

CHICAGO SCENE

OCTOBER
1971

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DATES

NOVEMBER 14 Tech Session

DECEMBER 11 Annual Dinner

JANUARY 16.....Ice Gymkhana

JULY 16 - 21, 1972..... 17th Porsche Parade



Chicagoland's



1ST



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COMING EVENT

NOVEMBER EVENT: "DIRTY TECH SESSION OR
UNDERFIXING DER PORSCHE"

ANNUAL DINNER DANCE

DATE: Sunday, November 14
TIME: 11:00 A.M. Registration
PLACE: Porsche Audi at O'Hare
1000 Elmhurst Road, Elk Grove

DATE: Saturday, December 11, 1971
TIME: 6:30 P.M.
PLACE: Holiday Inn, Halsted and Madison,
just west of downtown Chicago,
junction Kennedy, Ryan, Eisenhower
Expressways

Event Chairman, Jim Bulgrin, and his committee, introduce the "live tech session". This will be your opportunity to learn how to tune up your engine or to do such maintenance items as bleeding your brakes, etc. Ladies will have a separate program devoted to understanding the car and to familiarize them with such emergency items as changing a tire, a fuse, a broken fan belt and routine items as checking the oil, battery acid level and brake fluid level.

Wayne Gritzmacher has procured from PAD displays of clutches, shocks, pistons, carburetors, spark plugs, brakes and tires. Also a rather extensive collection of Porsche texts and handbooks have been obtained for your purchase or review.

If you want to take advantage of this great opportunity, bring along some old clothes. If you already know it all or are afraid to get your hands dirty, you can watch some great movies or inspect the entire line of 1972 Porsches which will be on display. The movies will be the 1968 Sebring, a Kansas State Police pursuit skid school and two segments of the Golden Age of Shell Grand Prix race series dating back to the '20's and '30's.

Regardless of what you do, there will be an ample supply of free tap beer and pop on hand.

There will be no registration fee; however, if you do want to learn how to work on your car, please fill in the appropriate class and areas of interest.

Name _____

Car Type _____

Area of Interest:

_____ General Tune Up (911 E & S excepted)
plugs, carb, points, etc.

_____ Brakes, shocks, wheel bearings, etc.

Mail to: Sue Bulgrin
835 B Country Club Drive
Libertyville, Illinois

The year is drawing to a close, so get out those old dancing shoes and prepare to spend a wonderful evening reminiscing over the past events, dancing with beautiful women and just plain enjoying good fellowship. For once again the Chicago Region presents the annual gala dinner dance, crowning touch of a successful season.

During the dinner, trophies will be awarded for the regional winners of Autocross, Rallye, Concours and the overall regional champion. Points from all the year's events are compiled to calculate these winners. Did last year's champion, Don Dyrda, successfully defend his title?

You need not leave your Porsche at home for the Holiday Inn has an attached garage which is well-lighted with excellent security and, best of all, you park the car yourself.

The cost of the event is only \$10.00 per person which includes dinner, dancing and tips. Door prizes and gifts will be awarded. If anyone knows an individual or firm who will contribute a door prize, please contact Larry Gross, dinner chairman.

This is always a great evening and space is limited so register early, besides we need to know approximately how many dinners to guarantee.

Dear Kathy:

I intend to brush up on my dancing lessons and really have a ball. Please make _____ reservations at \$10.00 each. Enclosed is my check for \$ _____ made out to PCA/Chicago Region.

NAME _____

_____ MEMBER _____ APPLICANT _____ GUEST

Mail to: Kathy Gross
1746 West 106 Place
Chicago, Illinois

THE REAR VIEW MIRROR

OCTOBERFEST RALLYE AND BEER PARTY

Just as event chairman, Bob Babbin, had promised the scenery was beautiful, the beer cold, the food delicious and the roads were great. This was truly a great rallye and a well-run event. Much thanks and a good deal of praise goes to Bob and his committee, who were suitably attired in alpine hats; Sylvia Babbin, Ken Lessing, Neil and Judy Holleb, Dick and Joyce Gunther, and Fran and Joe Graubard of the S.C.C.A. Most members thought this was the finest rallye of the last several years.

