

JANUARY 1992

CHICAGO SCENE

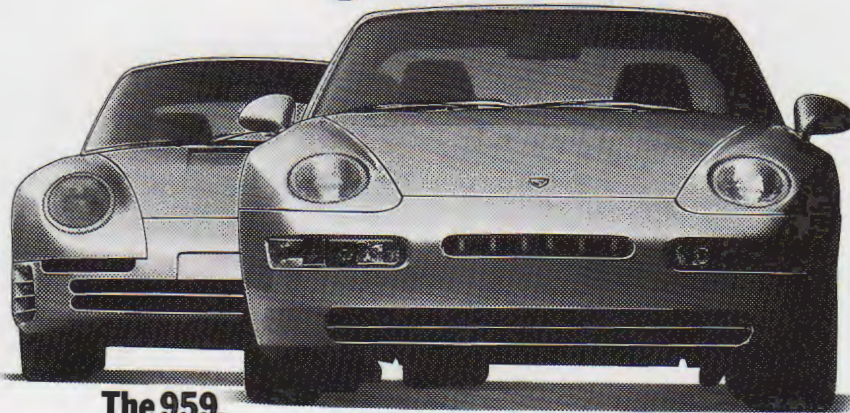


The official publication of the Porsche Club of America, Chicago Region



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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.

ADVERTISING RATES:

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COVER: Phillip Collin's beautiful Carrera 2 Cabriolet. Photo Copyright® 1991 by Arnold Zann.

CHICAGO REGION 1992 CALENDAR OF EVENTS

January 19	Annual Membership Meeting
February 16	Restaurant Tour
March 1	Tech Session
March 15	Concours School
April 5	Rallye
April 25 & 26	35th Anniversary Party and Concours
May 3	Driving School
May 13	Blackhawk I
May 23 & 24	Elkhart I
June 14	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 12	Blackhawk III
August 23	Utica Gymkhana
September 5 & 6	Elkhart II
September 20	Charity Gymkhana
October 3	Blackhawk Octoberfest
October 11	Rallye
October 25	Halloween Concours
November 8	Restaurantour
November 22	Tech Session
December 5	Dinner Dance

WHO'S WHO



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(312)616-1416



VICE PRESIDENT
Rip Patterson
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SECRETARY
Chuck Bittman
(708)246-9505



TREASURER
John O'Keefe
(708)344-0911

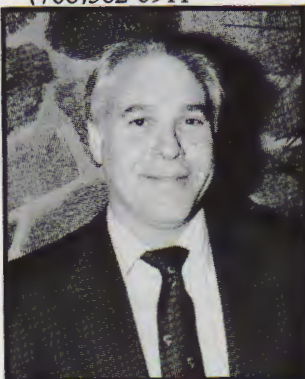


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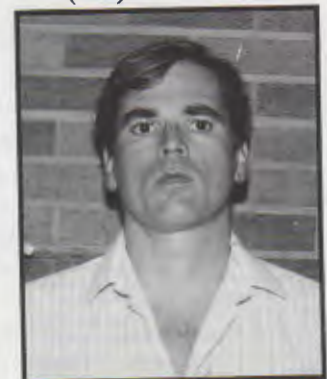
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Lee Lichtenstein	(708)577-1550
24 Hr. Member Info	(312)769-8193
TECH CREW CHIEF	
Glenn Sapa	(708)690-0667
"SCENE" EDITOR & ADVERTISING MGR.	
Doris Voce	(708)462-0451
	FAX (708)510-0849
CO-EDITOR	
Dodie Mueller	(708)487-2406
CONTRIBUTING EDITOR	
Richard Badler	(708)317-0059
PHOTOGRAPHER	
John Bohlander	(708)963-8076
PRINTER	
GPI Printing	(708)820-1770



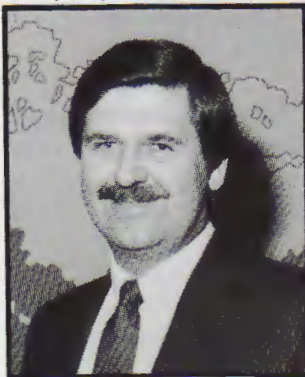
DIRECTOR
Bruce Janecek
(708)361-8421



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

Here it is time for my second article already. No wonder Debby was happy to retire.

If you missed the dinner dance, you missed one hell of a good event. We really had a ball. In case you were not present, you can redeem yourself in July. That's right. We are going to hold our first "Christmas in July" Dinner Dance on the luxury yacht, Odyssey, Saturday, July 25th. The price will be slightly higher than anticipated but I'm sure it will be worth it.

