



CHICAGO SCENE

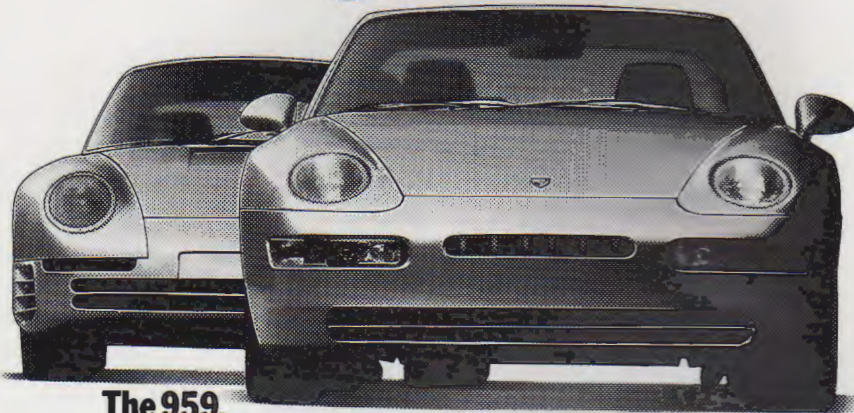


MARCH 1992

The Official Publication of the Porsche Club of America, Chicago Region



# It has its father's eyes.



**The 959.**

**The new 968.**

The eyes of the legendary 959. The aggressive rear profile of the 928. The sensuous fender line of the 911. We invite you to come see the newest member of the most exclusive family of all: the new Porsche 968.

## PORSCHE®

*When you think about Porsche and Performance, think about a trip to Lake Forest, You'll be pleasantly surprised. You have our promise.*

*Thanks,  
Rick*

With this coupon

Exp. 3/31/92

**\*20%  
Off**

Porsche Accessories

*P.S. We have race preparation services available at our 7500 sq. ft. Motorsports Center in Lake Bluff. Call Chas for more information!*

Performance Alignments    Driver Coaching    "G" Analyst  
Brake Set Ups    Nut & Bolt Checks    Tire Technology  
On-Board Computer Available Soon

*\*PCA members only, 10% off Porsche list on all parts.*

With this coupon

Exp. 3/31/92

**10%  
Off**

Labor Only on any Major Service\*  
\*Saturday Service Available

## LAKE FOREST SPORTSCARS BY RICK MANCUSO

Dealership: 708/295-6560  
780 N. Western  
Lake Forest

Motorsports Center: 708/295-5389  
28845 Nagle Court  
Lake Bluff



## "CHICAGO SCENE"

is the monthly publication of the Porsche Club of America, Chicago Region, published at 1628 Southampton Court, Wheaton, IL 60187. Permission to mail at Second Class rates paid at Wheaton, IL. ISSN 10564195. Subscription is limited to members of The Porsche Club of America, Chicago Region. Porsche Club of America dues are \$36.00 annually, of which \$12.00 is for the subscription to Chicago Scene. Subscription rate for non-members: \$15.00 per year. Permission to reprint any material published herein is granted provided full credit is given to Chicago Scene and to the author. The Porsche Club of America, Chicago Region, is not responsible for any services or merchandise advertised herein. **POSTMASTER:** Send address changes to: Chicago Scene, 1628 Southampton Court, Wheaton, IL 60187.

**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.

### ADVERTISING RATES:

**Quarter Page:** \$20.00/mo. yearly, \$30.00/mo. quarterly; **Half Page:** \$40.00/mo. yearly, \$50.00/mo. quarterly; **Full Page:** \$75.00/mo. yearly, \$90.00/mo. quarterly.

All requests for advertising space must be made through the editor.

**CHICAGO SCENE**  
1628 Southampton Court  
Wheaton, IL 60187  
(708)462-0451  
(708)510-0849 FAX



## MARCH 1992 Vol. 35, No. 3

Who's Who	2
In Gallagher's Gear	3
Up & Coming	5
The Fast Lane	14
Reflections	15
Welcome to New Members	16
Racing in PCA - An Uninvited Opinion	19
Rear View Mirror	20
Behind the Scenes	22
The Mart	23

**COVER:** Pete Knoerzer's 1964C Coupe at the Vintage Races at Waterford, Michigan.

## CHICAGO REGION 1992 CALENDAR OF EVENTS

January 19	Annual Membership Meeting
February 16	Restaurant Tour
March 15	Concours School
March 28	Tech Session
April 5	Rallye
April 25 & 26	<b>35th Anniversary Party and Concours</b>
May 3	Driving School
May 6	Blackhawk I
May 23 & 24	Elkhart I
June 13	Concours
June 17	Blackhawk II
June 28	Gymkhana
July 12	Potter's Picnic
July 19 - 26	Parade
July 25	Summer Dinner Dance
August 2	Rallye
August 5	Blackhawk III
August 23	Utica Gymkhana
September 5 & 6	Elkhart II
September 20	Charity Gymkhana
October 3	Rallye
October 17	Blackhawk IV
October 25	Halloween Concours
November 8	Restaurant Tour
November 22	Tech Session
December 5	Dinner Dance

# WHO'S WHO



**PRESIDENT**  
Dan Gallagher  
(312)616-1416



**VICE PRESIDENT**  
Rip Patterson  
(708)740-3562



**SECRETARY**  
Chuck Bittman  
(708)246-9505



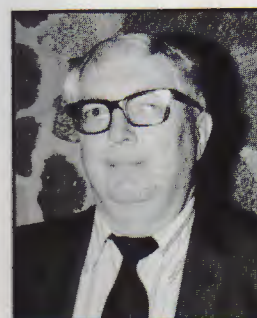
**TREASURER**  
John O'Keefe  
(708)344-0911

## 1992 COORDINATORS

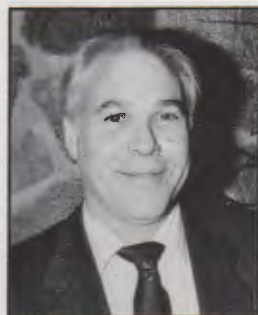
<b>AUTOCROSS</b>	
John Ruther	(708)639-1094
<b>CONCOURS</b>	
Bill Garvy	(312)973-3938
<b>GOODIE STORE</b>	
Linda Patterson	(708)740-3562
<b>RALLYE</b>	
Walter Minato	(708)259-7334
<b>SAFETY</b>	
Jim Becker	(708)420-7155
<b>SOCIAL</b>	
Peggy Gallagher	(312)616-1416
<b>MEMBERSHIP</b>	
Lee Lichtenstein	(708)577-1550
24 Hr. Member Info	(312)769-8193
<b>TECH CREW</b>	
Jeff Girard	(815)725-9498
George Weathered	(708)357-4033
<b>"SCENE" EDITOR &amp; ADVERTISING MGR.</b>	
Doris Voce	(708)462-0451
	FAX (708)510-0849
<b>CO-EDITOR</b>	
Dodie Mueller	(708)487-2406
<b>CONTRIBUTING EDITOR</b>	
Richard Badler	(708)317-0059
<b>PHOTOGRAPHER</b>	
John Bohlander	(708)963-8076
<b>PRINTER</b>	
GPI Printing	(708)820-1770



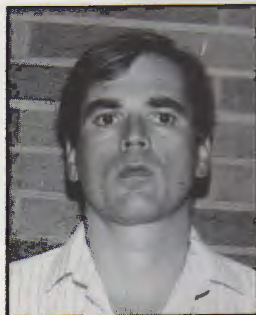
**IMMED. PAST PRES.**  
Debby Leed  
(708)382-6911



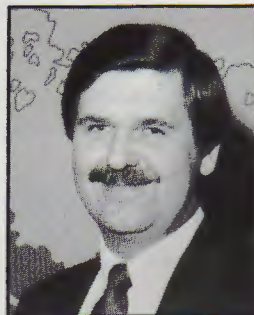
**DIRECTOR**  
Bruce Janecek  
(708)361-8421



**DIRECTOR**  
Lee Lichtenstein  
(708)577-1550



**DIRECTOR**  
Nick Leicht  
(815)338-4854



**DIRECTOR**  
Greg Turek  
(708)961-2439



**DIRECTOR**  
Arnold Zann  
(708)386-2864

---

## IN GALLAGHER'S GEAR

---

Spring is in the air! Pitchers and catchers have reported to the major leagues' spring training camps. It is almost time to take the car cover off the Porsche, put the battery charger on and once again enjoy driving.

The last board meeting did not have any real surprises. The good folks at Blackhawk raised their prices \$250 and we voted to raise ours \$5.00 per car to cover this. Elkhart raised their cost some \$600. The board decided that the \$175 charge for the first driver was as high as we wished to charge but we did raise the charge of the second driver some \$15. This increase in revenue will not cover the increase in cost but we are not in this business to make money.

