is noteworthy because of all the superb cars Porsche has produced, including the 911-S, the Carrera RS, the 930, any of the marvelous 356s or the 959, the inaugural 911 was the single Porsche to be recognized.

A number of owners of the early 911s are now in the process of returning their cars to useful and active life. and, through the efforts of the auto res-

torer and historian, Dr. Brett Johnson, in his book, *The 911 and 912 Porsche, A Restorer's Guide to Authenticity*, more information is available than ever before. The network of the 235 Registry has been sharing the developmental changes and one of a kind rarities that occurred in the making of these cars, but only a few cars are visible for comparison. If you know of any of these cars or the location of engine numbers 900 001 through 900 360 or 901/0 transmissions 100 001 through 100 400 (yes, the transmissions for the 901/0 had serial numbers, even Hella 128 fog lamps), please contact the 911 235 Registry, Bob Fleming, 4515 Zenith Avenue South, Minneapolis, MN 55410 USA.

Any of your efforts to identify and to connect early cars with their corresponding parts will help to continue the enjoyment of these beloved little cars. Remember it is the 911 which is responsible for the saying 'Fahren in seiner schonsten form' - driving in its most beautiful form.

Bob Fleming, Nordstern Region

### RESEARCH PROJECT FOR PORSCHE

Casper's Electronics is the originator of the ULTRACHIP, a special performance EPROM designed specifically for the turbocharged, inter-cooled V6 Buick engines. The ULTRACHIP is unique in that it incorporates several different programs in one chip. The driver can select the stock program or a choice of any particular performance program instantly, even while driving the vehicle. Once the ULTRACHIP is installed in the computer, a selector switch provides the means to select a certain program based performance level.

We are currently looking for interest in this concept as it would apply to the Porsche 944 Turbo and 911 Turbo. If you race your Porsche, and are now using modified performance EPROM chips, we would like to hear from you. We are confident the ULTRACHIP can be adapted to the Porsche. If you would like to take part in this research project, please call John Spina at Casper's Electronics (708)918-9300.

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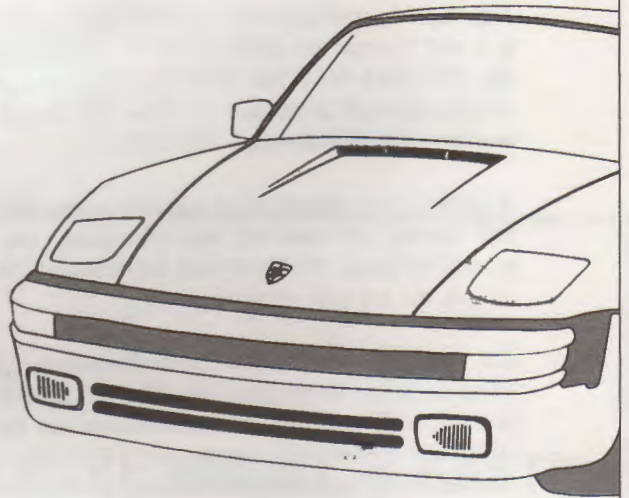
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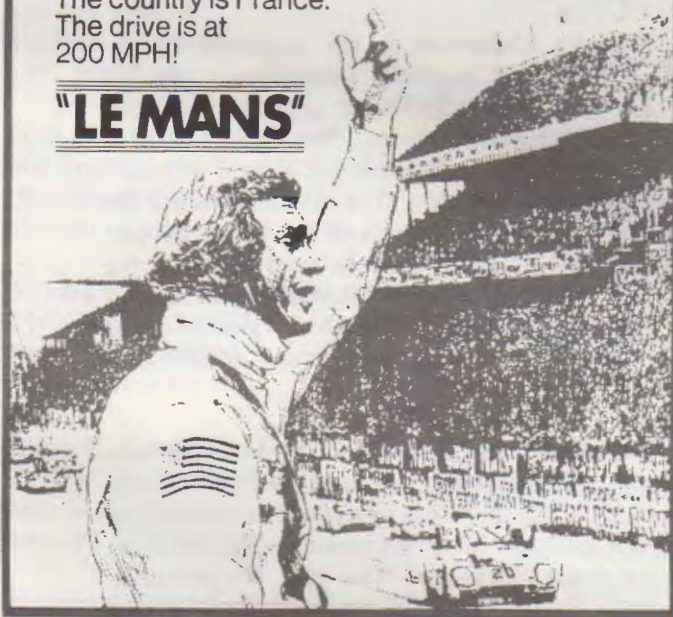
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# REAR VIEW MIRROR

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## ANNUAL MEMBERSHIP MEETING



Attendance was good at our Annual Membership Meeting in spite of the threat of impending snow and the Bear's playoff game. All the members of our 1991 Board of Directors and Coordinators introduced themselves and described their PCA job functions.

