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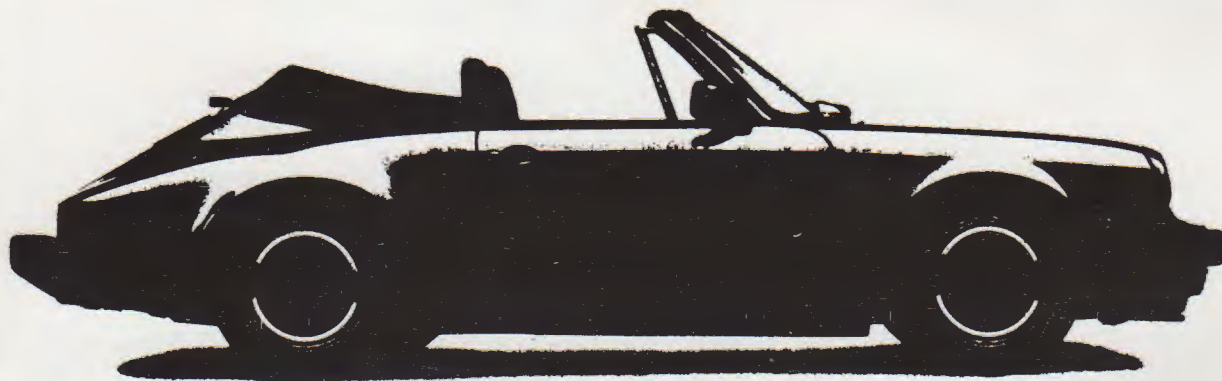
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"CHICAGO SCENE"

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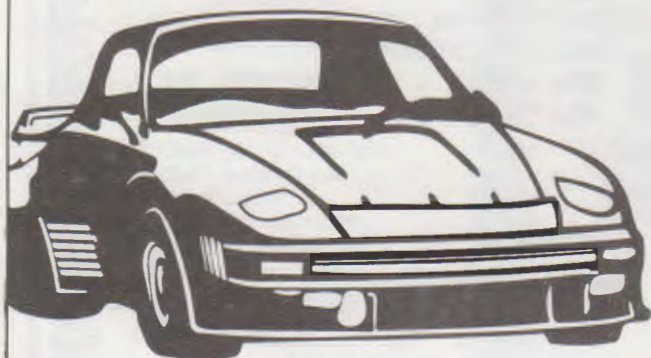
COVER:

We VROOMM out of 1989 in grand style with Howard Yefsky's incredible 1977 911 photographed at Road America this Spring.

**CHICAGO REGION
1989 CALENDAR OF EVENTS**

January 15	General Meeting
February 5	Ice Gymkhana
March 12	Tech Session
April 9	Rallye School
May 7	Drivers' School
May 17	Blackhawk I
May 27-28	Elkhart I
June 11	Concours
June 17	Boat Ride
June 25	Rallye
July 12	Blackhawk II
July 15	Utica Autocross
July 23-29	Parade
August 9	Blackhawk III
August 13	Potters' Picnic
September 2-3	Elkhart II
September 24	Autocross
October 14-15	Two-Day Rallye
October 29	Concours
November 19	Brunch
December 16	Dinner Dance

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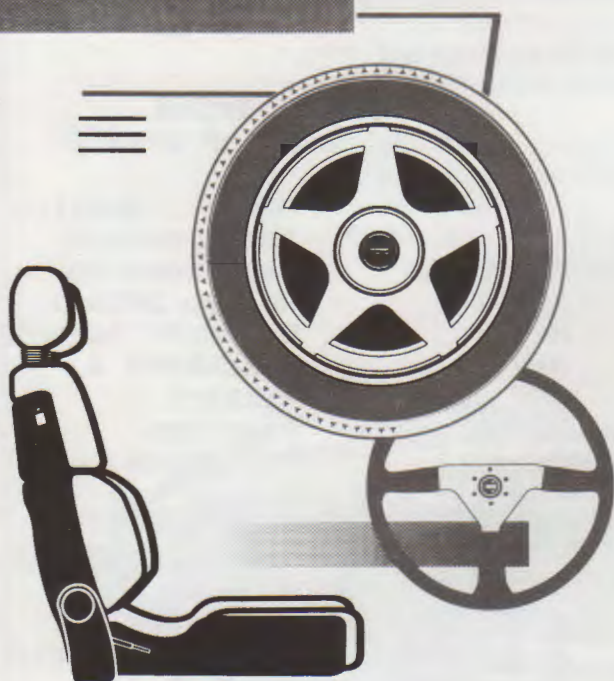
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UP AND COMING

THE "YES THERE WILL BE ICE" ICE GYMKHANA AND ANNUAL GENERAL MEMBERSHIP MEETING

WHEN: Sunday, January 21, 1990
WHERE: Lambs Farm, Route 176 and I-94, Libertyville
TIME: 10:00 AM - Registration Opens
10:30 AM - Brunch Available to 2:30 PM
11:00 AM - Track Walk and Practice
12:00 PM - Timed Runs
3:30 PM - Annual General Meeting (Cash Bar)

If the Ice Gods favor us, we will have both an Ice Gymkhana and the Annual General Membership Meeting on the same day this year!! We definitely will have the membership meeting if the Lambs Farm Lake isn't frozen solid enough for us to drive our cars on.