It appears that the Porsche Racing Series is dead for Chicago Region for this year. This is not because the board is against it but because of the unavailability of desired dates at Elkhart. As of this writing, there is still hope for the series but it is indeed slim.

Your board voted to spend \$6,000 on needed new timing equipment. We acquired our present equipment for the 1973 Parade. Obviously, this old equipment is not state-of-the-art but the real problem is that it is difficult to use. Without a nice profit last year, we would be hard pressed to undertake such a major expense.

We are looking for a new site to hold our monthly board meeting. Burkley's has a good location but is just too loud to conduct a board meeting in. Our new location will be revealed in this column next month.

I am writing this column from the Annual President's Meeting which is being held in Fort Wayne, Indiana. Several things of interest:

Porsche plans a new model that will be less expensive than the new 968. It will not have the engine in the front and will be introduced in 1995. This model will be all Porsche. It appears that the last year for the 928 will be in 1995.

Porsche announced that they will be getting into the new vehicle financing end of the auto business, just as the big three have done. This might make it easier to purchase your new 930.

The biggest news here is that it appears no region is interested in having a Parade after 1994. National is thinking about naming a permanent Parade committee which would actually put on the Parade with the help of a host region. This seems like a step in the right direction as Parades become larger, more complex and more expensive.

One other thing of interest - National is considering something that we addressed at our last board meeting - that they are considering dropping bonus miles for concours cars that are trailered to a concours. More on this in next month's column.

Don't forget we have a concours school, a hands-on tech session, and a rallye in the next thirty days. This should give you something to do now that the football season is history.

Before I sign off, I want to thank Lee Lichtenstein and Chef Karl for a great time at Chef Karl's Edelweiss Inn.

Dan



# MORE THAN JUST A PRETTY FACE.

**PORSCHE®** It's here. The new Porsche 968. You'll be mesmerized by the powerful rear profile of the 928 and the sensuous fender line of the 911. You'll be absolutely speechless when you stare into the eyes of the legendary 959.

But this baby is more than just a pretty face.

The breathtaking lines house the highest torque three-liter engine in the world. With the Tiptronic® transmission using technology developed from our 962 race car, the 968 boasts 22 engineering patents.

The Porsche 968. The look is unmistakable. We invite you to come in for a test drive and flirt with the hottest new automobile on the road.

**Bill Jacobs Motorsport**  
564 W. OGDEN AVE NAPERVILLE 708-357-1200



# UP AND COMING

## JOIN THE PARTY



**Occasion:** Chicago Region 35th Anniversary  
**Date:** Sat. & Sun. April 25-26, 1992  
**Location:** Hyatt Regency - Oak Brook, Illinois

Saturday, April 25...

Afternoon.... PCA Executive Council Spring Meeting

*The Executive Council will be joining us at dinner*

Evening..... Anniversary Dinner and Memorabilia Display

\*\*\* *If you plan on concouring, you might want to consider spending the night at the Hyatt Regency. They have a parking garage and we have been guaranteed reserved and secure parking and reasonable room rates - \$59/69 per night.*

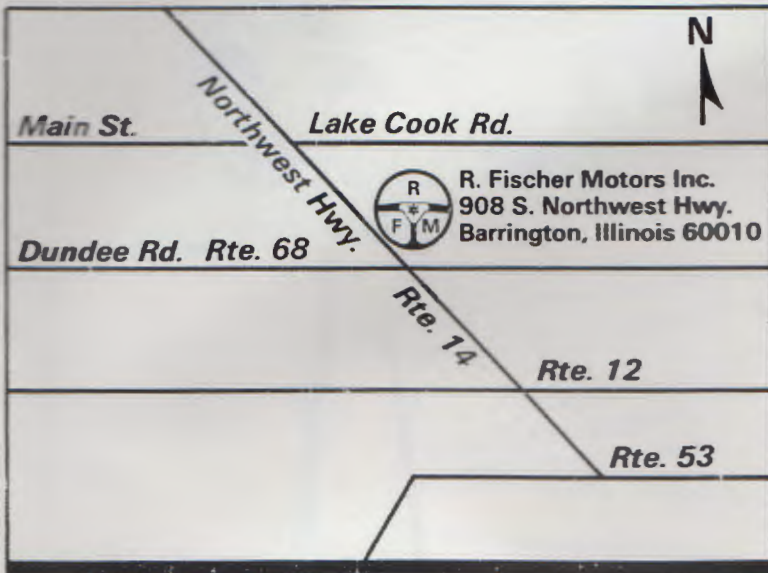
Sunday, April 26....

Concour 11:00 a.m. Judging 1:00 p.m.

*Concours is being coordinated by Pat Yanahan and will feature our four standard classes along with People's Choice and Judge's Choice awards.*

\* INVITATIONS FOR DINNER AND THE CONCOURS WILL BE SENT TO ALL REGION MEMBERS IN MARCH.

If you have any questions or would like to help out with this event, call Susan Brenkus at 708-766-4734 (evenings)



*R. Fischer Motors Inc.*

Specializing in repair of

Porsche ■ Mercedes Benz  
 BMW ■ Volkswagen ■ Audi

30-Year Factory-Trained Technicians

Competition Performance Service

Modifications on Suspension and Engines  
 Featuring Hunter Wheel Alignments

*R. Fischer Motors Inc.*

908 Northwest Highway  
 Barrington, Illinois 60010  
 (708) 304-8822/8823

Weekdays 8:00 a.m.-5:00 p.m. ■ Saturday 8:00 a.m.-1:00 p.m.

## Chicago Region Spring 1992 Driving School/Autocross

Date: Sunday, May 3, 1992  
 Location: Arena Auto Auction (formerly "Old Chicago")  
 200 W. Old Chicago Drive, Bolingbrook, Il.  
 Time: Driver's School Tech/Registration 8:00 a.m.  
 Driver's School Class/Registration 8:30 - 12:30 p.m.  
 Autocross Tech/Registration 11:00 a.m.  
 Autocross First Car Off 1:00 p.m.

**Ladies and Gentlemen:**

Start your Porsches for the best ever Chicago Region Spring Driving School. Regardless of weather, plan to attend. This great facility will provide us a warm, comfortable environment in the event of inclement weather. A special effort is being made to make this school INTERESTING, FUN and EDUCATIONAL for both the seasoned and the new members, expert or novice. Invite your PCA friends from other regions to participate!

Indoors there will be classroom instruction by the best instructors available in the Chicago Region. Outdoors there will be a skid pad, braking zone, and road course slalom. After the driver's school, we will have an autocross which will incorporate what novices learned all morning and will be challenging for seasoned autocrossers. This will be a trophy event which will count for overall points.

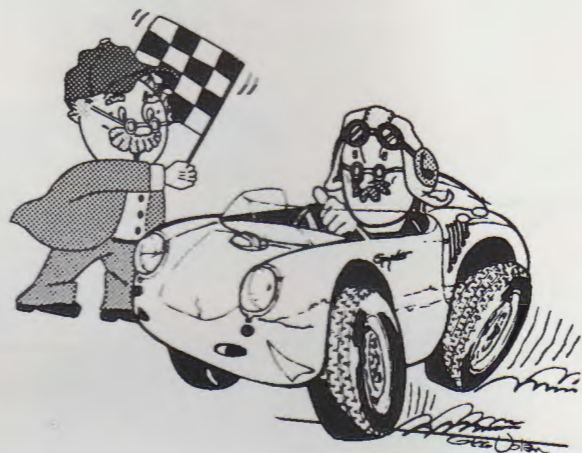
Make your plans now to join us for a pre-cursory tech inspection of your Porsche. This is a must for Blackhawk and Elkhart. This school is the time and place to learn about your car and meet new members. Learn to know your car and become a better driver.

