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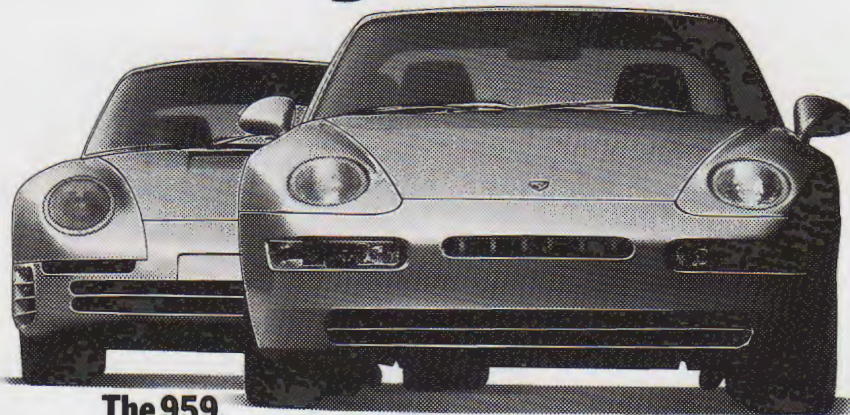
FEBRUARY 1992

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



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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: George Rudawsky deftly maneuvers "Juli 911" through the pylons at the 1991 Charity Autocross. Photo by Neiland Pennington.

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	35th Anniversary Party and Concours
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



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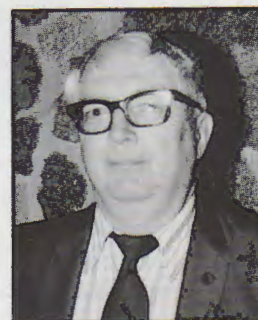
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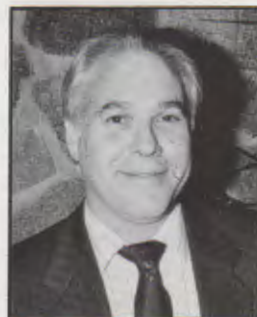
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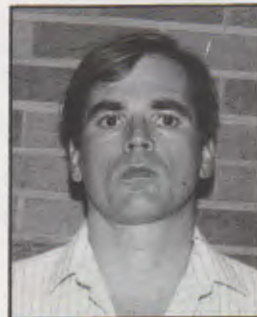
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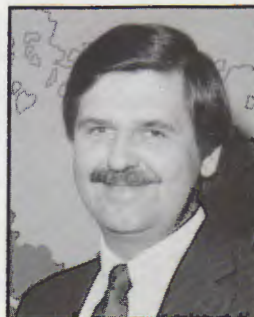
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IN GALLAGHER'S GEAR

The Annual Meeting is now history. For those of you who were not there, I will give you the highlights.

As forecasted, the discussion of the Porsche Race Series was certainly lively. I had predicted a close vote. The board deadlocked five for and five against, so the decision was left to the general membership who approved the plan in a close vote. Mr. Zann will now try to secure an acceptable date for the series from the good people at Elkhart. This still does not mean the region is going to put on a wheel-to-wheel event but we are moving closer to it.

Our treasurer reported that last year we did operate at a profit. We are a not for profit organization but a profit sure is better than the two previous years of operating at a \$10,000 loss. The profit was due to our six major driving events having excellent weather.

The board meetings will be held on the first Friday of each month (except July) at Burkley's Restaurant located just North of Higgins Road on Mannheim Road in Rosemont. This location was chosen for its central location and close proximity to the expressway system. The board hopes to see more members participating in the decisions that effect your club.

In case you have already marked your calendars, please note that the dates of three of the Blackhawk events, one concours and the October Rallye have had date changes. We were not happy about this but it was necessary, as large organizations had moved us off our dates. The Saturday Blackhawk was moved to October 17. The general membership wanted a Saturday event even if the weather may be a little colder. We also decided to move Chef Karl's dinner at the track to the June 17th event to avoid the chilly October night.

The Summer Dinner Dance is still scheduled but not on the Odyssey. They raised their fee to \$86.95 per person. We are working on a less expensive package aboard another ship.

I especially want to thank Mr. Ken Betts and his staff at Motor Werks of Barrington for their courtesy and for providing a 968 cabriolet to drool over.

See you all at Chef Karl's Edelweiss Inn, 411 East Park Avenue in Libertyville on February 16th.

Dan



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UP AND COMING

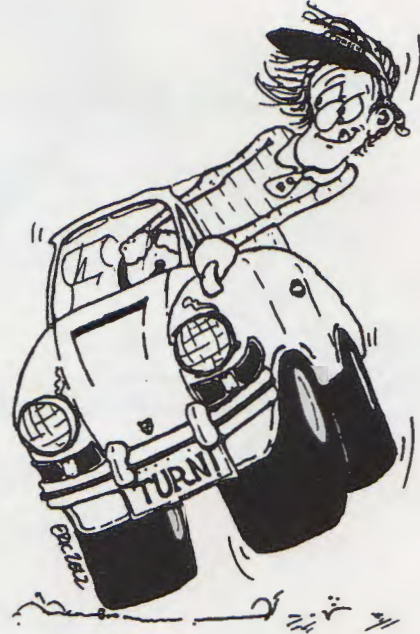
35TH ANNIVERSARY

Susan Brenkus

The Chicago Region will be celebrating its 35th anniversary the weekend of April 25-26, 1992 at the Hyatt Regency Oak Brook. There will be a dinner Saturday evening, and we would like to have a memorabilia display for everyone to enjoy. Julie Rudawsky has graciously agreed to coordinate this effort, but this is more than a one-person job. If you have any creative ideas and would like to assist in this endeavor, please contact either Julie or me and we would be happy to get you involved. If you can't help out but have something you would like to display, please contact Julie. We are looking for old newsletters, pictures, unique trophies and other Porsche paraphernalia that you would like to share with the rest of the club.