For the uninitiated in the audience, every winter for the last twenty-some years our region has held an ice gymkhana. No, the cars don't fall through the ice and we don't smash into each other. This is a pylon course set up on a frozen lake through which you drive your Porsche or Brand X car in a race against the clock. Sound like fun? It is! The depth of the ice is continuously inspected for safety reasons (aren't you glad?) and the cars are run one at a time on the course. So there is nothing to hit except the rubber pylons. You will be allowed at least three timed runs and some practice runs if you arrive before 11:00 AM. This is an excellent opportunity to practice your winter driving skills which will pay off on the street someday. Remember to bring your 1980 or later Snell approved helmet and your mittens! Leave the studded tires and the chains at home.

The Annual General Membership Meeting will be held from 3:30 to 5:00 PM after the Ice Gymkhana timed runs are finished. Your new Board of directors and Coordinators will introduce their plans for 1990 and respond to your questions about the activities that are scheduled. If you are new to Porsche Club, this is an excellent forum in which to learn about what an autocross, rallye or concours d'elegance involves. Your ideas and suggestions are valuable and important to the Board and they will be listening to every one of them. The direction that Chicago Region takes in the future is dependent upon your attending this meeting to share your thoughts. In addition, please take this opportunity to visit with the event coordinators to let them know how you would like to get involved with the events that they are responsible for. They will be very interested in talking about any of the events that you might volunteer in any capacity, including chair or co-chair. The Porsche world is there for you and it's even more fun when you are involved. Of course, it's also a great time to have fun and socialize with Porsche Friends, old and new. We look forward to seeing you!

Lambs farm has a Pet Shop, Country Store, Bakery and Silkscreen Art Shop to amuse you and your family between timed runs. Coffee, hot chocolate and rolls will be served in the morning at a cost of \$3.00 for adults and \$1.00 for children 10 and under. Brunch is available from 10:30 to 2:30 PM at a cost of \$10.50 for adults and \$3.95 for children 10 and under. Reservations for brunch are preferred but not required. To make your brunch reservations, call Lambs Farm at (708)362-5050.

REGISTRATION

Ice Gymkhana and Annual General Membership Meeting

Driver #1 (\$10.00) _____ Driver #2(\$2.00) _____

Car Make _____ Model _____ Year _____ Color _____ # of Doors _____

Note: Non-Porsches and Winter Beaters are approved for this event, studded tires and chains are not. 1980 or later Snell approved helmets are required.

Coffee, hot chocolate and rolls: Adults(\$3.00) _____ Children(\$1.00) _____

Make check payable to PCA/Chicago Region and mail to: Ms. Kathy Nietlicki, 520 Bovidae Circle, Naperville, IL 60565

Questions? Call Debby Leed at (708)382-6911

CHICAGO REGION TECH SESSION

WHEN: February 25, 1990
WHERE: The Porsche Exchange

Mark your calendars now to attend a Tech Session on February 25th, 1990 to be conducted by Al Krenz of the Robert Bosch Corporation. Al will be giving brief overviews of K-Jetronic, KE-Jetronic, D-Jetronic, L-Jetronic, LH-Jetronic, Motronic, ABS, and spark plugs produced by the Bosch Corporation. Al will be spending approximately three hours covering these systems, and soliciting questions. We look forward to an enlightening day! Further details and a registration form will follow in the January, 1990 issue of the Scene.