### REQUIREMENTS

- Helmets with a 1985 or newer Snell™ sticker**
- Long Pants and long sleeved shirts**
- Socks of non-synthetic materials**
- Closed toe shoes**

*Consult 1992 Calendar for run classes.  
 Registration will check for valid driver's licenses.*

Event Co-chairmen:  
**Nick Brenkus (708) 766-4734**  
**Ed Leed (708) 382-6911**



**SPRING DRIVER'S SCHOOL / AUTOCROSS**

*Mail Your Registration to:*

Susan Brenkus  
16W503 Second Court  
Bensenville, Il. 60106

1st Driver \_\_\_\_\_ \$20.00

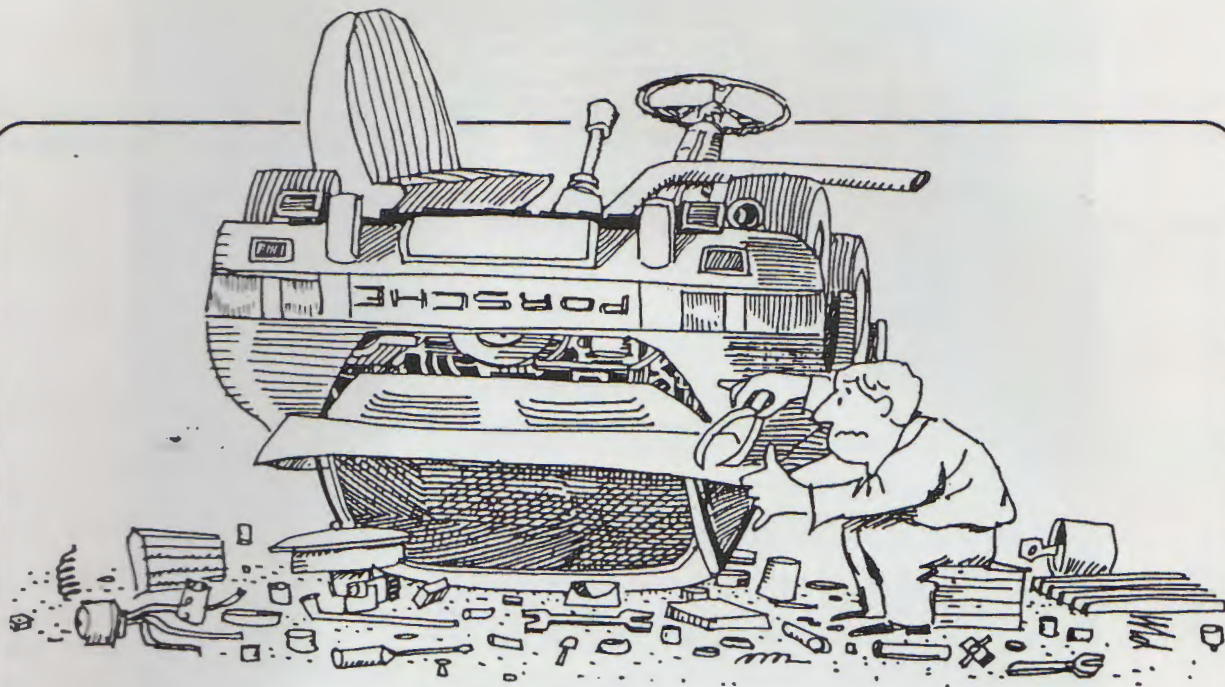
2nd Driver \_\_\_\_\_ \$5.00

Attend Driver's School: Yes \_\_\_ No \_\_\_

Car Model \_\_\_\_\_ Year \_\_\_\_\_ Modifications \_\_\_\_\_

Amount Enclosed: \$ \_\_\_\_\_

Make checks payable to: PCA / Chicago Region



## Concour School

Sunday, March 15 Noon - 4:00 p.m.

### Hinsdale Motor Cars

300 E. Ogden Avenue  
Hinsdale, Illinois

Once again we have obtained the services of our resident expert, John Mueller, who made such a knowledgeable presentation last year.

Learn about myriad products and "secret" procedures that go into preparing your car for concouring. Bring your BELOVED ..... (wives and friends may also come)

A number of last years concour judges will be on hand to provide some pointers and their own special tips.

\*\*\* There is no charge for this event...however, we are requesting advance registration so our gracious hosts, Hinsdale Motor Cars, who will be serving refreshments, will know how many to plan for.

### Mail Your Reservation to:

Dodie Mueller  
21090 Fenview Drive  
Barrington, Il. 60010

Name \_\_\_\_\_

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

Car Model \_\_\_\_\_ Number Attending \_\_\_\_\_

Questions? Dodie Mueller (708) 487-2406 Bill Garvey (312) 973-3938

# MOTORSPORT DETAILING

- Specializes In Polishing And Preparing The Finest Sportscars In The World.
- Car Wash, Detail And Monthly Maintenance Programs.
- Pickup And Delivery Of Your Vehicle And Flat-Bed Service Available.
- Sportscar And Racing Accessories Are Available.
- Year-Round Storage Available

Ferrari Fest Winners 1988-'89-'90  
Porsche Club America Winners 1984 thru 1990



102 W. Skokie Valley Rd.  
Lake Bluff, IL 60044  
(708) 615-0707

## DO YOU HAVE AN IRA OR C.D.?

Farmers is paying up to **8.2%** on IRA accounts.

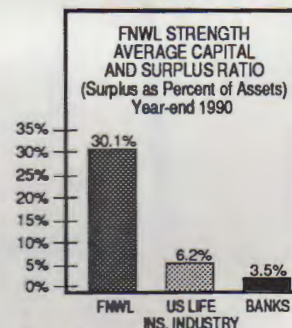
Backed by assets of \$1.7 billion. Rated A+ by A.M. Best Co. since 1976. No sales charge.

Call for details or automatic transfer.



**JAMES CADY AGENCY**  
525 W. Higgins (at Golf)  
Hoffman Estates, IL 60195  
**490-1200**

### FINANCIAL STRENGTH



*Auto, Home, Life, Commercial, Renters, Condo-Owners, Cycles, Boat, Etc...*

## ANNOUNCING THE THIRD ANNUAL "HANDS-ON" TECH SESSION

**DATE:** March 28th, 1992, 8 AM to 4 PM

**LOCATION:** Bill Jacobs Motorsport, Naperville, Illinois

Probably the most important aspect of owning a Porsche (or any other car for that matter), is the mechanical care of that automobile. This session will insure both your safety and the safety of everyone else driving around you.

This will be a hands-on session for guys and gals on how to inspect your car before a driving event, as well as a chance to have your car inspected for maintenance needs, or maybe just to get more familiar with the

aspects of your Porsche. There will be plenty of knowledgeable technicians on hand from the team at Bill Jacobs Motorsport with free advice.

We will also have new model Porsches on hand in order to learn more about the latest technical advances on these cars.

There will be a raffle with exciting door prizes and more.

So, dust off your Porsche and come on out to Bill Jacobs Motorsport at 564 West Ogden Avenue in Naperville, for a pre-Spring inspection of your car.

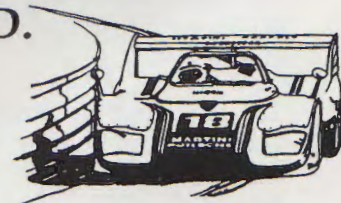
This event is not limited to PCA members but is open to all Porsche owners. For questions or further details on this event, contact George Weathered at (708)595-5577 days, or (708)357-4033 evenings.

*Northstar Motorsports Ltd.*

**NORTHSTAR MOTORSPORTS LTD.**

1099 BROWN STREET, BLDG. NO. 206  
WAUCONDA, IL 60084

**Porsche®  
Specialists**



- O.E. Parts at Direct Wholesale Prices • Accessories.
- Performance Items • Pyrotect Driving Suits, Helmets & Equipment.
- Borla & SSI Exhaust Systems • Suspension Systems.
- Restoration Parts - Vintage & Contemporary • MUCH MORE!!
- Bell Helmets, Suits, KAM-LOCK Belt Assemblies.
- Roll Bars, Halon Fire Extinguishers.
- Appraisal Service • Used Porsche® Buyers Advisory.
- Concours Quality Detailing.
- Orders Over \$30 - FREE SHIPPING!!




M-F: 9-5  
Sat & Evenings: Available by  
Appointment



*Northstar Motorsports*  
**1-800-356-2080**

---



# THIS OUT

---

By Chuck MacKay

Rallies are supposed to be FUN, not hard, not challenging, not with yelling nor grounds for divorce. FUN!!! Rallies should be a good excuse for a pleasant drive in the country over entertaining and enjoyable roads. Today, most rallymasters have lost sight of this fun factor and then wonder why, in their "infinite wisdom" only fifteen cars show up for their rally when the club has 800 members.

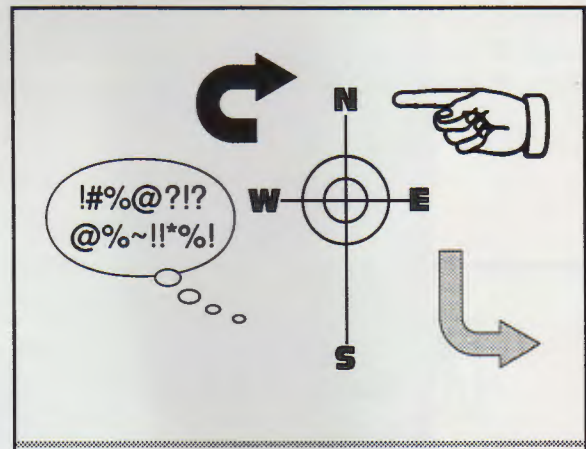
Unfortunately, fifteen years ago my friends and I helped create the rally problems we have today. Twenty years ago I began rallying. I enjoyed it. I got good at it. Then I got better. Wanting even more of a rallye experience, I entered Pro rallyes and FIA sanctioned real serious crash and burn rallyes. So did friends and companions. Nothing was too much. "Oh God", we thought, "This is great". Our parent club members loved hearing about our escapades. Falling off the roads, launching the car into a freezing creek three feet deep, going airborne, breaking parts at 4 a.m. at 70 mph on a logging trail in a blinding snow storm running 2 minutes 57 seconds late. Oh Yeh, THIS WAS IT! The club events directors asked us to be rallymasters and put some spice into the club rallyes. We did. It was a bad decision. We thought everybody would enjoy this type of stuff.