Julie Radawsky (708)823-2156

Susan Brenkus (708)766-4734



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Petite Filet with French Peppercorn Sauce
Sauteed Boneless Chicken - Cajun or Lemon

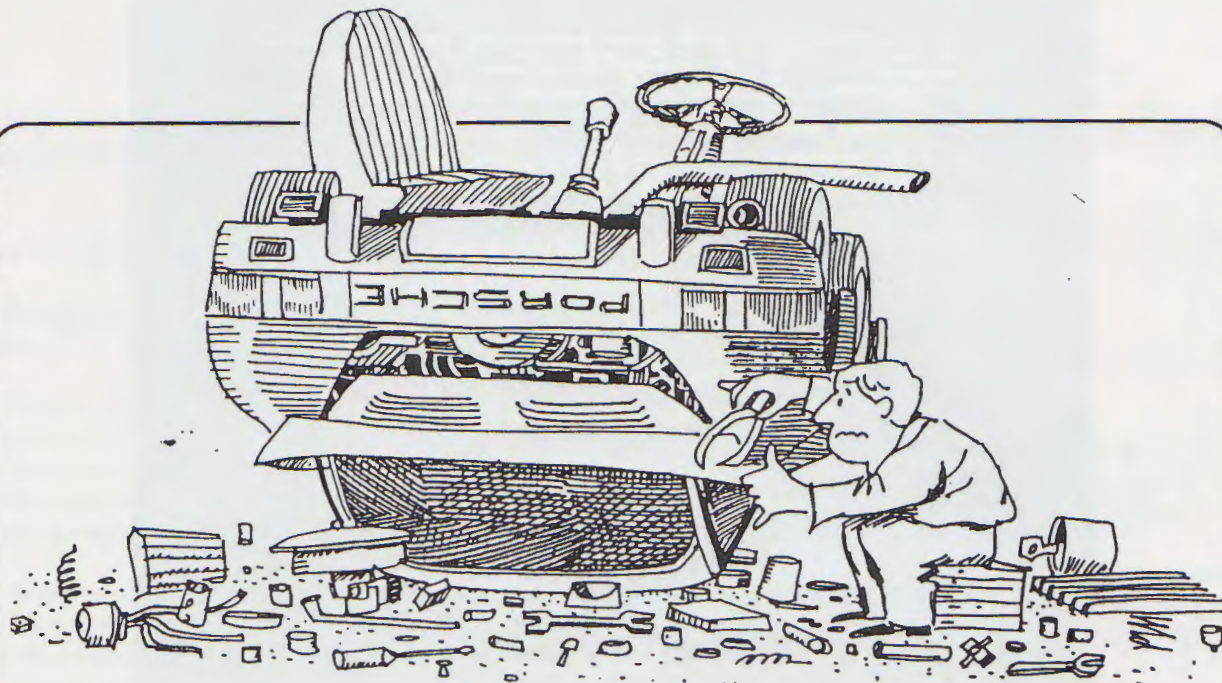
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Shrimp Salmon Filet Cajun Chicken Lemon Chicken
Please Reserve _____ @ \$20.00 each = Total \$ _____

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Concour School

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

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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.

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Dodie Mueller
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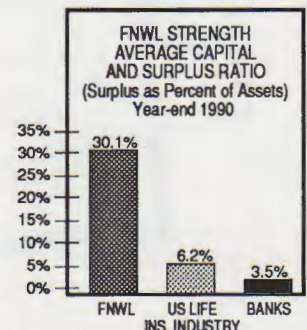
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ANNOUNCING THE THIRD ANNUAL "HANDS-ON" TECH SESSION

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.

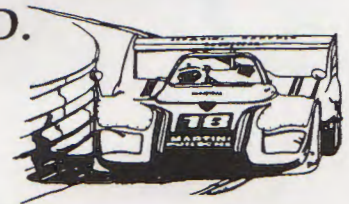
So, dust off your Porsche and come on out to Bill Jacobs Motorsport at 564 West Ogden Avenue in Naperville, for a pre-Spring inspection of your car.

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.