Special thanks goes to Joyce Gunther who extracted travel kits from Lufthansa Airlines for all the navigators. Joyce, who is a travel agent, informed us that no undue pressure was used.

Bob Babbin gave all the winners a scare, as well as some of the also rans, when the so-called only copy of the results went up in smoke. It seems our friend, Bob, had some flash paper... oh well, another PCA first.

Other interesting moments were provided when Jack and Judy Fritsch pulled up in a magnificent red Ferrari Daytona. Quite a car but not worth two 911s Targas. Mike and Carol Hoskins showed off their Concour '55 Mercedes 300SL Gull Wing. However, the Porsches rose to the occasion and, as usual, took home the silver.

John Holleb became so excited flagging cars that he shook loose one of his teeth thereby receiving the special tooth fairy award from the head elf, Bob Babbin. Practical joker Babbin also presented Bonnie Shapiro with a special award for the "most equipped car that failed to finish". The award was a small loving cup. It appears that our friend, Roger, was upset about getting lost.

Larry and Joyce Sklamberg introduced their nine-month old child to the rallying. However, they did not win any silver as they were too busy changing diapers to navigate properly.

All in all, it was a memorable fall day that will not soon be forgotten.

UNEQUIPPED

	<u>POINTS</u>	
Dan & Diane Gallagher	118	T
Horst & Susan Peppia	239	T
Jim & Debbie Rossi	292	T
Jerry Meyer & Helga Rashman	295	T
Vince Morreale & Carol Anderson	328	T
Jim Dolian & Lee Hanson	387	T
Ray & Betty Cuny	585	T
Bud Crout & Laurene	629	T
Mike & Carol Hoskins	699	Guest
Jack & Judy Fritsch	741	Ferrari
Todd Kaitis & Linda Johnson	868	T
Al Marmalad & Linda Pasick	889	T
Jack & Carolyn Cooper	959	T
Thomas Grotzmacher & Dick Von Kampen	964	Applicant
Bonnie Struth & Ron Welter	1255	T
Wally & Anita Ryback	1304	T
Merv Rosen & Jackie Parker	1308	
Bill & Sue Jacobs	1315	Applicant
Steve & Ann Hunter	1528	
Henry & Delores Tallis	1584	
Bruce & Jean Janacek	1726	
Henry & Debra Novoselsky	1747	
Larry & Joyce Sklamberg	1940	
Hester & Don Dyrda	2261	
John & Jane Andringa	2285	
Joe Ratschew & Darlette Husum	2540	
Harry & Betty Muellich	3000	
Dave Farrell & Connie	DNF	
Wayne Gritzmacher & Joan Wylie	DNF	
Bob & Mary Koehler	DNF	
Ray Statz & R. O'Brien	DNF	
Frank Wagner & Gail Dowor	DNF	
Barbara & David Redszus	DNF	
Dennis & June Skidmore		





EQUIPPED

POINTS

Mike & Arlene Vanderwerff	202	T
Bob & Helen Hubert	236	T
Jim & Bonnie Gladish	305	T
Tony & Judy Perry	340	T
Harold & Doris Beach	449	
Wayne & Eileen Coursey	564	
Henry Jaffe & Barb Cordell	803	Applicant
Jerry & Barbara Ridgeway	822	
Wilma & Bob White	1139	
Susan & Alan Brooking	1304	
Norm & Michael Studier	1726	
Paul & Paul Dickenson	DNF	
Bonnie & Roger Shapiro	DNF	





THOU SHALT NOT SPEED



GERMAN SPORTS CAR OF VINTAGE 1955



WORKERS



THE PRIDE OF MUNSTER INDIANA



YOU LOOK SILLIER THAN I DO



P R O S I T



BUT, ROGER, I CAN'T TELL YOU WHERE THE CHECK POINTS ARE



BRUCE IS BACK SAFE



WE WERE RIGHT ON TIME UNTILL
WE HAD TO CHANGE THE DIAPERS



WE SHOULD HAVE STAYED IN DUBUQUE



SEE HEAR SPEAK
NO NO NO
EVIL EVIL EVIL



I WISH THEY WOULD STOP CALLING
US TRANSFER STUDENTS



JERRY AND RAY DISCUSS
CURRENT EVENTS



I LIKE ANY MAN WITH A FERRARI



SO THEN THIS TRAVELING SALESMAN . . .