Rallyes appear to be in good shape. We have three scheduled for the coming year. Chuck Mackay, David O'Bryan and myself will be chairing these events. As I mentioned last month, we are going to try to make these events less difficult and more fun. We hope the members feel the same and hopefully participation will increase.

Speaking of participation - we are awaiting the results of the Porsche Race Series questionnaire. This one is going to be a close call. It involves the risk of a great deal of the club's money so naturally the board will proceed very carefully. I cannot overemphasize the importance of this decision. As we are in the Christmas Season, there is no board meeting between now and the Annual Meeting January 19th. I really hope you all come out and express your opinion regarding this very important matter.

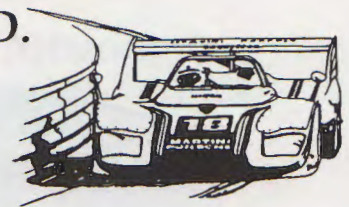
I hope all of you had a very joyous holiday and have a happy and healthy 1992! Remember - Porsches are like kleenex - they are great when they are dry.

Dan

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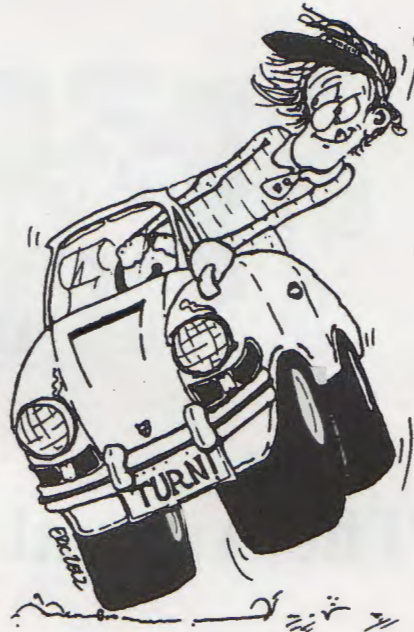
UP AND COMING

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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The Annual General Membership Meeting

January 19, 1992

Noon - 2:00 p.m.

(Coffee and Pop will be served)

Motor Werks of Barrington
Dundee and Barrington Road

Join us at our Annual General Meeting and meet the 1992 Board of Directors and Coordinators. We will discuss the upcoming schedule of events for 1992 and answer any questions you might have.

Questions?

Call Dan Gallagher (312) 616-1416

*PCA/CHICAGO REGION 1992 RESTAURANT TOUR
PHASE I*

February 16, 1992 11:30 AM

Chef Karl's Edelweiss Inn, 411 East Park Avenue, Libertyville, IL
(708)367-9696

Beat the winter doldrums - come in out of the cold!

Celebrate all the February Holidays at one time:

Lincoln's Birthday - 12th
Valentine's Day - 14th
President's Day - 17th
My Birthday - 19th (no presents, unless you insist)
Washington's Birthday - 22nd

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 entrees consisting of:

Sauteed Shrimp & Scallops - Chef Style
Sauteed Baby Salmon with Dill Sauce
Petite Filet with French Peppercorn Sauce
Sauteed Boneless Chicken Breast - Cajun or Lemon

All in all, a great deal at \$20.00 per person (tax & tip included)

Chef Karl's Edelweiss Inn is located on route 176, only 1/4 mile East of Milwaukee Avenue
(Route 21).

This event drew rave reviews last year, so start the 1992 PCA/Chicago Region Social Season off
deliciously.

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

Entree pre-selection requested:

___ Shrimp ___ Salmon ___ Filet ___ Cajun Chicken ___ Lemon Chicken

Please Reserve ___ @ \$20.00 Ea. Total \$ ___

Make checks payable to: Chef Karl's Edelweiss Inn

Name _____ Evening Phone#(____) _____

A MESSAGE FROM OUR TREASURER

I would like to take this opportunity to thank you all for selecting me as enthusiast of the year for 1991. My honor in accepting this award is exceeded only by my surprise in receiving it. Several other people come to mind who would be very deserving of this award. I am neither the fastest at Road America, nor the cleanest at the concours, nor the rallyist with 5 points per leg.

My acceptance remarks at the dinner dance were brief; I obviously was not prepared to say anything. Besides, I hate long speeches, if anyone wants to hear those, the Academy Awards are coming again.

After almost a month, I still don't know what else to say except thanks again. I shall treasure the beautiful crystal tray for the rest of my life, and of course, I shall continue to do what I can for the good of Chicago Region.

With that in mind, I hope to have a financial report for 1991 complete for presentation at our meeting on January 19th. I say I hope because we need various figures from our banks in order to do this. If the figures arrive on time, the report will be done by the 19th.

