



Chicago Scene

THE OFFICIAL PUBLICATION OF
THE PORSCHE CLUB OF AMERICA, CHICAGO REGION

December 2002

Gimick Rallye • Saga of the Concrete Cab • Octoberfest Photos • Concours at Graue Mill

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Chicago Scene

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



The Chicago Scene (ISSN 10564195) (USPS 0006-381) is the monthly publication of the Porsche Club of America (PCA) - Chicago Region, printed at PressTech, 959 Lee Street DesPlaines, IL 60016-6545. Periodical Rate Postage Paid at Des Plaines, IL USPS. Subscription is provided to members of the PCA - Chicago Region. PCA dues are \$42.00 annually, of which \$12.00 is for the subscription. Subscription rates for non-Chicago Region members is \$24.00 per year. Permission to reprint any material published herein is granted, provided full credit is given to Chicago Scene and the author. PCA - Chicago Region is not responsible for any services or products advertised herein. Statements appearing in the Chicago Scene are those of the author and do not constitute an opinion of the PCA - Chicago or its Board of Directors.

Send address changes to:

POSTMASTER:

Deborah Leed
37 Lakeview Drive
Barrington, IL 60010-1949
E-mail: Leedlast@hotmail.com

SUBMISSION INFORMATION

Articles are preferred in MSWord but they can be contained in the body of an e-mail. Do not send articles in pdf format.

Digital photos: All digital photos should be taken at the maximum resolution the camera allows. At a minimum, pictures should be 300 dpi for use in the newsletter. File format can be either tiff or jpeg.

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SUBMISSIONS TO THE EDITORS:

Scott Adleman & Cari Compton
Precision Research, Inc.
10600 W. Higgins Rd. Suite 100
Rosemont IL, 60018
E-mail: saa@preres.com

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Tom O'Brian took this beautiful shot of his 996 on an Indiana country road at sunrise.

Wishing All
 Our
 Members
 A
 Merry
 Christmas
 Happy
 Chanukah
 and a
 Healthy, &
 Prosperous
 New Year!

Current Calendar of Events

D E C E M B E R - 2 0 0 2						
monday	tuesday	wednesday	thursday	friday	saturday	sunday
						1
2	3	4	5	6	7	8 Calendar Planning Meeting
9	10	11	12	13	14 Holiday Dinner Dance	15
16	17	18	19	20	21	22
23/30	24/31	25	26	27	28	29

Chicago Scene

CONTRIBUTORS MATERIAL SUBMISSION SCHEDULE

Please refer to the schedule below when planning post-event article, photo and result submissions.

Event Date Falls Between	All Material Due By	Published In
Jan. 16- Feb. 15	1-Mar.	April
Feb. 16 - Mar. 15	1-Apr.	May
Mar. 16 - April 15	1-May	June
April. 16 - May 15	1-June	July
May 16 - June 15	1-July	August
June 16 - July 15	1-Aug.	September
July 16 - Aug. 15	1-Sep.	October
Aug. 16 - Sep. 15	1-Oct.	November
Sep. 16- Oct. 15	1-Nov.	December
Oct. 16 - Nov. 15	1-Dec.	January
Dec. 16-Jan. 15	1-Feb.	March

ALL MATERIAL = Article, Photos, Photo Captions, Results

ALL MART ADS ARE DUE BY THE FIRST, FOR THE FOLLOWING MONTHS PUBLICATION. EXAMPLE: ADS IN BY JANUARY 1 WILL FIRST BE PUBLISHED IN THE FEBRUARY ISSUE. ADS RECEIVED AFTER THE FIRST MAY NOT MAKE THE NEXT MONTHS NEWSLETTER.

Clark's Corner

by Keith Clark, President, ClarkFNFlying@aol.com

That's it for our 2002 season; I can't believe it's over, but there is no time to relax. We are already working on 2003 but first we need to finish this year. I want to thank the event Coordinators and Chairpersons for the wonderful year they have provided all of us. It is their continued effort and commitment to our members that make it all happen. We maneuvered through some ups and downs this year but never lost focus on the members and making their experience better. We tried some new things this year, some worked great and some need to be refined a little, but like always, we put forth 110 percent when we were asked and it showed.

It was my pleasure to serve as your President this year and I feel confident that we will continue on this great path next year. Thanks again, you all made me look good. NOW, the cover of the November Scene did not make me look good. I have to say that Hollywood is right the camera adds fifty pounds or so? I have already thanked our editor Scott Adleman and Chuck Lamantia for the honor of placing me on the cover. I look like a tomato. All kidding aside, I also want to thank you, our members for everything you contribute to the club. I have seen many people working and helping out at events, new members and old members alike with one common direction, to make our events the best they can be. Our events have become so well polished that it's hard to find a rough edge. I wish I could list every individual who helped make that happen but the list would be a phone book when completed.

Well, that's it, I truly hope you found our events enjoyable and somewhere along the line they put a smile on your face. I know I smiled at the November Cover. We have many things planned for next year and I hope you take some time to enjoy them. You will find the elected board in this issue and we hope to serve you well in the upcoming year. Watch the web site in early January for the 2003 event calendar and plan on joining us at the general membership meeting in January.

From our families to yours, have a safe and happy holiday. ■

Behind The Scene

by Scott & Maria Adleman, Editors

The year has come to a close and it is time to reflect on the fun we had, the lessons learned, blessings we received and our plans for the future. As far as Chicago Scene is concerned, I will tell you that, while quite a challenge, it has been a fun first year as Editor. I certainly learned that the job is tough. Especially for just one or two people. But the club is blessed with many talented and generous individuals, some of whom have stepped up to lend their expertise. Look for major improvements in Chicago Scene in the year ahead.

To that end, we are looking for a few new contributors. I would like to find an enthusiast or two from each interest group: Concours, Rallye, Autocross, Drivers' Ed and Social Events to contribute articles on a regular basis. Since our photographer, Paul Silver, is quite actively clicking away, we now need stories and experiences to accompany the beautiful photographs. We could also use contributions of a technical nature. Topics such as car care, maintenance, repair, and driving technique. Of course, stories from the road, about your travel experiences to interesting destinations would also be fun to share. So, pull out those pens and laptops and start exercising your creative juices.