THE MOVIES REALLY ARE THAT
BAD IN SWEDEN!!



TIME, SPEED, DISTANCE



MY HAIR IS LONGER THAN HERS



THE FACT THAT WE WERE FIVE MINUTES EARLY IS ALL YOUR FAULT



S M I L E



THE HOLLEB FAMILY



C A U C U S



OK, WAYNE, YOU CAN HAVE A BEEF



W.A.P. CLUB (WIVES AGAINST PORSCHEs)



THERE, THERE, RUTHIE



HONEST, HENRY I WAS DOING 140 ON THE AUTOBAHN



DANNY, I'LL SHAVE WHEN I GET MY 904 RUNNING



WE ONLY GOT LOST NINE TIMES



THERE'S THE EQUIPMENT THAT PUT ME INTO EQUIPPED CLASS



I JUST DON'T KNOW HOW WE MISSED THAT TURN



WELL, DAD, WE DID WIN TWO OUT OF THREE



IT'S JUST A BIG FIAT



WHY IS THIS MAN SMILING?



MEMBERSHIP CHAIRMAN AT WORK



CHIEF ELF HANDS OUT HAPPY TOOTH AWARD



PARADE CHAIRMAN AT WORK



HAROLD WOULD NOT HAVE OVER EXPOSED THIS PICTURE



WAYNE GRITZMACHER SCREWING AROUND



GIRL AND GUY



CONGRATULATIONS, YOU FINALLY FINISHED A RALLYE

THE POLE POSITION

Recently the Wall Street Journal ran a series of ads placed by former members of the A. J. Foyt racing team. The purpose of these ads was to find major sponsorships for Porsche powered Indianapolis race cars. The ad states that the 12 cylinder Porsche engined cars will run four races during the 1972 season. The sponsorships are available for \$200,000.

We believe the ad should be taken with a grain of salt. However, it is a fact that the factory is offering for sale its 917 Spyder model with 680 hp from a "preliminary engine" for the Can-Am series. Some rumors have stated the Porsche has once again started work on a 16 cylinder 1000 hp engine. It, therefore, appears that Porsche will stick to their announced plans of not returning to FIA racing and instead concentrate on the Can-Am and possibly on "Indy Car".

The Scene's chief test driver reports that the 1972 Porsches are definitely a better car. The new "T" pulls very well at 2600 rpm and is much faster. The 911S feels more like a Corvette in that it will lay rubber when the gas is floored at 10 mph in first gear. Wow, American super car performance without the stigma of low price.

The October issue of Christophorus contains an excellent article on aquaplaning; what causes this phenomena and how to avoid it. With the wider tires now on Porsches and the faster speeds available, you would do yourself a favor to read it.

Jerry Meyer, our resident expert on this subject, believes this article should be required reading. Aquaplaning was responsible for the untimely demise of his green 912.

**COMPLIMENTS
OF
C & S DIVERSIFIED CORP.
BUD CROUT, PRES.**

MISC RAMBLINGS

The Chicago Region recently lost one of its more enthusiastic members to the promised land of California. Our very own Sue Becker drove her 914 (pulling a trailer) over the Continental Divide to the land of sunshine and millions of Porsches. Sue reports that she will be the West Coast Promoter of the Seventeenth Porsche Parade. Our loss is California's gain.



Dear Editor: Enclosed please find one photo of Bud Crout... the quality is poor, but the subject matter is fairly funny. Bud was just bailed out of jail on the way up to the Elkhart weekend. It seems that he and his passenger, Jerry Schaub, were speeding.