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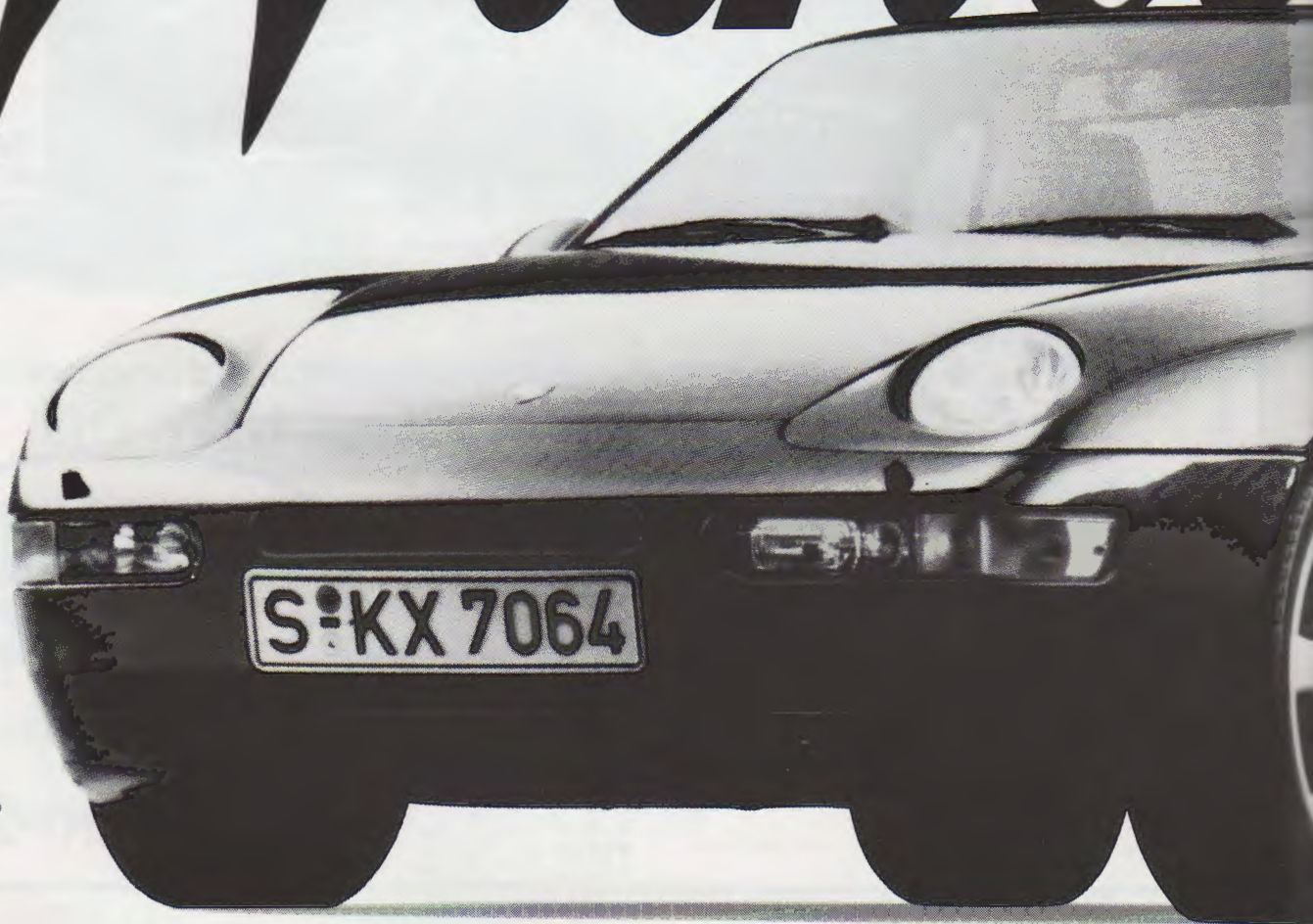
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"WAY BACK WHEN"

By Harold Beach

I was asked to write a few words about the Porsche Club "way back when". I got to thinking, on the way home, that it has been thirty years since I joined the club.

It was thirty years in January since Doris and I drove up to Lake Lawn for a gymkhana in my red 356B that was new then. The first people Doris and I met were Betty and Ray Cuny. They introduced me to the man I had talked to on the phone, Harry Woolworth, and we got our first exposure to the Porsche Club.

Since then we attended many, many meetings, many rallies (got lost many times), gymkhanas, and all the good things that the Porsche Club has. The best thing, of course, is the friendship and camaraderie of the people. In those days things were less complicated and there were fewer members than we have now. But strangely enough, the attendance at the meetings was the same as we have now. We would go out for a rally and have about 30 cars, and the same number would show up for the gymkhana. We generally had most of our membership out at one time. The competition was about the same as it is now and each driver hoped that he would win and come home with some sort of trophy. Back in those days we gave ribbons.

As time went on, I was asked to be a board member. The board meetings were not as elaborate as they are now. We would meet at the O'Hare Oasis, pull up a table or sit in the back and have a meeting right there. We would have a cup of coffee and this worked out for awhile until the people in the oasis discovered what we were doing and made us vacate. Then it started to be in member's homes as it is now.

The first Elkhart Lake event was in 1966. That was a real high spot and I was President at that time. In those days we had to wait for checks to come in for the annual dinner before we could actually pay - we paid it with a rubber check. Finances are a little different now. When we first got the brilliant idea to have an Elkhart Lake event, Jack Cooper and I went to Cliffe Tufte at an SCCA dinner and told him we would like to talk to him about renting Elkhart Lake. He said he didn't rent it to anyone except General Motors - it was a test track in those days. Jack said it was for the Porsche Club and Cliff said, "In that case, you can have it."