It was my intention to computerize the treasury to bring Chicago Region into the computer age (and also to reduce the amount of time it takes me to keep track of everything!). Perhaps we shall get this done in 1992; however, there are a few obstacles to this. A future region treasurer may not own or know how to operate a computer, and computers cannot write checks at events. We will try to work around these problems.

Also, we have been working with PCA National Finance Chairman Peter Dicks to ensure that we are up to date on filing all the proper governmental forms to maintain our region's not-for-profit corporate status. Some of these requirements have changed recently. This is a big project which I hope to complete before I leave office at the end of 1992.

Basically, Chicago Region ends 1991 in not excellent but good financial condition. Over the next several months, we shall have to expend many thousands of dollars to secure our 1992 track rental dates and insurance. In addition, we can look to a lower rate of return on our investments. We have already received notification of this.

I will be at the General Meeting on January 19th and will be happy to listen to any comments you might have.

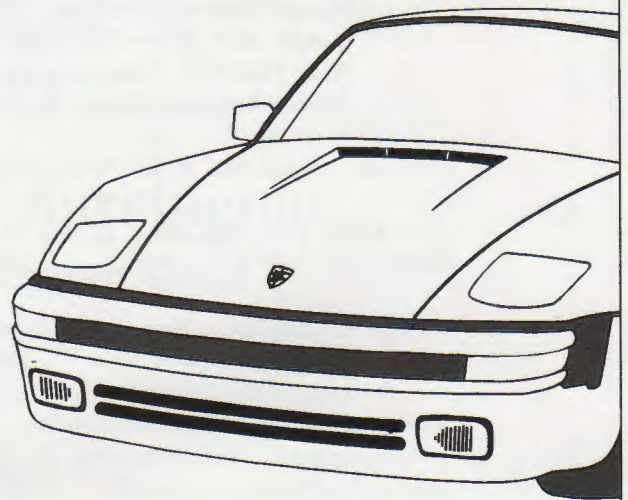
See you there!

John O'Keefe

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THE FAST LANE

Has this happened to you?

You're at a cocktail party and you meet another Porsche pusher. In seconds, you're heavy into an arm-waving repartee on the ultimate dry handling of A008's vs. RE71's; whether BBS wheels really do look better than Fuchs and the cost-benefit equation between original equipment and Momo steering wheels. You're getting into Ruf Stage 3 cam profiles when you notice there's a guy standing nearby who's been eavesdropping on this graduate level discourse. He comes over.

"Are you guys talking about Porsches?" he asks.

"Yeah!"

"Oh great!"

"Have a seat. We were just about to evaluate shocks. I run Konis and I'm willing to wager this guy swears by Bilsteins, even though in the last issue of...."

I see this guy is beginning to turn gray. I try another tack.

"What do you think about those new camber trusses?" No, he's turning arctic white.

"Hey, pal...you did say you have a Porsche, right?"

"I, uh, yeah. But, uh, what are you guys talking about?"

We look at each other. We look at our new friend. We look at each other again.

It comes out of each of our mouths like we were a musical duet. "Are you a member of PCA?"

He responds very slowly. "P...C... I think I entered the wrong driveway. I need to back out."

This guy belongs to another whole parallel universe of Porsche owning. There's "us" Porsche-philies and there's "them." And, whenever we meet, we just seem to collide.

I've found it doesn't matter what model "they" drive. I recently met one of "them" and this guy actually owned a 911 Turbo. Make that a C-2 Turbo. His third Porsche. Really.

We had nothing to talk about. I mean, like, if you can't sprout techno-stuff about your car, how can you possibly drive it as it was meant to be driven? How do these guys get by every month without comparing their car against the want ads of Panorama? How can they not run the calculus program for model year X OEM options X aftermarket add-ons divided by winters and miles traveled + price? How can they not know how their cars compare?

No, I'll always have a plan to carry my PCA membership card. It's in my wallet right now along-side other essentials I might need along life's long highway.

So, I'm at another cocktail party recently. I'm bored. Nobody to talk to.

But wait! What's that I hear? Did those guys in the corner say Elkhart Lake? Could it be? I move a few feet closer. Yes! Now it's unmistakable. Laguna Seca, Riverside, Watkins Glen. I think I've found some of....us!

I saunter over.

"You guys talking about racetracks?"

"Yeah! Here, join us. Have a seat."

Oh boy! Jackpot. Major score. I'm not wasting any time. I'm shifting into overdrive.

"My favorite is Lime Rock. It's not too long, so you can wander the whole track and see a lot of action in the afternoon," I say.

"Uh, yeah....Say, what's your favorite corner at Lime Rock?"