Jim Rossi, 435 West Oakdale, Chicago

More on the 1972 Porsches. Along with the 150 c.c. increased displacement torque curves had been flattened out and torque increased. This makes for better town driving. Because of the increased torque the standard gearbox will be the four speed model; five speeds will be available for all models on special order. Sportomatic is now available on the 911S. Standard shock legs have replaced the hydro-matic struts on the 911E (Yea). Hydromatics will be available on special order only. The engine grill is now black and chrome 2.4 is added on the grill. Front bumper overriders are now optional. A spoiler bumper will soon be standard on the 911S and option on the T & E's. The 914 now has wiper and washer controls on the steering column and the seats are now adjustable. For a company which does not believe in annual changes, Porsche still manages a few surprises every year. As the price of the car has gone up substantially in 1972, it's nice to know you get a little better car.

TECH TIPS

In the interest of safer, easier driving and preserving your Porsche, the following items should be checked before winter weather arrives. The following list and comments may be used as a guide. Due to the differences in various types of Porsches, numerous references for details should be made to your owners' manual - if you don't have one, beg, borrow or buy one - don't guess.

CHECK AND ADJUST AS NECESSARY: Condition of tires for a minimum of half the new tire tread depth or get recommended snow tires on all wheels. Mixing tires (think about it) gives unusual handling and cannot be recommended.

Suspension and wheel alignment. The expense of proper alignment is more than compensated for by less tire wear and improved handling giving less chance of skidding and having an accident (justified rationalization).

Proper wintertime tune-up including accelerator pumps, proper gap and heat range spark plugs, good plug wiring, connectors, distributor cap and rotor, contact points and timing. All are necessary for starting at our cold winter temperatures. (A 6V Super 90 will start after eight hours in 28° below weather.)

Proper battery condition and liquid level. Check surrounding area for corrosion and neutralize, if necessary, with water and baking soda. Dry and rustproof area, then use plastic bag or sheeting around base and sides of battery.

Windshield washers for proper aiming and sufficient antifreeze solution. Run solution all thru the system now so the lines don't freeze later even though antifreeze is in reservoir.

Windshield wipers blade performance and adjustment.

Brake system for uniform action on all wheels so as not to induce skidding.

LUBRICATION: Engine oil - use minimum recommended viscosity (10 or 20w) and change it with maximum frequency for your type of driving - every 600 miles or 30 days for a 356 Porsche in only stop and go city driving. Oil changes are cheap life insurance for engines.

Transmission lubrication - If you haven't changed it this year, do so now with minimum viscosity. Try to avoid switching brands.

Front wheel bearings - make sure no water is in or can get in them and they are properly adjusted.

Accelerator linkage - lube all connections, front, rear and especially underneath where exposed to road soil and water.

Wiper mechanism - great all ball and socket joints, even the plastic ones.

Heater control flaps and door hinges - don't forget them.

356 series front suspension and tie-rod ends - grease often, especially the link pins, to prevent undue corrosion and freezing up.

Door and hood rubber seals can be lubricated with a little glycerine or silicone oil.

HEATING: Air leaks - check and eliminate by taping or caulking all leaks (noticed while your Porsche is in motion) around doors, windows or thru dash.

Heat loss - check and adjust all heater flaps and controls for proper travel so you can get all the designed heat available for interior comfort. Insulate all exposed heat ducts and under floor mats. Even with older series Porsches at steady 65 mph at 20 below weather outside, inside air temperatures of 70° are easily maintained.

PROTECTION: Wash your Porsche free of road salt frequently including up under fenders, etc. Pull all floor mats and check for underneath dryness. If damp, eliminate the source, dry and apply a protective coating.

Coat all chrome, alloy wheels, and trim with a non-sticky coating to protect against corrosion. Test it first! Some floor wax finishes do a nice job. Maintain a good undercoating of a non-hardening type on underside of body. (Don't get it on brake disc or lines.)

Complete all the above and your Porsche will give you good service all through the winter even in the coldest ice and snow conditions.

STORING YOUR PORSCHE

If you are not going to use your Porsche for an extended period of time, the use of the following guide will help prevent problems arising from lack of use.