The rallyes became serious. Championships were created. Bragging rights and fancy trophies and all that stuff followed. Four pages of general instructions became the norm (just to be perfectly clear.....you understand), equipment was de rigueur (Halda, Heuer (two or three of these), Ziron, WWV, cockpit communication, computers), driver and co-driver navigator (not date, friend or pal now). Route instructions got "priorities", loops, traps, pauses, SHIP, CAST, gimmicks ad nauseam. Rallyes were being prepared to "Get 'em". Hell, we were good and getting better all the time. Soon, nobody would get through a rally. Run 'em forward, backward, over to port, back to starboard, throw in a special stage or two, run it in the middle of the night. "Yeh, like to see 'em get through this maze" was the approach. And all in the name of fun, ours not yours. Attendance headed straight for the toilet. My friends/companions and I contributed to put rallying on its knees, where it is right now. AGGGGGGGH!

But, the purpose of a rally is to have FUN and enjoy a drive in the countryside with friends. Let the serious challenging national competitor look elsewhere.

Don't lose sight of the fact that it's a car club and only a club of a few hundred kindred souls. Nothing more. Rallying can be fun.

## The All Who Start...Finish Rally



Now that you've read my sermon about rallying, you're probably really wondering about the club's first driving event this year. It's a rally, and I'm the rallymaster.

The rally will be FUN. It will be a good excuse to see friends not seen since the last driving event of 1991. Get the car out of storage, chase the mice out of the brake cooling ducts and blow the spider webs off the air dam and spoiler. You might want to vacuum the interior and wash the exterior or you may be the target of friendly ridicule at Fischer Motors on Sunday April 5.

This rally will not have a class called "equipped" nor "navigational". Only one class, Seat-of-the-Pants, everybody equal and no handicapping. You've got a functioning car odometer, speedometer, a watch, a few scraps of paper and a writing device. Great, you're a contender.

**The official approach is.....  
"All who start.....finish"**

Some very experienced folks may complain that it's going to be awful easy. So why are they entering anyhow? What the hell, we're here to have fun.

Time is important on car rallies. Entrants are supposed to be at a certain place at a certain time, that's what a rally is. So, you should probably arrive at the "start" before you are scheduled to begin the rally. Thus, you can register, get a car number, ask a few questions and reserve a time for the bathroom before you leave.

**OH, WE'LL RENDEZVOUS AT  
FISCHER MOTORS, 908 NORTHWEST HWY.  
IN BARRINGTON ABOUT 1:00 P.M. AND  
SEND THE FIRST CAR OFF ABOUT 2:00P.M.  
(OR THEREABOUTS).**

You should be aware that after about two hours, the drivers companion will begin to ask, "I wonder how much longer this is going to continue?" Before they realize it, the rally will finish. Remember, I used to co-drive. Three hours is to long. One hour, the driver wants more. So we compromise. Besides, time being important, we all have to get to the end-point restaurant to determine a winner and have a cold frosty one before somebody else drinks them all up.

Speed; this is important too. Rallies are NOT races. Reasonable and prudent rates seem good. I personally

used to determine rallye speeds by how quickly I could negotiate the route on my motorcycle (like a car could keep up with a motorcycle...yeh, right) and I already memorized the route. Nobody ever zeroed one of my checkpoints. Average speeds were probably too high huh? Well, this time speeds will be somewhere inbetween to slow and to fast but enjoyable for the driver and the passenger won't be "white-knuckled". "Damn", says the driver. "Thank God", says the passenger. So, that's the way it will be this time.

Distance; better not forget this factor. This is how we will determine where we make a route (turn). Distances will determine if we are lost. Like if you arrive in Peoria or Lac du Flambeau....real genius there huh? You read this input right off the odometer...couldn't be any simpler. Hey, you figure it out. About two hours at reasonable speeds on back roads, how far can a team get? Let's see...35-45mph? and we're out 2 to 2 1/2 hours, so, the total distance will be 70-112.5 mi. Simple isn't it?

See ya there.

**All Who Start...Finish Rally**

**Sunday, April 5**  
Fischer Motors  
908 Northwest Hwy.  
Barrington, Il.

Rally Registration

Driver: \_\_\_\_\_ Member  Applicant  Guest

Companion: \_\_\_\_\_ Member  Applicant  Guest

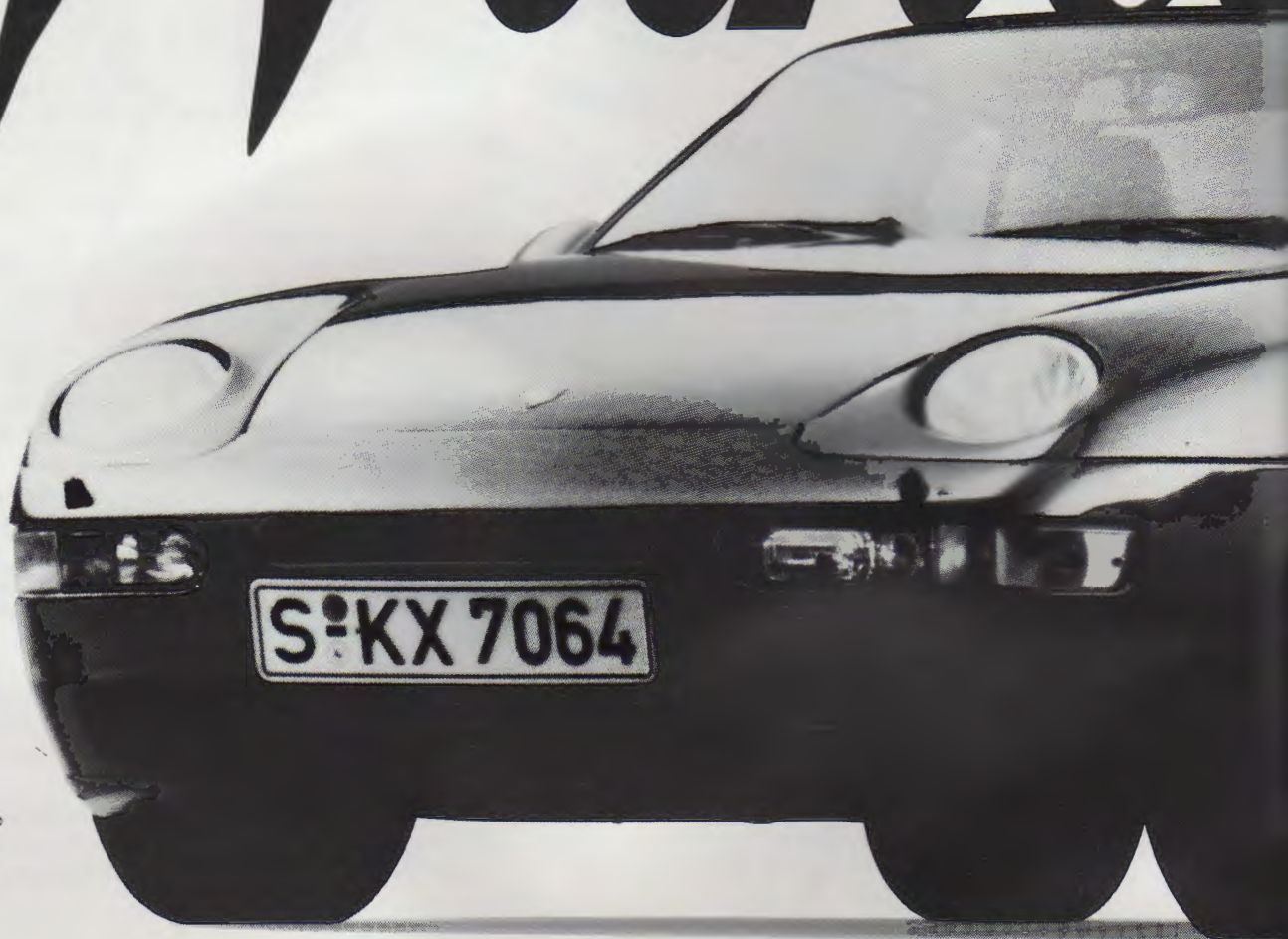
Fee per car:  
\$12.00 Pre-registration \$15.00 Registered at the door

Make Checks payable to: PCA / Chicago Region

Mail to:  
Chuck MacKay  
2012 Bayberry Lane  
Hoffman Estates, Il. 60195  
Questions? (708) 884-6434

P O R S C H E 9

# Wanda



68 • NOW AT MOTOR WERKS

# Verbar!



**MOTOR WERKS**



Barrington Road & Dundee Road

Barrington, IL • 708/381-8900

Mall Hours: Mon thru Fri 9 to 9. Sat 9 to 6

Service & Parts: Mon thru Fri 7AM to Midnight.