Oh! I'm up to operating temperature now. "Big Bend, definitely," I throw out without hesitation.

"Me too," says the other guy. "But I had some trouble there recently." This guy is raising his hand out flat and he's starting to move it like it was a car going into a slide.

"You know how you come down the front straight flat out, under the bridge, past the pits and then, just hit that marker for maximum breaking before turning in for Big Bend?" I sort of nod. "Well, I got squirrely one lap and had all I could do to save it. Damn if I didn't flat-spot all four tires. What a ride!"

Whoa! Now just a minute here. It's time for a reality check.

"You mean you were racing?"

"Yeah, sure." Both guys nod, like on cue.

"On the racetrack?"

"Where else? Hey pal, like, if you've got it, there's just no other way to let it all hang out."

"Yeah, well, uh." Is the room suddenly stuffy?

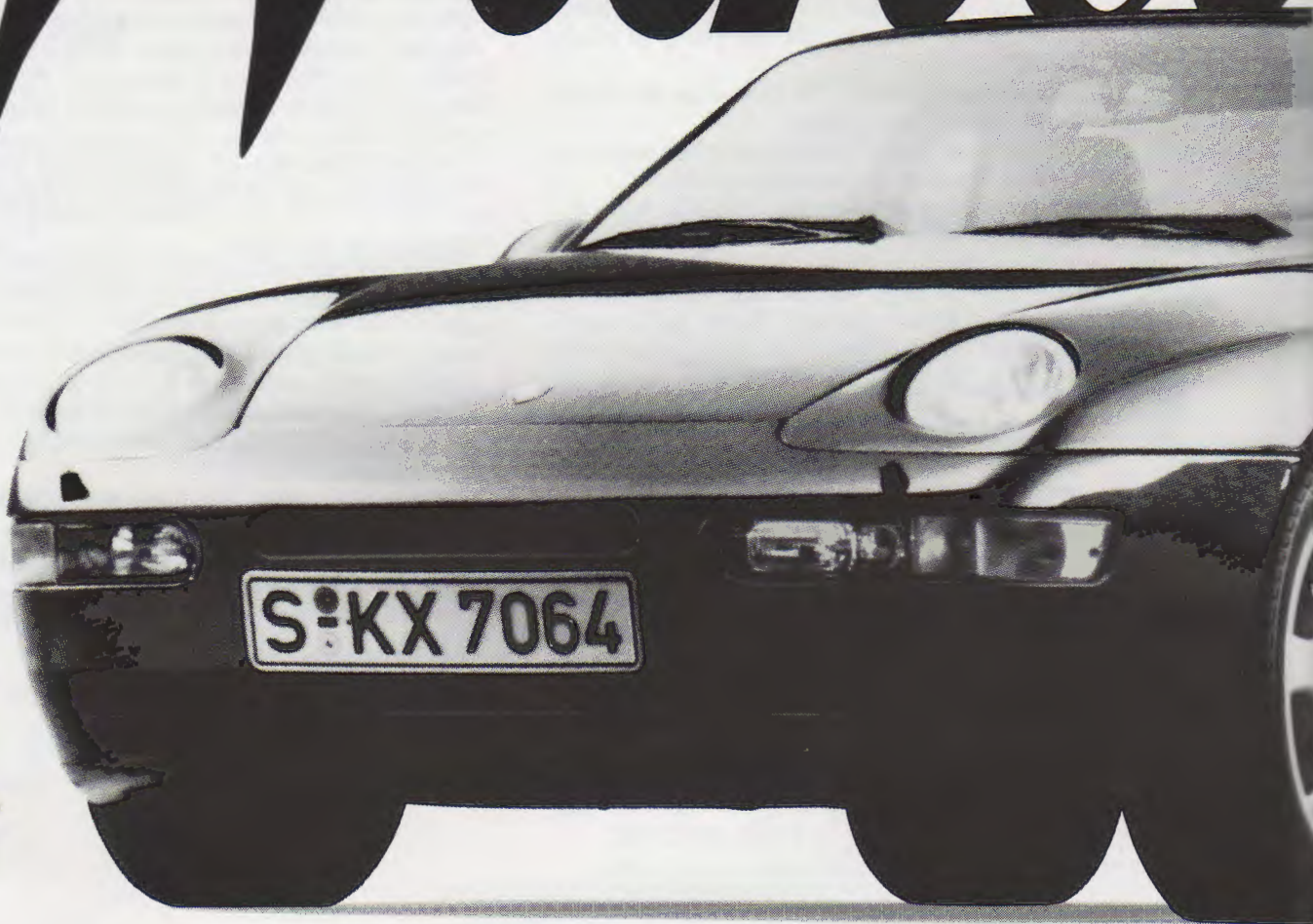
"Would you please excuse me." Why is the room beginning to slide, er, spin? "I think I need another drink."