Take the pressure off all rubber or plastic. Support your Porsche with stable blocks under the wheel attachments, not the body. This prevents flat spots on the tires and still keeps the suspension parts from hanging free exposing shock struts, etc. If the wheels are removed, wrap plastic bags around each dry brake assembly. Keep wiper blades from pushing on the glass.

C O N T I N U E D

CONCOURS

Remove battery(s) and check surrounding areas for corrosion and if necessary, neutralize with water and bicarbonate of soda. Dry (heat lamp) and rustproof the area. Bring battery to full charge and recharge it every three months. If you forget, it will lose its charge normally after several months "on the shelf" and if the temperature drops toward zero, the batter acid will freeze and the case may break.

Grease the chassis in all designed places. This forces out water as well as lubricates. Your engine requires the greatest protection. Warm it up and shut it off. Expose the intake tubes or top of carbs by carefully removing the air cleaner housings. Plug or disconnect the cold start gas feed on injected engines. Restart the warm engine and as the engine runs at a fast idle, rapidly squirt clean 30 weight motor oil down each intake. In about ten seconds shut off the engine if it hasn't already quit. This oil makes smoke but leaves protective oil all over the intake areas subject to rust. Uncap (label leads) and then unscrew all spark plugs and add two good squirts of engine oil to each opening. Turn engine over several times by hand with a wrench. Screw old spark plugs back in. Put caps back on properly. Replace air cleaner housing and any fuel lines if changed from normal. Drain and then retighten all plugs in fuel tank, filters, and carb float bowls. Make a sign and tape it to the engine so you remember how to start the engine later.

To restart the stored engine, remove all spark plugs. Reinstall a fully charged battery(s). Pull on parking brake. Put transmission into neutral (move clutch pedal very slowly and carefully the first few times in case of rusted clutch splines). Turn engine over by hand with a wrench. If very tight, add one squirt of oil to each cylinder thru the intake and spark plug holes. Add several gallons of fresh gasoline to the tank. In non-injected engines, crank engine until gasoline is just at each carb. Install clean spark plugs (not old oily ones) and reconnect plug wires properly. Start engine and watch for oil pressure. Stop engine and check for oil and gasoline leaks. Warm up engine, drain and replace oil and filter. If uneven running check for misfiring spark plugs (our protective oil) or sticking floats (a gentle tap to side of carb) may be the cause. Recheck for oil and gasoline leaks.

The time spent in preventative maintenance will be more than repaid by the lack of problems and oil consumption caused by broken piston rings, stuck valves, etc., that all too often occur whenever an engine sits unprotected.

Jim Gladish

So far in this series we have covered the exterior and interior of the car. This month we will try to tell you how to keep your engine clean plus tips on concour preparation.

When cleaning your car, it is always best to start with the engine compartment for a good engine cleaning will leave the outside and bottom of the car somewhat dirty.

Start off spending a little money and buying some "Gunk" or other similar product. Spray the engine and the entire compartment with it. Wait ten minutes and rinse with hot soapy water. Repeat if necessary. Gunk will not clean everything but it will take off the biggest bulk of oil, etc., particularly if you do not clean your engine regularly.