---

# THE FAST LANE

---

By Dick Badler

It's March. At last! The racing season begins this month on TV. We're finally through with "The Harlem Globetrotters in Outer Mongolia" and "Professional Athletes Compete In Sports They're No Good At" and a slew of other events memorable only for the fact that they filled up weekend air time. Let's see some cars!

I know. Daytona has already happened. To me, though, it doesn't count. When there's still rock salt on my pit entrance, the season has not yet begun.

No, for me the season begins and ends with Formula 1 and CART. I'll throw in a few IMSA prototype races, for seasoning, and that's it. NASCAR? Only if you can hum the greatest hits of Conway Twitty and you've actually seen Goody's headache powder. I can't relate.

World of Outlaws? USAC Sprints? I like Steve Evans, since he has more class than to ask what it's like out there, like you know who. Besides, like Goody's headache powder, I've never actually seen an issue of "National Speed Sport News," either. But Steve's sidekick on "American Sports Cavalcade"...can it be? Mr. Cannonball? Mr. One Lap? Mr. Ferrari slayer? It is! Brock "The Assassin" Yates! Let's talk weird.

I have the Formula 1 routine down to a science. Wake up early on Sunday. Make a pot of coffee. Pile up the newspapers next to my chair (more on that in a minute). Grab the remote control. Find ESPN and ... sit through "Hardbodies," "Golf Tips" and Bassmasters." Finally, here's Bob Varsha and David Hobbs, inviting me to join them in ... yes ... actually turning up the volume for the first lap.

Of course, chances are there will be two or three first laps. Ayrton will chop off Alain in the first corner, or Berger will fly into Alesi, or some Japanese forced-on-the-team unknown will stall and be rearended by another backmarker. I love this stuff.

The race finally settles down to a battle of waiting, for the in-car camera, a pass, pit action, a pass, the "ask the drivers" feature, a pass. That's where the newspapers come in. I'm into my second or third cup of java by now. Gotta do something.

Finally, the cars pit. John Bisignano is there. "Eighteen mechanics are over the wall in the Ferrari pits. It's chaos!" Or "Mansell came in smoking. He's throwing his steering wheel at the pit wall!"

Look at it this way. Before ESPN, we waited all year for Monaco, when we'd be treated to Jim McKay asking Jackie Stewart why they were there. Now we get to watch the direct descendants of the immortals -- future Fangois, Clarks and Mosses -- 16 times a year, in our dens, live. It ain't perfect, but it's a lot better than it used to be. ESPN, thank you.

CART? The same only less so. With the exception of Indy. Indy is Indy is Indy. It outclasses every other race, anywhere, combined. It wins if only for sheer nerve. What other race could contemplate taking one full month to happen?

But I just don't know about the rest of the CART season. I like Paul Page, but I don't connect with him. I keep wondering if Bobby Unser and Sam Posey are really arguing when they contradict each other in the booth. Who is Jan Miekas?

Then there's the matter of the wives in the pits. Whatever happened to Linda Vaughan? Where's Miss-Fill-In-The-Sponsor's-Name? Even NASCAR still does that. Is CART supposed to be family entertainment now? Not in my house. My daughters wake up to the roar, peek into the den, and run headlong into my wife, complaining that daddy's hogging the TV again.

So, where's Porsche this year? Nowhere, as far as I can tell. No CART cars. No F1 engines. I'm getting real tired of privateering 962's. And the Carrera Cup series? Where? When? Why?

See, we remember, the good and the bad. We knew that the TAG engines Marlboro-McLaren used in the early '80's were really our own. We lived through the insult of Porsche's switch to a March chassis before finally winning one, and only one, CART race. We can still picture those 906's and 908's duking it out with Ferrari and Ford at LeMans and the Targa Florio. And the 917. Let's pause to reflect on just how many horses that baby put out when it sent McLaren's domination of Can Am racing to the trailer. This is the stuff that makes legends. The alternative is more cutbacks, and we don't even want to think about what that could lead to. Please, Arno, say it ain't so.

Sorry, gotta go. The Michelin man has floated by, the Valvoline man has walked through fire and I've renewed my subscription to "Autoweek." David Hobbs is talking about tiny frogs again. We're back.

---

## REFLECTIONS

---

By Nick Brenkus

When my wife assigned me the task of recruiting people to write articles for the *Scene* to be published prior to our 35th anniversary, I didn't think that included me. But after thinking about it and having been a Chicago PCA member for 14 years, I thought it would be fun to get my two cents in.

I ordered my first 911 from Prestige Porsche-Audi back in 1973 which overnight became Bryntesen Porsche-Audi, much to my surprise. I lost a 911 in the process but gained many friends along the way. Besides, I came away with my first Porsche, a 1972 914 2.0. Not to knock 914's because I have owned two since, but my heart was set on a 911. Eleven months later I traded for my first 911, a used 1973 2.4 T. Keep in mind back in those days, the Porsche was my daily driver. I shiver at that thought now.

The 1973T served me well for three years until I traded up for a Polar Blue 1976 911S. With this car, also a daily driver, I was introduced to autocrossing. My first event was with Tri-State at Utica, which has always been a special site to me, along with others in the club. The next two years were filled with autocrosses weekend after weekend, always learning and having fun. I became known as "180 Brenkus". One competitor once said, "If you ever get it together, you just might be good."

Then I met Chuck Regan who I narrowly beat at a Union 76 autocross (a site lost due to a Corvette smashing into the building). Chuck said, "Hey, you're not supposed to beat me - I'm a hot shoe in the Porsche Club." His next words were an invite (challenge) to Blackhawk. Dan Gallagher, even then, welcomed non-PCA members to Blackhawk. Thanks, Dan. My first Blackhawk went as expected - Chuck beat my pants off - but taught me very carefully about what a Porsche can do at high speed.

1978 saw the '76 911S traded for my first white 911SC along with a membership to Chicago Region Porsche Club. Back then, if you recall, all prospective members had to attend, work and stay for dinner prior to board approval. That system worked very well, allowing me to meet all the people that have influenced my Porsche affiliation over the years.

My 1978SC carried me through two years of many

high-speed track events. The twelve hour drive to Brainerd, Minnesota with Frank Wagner and crew remains an all-time favorite for me. I also drove at Grattan, numerous Blackhawks, and last but not least, Road America. These were the days that made me realize that being a Porsche Club member was not just centered in Chicago.

A change in venue (divorce) and a new business cost me my 1978 911. This was shortly followed by a 1973 911S Targa noted for leaking oil return tubes (mine were pouring). I spent the night before one Elkhart replacing them. Arriving late for registration (not even pre-registered), I was told by Wilma White to plead my case to Neil Holleb, the event chairman. After listening to my story, Neil, in his calm, professional manner looked at me and said, "Why aren't you in line yet?" Thank you, Neil.

The eighties brought many new changes in my life, another 1978SC, this time Arrow Blue (not Narrow), as well as my introduction to a redhead thrown into my car at Road America by Owen Johnson that led to marriage. Thank you, Owen.

The 1984 Chicago sponsored Parade exposed me to the magnitude of putting on this type of event and respect for the people making this superhuman effort. 1987 - Dallas, Texas - my first Parade. It's not every day you can chat with Peter Porsche and other notable personalities that previously had only been seen in a magazine or book. One hundred degree temperatures and hard driving brought me a national class championship out of 22 entrants, and sixth fastest overall. Chuck, you taught me well. God bless your soul.

Late eighties saw the end of pylons at Road America. I really do miss the fierce competition with Walter Minato, Jeff Kolk and others. Also, Susan and I began to rallye on rare occasions. We both found it a time for fun (we really don't argue) and an opportunity to get away with great people. I only wish I had started earlier.

As we turn into the nineties, our membership has grown to over 700. I have seen many come and go, some I miss very much. Being associated with the great people of the Porsche Club and growing older together appeals to me in a way that says, "Hey, only 35 years? Let's shoot for 70, 80, 90 ...."