I'm out of there. I'm out of there fast. And, I'm not going to glance back in my mirrors.

By: Richard D. Badler

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REAR VIEW MIRROR

CHOCOLATE FANTASY BALL

Our annual holiday party and awards dinner was a gala evening with over 100 Chicago Region Porsche Pushers in attendance.

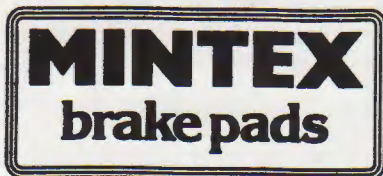
This was our second year at the Oak Brook Bath & Tennis Club, which was decorated in all its holiday finery. Also dressed in their festive best were all the guests with the latest style of the 90's - the return of the mini dress - much in evidence (to the delight of the men). Never ones to back down from a challenge, the Chicago Region guys looked very handsome in their tuxedos and Sunday best.

We began our evening with cocktails and hors d'oeuvres at the bar and moved into the dining room for the delicious main course of London Broil or

Orange Roughy. In keeping with the theme of the evening, the dessert, which also doubled as a beautiful centerpiece, was a chocolate cake beautifully decorated with the Porsche crest.

Following dinner President Debby Leed awarded the year-end trophies to all those deserving folks who worked so hard the past year. Incoming President Dan Gallagher surprised outgoing President Debby with a beautiful Waterford crystal vase to which the board members and coordinators added a dozen long-stemmed red roses. Who said chivalry is dead!

Kudos to our hostess, Gail Becker, for planning such a grand finale to 1991's events. It was a fabulous evening!



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1991 Concours Winners



1991 Rallye Winners

1991 CHICAGO REGION OVERALL WINNERS

RALLYE

1st Place	Gene & Ray Urban
2nd Place	David O'Bryan
3rd Place	Nick Leicht & Gary Schock
3rd Place	John O'Keefe

LADIES AUTOCROSS

1st Place	Marla Turek
2nd Place	Jeanette Russo
3rd Place	Linda Gutmann
4th Place	Susan Brenkus
5th Place	Debby Leed
5th Place	Peggy Wagner

MENS AUTOCROSS

1st Place	Nick Brenkus
2nd Place	Greg Turek
3rd Place	Jeff Girard
3rd Place	Arnie Zann
5th Place	Harold Beach

CONCOURS

1st Place	Dan Gallagher
2nd Place	Bill Garvey
3rd Place	Bob Gummow
4th Place	Chuck Will
5th Place	Myron Walters

THE 1991 ENTHUSIAST OF THE YEAR

The final award given at our annual Dinner Dance on Saturday, December 7th, was the Enthusiast of the Year Award. Selecting the enthusiast of the year is always a difficult decision. But in the final analysis, one person stood out above the rest for his contributions to the Region. This person is excellent at reading a map, outstanding at balancing a checkbook and will drop everything to help the Chicago Region of the Porsche Club. This person single-handedly chaired the St. Patrick's Day Rallye in the spring. He camped out near Starved Rock in July, when the overnight temperature hovered around 90 degrees, so that he could set up the timing lights for Utica the next morning. He has done a superb job as your Treasurer. And he has been a good friend and enormous help to me. It is my pleasure to introduce your 1991 Enthusiast of the Year - John O'Keefe.

Debby Leed



1991 Mens Autocross Winners



John Bohlander

1991 Ladies Autocross Winners



Enthusiast of the Year, John O'Keefe

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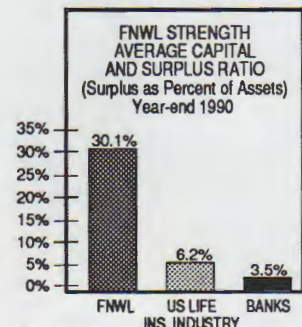
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THE DEBUT OF THE 968

There was excitement in the Lake Forest air at our November Tech Session at Lake Forest Sportscars presentation of the newest Porsche, the 968.

While the mechanics treated our cars to a service clinic, we were treated to a buffet lunch and an opportunity to ogle the 968.

On display was a beautiful black cabriolet, said to be the only one in the U.S. The marriage of the 944 S2 with Porsche's new styling and technology produced a real beauty. Sitting behind the wheel was reminiscent of my 944, with some slight changes in the instrument panel. To add to our excitement, there was an unconfirmed rumor that PCNA had rolled back the prices on their newest Porsche to a more affordable level, certainly welcome news in these recessionary days.