We thought we would have about 50 cars for the first event and we were going to borrow the pylons from SCCA because we didn't have any to run an event like this. Jack Cooper went to someone's garage thinking they had the SCCA pylons but found none there. So we decided to go to K Mart or Zayre and buy waste baskets and put rocks in them for the pylons. We didn't get wealthy with pylons until Dan Gallagher came along and seemed to have a source for pylons. Dan showed up with a lot of pylons for the event and before long we were able to buy some. It turned out at that first event we only had about 30 cars. I didn't make the first one but, except for two or three, I have made every one since.

The club, of course, has gotten very sophisticated in their Elkhart Lake events and now it is run open, a different format altogether. There seemed to be more weekend events than there are now and they were much better attended. It seems now that people are busy and it is hard to get away for the weekend, with babysitters and that sort of thing. Several weekends a year we used to have two-dayers. We would drive to Dubuque and have a rally around there; then we would make a stop at Galena and have an economy run, fill the tank and see how many miles we got to the gallon. It's been a long time since we had one of those. It is too bad we didn't buy land in Galena at that time because it was a fallen-down town. Now it costs a small fortune to stay overnight there.

Over the years things have changed very much. We don't drive our Porsches in wintertime. Now we put them up for rest. They are much more expensive now than they were. The first one I bought was \$4,000. Now that will hardly buy you a set of tires and special wheels. The thing that hasn't changed in the club is the people's love of the car and the fun that can be had at the events. I think this is the important thing and this is what holds it together.

As I think back over the years, I have had a tremendous amount of enjoyment out of the club. The people come and go but the love of the car remains. Right at this stage it is very, very strong.

That's about all I can add. There are many people I can tell stories about but that will have to be another chapter.

THE FAST LANE

By Richard D. Badler

Have you ever thought about what it would be like to combine vocation and avocation -- to drive cars/write about cars/ design cars/engineer cars for a living? You know, be part of the greater automotive industry's extended family. Would it be the ultimate busman's holiday, or too much of a good thing?

I can't speak from experience. But I've come close. A few times. Once, in New York, just out of college and desperate for real work, a headhunter called me up and asked if I was familiar with a magazine called "Car and Driver." I told him I had every issue since 1965, which is true. He had obviously never heard of it, but he described an editorial assistant job, paying \$135 a week. This was in the days before they moved to Ann Arbor.

I got the interview, and duly showed up in the office of Rich Taylor, their managing editor. Remember Rich? He's now half of the Taylor/Constantine "Advertising Supplement" that thickens out "Car and Driver" these days. That day, Rich met me from behind a desk that had a partly disassembled motorcycle engine sitting on it like a giant paperweight. Maybe it was a paperweight.

I never found out. I didn't get the job. Rich told me I was overqualified, that I should at least be an associate editor, although that position was filled. He said I'd be bored.

I said I like boredom. I said try me. I said I'll work for free. And I meant it.

NO.

Another time, a headhunter called me about a job in "desirable" Orange County, California. That was a direct quote. Of course, my mind swung immediately to the list of potential employers. Let's see. The import arms of Nissan, Toyota and Mazda are all in "desirable" Orange County. And, hey,

Porsche Cars N.A. is in Reno, and that's not far away at all. I'm interested. Sunroof open year-round. No, better yet, buy the cabriolet. Top down year-round. And they have hills. Mulholland Drive. Angeles Crest Highway, on Sunday mornings before breakfast. Where's my resume?

No. Another industry.

I work with a guy who recently moved from Detroit, where he was in management at GM for about seven years. No offense intended, but Alan is definitely not a car enthusiast. He admits it. I have lunch with him quite often and I like to hear him talk about life inside an automaker. He says he would get the "buff" magazines interoffice, in order to keep up with the industry. That's right, "Car and Driver" each month, for free, with a little yellow "circulate" slip on it. Required reading.

Alan says that, when you get above a certain level in Detroit, you have your pick of demo cars to drive. You just call down to the garage. Say the forecast is for a warm, California weekend. Any ZR-1s available? But it gets better. They also routinely test the competition. Think the Vette team doesn't already have a 968 warming up somewhere that you just, absolutely, have to shake down? Think again.

I have a solution to all this. One day, sooner rather than later, the whole world should stop and swap jobs from the field they're in to the field they'd like to be in. Lateral moves are acceptable. There's an easy way to do this. Whatever magazines you read for pleasure, like this one, the subject is probably your field.

Jetting off to Stuttgart for meetings on the 959 replacement. A quick blast around Weissach in the prototype...

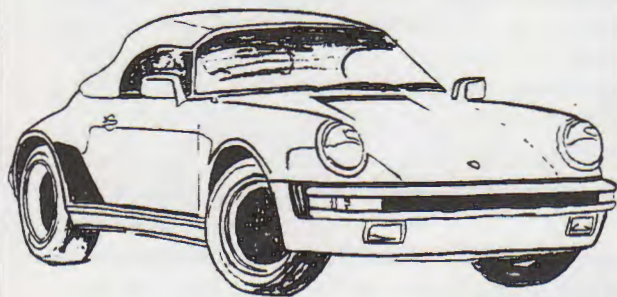
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REAR VIEW MIRROR

Despite the chilly January day, we had a good turnout of members at our Annual Membership Meeting on January 19th.