Deadlines, deadlines, deadlines. We all have them and it is time to remind everyone of ours. On the next page you will see the Contributors Submission Schedule for Chicago Scene. In general, all materials are due one month prior to the publication date. This is the same deadline regardless of what you are submitting (mart ads, articles, pictures, event results, event announcements and cover photos). Did I say cover photos? Yes I did. We got a flurry pictures over the spring and summer and I still have a few of them left to run. But like a squirrel storing nuts, I need more cover pics to feel comfortable as we head into our winter storage months. For those of you with snow tires on your car I want winter pictures! The boys in Stuttgart designed these cars to run through nordic winters and up to the ski lodge. So please take some pictures to show the rest of us what Porsches looks like in Chicago snow.

Be sure to attend the General Membership meeting on the 19th of January (page 8). There will be plenty of great food and lots of excitement as we discuss plans for next season. ■



Election Results for 2003

President: Keith Clark
Vice President: Jim Jacisin
Secretary: Mary Ann Nowakowski
Treasurer: Jack Stephenson
Past President: Ed Barnicle

Directors (new): Ken Pesavento
Pete Hackenson

Directors (continuing):
Chuck Bittman, Chris Inglot, Shawn Young

The proposed Bylaws changes we approved.

Chicago Scene Help Wanted

Be a Regular Contributor

We are now looking for volunteer contributors. If you have a knack for writing and telling stories we would like to talk with you. We need people to submit articles on events they attend.

Obvious candidates are active members from each event category: Autocross, Concours, Social, Tech and Track.

Contact Scott at 847-390-8666 - W or 847-696-1477 - H

2002 DINNER DANCE AND AWARDS

December 14, 2002

RSVP by December 1st

Hinsdale Golf Club

140 Chicago Avenue
Clarendon Hills, IL 60514
630-330-2708

\$65.00 per person

Please note: The Hinsdale Golf Club is west of Route 83 off of Ogden. You cannot enter off Ogden.
Valet Service or Self-Parking Available

6:00 - 7:30 Cocktails and Hors d' oeuvres
7:30 - 9:00 Dinner and Awards

Full Four Course Dinner (Select one Entree)

Grilled Beef Filet with Chevre Whipped Potato
Red Wine Butter Sauce

Onion Crusted Whitefish, with Orzo, Spinach and Sundried Tomato
Shrimp Butter Sauce

Pancetta wrapped Chicken Breast with Basil Whipped Potato
Balsamic Vinegar Jus

Cash bar following dinner

Tables of eight: To reserve a table for eight, please note on reservation form

9:00 - 12:00 Dancing with The Ralph Wilder Orchestra

Overnight Accommodations: The Oak Brook Hills Resort, 3500 Midwest Road (at 35th Street), Oak Brook, IL has a rate of \$79.00 for PCA Chicago Region Members. Please call the Oak Brook Hills Hotel at 630.850.5555 to make reservations. Rooms are based upon availability on a first come, first-serve basis. To secure the \$89.00 room rate, please mention the "Porsche Club."

┌ ┌ ┌ ┌ ┌ ┌ ┌ ┌ ┌ ┌ ┌ ┌ ┌ ┌ ┌

Name: _____ Beef Chicken Fish

Name: _____ Beef Chicken Fish

Phone: _____ Please seat with: _____

Reserve table for eight: Y* N _____

*To hold a table for eight, all reservations must be received by December 1st

Return form with payment made to PCA Chicago Region.

Keith Clark
733 Medford Drive
Carol Stream, IL 60188
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tickets, maximum 500

*Entry = 2 drivers / attendee's one car.

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----- Cut here -----

Name: _____

Address: _____

City: _____ State: _____ : Zip: _____

Phone: _____ Email _____

Winner need not be present to win.
Drawing held Feb 2003 at Chicago PCA General Membership meeting.



**PCA Chicago Region
Annual General
Membership Meeting
All members are invited!**

**Sunday, January 19, 2003
Noon - 3:00 pm**

Join your fellow Porsche Club Members for an afternoon of information and fun! Meet the 2003 Board of Directors and Event Coordinators!

Hear about the fantastic 2003 PCA Chicago Region Calendar of Events!

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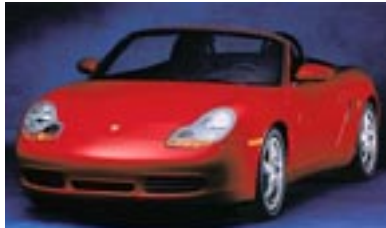
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Blackhawk Octoberfest