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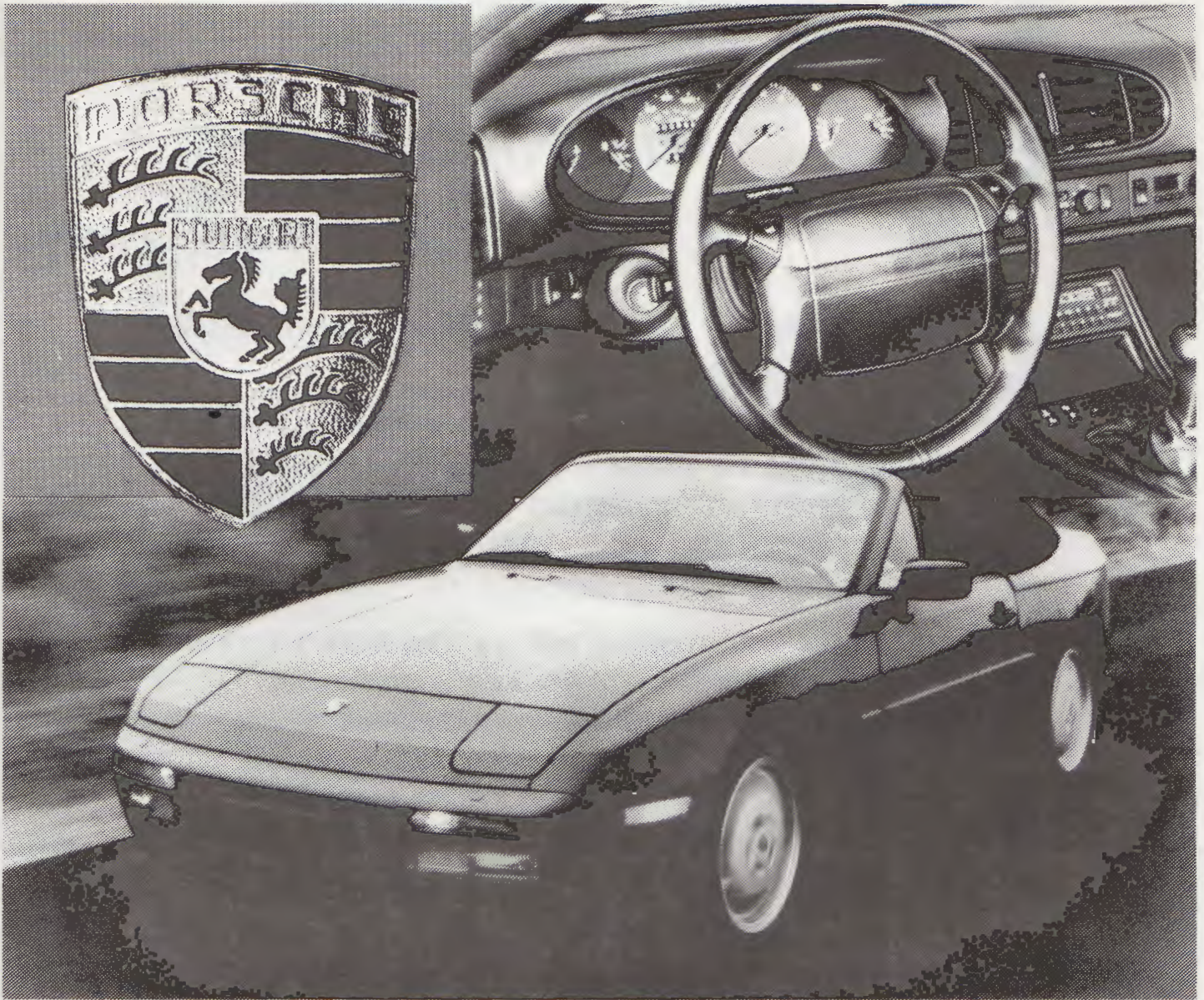
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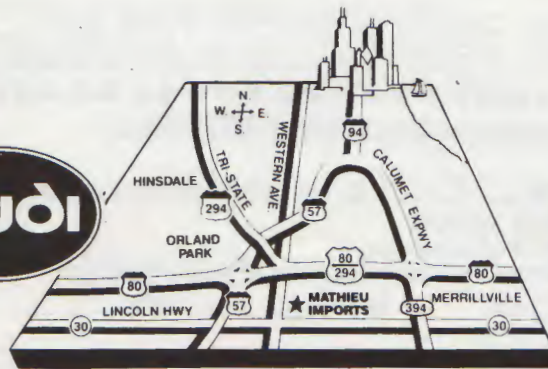
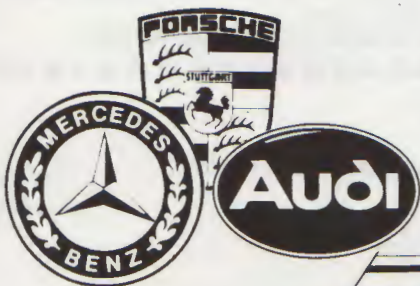
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an evening of splendid gifts, delightful delicacies

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and the exciting sounds of "Centerline".

Our host for the evening will be The Drake Oak Brook.

The menu offered will include a choice of:

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Cash Bar

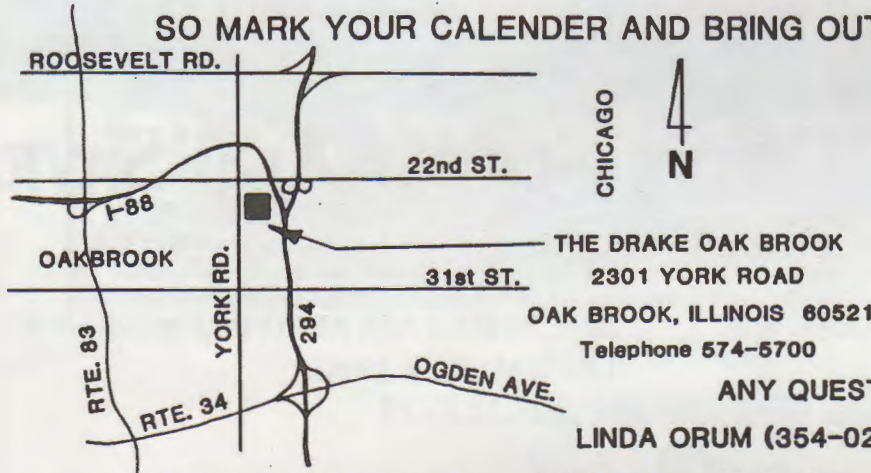
Black tie optional

COCKTAILS 6:30

DINNER 7:30

MUSIC 9:00-MIDNIGHT

SO MARK YOUR CALENDER AND BRING OUT YOUR HOLIDAY FINERY !!!



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PLEASE INDICATE CHOICE PER RESERVATION: BEEF _____ FISH _____ DUCK _____

MEMBERS NAME _____ GUEST: _____
ADDRESS _____ TELEPHONE _____

PLEASE PRINT EACH NAME FOR EACH RESERVATION

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Happy Holidays

WELCOME

TO OUR NEW MEMBERS

By Chris Ellis

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Roger Cowell
1119 Evergreen Drive
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From Northern New Jersey Region:
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1984 944

From Maumee Valley Region:
Kurt Homan
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REAR VIEW MIRROR

KETTLE KLASSIC RALLYE

By Steve Rashbaum and Susan Shire

The weather forecast was bleak; clouds, cold, wind and rain. It was due to arrive on Sunday morning just as we were beginning our tire warm-up and ODO check. It is not clear what good words George and Linda put in with whomever, but the weather turned out to be glorious!

Saturday began with a unique sight - a bright red 959, parked right there in the showroom of the Porsche Exchange. That must have been to get our eyes in focus for the trip to Appleton. Linda was kind enough - or nasty enough - to prepare directions to Appleton in questionnaire form with 100 fill-in-the-blanks - answers observable enroute ("Naughty things for nice people!"). What she failed to tell us was that some (I think most) were no longer there to be observed. Oh well, just practice for Sunday. We arrived with eye strain in Appleton after a brief excursion to the Experimental Aircraft Association Museum in Oshkosh.

Sunday morning, after the drivers meeting, we were off. After a brief tour of Appleton (we understand others took a more extensive tour), we were on our way through the hills and parks of Wisconsin. Our tour took us through some spectacular scenery. The roads on which we were placed seemed designed for Porsches, smooth and curvaceous, especially through the Kettle Moraine State Forest. I was amazed at how polite the non-

Porsche drivers were in the State Forest. They pulled over so that we could fully enjoy the winding roads and pick up lost time. Susan was quick, too quick I think, to point out that they were probably frightened to death to view a black Porsche approaching from the rear at the speed of light.

Since this was not our first rallye, and since it was close to Sweetest Day, we made a pact. We wouldn't argue and we would stop if needed to insure correct navigation (this also provided a necessary excuse to push the handling envelope of the Porsche during that leg). Surprisingly, we did not argue - the rallye instructions actually stayed in the front seat without being propelled to the back seat in the heat of a navigational disagreement. We also did not get lost - the first time since we began rallying three years ago.

The last checkpoint found us at the gate to Road America where we were not permitted practice laps. Dinner was at Siebkens where we all had a chance to discuss the many course variations taken and the subtleties of the instructions.

Thank you George and Linda for providing such a beautiful fall rallye.

KETTLE KLASSIC RALLYE RESULTS

Saturday Tour

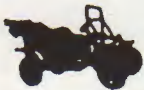
1. Frank & Rojean Vandenbosch	91T
2. Michael & Susan Hedrick	86T
3. John Davis & Gayle Sutherland	84T
4. Susan Marconi & Donna Slack (Appl)	78
5. Nick & Susan Brenkus	77*
6. Stephen Rashbaum & Susan Shire	77*
7. Dan & Linda Bacin	77*
8. Maureen Hutton & Agnes & Jerry Lewis	76
9. Michael Wildman & Victoria Zepeda	74
10. Phil Zminda & Peg Barton	73
11. Ron & Dawn Turner (Guest)	71*
12. Jack & Diana Winger (Guest)	71*
13. Gene & Ray Urban	70*
14. Art & Kathy Sebek	70*
15. Dale & Ruth Kern	61T

* Ties were broken by tiebreaker questions and mileage

Sunday TSD

Unequipped

1. Nick Leicht & Gary Schock	288T
2. Bruce & Jean Janacek	473T
3. Stephen Rashbaum & Susan Shire	569T
4. Tom & Phyllis Harwood	600T
5. Dan & Linda Bacin	885T
6. Phil Zminda & Peg Barton	1024T
7. Susan & Michael Hedrick	1029T
8. Gene & Ray Urban	1123
9. Frank & Rojean Vandenbosch	1246
10. John Davis & Gayle Sutherland	1247
11. Nick & Susan Brenkus	1296
12. Donald & Lourdes Parker	1531
13. Susan Marconi & Donna Slack (Appl)	1675
14. Rita & John Melaniphy	1675
15. Michal Wildman & Victoria Zepeda	1881
16. Dale & Ruth Kern	1975
17. Art & Kathy Sebek	2424
18. Dan Gallagher & Jerry Lewis	2448
19. Ruth & Ray Stonecipher (non-Porsche)	2528
20. Maureen Hutton & Agnes Lewis	2625
21. Lawrence Petry & Elizabeth Haggerty	2871