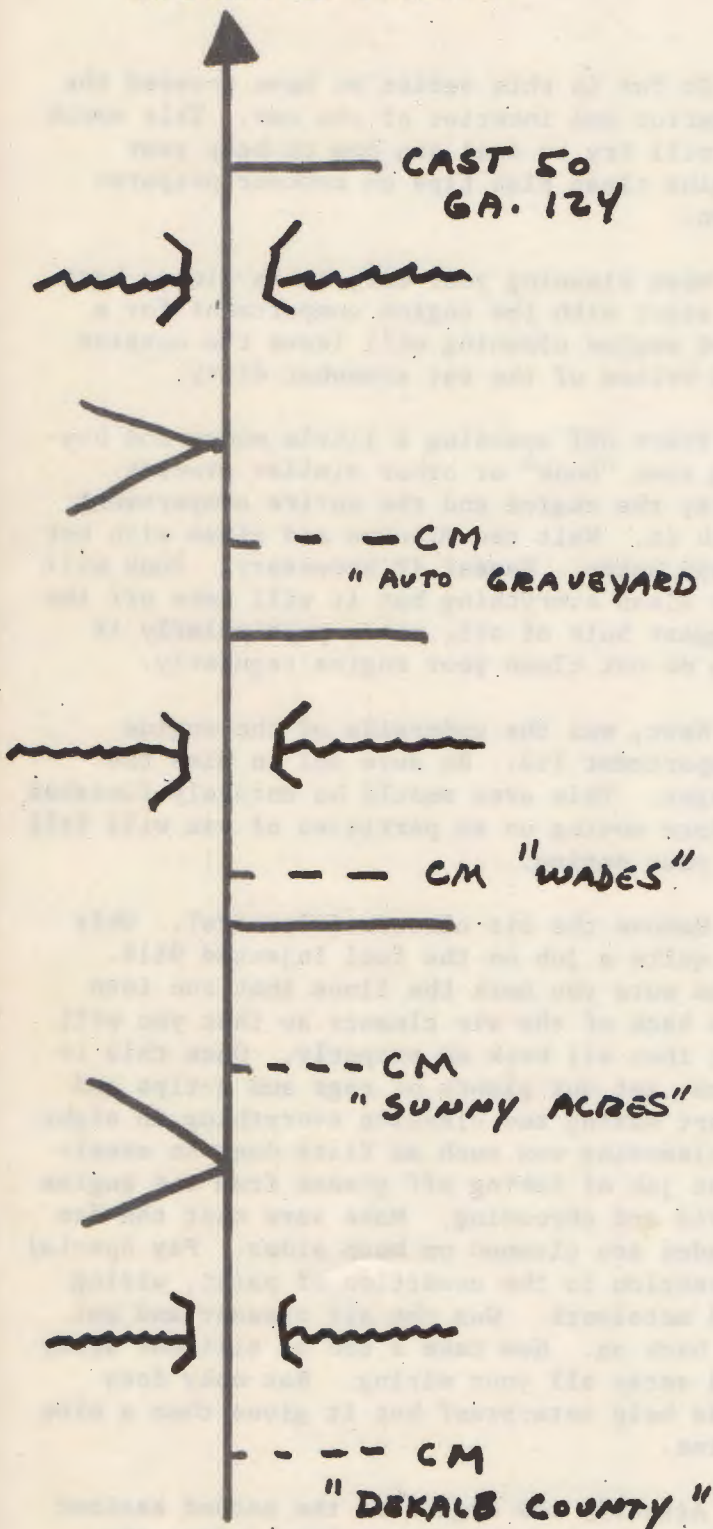
Next, wax the underside of the engine compartment lid. Be sure not to miss the hinges. This area should be entirely finished before moving on as particles of wax will fall on your engine.

Remove the air cleaner (cleaners). This is quite a job on the fuel injected 911S. Make sure you mark the lines that run into the back of the air cleaner so that you will put them all back on properly. Once this is done, get out plenty of rags and q-tips and start waxing and cleaning everything in sight. A cleansing wax such as Vista does an excellent job of taking off grease from the engine parts and shrouding. Make sure that the fan blades are cleaned on both sides. Pay special attention to the condition of paint, wiring and metalwork. Wax the air cleaner and put it back on. Now take a can of silicone spray and spray all your wiring. Not only does this help waterproof but it gives them a nice shine.

Actually the engine is the second easiest area of your car to keep clean (after the trunk). Once you get your engine clean, if you just wash it every week with hot soapy water, it will stay remarkably clean and run even better.

Dan Gallagher

RALLYE MEISTER



What is that strange drawing on the left? An early Picasso? Abstract expressionism? Well, actually, it is a series of rallye instructions. These are actual instructions that we were given to follow on the Rebel Rennfest III Rallye. Leonard and Betty Jo Turner were the Rallyemasters for this event.