Photographs by Paul Silver

Event Date: October 4-6, 2002



AC/DE





PIG ROAST



...Octoberfest Autocross at Backhawk Farms

10/05/2002

Name	Car #	Class	Yr.	Model	Region	DNF	Time	Place Overall	Class	
Chuck	Bittman	24	P1	80	924	Chicago	No	1:47.052	17	1
Todd	Jackson	617	P1		912	Chicago	Yes	2:19.265	40	2
Shawn	Young	616	P2		924S	Chicago	No	2:55.173	38	1
David	Schmidt	614	P2		944	Chicago	Yes	1:34.130	40	2
Mike	O'Meara	95	P3	72	911T	Chicago	No	1:48.829	20	1
Brian	Jackson	524	P3	70	911	Chicago	No	1:53.754	25	2
Jerry	Matta	125	P3	73	911S	Chicago	No	2:11.711	35	3
Chris	Inglot	28	P4		944S2	Chicago	No	1:42.187	9	1
Matt	Keck	620	P4		944T	Guest	No	1:42.409	10	2
Keith	Clark	74	P4		944T	Chicago	No	1:45.130	15	3
Jim	Hopp	53	P4		944T	Chicago	No	1:45.490	16	4
Stan	Bernacki	225	P4	88	944T	Chicago	No	1:47.996	19	5
Wes	Nowakowski	915	P4	87	944T	Chicago	No	1:49.979	21	6
Bill	Kidder	409	P4	99	Box	Chicago	No	1:51.965	22	7
Jack	Amstadt	224	P4	89	944S2	Chicago	No	1:57.371	31	8
Donald	Tragianese	613	P4	88	944	Chicago	No	2:05.816	34	9
Mike	Keck	691	P4	89	944	Chicago	No	2:21.912	36	10
Dave	Swanson	662	P4	88	944	Chicago	No	2:48.877	37	11
Mike	Weinstein	619	P4		944	Chicago	Yes	1:57.274	40	12
Reinhart	Barthel	136	P4		944T	Chicago	Yes	2:05.500	40	12
Van	Miller	228	P5	74	911S	Chicago	No	1:40.731	7	1
Peter	Faehnrich	918	P5	78	911	Chicago	No	1:53.613	24	2
Scott	Lynn	56	P5	84	911	Chicago	No	1:54.036	26	3
Bob/Ed	Soske	48	P5	85	911	Chicago	No	1:54.096	27	4
Carl	Walstad	961	P5	88	911	Chicago	No	1:54.806	29	5
Chuck	Lamantia	154	P5	87	911	Chicago	No	2:02.489	33	6
Anthony	Janairo	294	P6	00	BoxS	Chicago	No	1:55.330	30	1
Paul	Silver	612	P6	00	BoxS	Chicago	No	1:58.668	32	2
Richard	Harris	851	P7	93	911RSA	Chicago	Yes	1:47.150	40	1
Paul	Weiss	959	P7	90	911	Chicago	Yes	1:47.763	40	1
Tim	Taylor	219	P8	02	996TT	Chicago	No	1:35.458	1	1
Rick	Gunderson	373	P8	02	996	Chicago	No	1:40.314	6	2
Trent	Oler	40	I1	74	914	Chicago	No	1:41.320	8	1
Clifton	Horn	419	M1		914	Chicago	No	1:39.393	4	1
Doug	Crossman	902	M1	79	911SC		No	1:39.767	5	2
Mike	Reed	233	M1		911	Chicago	No	1:43.290	11	3
Bart	Crosby	132	M1	95	993	Chicago	No	1:44.049	12	4
Jason	Meredith	511	M1	75	911	Chicago	No	1:44.184	13	5
Michael	Maron	210	M1		911	Chicago	Yes	1:53.700	40	6
Jeremy	Goldberger	6111	X		WRX	Chicago	No	1:37.076	2	1
Mike	Gallagher	91	X	87	GTI	Chicago	No	1:38.450	3	2
Mike	Gallagher	1	X		AUDI	Chicago	No	1:44.534	14	3
Michael	Goldwarter	611	X		WRX	Guest	No	1:47.640	18	4
Don	Crumlish	2	X		VW	Guest	No	1:52.176	23	5
John	Crumlish	618	X		Audi	Guest	No	1:54.444	28	6
John	Kosowski	650	X		audi	Guest	No	3:03.666	39	7
Al	Buchanan	633	X		BMW	Guest	Yes	1:53.928	40	8
Tim	Russell-Jones	609	X		Mini	Chicago	Yes	2:09.182	40	8
Stefan	Edlis	615	X		BMW	Guest	Yes	2:18.592	40	8

The Midship Report: Roads AMERICA

Article and photos by John Miller, Boxster_S@veryspeedy.net

I have seen the face of EVIL. And it has a name: Buick LeSabre. Let me explain. Last week, I returned from a spectacular road trip in the Boxster. No, this won't be a boring travelogue"...and then, I stopped to see the worlds largest ball of twine" ...ok, I did, but that's not what this is about. The pictures speak for themselves. This focuses on the expectations and realization of a 2500 miles-in-six-days roadtrip in a Boxster. Solo.

The destination was the Badlands of South Dakota. The plan was finely crafted: Use the interstates only long enough to get out of Illinois. From Wisconsin, it was 2 lane roads and state highways. This was a realization and expectation even before setting out. Neither you nor your car will be happy plodding along on scenery challenged, Sominex® conceived interstates. Not that the ride suffers, but it is my considered (sic?) opinion that interstates suck THE LIFE from you and your Porsche. If you're bent on taking interstates, the obvious choice is a nice soft Lexus with one of those 800 disk CD changers and enough gadgetry that you can set the autopilot and climb in back for a nap. The expectations and the realization are one: The Boxster shines on curving, twisting, dipping two-laners. Some will suggest that it takes longer than

the superhighway and forces you through all the one-horse towns.



Here's a few realizations: Rural state highways see far less traffic than the interstates, are rarely fre-

quented by speed control officials, and (for both reasons) traffic moves far faster than interstate speeds. And I like one-horse towns.

..ahhhh, but that face of EVIL. In all of my travels, through highly unscientific research, experimentation and testing, I can firmly conclude this: The likelihood of highspeedus-interuptus will increase 100 times when a Buick LeSabre driven by a person of advanced age appears in front of you. This will ALWAYS coincide with the start of an interminably long no-passing zone.

[Standard "Research" disclaimer applies: No Buicks or old folks were harmed in the testing of this theory. Any resemblance to "Blue Hair" jokes is strictly coincidental. You, by reading this alleged research, agree to hold the said writer harmless in any claims of duress (emotional or physical or general...Motors). Said reader also agrees to hold the writer harmless for any claims of constipation, facial contortions or sourpuss-itus as a result of reading said research and misconstruing it as un-genuine. All implied or actual warranties as to the humor of this column are also void as a result of reading said rambling. Your miles per hour may vary.]