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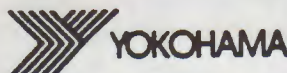
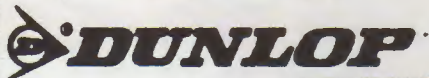
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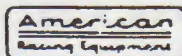
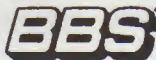


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KETTLE KLASSIC RALLYE



Lonely Porsche in search of...A checkpoint?



George shows us a real checkpoint while Linda maps out the rules



Those clever winners!!

Seen Relaxing after the Rallye



CONCOURS

I have trouble spelling it, pronouncing it, and most of all understanding the word as we car nuts use it. So on I went to Webster's Encyclopedia Dictionary where I found:

CONCOURSE -

From the French Concours from Latin to run together. A moving, flowing, or running together of people, an assemblage of things, an open space where several roads or paths meet, or where people gather.

It fits the train or airport Concourse but the PCA events??

The French Auto Concours is a celebration of cars and floral decoration as shown by Fred Egloff of the BMW Club at the BMW-PCA dual picnic several years ago.

The English show off their car's oil drips, warts, et al after a driving event.

Here we have sanitized the process to Q-tips and "who does windows best". The one car fits all events has about gone the way of the \$150,000 Speedster.

Bill Jacobs Motorsport again did a superb job of providing the "Concourse" for the PCA Concours.

The 12 cars were beautiful examples of our pride and joys -

There were 4 cars in Class A
3 cars in Class B
and C
2 each in Class C
and D

The 924 and Cy Ling's 914 were excellent examples of

affordable Porsches that can provide a lot of fun at all PCA events.

Tom Funk's Silver 356C Cabriolet, just out of restoration was a welcome addition. It will be a real challenge. Winning is little improvements and re-doing as you go along. Good enough-isn't it?

There are fashions in Concours judging, whether you do PCA, Antique Auto, Custom Cars or what. The extra reflectors, engine turned headlamp inserts, wrong trim, screw head, misplaced decal, etc. cost the "Ms Tris" points at Parade. More is not better, in PCA originality is emphasized.

For more fun-competition start a one-on-one rivalry with a member who has a similar car, then both of you can top the class.

Thanks to Bill Jacobs Motorsport and all the excellent cars that participated.

Wayne F. Potter





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HALLOWEEN CONCOURS RESULTS

Class A

1st	Rip Patterson	304
2nd	Jeff Rosenberry & Tom Funk	288
3rd	Ron Peterson & Dale Moody	273
4th	Steven V. Palmer	260

Class B

1st	Cy Ling	219
2nd	Patrick Yanahan	204
3rd	Bill Garvey	201

Class C

1st	Howard Yefsky	152.5
2nd	William Vlazny	151
3rd	Maureen Hutton	137.5

Class D

1st	Michael T. Miller	125
2nd	Larry Meeker	111



* * * * *

A special Thank you to all our friends at Bill Jacobs Motorsport in Naperville for so graciously hosting our concours at their beautiful facility. The buffet was delicious, the trophies were gorgeous, and it was a perfect setting for the entrants cars.

* * * * *

BILL JACOBS MOTORSPORT CONCOURS



A spacious setting for our lovely Porsches



The troops line up for brunch in the Service Area



Our ever beautiful Porsches!!



REFLECTIONS OF 1989

AUTOCROSS HINTERSICHT

By Keith Orum

1989 was a year for exciting changes and growth for Chicago Region Autocrossers. The format for the Club's major event, Elkhart Lake, was the center of attention.

The enthusiasm for, and the profitability of, Elkhart Lake events had been steadily declining over the last few years. In past years the events were oversubscribed. Lately, the event went begging for entrants and it became obvious that a sweeping change was necessary.

The Board addressed the problem, and voted to change the format from a pylon-type, timed autocross to an open track, non-timed drivers' school. The positive response from the membership was evidence that the Board took the correct action. Elkhart II was oversubscribed, just like the old days. Further, my unofficial survey of participants indicated that the event was more enjoyable and relaxed, particularly for the less experienced drivers, because timing and the associated pressures were not present.

The new "drivers' school" format is an opportunity for all members, from complete novices to retired SCCA racers, to improve their driving skills while enjoying the finest automotive machinery in the world.