All in all, it was a fun day; we were pampered and so were our cars. Thanks to our friends at Lake Forest Sportscars for their hospitality.



LFSC looks after our Porsches...



Trying the 968 on for size



...while we have some munchies and relax

BRUCE & DOUG'S BLACKHAWK ADVENTURE

By Doug Arndt

Bruce Boeder and I, being relatively new Nord Stern members, decided after the Fast Fling that driving at the Last Fling just wouldn't be enough of a speed fix to get us through the upcoming long winter. It appeared that our choice was between the two day event at Heartland Park and one day at Blackhawk Farms. Both events were scheduled the same weekend, and the Blackhawk being the shorter drive (5 hours each way) with track time on Saturday only, we would be able to be back at home early Sunday afternoon. A couple of phone calls later, our registration was in the mail.

Friday afternoon had us on the road headed southeast through the peak of the fall colors along Interstate 94. Fortunately, we had made the decision early on to take Bruce's 911SC and trailer it behind my van in the event the car (or van) had mechanical problems. I say fortunately because Wisconsin's finest were out in force, including an unmarked Z-28 similar to Minnesota's Mustangs. With the cruise set to 68 and the seats tilted back the trip was uneventful.

Saturday morning we headed out to the track with car in tow and hopped on our mountain bikes for a lap around the track before it opened for familiarization.

Blackhawk Farms Raceway is a 1.8 mile track with 9 turns and a 2400' straight. The topography resembles a hockey rink, although because it is an older track, there is a wide variance in the surface from a smooth pavement to eroded washboard asphalt in a couple of turns. The track is considerably slower than Brainerd with at least two second gear turns in the 911. Each turn is different from the last and because of the length of the track, they come at you in rapid succession. There is no time to let your concentration waver, but if it does, there are nice flat, wide open run off areas around nearly the whole track.

Roger Johnson described the open track circulation format that the Chicago Region runs in the October newsletter, and both Bruce and I enjoyed the large amount of track time which this format allows for a one day event. Even with an "incident" which closed the track for nearly two hours, we both had over 90 minutes of the scheduled two hours of track

time. The drivers were allowed to place themselves into one of four groups according to ability and car. After the first session you could move to a run group more suited to you, if necessary. The fastest two groups allowed passing around the entire track where appropriate.

There was a wide variety of Porsches, from 914s to modified 930s. The fastest car was apparently, (no official timing, remember?) a tube frame GT2 914/6 that resembled Rick Moe's car on steroids. Lake Forest Sportscars brought an 18 wheel rig with four mechanics, and provided service free of charge all day long. LFSC also brought a Ferrari F40, and provided rides to the highest bidders from a silent auction held previous to the event.

The members of the Chicago Region were great hosts, with everyone being outgoing and friendly, making sure we enjoyed ourselves. The day was capped off with a wonderful steak dinner held at the track.

Bruce and I would both highly recommend the trip to Blackhawk, as a first excursion away from Brainerd. The lower speeds are less intimidating, and the track emphasizes driving ability and puts less importance on horsepower than does Brainerd. The Chicago Region holds four events at Blackhawk each year and has a number of driver/instructors who are most helpful to first time visitors to the track.

Reprinted from December 1991 *Nord Stern*

INDUSTRY NEWS

1992 PORSCHE 968 LAUNCHED AT \$39,850 SUGGESTED RETAIL PRICE

RENO, NEVADA, December 20, 1991 --- Porsche Cars North America Inc. today announced pricing on all three of its sports car ranges including an early pricing announcement on one 1993 model.

The 968, which is Porsche's newest model, is being introduced to the U.S. market in December at a manufacturer's suggested retail price (MSRP) of \$39,850. The 968 replaces the 1991 Porsche 944 S2 which carried a suggested retail price of \$43,350. The 1992 Porsche 968 offers new styling, a new 236-horsepower engine, as well as new six-speed close-ratio manual and four-speed Tiptronic transmissions.