---

# WELCOME

---

## TO OUR NEW MEMBERS

By Lee Lichtenstein

Edmon Badal  
7415 N. Fairfield  
Chicago, IL 60645  
1972 914

Linda Bracken  
239 S. Maple  
Oak Park, IL 60302  
1989 911

Don & Susan Civgin  
59 Avon Road  
Northbrook, IL 60062  
1987 944

Ernest F. Conrad  
1706 South Bridge Court  
Schaumburg, IL 60194  
1989 944 Turbo S

Todd & Buzz Drake  
408 College Crossing  
Rolling Meadows, IL 60008  
1987 944 Turbo

Dennis J. Drescher  
125 Park Avenue  
Glencoe, IL 60022  
1989 911

Jeffrey H. Duchon  
3660 N. Lake Shore Dr., #2506  
Chicago, IL 60613  
1989 911

James Hobart & George Hilldinger  
2543 W. Leland  
Chicago, IL 60625  
1974 914

Wendelle E. Jelm  
319 North Avenue  
Batavia, IL 60510  
1986 944

Bengt & Mary Kuller  
5525 Blac Thorn Drive  
Rockford, IL 61107  
1991 911 Turbo

Horst & Bluey Kwech  
200 Arbor Drive  
Lake Bluff, IL 60044  
1990 Carrera 2

Mike Lambert  
883 Morningside  
Lake Forest, IL 60451  
1983 944

Larry & Sharon Laning  
519 Alan Drive  
New Lenox, IL 60451  
1966 912

Robert & Karen Long  
143 Glenwood Avenue  
Winnetka, IL 60093  
1988 Carrera

Michael Metts & Sharon Hartzel  
2800 N. Lake Shore Drive #3506  
Chicago, IL 60657  
1987 911

Brian & Kenneth Novak  
106 Surrey Court  
Lake Forest, IL 60045  
1987 944

Daniel & Anne Marie Novak  
4170 N. Marine Drive #12-B  
Chicago, IL 60613  
1985 911

Claude & Judy Reed  
717 Dorchester Drive  
Bolingbrook, IL 60440  
1976 911

Robert J. & Robb J. Russell  
3912 Howard Avenue  
Western Springs, IL 60558  
1984 928S

**NEW MEMBERS (Continued)**

**James V. Scardina**  
907 E. Camp McDonald Road  
Prospect Heights, IL 60070  
1970 914

**Robert & Joanne Sekyra**  
5134 W. 121st Street  
Alsip, IL 60658  
1969 912

**Warren & Alice Sopher**  
540 Birchwood Road  
Frankfort, IL 60423  
1987 944S

**David & Mary Stori**  
6 Coldren Drive  
Prospect Heights, IL 60070  
1981 911SC

**Nicholas W. Tangreti**  
30 E. Huron Apt. 4009  
Chicago, IL 60611  
1990 Carrera 2

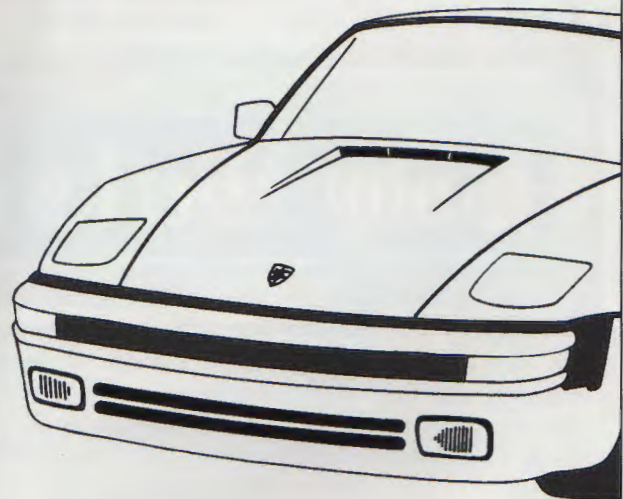
**Douglas Trott & John McNeil**  
3400 Wilmette Avenue  
Wilmette, IL 60091  
1990 Carrera 2



# midwest EUROSPORT

Committed to excellence, MIDWEST EUROSPORT specializes in the maintenance, repair and performance tuning of fine European automobiles. With emphasis on Mercedes-Benz and Porsche cars, our professional mechanics have been expertly trained by the European manufacturers. Using only state-of-the-art diagnostic equipment and genuine parts, our work is satisfaction guaranteed. And, as a Bosch Service Center we will provide reliable service on your car's advanced fuel injection, ignition and brake system. Whether it's minor maintenance or an engine overhaul, MIDWEST EUROSPORT is your best source for quality, service and value.

- **ANDIAL 3.4 Conversions**
  - **BOSCH 4-wheel alignment**
  - **Weltmeister Suspensions**
  - **K27-Turbo's**
  - **Alloy wheel polishing**
  - **Sport exhaust systems**
  - **Custom accessories**
- and more...  
**MUCH MORE!**



Visit our new, spacious location  
104 W. Irving Park Road, Bensenville  
**708/595-5577**

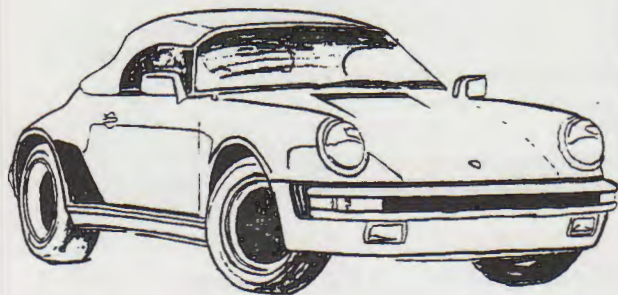
*(Just 1 block west of York Road on the S/W corner of  
Irving Park and Center Street)*

EMMONS

# COACHWORKS

FINE MOTORING ACCESSORIES

"A candy store for anyone  
who loves cars"



CAR COVERS • RADAR DETECTORS  
CLEANING SUPPLIES • CLOTHING • BOOKS • ROOF RACKS  
SHEEPSKIN PRODUCTS • MODELS • LEATHER GOODS • WHEELS  
SUNGLASSES • SPOILERS • HEADLIGHT COVERS • FLASHLIGHTS  
FLOOR MATS • SEATS • STEERING WHEELS

THE COURTYARD  
100 EAST ROOSEVELT ROAD  
VILLA PARK, IL  
(708) 832-1411

\* CALL FOR PRODUCT LISTING

PERFECT POWER



844 LIBERTY DRIVE  
LIBERTYVILLE, ILLINOIS 60048  
(708) 367-8837

PORSCHE PERFORMANCE TUNEUPS,  
MODIFICATIONS, ALIGNMENTS  
AND ENGINE DYNAMOMETER SERVICES.  
SPECIALIZING IN 911, CARRERA  
AND TURBO.

# RUF<sup>®</sup>

Authorized Dealer

RUF Appointed Sales & Service

# Body Werks of Barrington

For the Finest in  
PORSCHE, MERCEDES and BMW  
Work and Painting

DESI VINCZEN • 126 Cook Street • Barrington, IL  
381-9144

---

# RACING IN PCA

---

## - an uninvited opinion

By Ray D. Goldfarb

So, after much debate, polling, and discussion, PCA has decided to support a racing program. Although its format has not been worked out fully, it appears that PCA will support a series of races for different classes of cars around the country beginning this year. Although National has approved racing, racing is different from all other PCA activities. To define this difference, I have Four Questions.

*Can PCA, its regions, or its officers be held legally liable for incidents during a race?* Racing has its risks, and its off-track risks are as great as its on-track risks. What happens when after a tragic incident, the survivors, who did not sign releases, sue for large numbers? Such suits are not unknown, i.e. Mark Donahue's widow won a bunch from his helmet maker, track owner and car owner. Will PCA, its regions and its officers be immune to such a legal attack? Are you willing to put your goods and income on the block by becoming Regional President? Thank you, not I.

*Will the drivers be properly educated?* Driving a race car (or a car racing) requires extraordinary skill and experience. Things happen fast and consequences of inexperience or inadequate skills is maximal. From personal knowledge, it only takes being behind reality by 20 milliseconds to wind up traveling backward at 80 mph. Even in a driver's school, every driver depends upon his/her skills, as well as depending upon other entrant's skills. In a race, this dependence is enlarged. (This is why Aryton Senna is widely condemned for his shunting of Alain Prost at the start of 1990's Japan Grand Prix. He had no right to endanger Alain Prost, other drivers behind them, track side professionals and spectators just because knocking Prost off the track was the quickest way to the World championship.) Will PCA's racers have the necessary track time to gain the experience and skills necessary to race? I have

been running PCA driver's schools for more than ten years, but my total track time probably is less than a professional driver's monthly total. Not only is track time important, but how that time is used is important. Professionals spend enormous time testing, not only their equipment, but themselves, too. Will PCA racers be able to attain and maintain necessary levels of skill? (Not to mention not degrading those skills by drinking alcohol for up to 72 hours prior to each race?)

*Will the cars be properly maintained?* Racing, by its definition, is designed to exert maximal stress on driver and car - it should fall completely apart as it crosses the finish line. A professional racing program, such as Rob Dyson's 962 effort, replaces a wide variety of parts after each race; such as brake rotors, engines, transmissions, etc. And for the parts it doesn't replace, it carefully records each part's service life. And then they discard each part as it reaches 75% of its mean failure time. Will the cars of PCA's racers be as carefully maintained?