Having been more involved with the management of events this year, I discovered that it can

be as satisfying to run an event as it is to drive in one. Also, it is gratifying to see new members become part of event management. In every case, the new members, despite a complete lack of experience, performed their duties in fine fashion.

In 1990, the Club will be reaching out to more new members for event management. In summary, allow me to extend my thumbs up to the membership for their safety-conscious participation in the 1989 events, and also to those members who invested their time by working at the events. It was a great pleasure for me to work with such fine people over the past year, and I'm looking forward to more of the same in 1990. See you at the events!



1989 RALLYE REVIEW

By Nick Leicht

The snow is flying outside my window. Could this be the middle of October? Unfortunately, it is. Not only does this signal the start of snowy, slushy roads, but it also signals the end of our rallye season.

As your Rallye Coordinator for this year, I'm truly sorry to see this sad procession of events come forth. It has been a FUN year for me, what with working with many club members I previously had never met before and also meeting new rallyists (rallii?), and trying to answer all their questions as best I could.

Most people don't realize how much effort and time it takes to put on a "good" rallye. All the rallyemasters who treated us to a rallye this year did a TERRIFIC job, right down to the last details, and I would like to thank them for their efforts!

Jerry and Helga Meyer did a great job with the Rallye School. They didn't have a heck of a lot of time to prepare, but everything worked out well, and the novices learned the basics and also enjoyed a good, finishable rallye in pot-marked Northern Indiana.

George and Linda Gutmann, again, put on a great two day affair. The rallye was loads of fun with outstanding scenery along the way. The sun was shining and the leaves were in various shades of gold and crimson. Once again,

George outdid himself with his stained glass Porsche crests as trophies!

The rallye I, and my sidekick, Gary Schock, put on, surprisingly, was also successful, especially considering that it was the first rallye we ever had the (mis)fortune of putting on. The weather was great and quite a few people showed up!

If there is one thing I hope everyone got out of that rallye, it is READ YOUR GENERALS! Of course, rallies would not be possible without all the people who volunteered to work the checkpoints at these events. Their willingness and dedication make this club what it is.

In closing, I was very happy to see new people coming out to our rallies, especially at our two day rallye. All novices did an outstanding job, finishing better than some people with rallye experience. Good job, novices!

I encourage everyone to try a rallye just once, you'll probably like it! To all novices, please come out to next year's Rallye School, it'll help clear up some of your questions and the more you know, the more fun you'll have.

Just think, you have all winter to study your rallye rules!!

THE 1989 CONCOURS YEAR

By Cy Ling

Beautiful weather, great cars, fine people, and terrific hosts made up a very enjoyable year for the Chicago Region Concours program. First, we should thank our hosts for their generosity in making our outings so much fun:

Barrington Motorwerks -
Bob Satlow
Bill Jacobs Motorsports -
Richard Hinson
Potter's Picnic -
All the Potters,
especially Wayne, "The
People's Choice", and all
the Pattersons.

Next, we should recognize those who chaired the concours events: Mike Miller and Mark Gadbois, Barrington; Bob Gummow and Bob Casey, Potter's Picnic; and Pat Yanahan and family at Bill Jacobs in Naperville. You all did a wonderful job and we give you our thanks for all your efforts.

For the year, we had over 50 entrants at the three concours events - 28 at Potter's Picnic alone! Eight members trophied in two or more events - two of those winning their class all three times. Rip Patterson took the year's top point total for three wins in Class A. Congratulations to Rip - especially after cleaning the engine compartment following an oil leak enroute to the Registry Holiday.

Finally, the cars - the wonderful cars. We are fortunate to have quite a variety of nicely prepared

cars to admire - 356, 911, 914, 944, 924, 912 - roadsters, cabrios, and coupes. What a nice wish list with Christmas coming up! Keep all those great cars cozy for the winter and bring them out to the first concours next Spring so we can all enjoy them again.

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HERE'S HOWARD

REFLECTIONS

As the sun slowly sets on my term of office, I look back at the past two years as your President.

Now, I could tell you about all the great and wonderful things that I accomplished but I can't think of any. So I thought in my last article I would share with you some of the more noteworthy learning experiences and events over the last couple of years.

It all started in the Fall of 1987 when the nominating committee called me.

What they said was: "PCA needs you. We need a responsible person to lead PCA in the future."

What they meant was: "He looks like a sucker. If anything goes wrong, he'll be responsible."

What I said was: "PCA has given me a lot of fun and enjoyment. It's time to give some back."

What I meant was: "I must be nuts!"

It wasn't long after the election that I was exposed to my first learning experience on the fine art of autocrossing. Strangely enough, this lesson took place at our general meeting where it was shouted across the room several times (I'm a slow learner), "Cold Brakes; Cold Tires; Cold Brain". Now some people may have ignored those words of wisdom...but not your astute President. I took the following decisive action:

Cold Brakes - Excellent recommendation. The Holbert Cool Brake System was installed and works well.

Cold Tires - This used to be confusing but now I know when to inflate my tires.