President Dan Gallagher introduced all the 1992 board members and coordinators, who briefly described their PCA duties and answered questions from those present.

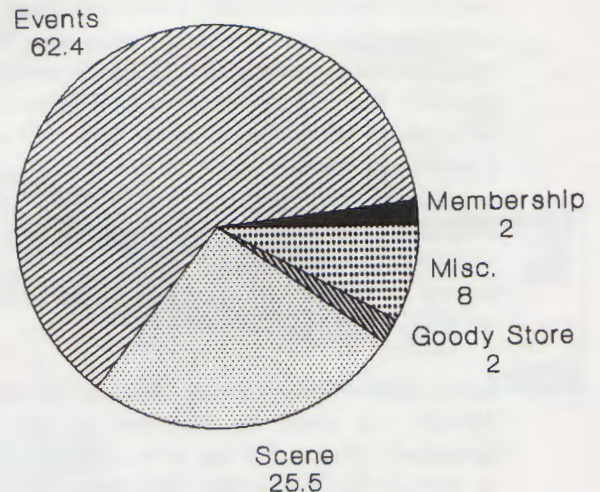
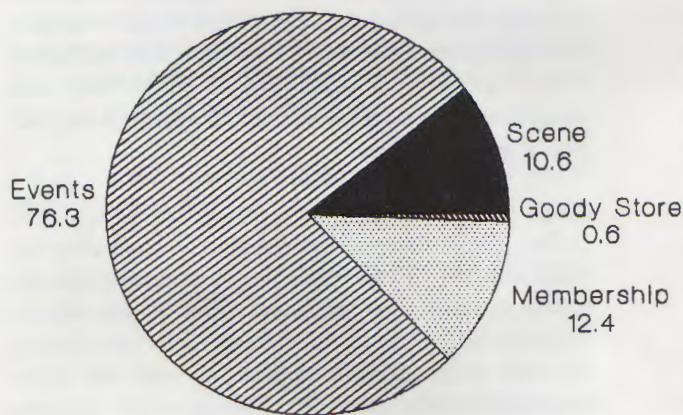
Our intrepid Treasurer, John O'Keefe, whose motto is "Semper Scrotum" (*translation*: always on the ball), gave us an in depth report on the financial state of the region, which he reported to be good, and distributed the pie-charts below to show us specifics of expenses versus revenue.

A lively discussion was held regarding the proposed PCA Racing Program, chaired for the region by Arnold Zann. Arnie has received about 70 written responses to his poll in the November and December *Scene*. Although there are many pros and cons to this program, the membership voted to pursue the new racing program, if we are able to secure an acceptable date at Elkhart Lake. Arnie will be reporting more news on this as it becomes available.

Thanks to our gracious hosts at Motor Werks for allowing us to again use their beautiful facility for this event.

PCA Chicago Region 1991 Revenue

PCA Chicago Region 1991 Expenses



BOOK REVIEW

By Jim Selders

"A SPEEDER'S GUIDE TO AVOIDING TICKETS"

By James M. Eagan

Published by Avon Books (Paperback), \$4.95

Well, now, with a title like that, what red-blooded Porsche owner could resist \$4.95 for a retired New York State Trooper's "inside story" on how to avoid speeding tickets? I thought it would be helpful to my fellow PCA members to let them know about this gem.

At 198 pages in paperback form, *A Speeder's Guide to Avoiding Tickets* from Avon Books is an easy investment in anybody's time considering what it's helping with. Sergeant James M. Eagan has an attitude more like that of an automobile enthusiast: "Everybody speeds, the government lies to us about speed and safety, and speed enforcement in the USA is a mockery and a hypocrisy."

In 12 chapters, Eagan explains why most people get tickets in the first place, how you can avoid them, and how best to try talking the cop out of a ticket if you're pulled over. He exposes the speeder's tricks that work and won't work (some even backfire and get you into more trouble), and troopers' techniques, too. The most interesting component of Eagan's writing is his attitude. He explains rather early how speed can be used safely, but that most people have their heads in a rude place when it comes to driving. He is quick to condemn mixing automobile usage with alcohol and drug usage, and encourages seatbelt usage not for the usual reasons, but because it keeps the operator in control of the vehicle in the event of an accident situation.

Eagan most definitely has an "attitude" towards most drivers: it could be described as superior or egotistical. In fact, the one point he hammers home all through the book is that once you're pulled over, you should be concentrating on one major item: reduce the officer's fear and feed his/her ego. Why is this? Police officers have a very unusual aspect to their day-to-day job: they risk their lives constantly. Once in awhile, one gets killed. This is on their mind

as they pull you over. They don't know who you are or what you might surprise them with. Don't do anything that tenses them up. Also cops, like all humans, have egos. Some have larger ones than others. You should say and do things that show the cop he/she is in control (besides, they're in control no matter what you think).

Eagan's hints and tricks are appropriate no matter what type of police officer pulls you over, but there is a definite bent towards the State Trooper and interstate highway speeding. Eagan also explains how the average trooper is actually pretty smart, and if you try stupid explanations, chances will be that you'll get the ticket: he's already heard it dozens of times. Sometimes, you're going to get a ticket no matter what you say or do - there are no guarantees in any situation. But if you get a cop who is ambivalent (as most are, unless you're driving especially recklessly), you can sway his/her decision to your benefit.