To publicize the Chicago Region 1972 Porsche Parade, four of us set out to go to Atlanta's Rennfest III. (See your October Panorama). Instead of arriving in two Porsches as we had intended, we arrived in a Porsche and a Karmann Ghia. One of Chicago's charter members of the Green 912 Club met its end in an encounter with a semi truck. We arrived too late to officially compete, but ran the rallye route anyway. We no doubt ran the course in a shorter time than any of the contestants!

The route was interesting and the checkpoint we arrived at was well run. The instructions were well written with no errors. And then we turned to page 3.

Imagine the navigator's confusion when presented with this type of instruction for the first time. What was the key?

One of the most basic of all rallye instructions is to read the generals. We, in our eagerness to get started, neglected to do that. In Chicago Region events, failure to read the generals causes participants more problems than any other thing.

The girls in the back of the 911 looked through all the information we were given and found the Peach State Region Standard Rallye Rules. These filled six typed pages. The explanation of the straight line navigation was included.

Reading from the bottom up, the stick map translates easily into usable instructions. The first lines represent a bridge. The V coming from the left reads "put two roads on your left". This was a regular intersection with a four-way stop. Following the instruction we turned right, thus putting two roads to our left. A confirming course marker followed.

The line coming from the right says "Put a road on your right". This was a regular T. So we turned left thereby putting a road on our right. It could also have been a single road entering from the right in which case simply going straight would satisfy the instruction. Once we got the knack of it, straight line navigation came easily. Watch for it to appear in a coming Chicago Region Rallye.

Remember, read and re-read until you understand all of the information given to you before any event. Avoid the panic feeling. Be prepared.

PORSCHE CLUB OF AMERICA
CHICAGO REGION

17th PORSCHE PARADE



July 16-21, 1972
Lake Geneva Playboy Club
Lake Geneva, Wisconsin

Jerry Meyer

LETTERS TO THE EDITOR

It was, indeed an enjoyable weekend. I must admit that as a fairly new PCA member I have never been to an Elkhart Lake weekend before; however, I do have some ideas about how it could have been even more enjoyable.

At Saturday's practice session, for example, would it not have been more fair to every driver to have "sign up times" as were applied on Sunday? There would have been a great many fewer people standing around.

Sunday's timed events were much smoother - primarily because of preassigning times for driving. And, because of this, fewer people stood around just waiting. Those who were there before or after their assigned turns were there because they chose to be, and were sincerely interested. I certainly hope that this system, or some similar one, will be employed at future Elkhart Lake events.

Only two other things stand out as having marred the timed events from my point of view. First, the absence of marshals or spotters at the bucket "gates" set up around the course. Theoretically the "chase" car was to pick-up buckets and/or watch to ascertain that the timed car didn't hit anything. In practice, however, if one chase car didn't pick-up or replace a bucket the next set of cars was obliged to. When that chase car had stopped, the timed car then had no one behind to verify whether he ran the gates or ignored them.

We all know that, of course, no Porsche driver would "cheat" just because he's given the opportunity! But why even tempt anyone? With spotters at the gates to watch, drivers would be obliged to obey the rules, the spotters could replace and repair gates, and the chase car could merely report what had happened on the course.

A second complaint is also centered around the chase car. According to the Chicago Scene's recap of times, drivers went around the course in times ranging (eliminating Mr. Rosen's race car) from 224.2 to 309.7 seconds. It is hardly necessary to note that if a 356B were "chasing" a 911S, the faster car would probably be out of sight of the chase car after turn one.

This problem could be solved by pairing similar cars for lead and chase. In addition, the temptation of "losing" the chase car to leave one free to avoid the slalom gates would be removed by placing marshals or spotters at the gates.