*Is racing part of PCA's original intent?* A major reason for PCA's founding was to increase driver knowledge of Porsche cars and promulgate safe use of Porsches. Forty-odd years later, Porsches are much more powerful, absolutely and in relation to normal cars, so that these goals are as, if not more, applicable today than when PCA was founded. How does racing promote knowledge of Porsches and their safe use?

One must recognize the urge of a sizeable segment of PCA to go racing. These people have done enough (?) driver's schools - it's getting boring - so let's rev up and go to it. It is a strong motivation, and a part of me shares it. But is PCA the proper venue for such activities? Unless the answers to my Four Questions are YES, we, PCA, might want to think again. For me, the answers are; only lawyers know, doubtful, no and no. So, for PCA Racing, thank you, no.

---

## REAR VIEW MIRROR

---

### Chef Karl's Brunch & Gymkhana

By Sandy & Glenn Sapa

On a warm February Sunday, fifty-two "Porsche Pushers" came out of hibernation to experience the culinary delights of Chef Karl and his staff.

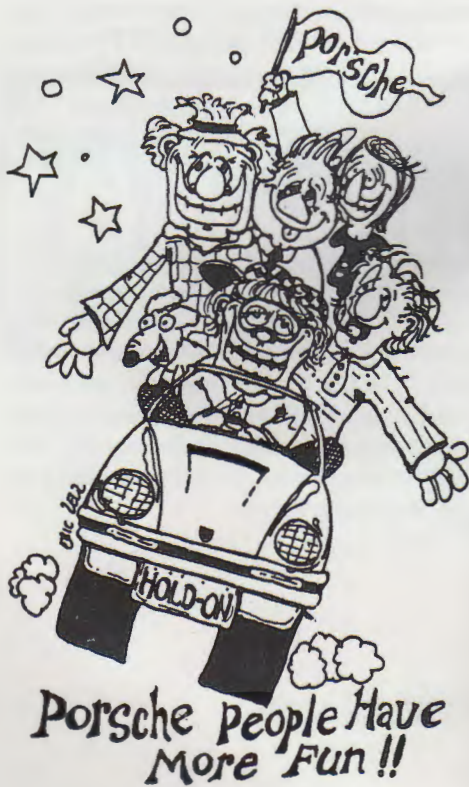
After socializing in the cocktail lounge, we began with several outstanding hors d'oeuvres. Any chance we can get the recipe, Chef Karl, for the scrumptious mushroom caps with lobster sauce?

Then we moved into the dining area, complete with Chef Karl's "unique fireplace" that hasn't warmed anyone in twenty-some years. No matter which entree was chosen, the results were even more spectacular than his Blackhawk Octoberfests.

After a delicious German apple dessert, we adjourned to the newly converted Libertyville Race Course (parking lot), for a surprise challenge. Taking first place was our illustrious leader, Dan Gallagher, in his four-wheel drive (cheater) rice rocket. Porsche scored a second piloted by the talented Alex Gianaras. Chef Karl in his newly acquired rallye mobile captured third.

A run-off was then held and Porsche rightfully claimed first place with Alex at the wheel.

A fun time was had by all, and we are looking forward to next year and Chef Karl's Third Annual Brunch and Gymkhana.



**MINTEX**  
brake pads

**HIGH**  
**PERFORMANCE**  
**RANGE**

**BRAKE LIMIT** - the original supplier of race proven MINTEX HIGH PERFORMANCE BRAKE PADS for your Porsche now also offers Performance Friction racing pads.

MINTEX, a pad developed for the European Racing Circuit, has superior wear characteristics, works well when cold, is easy on your rotors, and provides superb and consistent braking performance throughout the temperature range.

Move up to MINTEX!

Or, if you have one of those high speed 911 or 944 Turbos, or a car equipped with Wilwood calipers, you may want to try Performance Friction Carbon Fiber Metallic racing pads - the latest in racing technology. These pads are used on Nissan and 962 GTP cars.

Ask about 944 Turbo Cup parts including 8 & 9 x 16 magnesium racing wheels. Also AP550 brake fluid.

Brake Limit, the ultimate in stopping power, evcs. 708/438-7813.

**PERFORMANCE**  
**FRICITION** **Carbon**  
**Metallic**

BRUNCH AT THE EDELWEISS INN



A toast to Chef Karl!

John Bohlander



John Mueller entertains the *Scene* editors



Checking out the hors d'oeuvres



Happy Birthday to Event Chairman Lee!

---

## BEHIND THE SCENES

---

Spring has almost sprung! Events are beginning to take shape...now it's getting interesting. Our region is in for a treat in April with our 35th Anniversary bash. Even the PCA Executive Council will attend! Now is the time to ask those questions you've been dying to ask of our leaders. They will be at our dinner celebration and hopefully - our concour the following day.

Our chairpeople put long hours into their events and the real "frosting on the cake" for them is massive attendance. The only way to be involved, is to get involved. Try us...you'll like us!

In about 2 hours, I will be attending the experience of Chef Karl's Edelweiss Inn restaurant tour. Normally, one doesn't report on an event until AFTER they have been there...but press time dictates that it be done now. Judging from the past events I have attended here in the Chicago Region (keep in mind John and I are new to your region) Chef Karl's will be wonderful. EVERY event that we have attended has been terrific - this one can't lose. Kudos...ahead of time...to Chef Karl, we'll be back next year.

There is something for everyone coming up, check our upcoming events. Put a match under the "old man" to get those winter projects finished...play time is about to start.

Until May.....

---

**Don't  
Forget!**

Chuck MacKay's "All Who Start...Finish" Rally on April 5th and our 1992 Driver's School on May 3rd, which will be followed by our first autocross of the season to count for year-end points.

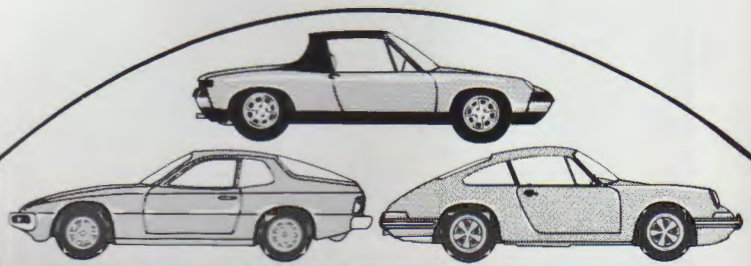
See you there!

---

### CORRECTIONS/CLARIFICATIONS

An alert reader pointed out the *Scene's* goof in last month's "Industry News". Paragraph three's description of the 1993 911 RS stated that it would be powered by a "twin-engined" engine. It should have read, "twin-ignition". We often wish we had an extra engine but no such luck.

Please note that in the 1992 Chicago Region Calendars a page in G - H is in the wrong place. Please keep this in mind when looking for an address or phone number in this section of the alphabet. Tom O'Malley, who has been printing our Calendar for the last few years, otherwise did a very classy job on this year's Calendar.



**USED PORSCHE PARTS**

NEW PARTS ALSO AVAILABLE

Largest Used Parts Inventory in the Midwest

Everything for your 914, 924 &  
early 911/912—No part too Small

(Also a limited number of 356, late model 911,  
928, 930 and 944 Parts)

**FREE** PORSCHE KEYCHAIN WITH  
AN ORDER OF \$10 OR MORE

UNCONDITIONAL 30 DAY MONEY BACK GUARANTEE  
ON ALL USED PARTS

**PART WERKS**

OF CHICAGO

**312-472-1096**

WE BUY USED PARTS

---

# THE MART

---

## ● FOR SALE - PORSCHE

1961 356B Coupe #115435 1600 Super Eng #87992, Guards Red, 114800 mi. less than 1000 mi. on rebuilt engine. All numbers match. Blaupunkt works. Asking \$12,000 OBO. Mike Axelrod (708)945-4866.

1969 911E Coupe, White (new paint), black interior. Has 2.2E engine, S alloy brakes, 6 x 15 Fuchs mags Comp T/A tires, \$6800 OBO. Chuck Schank (708)246-6395.

1970 1.8 914 race car. Updated by Dave Finch. This car is built right and is one of the fastest 914/1.8 in the country (2.44's Road America & 1:19's at Blackhawk) second place SCCA CenDiv Nationals in '89. Finch motor with zero hrs., Finch long track-short track trans. with zero hrs. \$24,000 (\$20,000 with rebuilt 901 long track trans with zero hrs.). Hari Matsuda (708)475-4356.

1974 911 S/R Coupe, Sea Blue/cork int., w/leather Recaros, fully restored & lightened by Stoddard's. The John Truman 2.8L w/carbs, custom gear ratios, sport suspension and 7 x 15 wheels make this "stock" looking car a joy on both street and track. \$22,500. Marc M. Lawrence, 1855 Steeplebrook Cove, Cordova, TN 38018 (901)753-9104.