Eagan explains radar's principles in layman's terms, and how you can alter your driving to take advantage of its weaknesses. He talks about time/speed calculating equipment (VASCAR) and how to beat it. He even discusses how bumper and window stickers mostly just hurt your effort - it shows your affiliation with a group or a belief, which he/she may take exception to. You'll never know it upset the cop, but you'll get the ticket.

Even the gender game is explained in detail. Yes ladies, you do have a very strong advantage over the male speeder! Here's a case where inequality tilts the scales in favor of women, according to the author. Trooper Eagan admits what many of us have heard: the one thing cops hate most in your car (after weapons) is radar detectors. This generates the most universally negative response by a trooper. Keep that little box out of sight (the sun visor is a bad place), and take it down if you think you might be pulled over. But do NOT take it down after you've been pulled over, while the officer is approaching your vehicle. Remember, he/she might think you're looking for a weapon. Just keep your hands on top

of the steering wheel and don't fidget around. Switch on the interior light at night so he/she can see that everything's safe.

Another interesting tidbit in *Avoiding Tickets* is the long-alleged quota system, and how it relates to the best time of month, and even day of the week and time of day, to drive fast. Basically, the motivated troopers get their "quotas" out of the way early in the month, and the lazier ones procrastinate until the end of the month. That leaves the middle days as safest. Related to that is that the best cops (who one could presume are more effective at ticketing) get first pick at when they work, and most choose a weekday, on the daytime shift. Some choose Sundays, and they shift their schedules to accommodate personal desires: no Sundays in football season, never a Saturday night (the most dangerous night of the week in terms of fatal car accidents), etc.

Citizen's Band radios are a valuable tool, along with the radar detector, says Eagan. But most of all, your own eyes and brain are the big winners. Using them properly can be the easiest way to safe, fast driving without fear of being stopped. The speeder's nemesis - the unmarked car - is discussed too, as are the rules of eye contact.

This little book packs a load of valuable information. By exposing the rarely seen cop's view, the speeder can add new tools and techniques to his/her arsenal of defenses. This book encourages safe, fast driving and low-tension interactions with law enforcers. It doesn't condone any dangerous activity. You can read this book and not feel awkward when your non-enthusiast friends ask about it, expecting you to admit you're a speed-crazed nut with a Porsche.

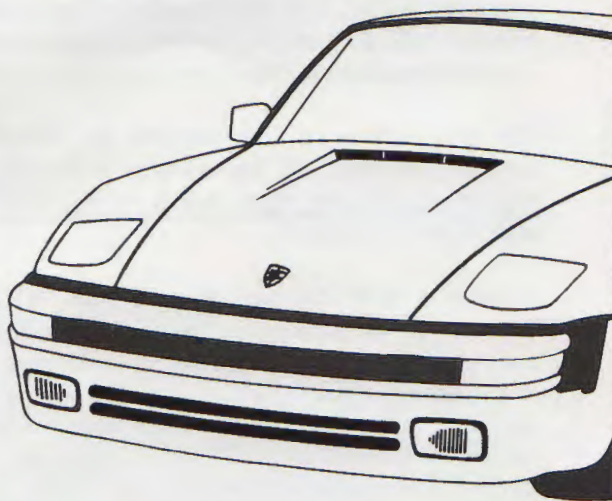
I'd recommend this book highly - it can give you a lifetime of benefit.

Reprinted from *The Nor'easter*

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INDUSTRY NEWS

PORSCHE DEBUTS 1993 911 RS AMERICAN MODEL AT NORTH AMERICAN INTERNATIONAL AUTO SHOW

DETROIT, MICHIGAN, January 6, 1992 -- Porsche Cars North America displayed its first 1993 model at the North American International Auto Show, as it debuted a new version of its popular 911 range. The 1993 911 RS America will be unique to the U.S. market. Labeled by company executives as, "A Pure-Protein Porsche 911," the 911 RS America is designed to handle more like a competition version 911. It offers larger wheels and tires, a larger diameter front stabilizer bar, as well as stiffer springs and shock absorbers than the normal 911 Carrera 2. Available only with a five-speed manual transmission, the RS America will enter the U.S. market at a Manufacturer's Suggested Retail Price (MSRP) of \$53,900, compared to the more richly appointed 1992 911 Carrera 2, which carries an MSRP of \$63,900.

Unlike the 911 Carrera 2, the RS America sports a large fixed-plane spoiler and carries special RS identification. The emphasis is on ultra-sporting handling feel and agility. It will be built in limited quantities for the U.S. market only. The 911 RS America will be slightly lighter than the 911 Carrera 2 for more agile handling.

The new version 911 is powered by Porsche's familiar 3.6 liter, 247 horsepower, twin-engined, opposed-six-cylinder engine which propels it to 60 mph in just 5.4 seconds.

In keeping with the goal of giving the 911 RS America race car-like agility, Porsche engineers have made performance improvements such as fitting 17 inch diameter light alloy wheels - 7 inches wide at the front and 8 inches wide at rear. The front stabilizer bar has been beefed up to 22 mm diameter and the competition-oriented shock absorber package has been made standard as have progressive-rate springs at the rear.