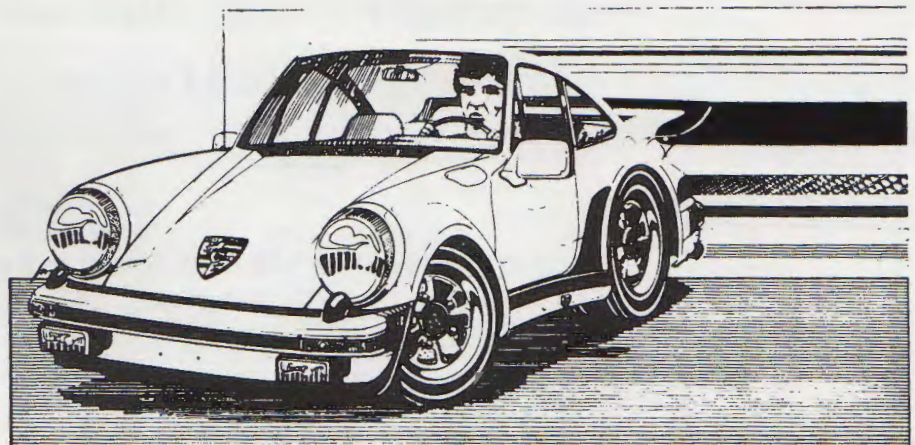
Porsche Cars North America also announced pricing on a 911 model never before offered in the U.S. The 1992 Porsche 911 America Roadster will carry an MSRP of \$87,900. The 911 America Roadster is a limited production model, with special styling and ultra-high performance suspension and brake systems. Its offering commemorates the fortieth anniversary of Porsche's first victory in Sports Car Club of America road racing. It is the namesake of the original Porsche production sports car designed for U.S. racing, the 1952 Porsche 356 America Roadster.

Porsche also announced that a new version of its famed V-8 sports car will be offered as a 1993 model. The 1993 Porsche 928 GTS will go on sale this spring. It will feature many of the technological advances of Porsche's legendary 959 and will offer a new version of the all-aluminum Porsche V-8 engine upgraded to 345 horsepower. The 1993 Porsche 928 GTS will carry a suggested retail price of \$80,920.

Following are prices of a representative selection of 1992 Porsche models and the 1993 928 GTS.

<u>MODEL</u>	<u>MSRP</u>
968 Coupe, 6-speed	\$39,850
968 Coupe, Tiptronic	\$43,000
968 Cabriolet, 6-speed	\$51,000
968 Cabriolet, Tiptronic	\$54,150
911 Carrera 2 Coupe, 5-speed	\$63,900
911 Carrera 2 Coupe, Tiptronic	\$67,050
911 Carrera 2 Cabriolet, 5-speed	\$72,900
911 Carrera 2 Cabriolet, Tiptronic	\$76,050
911 Carrera 4 Coupe, 5-speed	\$75,780
911 Carrera 4 Cabriolet, 5-speed	\$84,780
911 America Roadster, 5-speed	\$87,900
911 Turbo, 5-speed	\$98,875
<u>1993 928 GTS</u>	<u>\$80,920*</u>

*Five speed manual or four-speed automatic transmission offered at same MSRP.



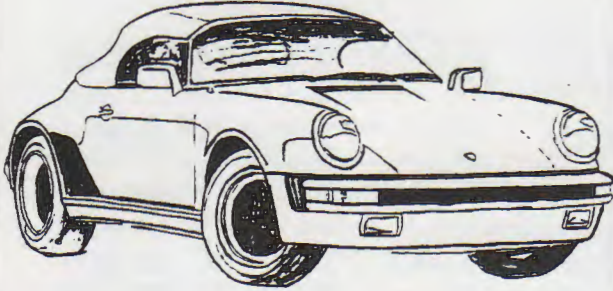
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BEHIND THE SCENES

I must be crazy...I'm doing it again! I thought I had enough of late hours, frantic phone calls and a few very sarcastic comments on the way I did this or that. I must like punishment...why else would I tell Doris I'd come on board as her Co-Editor of *Scene*.

Perhaps, I like meeting new people and becoming involved - yeah...that's it! Or maybe I like seeing the end results of hours of hard work when the newsletter goes to press.

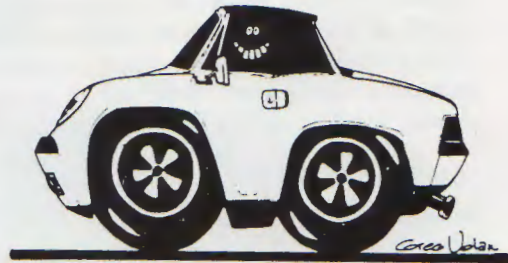
When I became the editor of Nord Stern, the PCA newsletter of the Minneapolis / St. Paul region, I did it because I wanted to get involved. I'm not a Hot Shoe like my better half and since my max speed in a car would never permit me on any US track, I figured that if this was to be a family thing and if I wanted to see my husband, I'd better do something. That something turned into three years of having a ball. An editor is really the heart of any PCA club (just a minute here while I pat myself on the back!) We (the editors) really do keep everything in sync. Be it a high gloss publication or a one page rag sheet - getting coming event schedules, tech articles, etc. out to our members-ON TIME- is really what it's all about. A move to Illinois was what necessitated my termination with Nord Stern. I miss it, I really do!