1980 928S, Metallic Nutmeg with beige leather, 5 speed, 60K mi., good condition, offer. John Kuetemeyer (815)459-8500 days, (708)658-8402 eves.

1983 911SC Cabriolet, Guards Red/black leather interior, black top, AC, cruise, windows, mirrors, headlight washers, int. wipers, Alpine AM/FM cass. CD shuttle, Bosch H4 headlights, painted & polished wheels, Carrera front spoiler, whale tail, digi red bra, cover, remote alarm, central locking, 40K mi., beautiful condition, \$30,000. John K. Pedersen, 1035 Heatherfield Court, Glenview, IL 60025 (708)724-1963.

## ● FOR SALE - PARTS

Stripping for parts (3) 914S (1.7L), 1975 (1.8L), 1976 (2.0L). Everything available! (2) 2.0L engines, doors, hoods, trunks, engine lids, interiors, center console bumpers, anti-sway bars, side shift transmissions and linkage, Mahle alloy wheels, exhaust, flywheels...everything. Glenn Stazak (708)208-1924.

Update to 928 S4 GT look with these C2 factory alloys with hand painted centers. Two 7x16 front with Bridgestone RE71 225/50-ZR16 and two 8x16 rear with Goodyear 245/45-ZR16 tires. Less than 8000 mi. on tires. Will also fit 1987 & newer 944's, \$1800/set. Todd Conforti (708)952-0070 days, (708)382-9653 eves.

1.8 and 1.7 Mahle p&c's \$400/set OBO, Fuchs wheels \$500/set, mounted Goodyear "S" on MSW wheels for 944 Turbo (used twice at Blackhawk) \$500 OBO, Yokohama AVS intermediate tires with about 3,000 mi. (944T). I'm tire testing for a tire company and don't need these anymore, \$250/set. Hari Matsuda (708)475-4356.

## ● FOR SALE - OTHER

1979 VW Beetle cabriolet, one of the last ones made in 1979. Diamond silver metallic with black top, boot & bal. interior black, 39K orig. mi., 4 speed manual, always serviced, outstanding in and out collector's item. One owner (my wife) only driven during summer. Out of winter storage end of March, \$18,000. Serious inquiries only, please. Kurt Wirth (616)956-0249.

Cobra Trapshooter Solar Stealth Radar Detector. The world's first solar-powered cordless radar detector. Cordless operation - day or night. Solar rechargeable, operates up to 30 hrs. without recharging. Automatic power shut off. Separate alarm tones for X & K band. Brand new, still in original box, factory warranty. Retail \$250, your cost \$135. Doris Voce (708)462-0451.

Does your driveway look like a used car lot?

Is your toy, the one that you drive on perfect days only, resting in a cozy garage while your daily transportation is outside gathering snow?

As the exclusive dealer for CAR-LIFT, manufactured by HARDING-AFG, INC. we have the solution to your problems.

If you have 9 feet ceiling clearance in your garage we can install the CAR-LIFT, to handle two standard size cars, without any modifications. If you don't have the necessary clearance, we can modify your garage ceiling height without major structural changes to your garage. Your total cost, including the CAR-LIFT, will be much lower than expanding your existing garage.

The CAR-LIFT, complete and installed (including shipping), less garage modifications, is only \$5450.00 plus tax.

HARDING-AFG CAR-LIFT has the exclusive feature that allows us to stack two cars totaling in height more than the ceiling height. All CAR-LIFT's are of galvanized steel construction to meet outdoor installation requirements as well as providing "Road Salt" drip resistance.

**NO FOUNDATION OR FLOOR PREPARATION REQUIRED.**

We can do a simple 3 hour installation or a custom installation to fit your needs. The HARDING-AFG CAR-LIFT is a heavy duty system constructed to meet specifications required for commercial use, but designed to fit residential requirements in size and appearance. There are 17,000 installations worldwide. HARDING-AFG is in its 21st year manufacturing car stacking systems.

**CIRCLE AFFILIATED SYSTEMS** is the exclusive dealer in your area. Please call us at 1-800-447-7410 or return the attached form for additional information.



**S**end me more information about the Car-Lift.

Name: \_\_\_\_\_

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

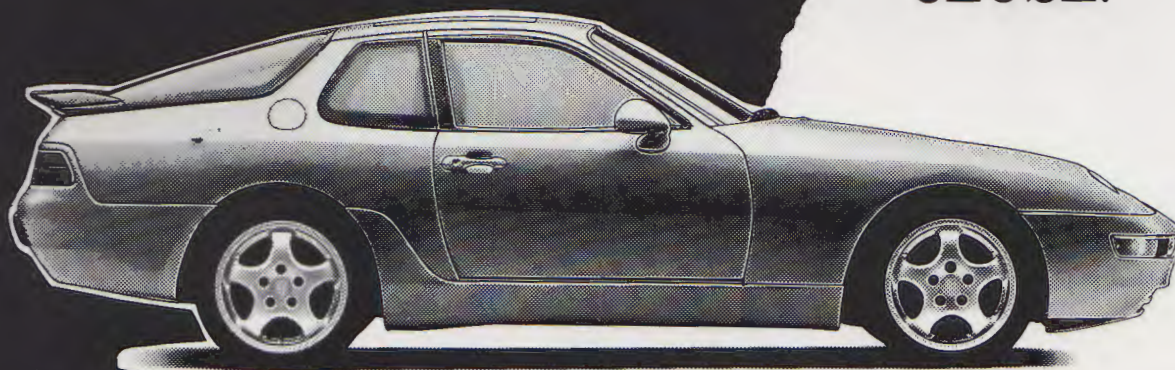
City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

Phone: (     ) \_\_\_\_\_

**CIRCLE AFFILIATED SYSTEMS, INC.**  
P.O. Box 1729, Palatine, Illinois 60078-1729  
1-800-447-7410 FAX (708)359-9218

*We're not saying your needs  
are simple, Just that  
You Deserve The Best!*

**NOTHING  
EVEN COMES  
CLOSE!**



Presenting the sportscars everyone else tries so fruitlessly to imitate: the incredibly powerful new 928 GTS and 911 Turbo, the timeless Carrera 2, the all-wheel-drive Carrera 4, and the stunning new 968; exquisite automobiles that can only be called . . . PORSCHE.

**YOUR SINGLE STOP FOR  
ALL YOUR PORSCHE NEEDS!**



Easily accessible  
¼ mile west of  
I-294 at the  
Ogden Ave. exit.

*Jack Winters*  
**HINSDALE MOTOR CARS**

**300 E. OGDEN AVE.  
Hinsdale, IL 60521  
(708) 887-1010**



Call **JEFF MARTIN**,  
Parts & Service Director  
or **TONY PAPARO**,  
Service Mgr. for Assistance.

**HOURS:**

SALES: Daily 9 AM - 8 PM  
Saturday 9 AM - 5 PM  
SERVICE: Daily 7 AM - 4:30 PM  
PARTS: Daily 7 AM - 5 PM



**SPECIALISTS  
COMPLETE ACCESSORY  
BOUTIQUE**

WITH PROOF OF MEMBERSHIP,  
PORSCHE CLUB MEMBERS ENJOY

**10% OFF!** ALL PARTS,  
PURCHASES  
**15% OFF!** ALL ORDERS  
FOR PARTS OF  
\$250 OR MORE

**PORSCHE PARTS HOTLINE:  
(708) 887-1010**

Coupon must be presented at time of purchase.  
1 coupon per customer.

OFFER GOOD THROUGH APRIL 1, 1992

**HOT, FRESH AND...FAST!**



**AMERICA'S 1ST HEART-HEALTHY PIZZA!**

FRANCHISE OPPORTUNITIES AVAILABLE 1 708/655-1982

*"Best stuffed spinach in town."*

**Crain's Chicago Business**

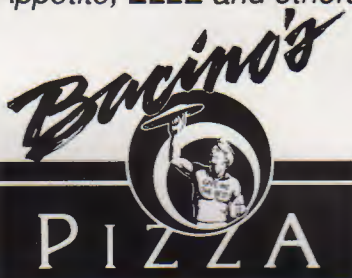
**"Mouthwatering, to say the least!"**

*The Boston Globe*

*"One of the nation's top independents"*

**Pizza Today**

*Featured in the New York Times, USA Today, Bon Appetite, ELLE and others.*



2204 NORTH LINCOLN AVE. CHICAGO  
1504 NORTH NAPER BLVD. NAPERVILLE

75 EAST WACKER DR. CHICAGO  
1001 WEST BELMONT AVE. CHICAGO

940 WESTPORT PLAZA ST. LOUIS, MO.

**CHICAGO SCENE**  
1628 Southampton Court  
Wheaton, IL 60187

SECOND CLASS  
POSTAGE PAID  
AT WHEATON, IL

**DATED MATERIAL**