Cold Brain - Very important to remain cool, calm and collected. I've stayed out of the sun and kept my head out of the microwave.

I wish to thank the contributors for this sage advice.

I received a significant number of congratulatory notes from members on achieving a perfect record for the Gymkhana - two years...no ice. It's all part of presidential weather planning which, by the way, also extends to the mid-weeks at Blackhawk. Now Gallagher would have you believe that he is responsible for the good weather at his events...but don't you believe it. I did it.

Speaking of my dear friend Gallagher, he was responsible for one of my more memorable experiences. Understand that Dan puts on some of the best events of PCA at Blackhawk. He takes great pains to explain the rules and the different flags. (And I might add with a unique command of the language). At one particular event, as I came down the main straight approaching speeds of 100 MPH, I was greeted at the start/finish line with the flash of a new flag...a buttocks! (His ass). As I

fought for control I wondered what in the hell kind of flag was that. When I asked Dan, he said subtly, "Simple you idiot..."End" of session".

I could go on and on butt I'll end with the most notable quote of the last two years... "You want to do what at Road America?"

Seriously folks, it's been an interesting two years. I've met a lot of new people, made

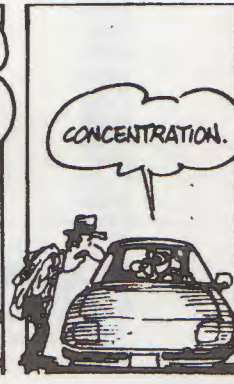
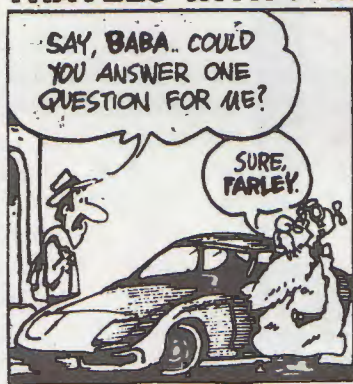
a bunch of new friends, managed to keep all of my old friends, and hopefully didn't offend too many. The Chicago Region is a great place to be and I hope I've contributed a little to its past and continuing success.

Thanks to all of you who helped.

Cheerybye!!

Howard

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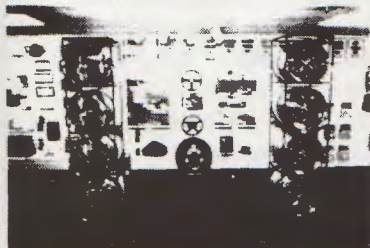
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EDITORIAL

The end of the year (and the end of a decade) is always a time for reflection. There have been many changes in 1989, both for the Scene and for me, personally.

The Scene is now completely formatted on the computer and we will continue to move forward into the world of Desktop Publishing in 1990. Many of the articles and Mart ads are transmitted by FAX, it is a great time and work saver for me.

Karl Szczypta will be joining the staff of the Scene in 1990 as our Technical Editor. Karl will be writing a series of articles relating to restoration and technical matters. The first of Karl's articles will appear in the January, 1990 issue of the Scene. When Karl is not busy playing with his Porsches, he can be found at his 9 to 5 (or 9 to ?) job as a computer technical guru. We look forward to Karl's articles as a valuable contribution to the Scene.

As for me, personally, I've been busy! When I volunteered one year ago to take on the formidable task of editing the newsletter, it was with the intention of meeting everyone, since I was a relatively new member. It's certainly safe to say that I accomplished my goal! Along the way there have been some great fringe benefits; I made a lot of terrific friends in Chicago Region, and across the country as well. I also learned a lot about my car. I actually know how to open the hood now and check for minor problems (although I know that you

folks that know me well will find this difficult to believe).

To all of you who wrote articles, submitted photographs, and were a source of inspiration and new ideas for the newsletter - A BIG THANK YOU! You've been fabulous.

Have a Great Holiday!!

Doris



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MISCELLANEOUS

IN MEMORIAM DORIS A. BEACH

It was at Porsche Club that Rew and I met Doris and Harold Beach over twenty years ago. Doris loved participating in the club events and when she sat behind the wheel, helmet in place, she was an eager competitor. If you wanted help on a rally, autocross, registration or in the timing booth, you could count on Doris to forego the pleasure of competing to help make the event successful for everyone.

Doris was more than a friend to me. Both of us were only children and we lovingly called ourselves "sisters". We spoke daily and shared the joy of children and grandchildren. We looked forward to the almost weekly dinners the four of us had at our favorite restaurant. Doris and I tried to do things that would make her forget her illness.

Doris was a loving wife and daughter, a caring mother to her two sons and their wives, a doting grandmother -- A woman of valor!!

She was my very special friend.

Florence Godow

EDITORS NOTE: All of us in Chicago Region extend our sympathies to Harold and to their family. Doris was a lovely lady who will be greatly missed by all of us. Contributions in memory of Doris Beach may be made to the Sally Potter School, 330 N. California, Mundelein, IL 60060

NEW 1990 HELMET RULES

Please note that effective in 1990 for all driving events in Chicago Region, 1980 or later Snell approved helmets will be required.