Too many times to count did I rap-

Continued on page 32

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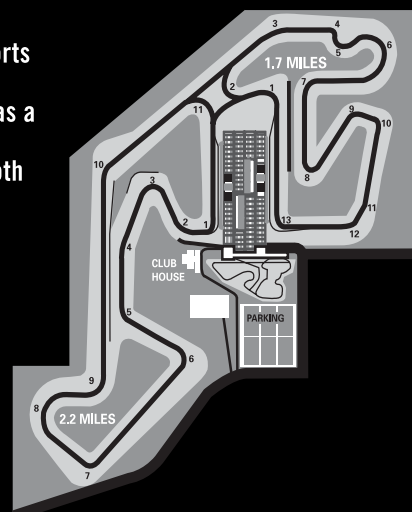
Track Features:

- 2.2 Mile Track | 11 Turns
- 1.7 Mile Track | 13 Turns
- 4 Mile Track | 22 Turns
- 1 Mile Shifter Kart



Visit our website...

www.autobahncountryclub.net



Concours at Graue Mill

Photographs by Paul Silver

Event Date: September 29, 2002



ÉÜx C|vá yÜÉÅ ZÜtâx ` |ÄÄ



Results Graue Mill

CONCOURS **FIVE** @ Fullersburg Woods

Class A:	Car:	Points:
1. Rich & Susan Laurie	992	302
2. Jim & Patty Jacisin	944S2 Cabrio	301
3. Nick & Peggy Peterson	996	286
4. Larry Levin	911SC	230

Class B:	Car:	Points:
1. Mike & April Milhouse	993 C4S	233.5
2. James Drury	911	233
3. Ron Bean	911	232.5
4. Sam Collura	951	231
5. Art Koeningsberger	996 C4S	224

Class C:	Car:	Points:
1. David Slack	911 Targa	173.5
2. Joe Macak	911 Targa	172.5
3. Mark Markese	944	168
4. Dean Harris	911 C2S	166.5
5. Shawn Young	924S	165.5
6. Joe Santucci	914	165.5
7. Dan Santucci	968 Cabrio	165
8. Harold Beach	911T	165
9. Van Miller	911S	163.5
10. Alan Boe	930	162.5

Class D:	Car:	Points:
1. Brian Stein	928S	138.5
2. Frank Creamer	964	DNS

Class E:	Car:	Points:
1. Pat & Bonnie Yanahan	356A	39
2. Tim Curtis	356S	37
3. Jim Harper	911	34.5

Novice:	Car:	Points:
1. Frank Dusek	951	178.5
2. Brian Scott	356E	175.5
3. Glenn Deweirdt	911SC	167
4. David Russell	911SC	156

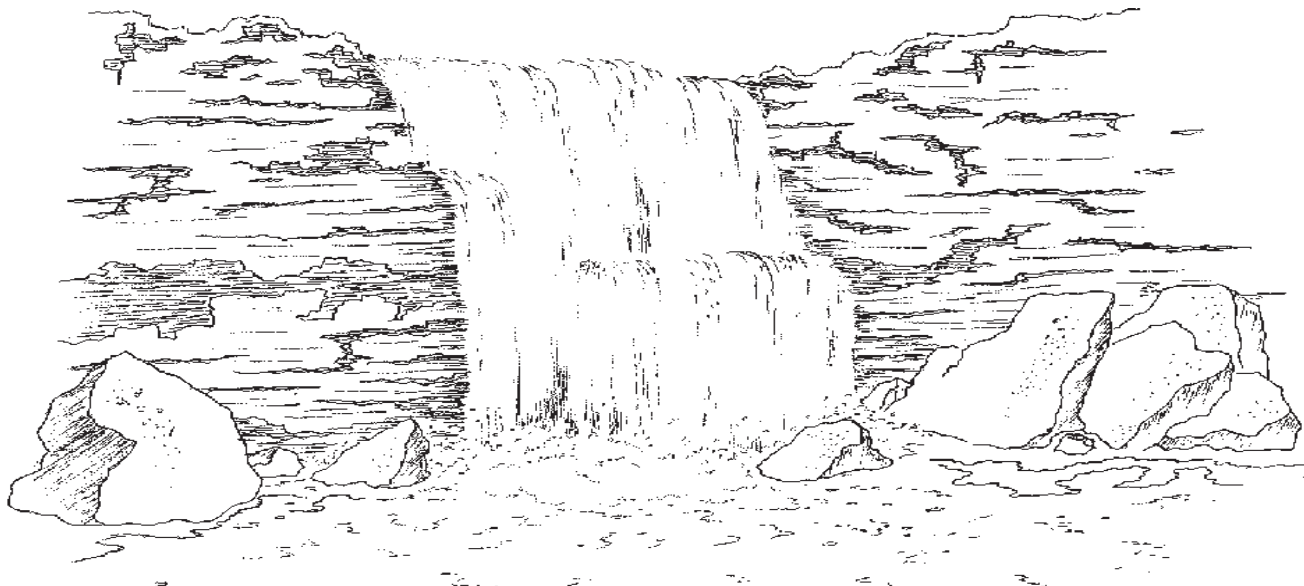
Thanks to all who prepared their cars for show.

Thanks to Van Larson, Van Miller, Cindy Jacisin, Pat Yanahan and Jim Drury for Chairing events.

And Thank You again to all who judged, scored, help stage or just came out to see the beautiful cars in the 2002 season.

Wait until you see what we have planned for 2003!
James Jacisin

Ties are settled using the Highest Exterior Score.



midwest

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The Saga of The Concrete Cabriolet

Article by Robert D. Gummow

Following the 26th International 356 Meeting in Holland last year, Virginia and I have a leisurely day to spend driving around the Dutch countryside, before heading home from Schiphol. As we tool down a quiet back road, alongside a canal (aren't they all?), I turn to my long-time friend and constant companion asking, "Did you see that back there?" "No," she replies, "I was studying the map". So, backing up and stopping, there it sat—a concrete C Cabriolet Porsche garden planter with flowers sprouting from the passenger compartment. We are at these people's door stat. "Do you own a 356 Porsche?", we inquire. "No," the young woman replies, "we bought it because we liked it." She graciously gives us the name and address of the garden center where it was purchased, and the search begins.

Arriving at the huge garden center, we go straight to the lawn ornament section. We find Volkswagens, Renaults, and even a 1955 Chevrolet pickup truck, but alas, no 356 Cab. The helpful manager offers to check with other stores in their chain, and after several calls, he locates one that has it. Address in hand, we're back on the road.