I hope you will understand these criticisms are an attempt to help, not just bitch. (Sic)

Sincerely,
Ronald A. Weiss
900 Lake Shore Drive
Apartment 803
Chicago, Illinois 60611

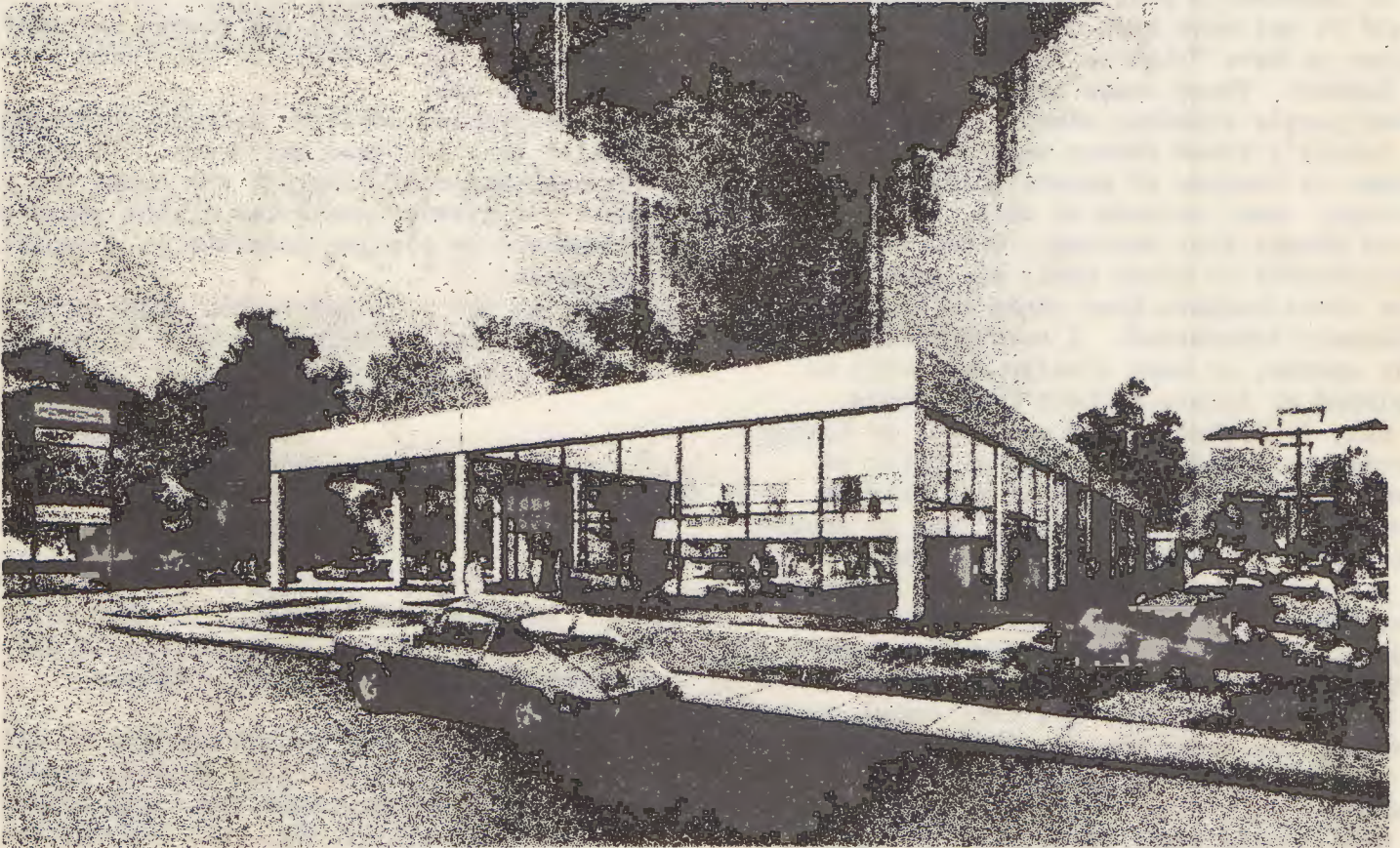
I am trying to locate a Mr. Carl Schmidt who I believe used to belong to your Region back around 1961. He used to race an old Porsche aluminum coupe, #23, Chassis No. 356-2-057.

If anyone in your region can put me in touch with him, it would be greatly appreciated. Or if anyone knows about the subsequent history of the car, that information would be sufficient.

Please let me know one way or the other. Thank you.

Sincerely,
Vic Skirmants
23928 Romano
Warren, Michigan 48091





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