Adding to the performance-oriented handling package, tire profile has been lowered at the front and both the width and profile improved at the rear. Front tires are specified at 205/50 ZR 17, while 255/40 ZR 17 tires are fitted at the rear. Like all current 911 models, the 911 RS America is fitted with fully independent, coil-spring suspension,

utilizing MacPherson struts and forged light alloy arms at the front. At the rear, aluminum alloy semi-trailing arms with self-stabilizing toe-characteristics are used.

Like all Porsche models world-wide, the 911 RS America offers powerful four-piston, aluminum-alloy fixed-caliper design four-wheel disc brakes and an Anti-Lock Brake System (ABS) as standard equipment. Airbags for both driver and passenger are also standard. Porsche is the only manufacturer in the world to offer standard equipment driver and passenger side airbags in every one of its models.

The 1993 911 RS America will be offered in four exterior colors: red, black, silver metallic, and midnight blue metallic. It is expected to go on sale at U.S. Porsche dealers in April.

Optional equipment will include a limited slip differential, sunroof, air conditioning, and a Porsche CR1 AM/FM digital display stereo cassette radio.

PORSCHE ESTABLISHES U.S. FINANCE COMPANY

RENO, NEVADA, January 6, 1992 -- Porsche Cars North America, Inc. today announced the establishment of Porsche Credit Corporation. The firm which will commence operations in early 1992 will provide automobile leasing and retail financing through authorized U.S. Porsche dealerships. The credit company will be a subsidiary of Porsche AG and an affiliate of Porsche Cars North America, the official importer of Porsche vehicles and parts for the United States.

Porsche has appointed Mr. Frederick J. Schwab, Senior Executive Vice President of Porsche Cars North America to the additional position of President, Porsche Credit Corporation.

In making the announcement today, Mr. Schwab said, "Porsche Credit Corporation will provide Porsche dealers with strong marketing support enabling them to offer Porsche customers flexible and innovative retail financing and leasing plans.

BEHIND THE SCENES

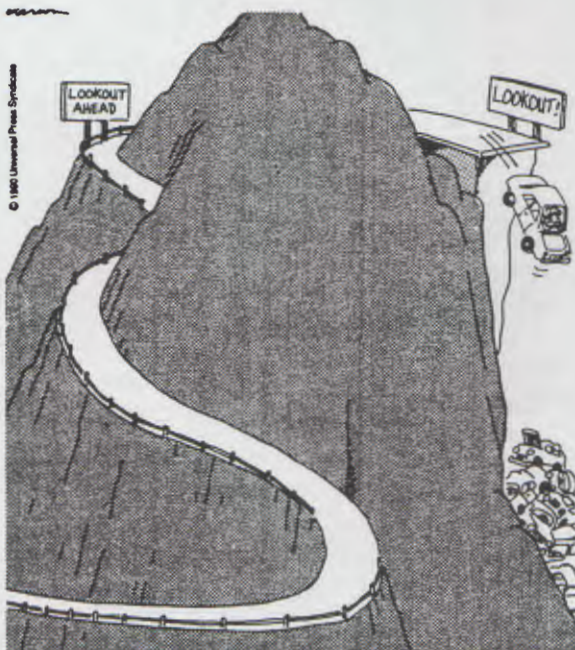
What a great idea! A co-editor! Now I only have to do half the work and don't dread "deadline weekend" anymore. I also only have to think up something to say in this column every other month, Dodie is right, it's a real pain in the ---.

The Official Chicago Region 1992 Calendar was mailed mid-January. It, unfortunately, went to press before all the date changes that we had to make to events. Be sure to check page one of the *Scene* for the most current dates for events. You wouldn't want to miss out on your favorites!

Susan Brenkus and Julie Rudawsky are busy making plans for our 35th Anniversary Party. This promises to be a gala event! In advance of this, the *Scene* is running some columns from veteran members. The first of these, "Way Back When", by Harold Beach appears this month. Look for some entertaining columns in the months ahead. For the *Scene's* April cover photo we would like to have a photo of a 1957 Porsche to celebrate. Who among you has a picture you would like to share with us? All photos will be returned intact.

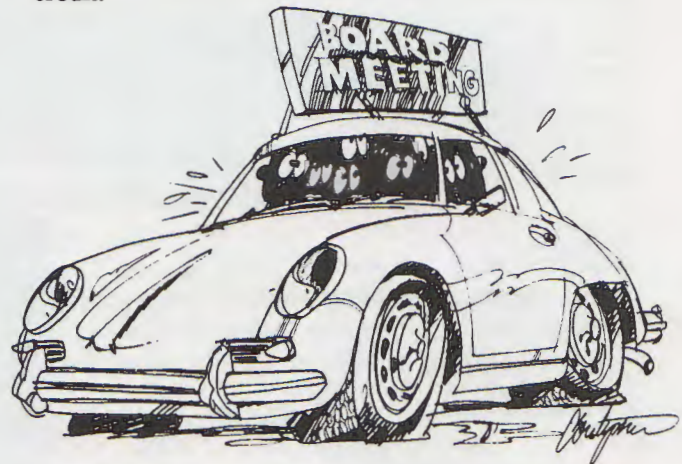
Don't miss out on our Second Annual Brunch at Chef Karl's Edelweiss Inn. Chef Karl is a terrific cook and even puts on a great show while he cooks. See you there!