Arriving at the next large complex (the Dutch love their gardens), we park and once again head for the lawn ornaments. There it is—just one—sitting on a pedestal at the very back of the assortment. The dismayed clerk goes for help and after a few grunts it sits on the floor before us. We look at each other—it's a must have. It's loaded on a dolly, wheeled to the Rent-A-Benz and placed in the trunk.

Now, how the...do we get this 100# treasure home? It's certainly not carry-on luggage. Wait. We've got it! We head for some Porsche friends that live near Schiphol and, stopping at his place of business, we unload it, give his secretary all the guilders (before the Euro) and dollars we have, offer to send more if needed, and ask that it be shipped to us through O'Hare. The next day we're headed home to Rockton—life in the slow lane.



A few weeks later we receive a phone call from KLM cargo that it has arrived. We jump in the Toyo to make the 90-mile drive to O'Hare. We locate the cargo area, park, and go to the counter. We are given a handful of papers and instructed to go to Customs, which is a considerable distance away. We are experiencing bureaucratic efficiency at its peak.

At the customs office, it's more paperwork and rubber stamping, and then back to cargo. Papers are presented and everything seems to be in order—take the document and go to dock No. 3, ring the bell and present

it to the personnel.

Gaining entry, we are warmly received by a grinning horde of knuckle-draggers, putting me in mind of a Jane Goodall study I once read in National Geographic. They take the paperwork and scurry across the floor, clinging to a forklift. Returning minutes later with the package, the deliverer inquires, "is this shipment several pieces?" With a sinking feeling, I reply that it was one piece when it left Schiphol. We open it on the spot, and it is indeed in pieces. With practiced sympathy, we are invited to file a claim.

This done, we are told that we may as well take it with us as it will just be put in a dumpster, and that accepting it will not affect filing a claim. So, we load it into the Toyo and head back to I-90 and Rockton.

Weeks later we receive a carefully drafted form letter from KLM, informing us that our shipment was damaged

because it was improperly packaged, and our contention that it had been dropped on the concrete floor right at "O'Hare was nonsense. Inasmuch as none of the pieces had been pulverized with the handling, their stand is also nonsense. My reply cannot be published here—that's another story; but in the end they honor our claim.

In conclusion, with considerable skill, Virginia's jigsaw puzzle expertise, some formidable epoxy mending material and clamps, we put Humpty-Dumpty together again, and the little concrete C Cabriolet now happily adorns our garden. ■

Joe Rizza Porsche...

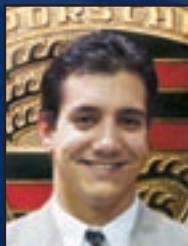
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Gimick Rallye

photos By Paul Silver

Event Date: October 13, 2002



More Gimick
Rallye
Pictures



PCA - Chicago Region Board Meeting Minutes

October, 2002

Voting Members Present: K. Clark, J. Jacisin, K. Pesavento, M. Nowakowski, E. Barnicle, P. Hackenson, P. Yanahan, C. Inglot, S. Young

Coordinators Present: P. Hackenson, J. Jacisin, P. Yanahan, C. Inglot, K. Clark, S. Young, J. Girard, C. Bittman, G. Gulik, P. Silver

Meeting Called to Order by K. Clark at 8:10 PM at the Park Ridge VFW Hall, Park Ridge, IL

Secretary: M. Nowakowski
Presented minutes from September 6, 2002, Board Meeting. Approved: Unanimously

October issue of Chicago Scene was mailed October 1, 2002, with General Election Ballots. Ballot states that return must be postmarked by November 1. Bylaws state that the ballots must be postmarked within 21 days of newsletter mailing. General discussion and conclusion that Bylaws supercede instructions printed on the ballots in the Scene.

Motion by E. Barnicle to accept the language of the Bylaws, and accept that there was an error on the ballots in regards to the response date. Ballots to be counted at the November Board Meeting. Approved: Unanimously

No additional candidates have approached the Board with a petition for write-in vote on the ballots.

Treasurer: K. Pesavento
Presented Chicago Region Financial Statement dated October 9, 2002. Approved: Unanimously

Autocross: S. Young/M. Gallagher
Presented by S. Young. Blackhawk Octoberfest Autocross ran well, but participants had mixed response to event. It was noted that few "regular" autocross participants attended the Octoberfest Autocross. In attendance were 55 Drivers Ed participants and 9 Autocross only participants. General discussion regarding success of event, and future of this type of event. The Octoberfest event concluded the Autocross season for 2002.

Timing & Scoring: C. Bittman
Presented bill for \$380, which included three equipment repairs, software upgrade, and shielded cable. General discussion regarding recognition of minors for year end points and trophies. For 2003, minors will be allowed to trophy in National events. Chicago Region Bylaws recognize 18 years of age as minimum for membership, and this

age will qualify for year end points. A trophy for Junior Participant of the Year will be presented in 2002. C. Bittman will present year-end totals at the November Board Meeting. Thanks to L. Lichtensein and J. Wolske for their assistance at the Blackhawk Octoberfest Autocross event.

Road America: C. Inglot
Final bills for TRAC2002 have been presented to K. Pesavento for payment. Road America has billed Chicago Region for damages to golf cart damage, wall, oil dry and other damages. Billing has been presented for upgrade of EMT services. Final accounting of the TRAC2002 event will be presented at the November Board Meeting. P. Hackenson has expressed interest in Chairing the 2003 Road America events. General discussion followed. Local area motels have been contacted regarding blocks of rooms for TRAC2003. P. Hackenson commended C. Inglot for his many years of service in chairing the RADE/ TRAC events, and requested his experience and guidance for the 2003 events.