I think Doris and I are going to have fun with *Scene*. She is doing a terrific job - she's to be commended on her talents to date. Next time you see Doris, or myself for that matter, let us know how we're doing...we like that!!

We will be taking turns every other month writing the editorial and after writing this one...my memory quickly returned...this is a pain in the ---. It's not easy coming up with wonderful things to captivate our members with each month, so- as is my style- I tend to throw little nasties in now and then just to make sure you're reading this column. Plus, it's a sure way to hear from some of you out there.

Until March.....

Doris



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THE MART

● FOR SALE - PORSCHE

1976 912E Black exterior/Black original leather interior, elec. sunroof, Blaupunkt stereo AM/FM (Model CR4096), Muntz amp. (AM-110). Engine rebuilt at 126K mi. (now at 135K), in excellent driving condition, extensive recent restoration. A beautiful, classic car - must see to appreciate. Asking \$15,000. Albert Hatch (312)684-4644.

1973 914 1.7 liter, body in primer, interior brown in excellent condition, many new parts, best offer. Also 1973 914 2.0 liter for parts engines, glass, interior. Call with needs. Glenn Stazak (708)208-1924 eves.

1970 1.8 914 race car. Zero hours on fresh Finch motor, long/short track trainy. SCCA legal or modify for vintage. Very fast, \$24,000. Hari Matsuda (708)475-4356 eves.

Want a good 356? Since my nose is no longer at the grindstone, I have my ear to the ground. Every now and then a good 356 surfaces. 1965 SC coupe, White/Black interior, original, excellent condition, no major problems. Attractive price. Wayne Potter (708)546-4457.

● FOR SALE - PARTS

1.8 and 1.7 Mahle pistons and cylinders - \$400/set. Four bolt 7" Fuchs wheels - \$500/set. Goodyear "S" compound tires on MSW wheels-944 turbo - \$600/set. Hari Matsuda (708)475-4356.

For 911: 4 mounted and balanced original Porsche wheels and Pirelli P7 tires, very little wear, 90% new. 2 mirror bras (911). 1 bra with fog lamps

(911). 1 car cover (Covercraft). Dr. Benjamin Fiss (312)951-5230 days.

944 Weltmeister sway bars (28mm front & 22mm rear) fits 1985 and later \$200; set of 4 silver 7x15 phone dial wheels \$400. Paul Bergen (708)505-6484 days, (708)369-8975 eves.

Cleaning out garage. 3rd, 4th & 5th gearsets from a 915 transaxle, along with ring & pinion, like new, best offer. 1 new H-4 headlight assembly for a 911 \$60; Fittipaldi E-3 wheel, black, complete \$175; pair medium blue cloth sportseats (like Recaros), new, make offer. 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 \$1,000/offer. Stock 911 headlight buckets & trim rings, cheap. Some small body parts as well. New Colgan engine bay service cover \$50. Tom Thompson (708)513-6629 eves.

Complete 911 factory workshop manuals for 1972 - SC for sale \$150. Bill Scannell (708)339-2633. Leave message if not available.

● FOR SALE - OTHER

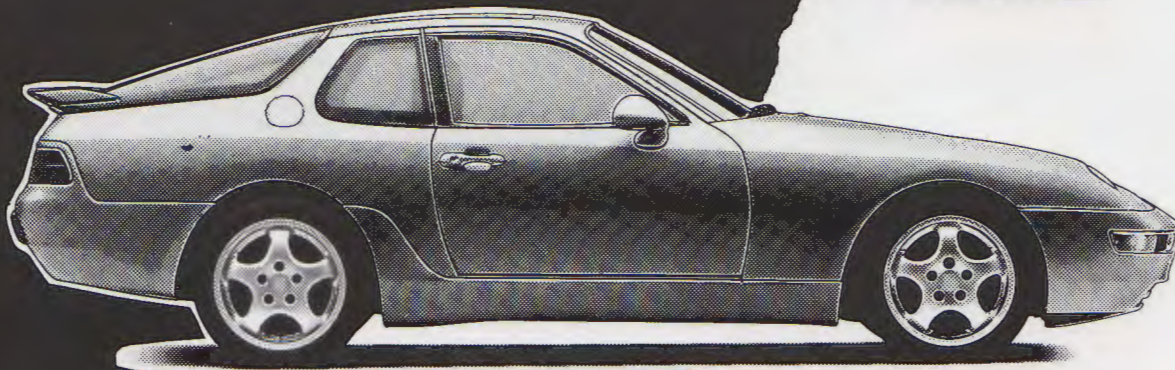
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