TELEPHONE AREA CODES

As I'm sure all of us in the Chicago area are aware, effective November 11, 1989 Illinois Bell changed Suburban Chicago's area code to (708) for the suburbs, with (312) remaining for the City of Chicago. Appropriate changes for Board Members and Coordinators will be made in the January 1990 issue of the Scene.



ANNOUNCEMENT

The results of our election are in. Congratulations to the newly elected officers for 1990.

President - Debby Leed
Vice President - Keith Orum
Treasurer - Jerry Bauman
Secretary - Cy Ling
Director - Greg Turek
Director - Rip Patterson
Director - Jim Becker

Let's all work together to help our Board of Directors make 1990 the best year yet!

THE MART

Send classified ads to the editor by the 10th of the month, to appear in the following month's "Scene". Each ad is limited to 50 words, plus name, address and phone number. Ads are run for one month only and are free to Chicago Region PCA members. Non-members or out of region members may place ads at the cost of \$5.00 per ad. Payment must accompany ad. Send ads to: Doris Voce, 1628 Southampton Court, Wheaton, IL 60187

FOR SALE - PORSCHE

1985 944 Red & Black, 5 speed, Blaupunkt, AM/FM Cassette stereo, rear wiper, cruise control, timing belt replaced, cover. Excellent condition 38,000 mi. \$16,400. Vince & Barb Ladisa (708)893-2307.

1978 928 S-4 300+ HP, 5-speed, no converters or smog, EPA/DOT wavers/documentation. New everything: Recaros; Momo; phone; JVC CD; two amps; Ansa; ground effects; mats; two-piece gold Etoiles; Z-speed rated tires. All records. Absolutely flawless. Meticulously maintained by perfectionistic zealot. Always garaged & covered. No winters/smoking. \$22,000. Dr. Chris Stout (708)913-8737.

FOR SALE - PARTS

914 mufflers. (1) OEM muffler for 914 2.0, used only 1000 miles - like new, less than half of current replacement cost at \$140. (1) Bursch type extractor for 914 2.0 - also little used, in very good shape \$90. Cy Ling (414)248-3446 (Near Lake Geneva)

Complete 80-83 911 exhaust system w/heat exchangers & oxy. sensor \$450 OBO. 7 X 9 X 16 930 alloys w\ 225/245 Yokohama avs. tires/painted crests \$1900. Milly & Tyler Bangert (708)448-7575 or (708)448-8778.

1973 911S black chassis, needs eng/trans (set-up for 3.2 litre) VGC/complete. 930 steel flares, whaletail, sunroof, electric windows, big brakes, late leather interior. 7 X 9 X 15 1 pc. BBS w/Yok. tires. Great vintage car \$9,500. Milly & Tyler Bangert (708)448-7575 or (708)448-8778.

911 and 928 parts - Engine compartment liner \$50; rear reflector \$30; two front seats \$200; front & rear bumpers (silver paint) including driving, tail, front & rear signal lights, wiring harnesses \$250 ea; factory leather steering wheel \$50; two 225-50x16 Goodyears \$100; 280 KPH speedo \$50. Offers considered. Call for details/photos. Dr. Chris Stout (708)913-8737 eves.

Ansa style 911 exhaust system \$80, 911 heater valve \$40, 7x9x16 930 Fuchs alloys \$1420, 6x7x16 Fuchs alloys w/2 good 225's & 2 worn out 205's \$660. 3 piece BBS racing wheels 8x10x16 w/low mile Goodyear VRS tires \$2,000. Spacesaver spares \$120. 5.5x14 alloy \$100. Roger Vale (708)323-6805 home, (708)531-3051 work.

THE MART Continues next page

4 Compomotive 3 pc. wheels, 7 & 8 x 15, with A008s, sparse tread, sell or trade for 7 & 8 x 16 Fuchs alloys. Blaupunkt Monterey with speakers, removed from '86 Turbo after 3 months use \$200. Pano from 1970 to present, incl. 10 binders \$300. Chuck Will (800)525-5054.

WANTED

915 transaxle parts, gearsets, 8:31 ring-pinion. 944 turbo 8x16 alloys for refinishing, 1 or 2 8x16 911 alloys for refinishing 9x15 alloys. 914.6 stub axles, engine tin late 911 shifters 245/45-16 Yokohama A008R's. Roger Vale (708)323-6805 home, (708)531-3051 work.

FOR SALE - OTHER

One set (2) 14K gold Porsche crest pendants, seldom worn \$425. Porsche Design Chronograph 01 watch by IWC #400. Panorama 7/74 thru 7/89 \$325 plus UPS. GMUND #1 w/envelope \$20. Offers considered. John Welda, 435 Shoreline Road, Lake Barrington, IL 60010 (708)381-1194.

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