Blackhawk Farms: D. Gallagher/P. Hackenson
Presented by P. Hackenson. Friday, October 4 Blackhawk was a rain out. Chicago Region has negotiated with the track for a reduced daily rate for the rain day. DE registration consisted of 37 cars for Friday, 57 cars for Saturday with 9 Autocross only cars, and 62 cars for Sunday. General discussion regarding planning the 2003 Blackhawk Octoberfest in late September of 2003, and returning to a two-day event. K. Clark presented K. Pesavento with a PCA National refund check for a multi-venue event. General discussion regarding passengers in DE cars and safety at events. K. Clark has appointed a sub-committee consisting of K. Clark, P. Hackenson, T. Conforti, C. Inglot, and E. Barnicle to form an action plan and recommend corrective action for safety violations. Recommendations will be presented at the November Board Meeting and presented to Zone 13 Representative.

Gingerman: J. Girard
107 drivers attended Gingerman DE. Final balance sheet was presented for this event. Tentative date for Gingerman 2003 is August 2 and 3. General discussion of proposed date with respect to other DE events.

Insurance: K. Clark
Insurance requirements are complete for 2002 season.

Concours: J. Jacisin/P. Yanahan
Presented by P. Yanahan. Concours Judges School is a Zone 13 event, and will be held on November 23, 2002.

Board Meeting - continued on page 29

Statement of Ownership, Management, and Circulation

1. Publication Title CHICAGO SCENE		2. Publication Number 1056-4195		3. Filing Date 10-09-02	
4. Issue Frequency MONTHLY		5. Number of Issues Published Annually		6. Annual Subscription Price \$12.00	
7. Complete Mailing Address of Known Office of Publication (Not printer) (Street, city, county, state, and ZIP+4) 10600 W. HIGGINS RD. SUITE 100 ROSEMONT IL 60018-3715				Contact Person SCOTT ADELMAN Telephone 847-390-866	
8. Complete Mailing Address of Headquarters or General Business Office of Publisher (Not printer) 10600 W HIGGINS RD. SUITE 100 ROSEMONT IL 60018-3715					
9. Full Names and Complete Mailing Addresses of Publisher, Editor, and Managing Editor (Do not leave blank)					
Publisher (Name and complete mailing address) SCOTT ADELMAN RD SUITE 100 10600 W HIGGINS ROSEMONT IL 60018-3715					
Editor (Name and complete mailing address) SCOTT ADELMAN 10600 W. HIGGINS RD. SUITE 100 ROSEMONT IL 60018-3715					
Managing Editor (Name and complete mailing address) SAME					

10. Owner (Do not leave blank. If the publication is owned by a corporation, give the name and address of the corporation immediately followed by the names and addresses of all stockholders owning or holding 1 percent or more of the total amount of stock. If not owned by a corporation, give the names and addresses of the individual owners. If owned by a partnership or other unincorporated firm, give its name and address as well as those of each individual owner. If the publication is published by a nonprofit organization, give its name and address.)

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PCA CHICAGO REGION	25430 CANTERBURY COURT BLEN ELLOYN IL 60137 7094

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 The purpose, function, and nonprofit status of this organization and the exempt status for federal income tax purposes
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13. Publication Title CHICAGO SCENE		14. Issue Date for Circulation Data Below OCTOBER 2002	
15. Extent and Nature of Circulation		Average No. Copies Each Issue During Preceding 12 Months	No. Copies of Single Issue Published Nearest to Filing Date
a. Total Number of Copies (Net press run)		1850	1850
(1) Paid/Requested Outside-County Mail Subscriptions Stated on Form 3541. (Include advertiser's proof and exchange copies)			
b. Paid and/or Requested Circulation		1715	1773
(2) Paid In-County Subscriptions Stated on Form 3541 (Include advertiser's proof and exchange copies)			
(3) Sales Through Dealers and Carriers, Street Vendors, Counter Sales, and Other Non-USPS Paid Distribution		0	0
(4) Other Classes Mailed Through the USPS		0	0
c. Total Paid and/or Requested Circulation (Sum of 15b (1), (2), (3), and (4))		1715	1773
d. Free Distribution by Mail		0	0
(1) Outside-County as Stated on Form 3541			
(2) In-County as Stated on Form 3541		0	0
(3) Other Classes Mailed Through the USPS		0	0
e. Free Distribution Outside the Mail (Carriers or other means)		135	77
f. Total Free Distribution (Sum of 15d, and 15e.)		135	77
g. Total Distribution (Sum of 15c, and 15f.)		1850	1850
h. Copies not Distributed		0	0
i. Total (Sum of 15g, and h.)		1850	1850
j. Percent Paid and/or Requested Circulation (15c, divided by 15g, times 100)		98.58	98.56
16. Publication of Statement of Ownership <input type="checkbox"/> Publication required. Will be printed in the Nov-02 issue of this publication. <input type="checkbox"/> Publication not required.			
17. Signature and Title of Editor, Publisher, Business Manager, or Owner CA			Date 10-09-02

I certify that all information furnished on this form is true and complete. I understand that anyone who furnishes false or misleading information on this form or who omits material or information requested on the form may be subject to criminal sanctions (including fines and imprisonment) and/or civil sanctions (including civil penalties).

Instructions to Publishers

- Complete and file one copy of this form with your postmaster annually on or before October 1. Keep a copy of the completed form for your records.
- In cases where the stockholder or security holder is a trustee, include in items 10 and 11 the name of the person or corporation for whom the trustee is acting. Also include the names and addresses of individuals who are stockholders who own or hold 1 percent or more of the total amount of bonds, mortgages, or other securities of the publishing corporation. In item 11, if none, check the box. Use blank sheets if more space is required.
- Be sure to furnish all circulation information called for in item 15. Free circulation must be shown in items 15d, e, and f.
- Item 15h, Copies not Distributed, must include (1) newsstand copies originally stated on Form 3541, and returned to the publisher, (2) estimated returns from news agents, and (3) copies for office use, leftovers, spoiled, and all other copies not distributed.
- If the publication had Periodicals authorization as a general or requester publication, this Statement of Ownership, Management, and Circulation must be published; it must be printed in any issue in October or, if the publication is not published during October, the first issue printed after October.
- In item 16, indicate the date of the issue in which this Statement of Ownership will be published.
- Item 17 must be signed.