Doris



CORRECTIONS/CLARIFICATIONS

The *Scene's* January cover photo which is a copyrighted photo by Arnold Zann, used with permission, is part of Perfect Power's new advertising campaign, currently running in *Panorama*. The *Scene* regrets the omission of Perfect Power in the photo credit.



1992 Chicago Region Board Meetings will be held the first Friday of each month (except July) at Burkley's Inn, 2967 Mannheim Road, Rosemont, (708)296-6320. Board meetings begin promptly at 8:00 PM. Board meetings are an open forum and members are invited to attend.

MODEL CAR EXPO

On Saturday, February 29th, 1992 the STRICTLY 43RD Model Car Club will host its 2nd Annual Model Car Expo at the Sheraton International O'Hare Hotel in Rosemont. The Expo includes a Swap Meet and 1/43rd Scale Model Car Contest and is held in conjunction with the Ferrari Club of America's 12th Annual Literature, Art and Model Exposition. Expo hours are 10:00 AM to 4:30 PM. Special hotel rates are available for out-of-town guests, with free shuttle transportation from nearby O'Hare Airport. For table information, please write to STRICTLY 43RD, P.O. Box 33, Riverside, IL 60546 or call Don Anderson at (708)964-6101.

THE MART

● FOR SALE - PARTS

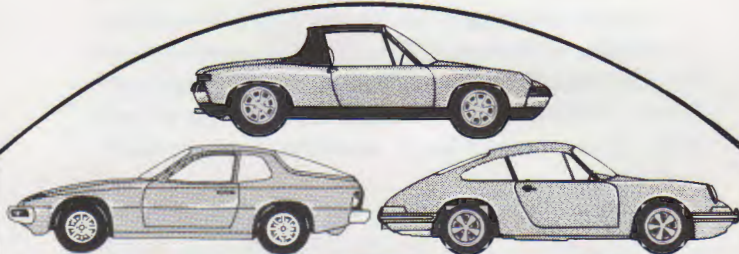
Cleaning out garage. 3rd & 4th gearsets from a 915 transaxle, along with ring & pinion, like new, best offer. Fittipaldi E-3 wheel, black, complete \$175; pair medium blue cloth sportseats (like Recaros), new, \$500. Complete exhaust/heat exchanger assy. for a 3.0 liter w/converter shell. Best offer. OEM front & rear swaybars and CIS injection parts from an '81 3.0, make offer. Ronal R-9's, 7" & 8", gold center w/Goodyear VR-S. 60% tread remaining \$900/offer. Stock 911 headlight buckets & trim rings, cheap. Some small body parts as well. New Colgan engine bay service cover \$40. Tom Thompson (708)513-6629 eves.

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...everything. Glenn Stazak (708)208-1924.

● FOR SALE - OTHER

"Restoration Rotisserie" - 42 inch radius, adjustable 18 ft. length. Includes brackets for 356. Moves easily on steel swivel casters. Heavy all welded construction. "Restoration Dolly" - Mount your car at the proper points, 24 inches off the ground, on a level, moveable, all steel welded platform. Reasonable, pictures available. John Mueller (708)487-2406.

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 \$150. Doris Voce (708)462-0451.



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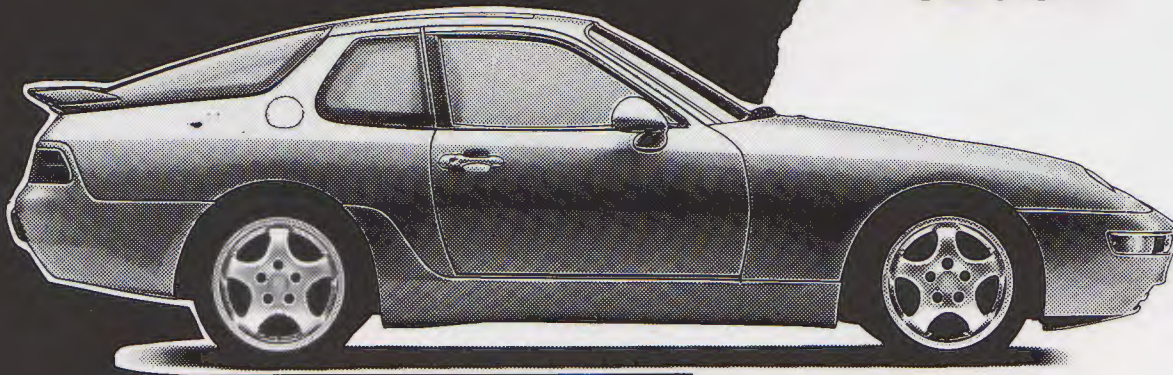
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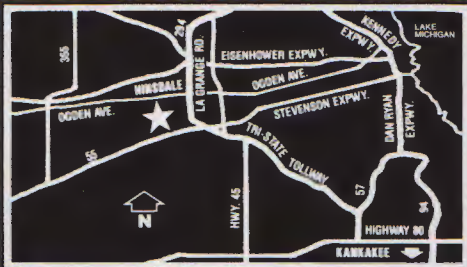
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