We went over our Calendar of Events for the year in detail, especially as it relates to those events in February and March. We have our usual menu of goodies for '91, as well as some new twists to some long-standing events. In the immediate future we have a restaurant tour at the Edelweiss Inn in Libertyville February 10th, a Concours School on March 3rd at Hinsdale Motor Cars, and a St. Patrick's Day Rallye School with a slightly different format. And those are just for starters, even before we get into the driving season! We were informed that there may be some date changes to some events, since the Official Chicago Region Calendar went to print, so you should check Page One of the *Scene* to make sure you don't miss out on anything.

Lee Lichtentein, our Membership Coordinator, revealed that Chicago Region came in third place in growth for 1990, the year of National's 1990 for 1990 Membership Campaign. Way to go, Lee!

We adjourned early to cheer the Bear's on but it was to no avail, they suffered a miserable defeat.

Thanks to our friends at Motor Werks for hosting this event and to Bob and Linda Frith, Registrars.

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## BEHIND THE SCENES

"Revive and recover", John O'Keefe and Webster's definition of a rallye, could also apply to our coming events!

Recover from the February blues at our February 10th Restaurant Tour at Chef Karl's Edelweiss Inn. Chef Karl, who is a great cook and a real German charmer, can often be seen in the summer months at Blackhawk driving a mean 914-6.

Revive your tired Porsche from its winter nap at our Concours School at Hinsdale Motor Cars on March 3rd. Let's corner the market on Q-tips and Zymol and get ready for...

John O'Keefe's St. Patrick's Day Rallye. Although it is strictly against my house rules to be up and about at 9:30 AM on a Sunday morning, those home baked cinnamon rolls sound pretty inviting, and after a long winter, I should be up to a challenge.

On a serious note, as I write this column on the first weekend of war in the Middle East, our thoughts and prayers are with those brave Americans in the Persian Gulf. We wish them a safe and speedy return home. God bless.

Doris

### CONGRATULATIONS !

To Tyler and Denise Bangert, who welcomed their first daughter, Bridget Anne, into the world on January 21, 1991. Bridget weighed in at 6 lbs. 4 oz., and proud Grandma Milly reports she already has her racing suit ready!



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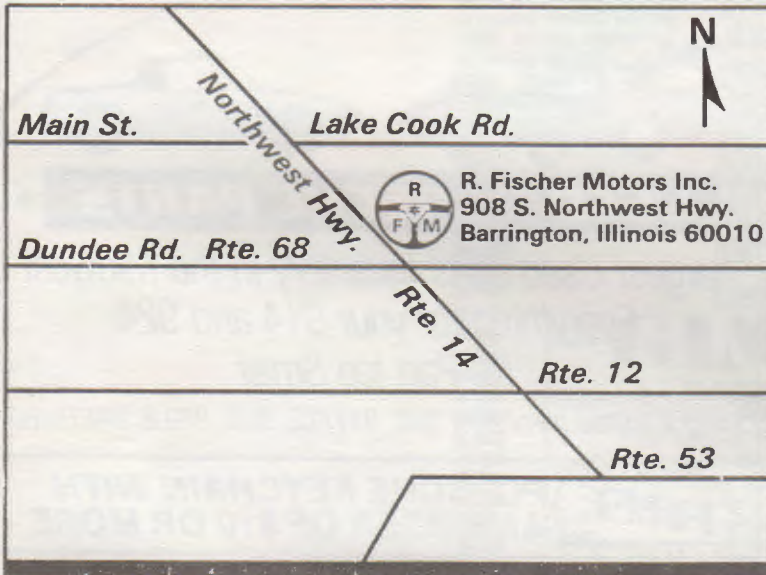
1960 356S Roadster (B, T-5 body), Serial #88812, white, black interior, 103,965 actual miles. California car with service documentation back to 1973, black factory canvas top, new in 1988, seats recovered and new German square weave carpet, all body parts and correct matching numbers. Excellent driver, ready for Spring "top down" fun. Call Tom, Jeff or Jerry at (708)964-2405.

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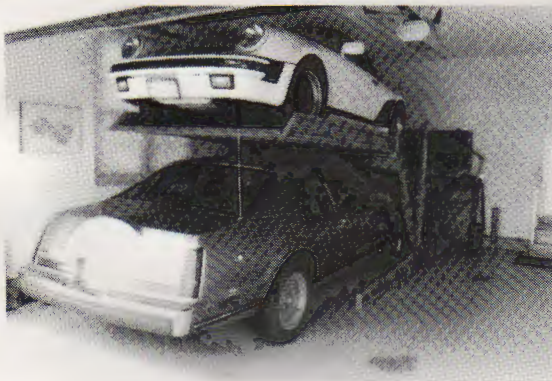


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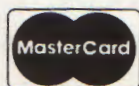
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