Pre-registration is required. This event is a National Certified Concours Judges' School. Beginning in 2003, concours judges for National events will have to be certified.

Presented by J. Jacisin. Thanks were extended to J. Drury for hosting the Graue Mill Concours. 28 vehicles attended Graue Mill, and 6 cars attended the Blackhawk Octoberfest Concours.

Rallye: J. Stephensen

Presented by K. Clark. 12 vehicles attended the September 14 and 15, 2002, Rallye with the Milwaukee region. Presented by E. Barnicle. The Photo Rallye is finalized for Sunday, October 13, 2002, and will begin at Brainard and Joliet Rds., in LaGrange.

Social: S. Shire

Presented by K. Clark. Dinner Dance advertisement will be in the upcoming Scene and has been corrected on the website. General discussion on budget for event. Motion to subsidize budget of the Dinner Dance up to \$35,000. Approved: Unanimously

Membership: V. Miller

Presented by K. Clark. Issues with PCA National have been resolved.

Safety: T. Conforti

Presented by P. Hackenson. Blackhawk incident reports have been forwarded.

Technical: P. Hackenson

November 3, 2002, Tech Session is arranged. Thanks to Midwest Eurosport and S. Bernacki for providing the racing simulator. O'Hare Autobody will be providing paint samples. All prizes and refreshments for this event have been donated.

Goodie Store: K. Hackenson

Goodie Store proceeds will be presented to K. Pesavento at the November Board Meeting.

Chicago Scene: S. Adleman

Presented by K. Clark. Cari Compton has graciously volunteered as the new Assistant Editor and Proofreader.

Advertising: S. Shire

Presented by K. Clark. Billing for advertising has been sent out.

Photograph: P. Silver

Welcome to Paul Silver and thanks for his assistance with Club photographs.

Cuneo Estate and Graue Mill Concours photos have been delivered to the Scene and webmaster. Octoberfest DE and Autocross photos have been delivered to the webmaster. Expenses have been submitted to K. Pesavento.

Webmaster: G. Gulik

Welcome to G. Gulik and thanks for his assistance on the web page. Photos of recent events have been added to the web-site. General discussion on accepting payment for events over the web. This is a large undertaking, which will require time and effort to accomplish this task. A conference call with PCA National will be set-up to request their guidance.

No Report President: K. Clark, **Vice President:** J. Jacisin
Chief Driving Instructor: J. Ruther, **Property:** E. Leed
Charity: D. Coup, **Sponsorship:** S. Rashbaum, **Historian:** J. O'Keefe

Old Business:

P. Hackenson presented results of e-mailed motion to serve beer at Blackhawk Octoberfest event. Approved: Unanimously

New Business:

Motion by M. Nowakowski to purchase 500 PCA Chicago Region emblems for name badges, at a total cost of \$1720, from Diversified Marketing. Approved: Unanimously

J. Jacisin suggested that we invite Tom and Eleanor Bobbit, PCA National President Elect, to be the guests of the Chicago Region at the Dinner Dance. Invitation will be extended.

Motion to Adjourn: Approved Unanimously 10:46 pm ■

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Welcome To Our New Members October 2002



Marc Bassewitz
Sheri Bassewitz
Lincolnshire, IL
2002 Boxster

Bryan Kemker
Judith Kemker
Crystal Lake, IL
1986 944 Coupe

Ken Schiffman
Janet Schiffman
Oak Park, IL
2002 C2 Coupe

Andrew Cates
Anna Olivarez
Bartlett, IL
1970 911 Coupe

John Kosowski
John Kosowski Jr.
Oakbrook, IL
2000 911 Cab

Dennis Siwa
Maria Siwa
Orland Park, IL
1970 911T

Robert Clement
Debra Clement
Long Grove, IL
1997 C4S

Michael McCann
Elizabeth McCann
Arlington Heights, IL
1988 Carrera Targa

Lutz Strobel
Rhona Hoffman
Chicago, IL
1994 964 Speedster

Robert Der
Robert Der Jr.
Naperville, IL
2002 Turbo Coupe

John McKeon
Erin McKeon
Chicago, IL
1973 911T

Val Strumberger
Paul Strumberger
Chicago, IL
2002 911 Turbo

Tom Dogan
Lolly Dogan
Ogden Dunes, IN
1997 993 Turbo

Frank Miyares
Carmen Miyares
Rockford, IL
1992 911 Cab

Mark Toth
Debbie Toth
Valparaiso, IN
1984 911 Cab

Michael Grove
Nancy Grove
Palos Heights, IL
1986 911 Targa

Fevin Reyes
Myleen Reyes
Chicago, IL
1981 911SC Coupe

Mike Walther
Beverly Walther
Glencoe, IL
1999 996 Coupe

Gary Kay
Buffalo Grove, IL
2003 911 Turbo

Robert Sipay Rozwat
Chicago, IL
2000 Boxster S



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idly approach and recognize the rear of the evil Buick (ok, so maybe it wasn't the >face< of evil) and know that I was in for some coasting. Realize that it's an occupational hazard, ease past, so as not to awaken the driver, and move on. Rapido, Rapido.

Expectation: The car will get dirty. Realization: The car was trashed by the end of the first day. Swooping in and out of granite canyons and some unavoidable gravel detours, there's dirt and muck in the car in places I'll never find. I went so far as to take the car to one of the self-wash places. This goes against better judgment and good car care: Using a high pressure washer on the car can potentially drive/embed dirt in the paint as much as wash it off. It also made me think that when I get home, I'll tuck a sponge and a chamois cloth in an empty corner of the trunk for future trips.

As part of my earlier efforts at improvements (so I claim), I expected to utilize the MP3 player for music during the trip. The (sad) realization: While the sound is excellent, the relatively cheap MP3 player I bought was not up to

the job. Better players have small screens that display the title (and artist) and have far more usability. I'm not giving up on the MP3 option, but I wouldn't ditch the CD player just yet.

The OBC modification (hack), on the other hand, exceeded all expectations, and is a priceless addition if you plan any extended road travel. Over the course of



2500 miles, the OBC indicated I averaged 59 MPH (I'll explain in a moment) and 23 MPG. But what really held my attention was the Outside Temperature reading and the Miles to Empty calculation. In many of the photos, you'll notice the top is down. When I set out from Illinois (top down) it was a balmy 68 degrees. And it was never that warm again. Even so, with the heated seats, the climate control boosted, and the proper clothing, 48 degrees was still tolerable top-down motoring. As for the Miles to Empty reading, I've heard from several others that the numbers are quite conservative. So when the next town was 75 miles away, it was nice to know

that there was some cushion in its 85 miles-to-empty estimate.

Loose ends:

- I expected to cover 500 miles per day, and the car does so effortlessly and comfortably. I'm sure one could push that number to 750 without a struggle and maybe 1000, if necessary.
- (Lack of) Luggage space was never an issue. I expect the same would hold true if I brought a passenger.
- A radar detector was only of use in the larger metro areas. Once past city limits, it was a little used accessory in the car.
- You have to pay attention to the gasoline grades. One station may label 91/92 octane as 'Premium' and another may label it as Ultra-- and label the 89 octane as 'Premium'....or Super, or Plus, or godonlyknows. Look at the numbers before pumping. (The upside is that the car ran fine on a tank of 89 octane, although I wouldn't make a habit of it.)

Alright, so you read this far, so let's make it worthwhile:

The car (in this case, an '01 Boxster S, 18" Conti Sports-- good tread, standard suspension) finds an ideal cruising speed between 85 and 90 mph. Around 115, the front end gets light--still very predictable handling, but there is a perceptible difference to be aware



2003 Porsche 911 GT2 by PCNA

Lighter and more powerful than the 911 Turbo on which it is based, the Porsche 911 GT2 is the ultimate Porsche model for 2003. With 456 horsepower (SAE), the GT2 can accelerate from a standing start to 62 mph (100 km/h) in about four seconds and can achieve a top speed of 195 mph (315 km/h) on the test track. The biggest weight saving over the 911 Turbo is achieved by making the GT2 a rear-wheel drive sports car (the 911 Turbo is all-wheel drive). Other weight-saving measures include fitting sport seats in front and deleting the rear seats and replacing the spare tire with a tire repair kit which includes a bottle of sealing foam, an air compressor and a pressure gauge.

The 911 GT2 is the first Porsche to be fitted as standard with the Porsche Ceramic Composite Brake (PCCB). The ceramic composite discs weigh 50-percent less than comparable metal discs, reducing unsprung weight by a significant 36.6 lb. (16.6 kg) and thus enhancing suspension response.

In addition to weighing more than 200 pounds less than the 911 Turbo, the 911 GT2 has a more powerful version of Porsche's 3.6-liter twin-turbo six-cylinder "boxer" engine. For the 911 Turbo, the twin turbochargers boost airflow into the engine to 11.76 psi. But for the 911 GT2, those turbochargers spin 14.5 psi into the engine. The GT2 engine produces 456 horsepower at 5,700 rpm and sustained 457 lb.-ft of peak torque from 3,500-4,500 rpm.

The only transmission available is a modified version of the 911 Turbo six-speed manual.

The GT2 also benefits from chassis modifications that come directly from Porsche's road racing experience. Suspension modifications include racing springs that lower the center of gravity by 0.78-inch (20 mm), adjustable anti-roll bars and a wide range of suspension adjustment to accommodate racing tires.

Porsche Owner Demographic Profile

North America is Porsche's largest sales market. At the heart of the Porsche brand is a strong individualist drive and the brand's innovative spirit and fierce independence directly reflects Porsche owners' most

strongly held values. Porsche Cars North America research has revealed that:

- 79% of Porsche owners are male
- 81% are married
- Porsche owners are primarily 36 to 60 years old
- The average age of a Porsche owner is 49 years
- Porsche owners have an annual gross income of \$289,000
- 48% paid cash for their cars (source: Porsche Financial Services)
- 33% have children in the household
- 14% own their own business or are self employed
- 15% are managerial or director level employees
- 45% are managing directors, presidents or CEOs
- 44% were involved in founding their own company
- 95% use the Internet (66 percent every day)

Porsche Owner Sporting Activities (participate or follow)

- 60 percent work out on a regular basis
- 68% enjoy football
- 42% enjoy skiing
- 63% enjoy golf
- 49% enjoy basketball
- 42% enjoy motorsports
- 42% enjoy boating/yachting

Source: 2000 LMS Study

Top 5 U.S. Sales Markets

1. New York/New Jersey
2. Los Angeles
3. Miami/Ft Lauderdale
4. San Francisco/Oakland/San Jose
5. Dallas/Ft Worth

U.S. Market Share

Sports Cars \$30,000 to \$60,000

Boxster and Boxster S - 15 percent

(Vehicle Segment: Audi TT, BMW Z3 & M3, Chevrolet Corvette, Honda S2000, Mercedes-Benz SLK)

Sports Cars over \$60,000

911 Carrera 38 Percent

(Vehicles segment: Acura NSX, Viper, Ferrari (all), Jaguar XK8/XKR, Lotus Esprit Turbo, Mercedes-Benz SL)

Based on U.S. sales through November 2000. ■

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Please see page one for submission information.

For Sale Porsche Cars

911/912

1997 911 C4S (993 4WD widebody) coupe, red/black leather, 6speed, 35K miles, exceptional condition (needs nothing), records avail. Options: hi-fi system, in-dash CD, motorsound, stainless exhaust, full power driver's seat, rear wiper, lowered with Eibach springs. \$58,000 Tony Neczet 847-722-4808 tnczet@earthlink.net [NDJ]

1997 993 TT, White 2DR Coupe, 13500 Miles, Manual Transmission, AWD, 6 Cylinders, Excellent Condition. Garage Kept, 1 Owner, Non Production Car Made For and Used in New York Auto Show in 1997, Has Porsche Lowered Racing Springs added, Stress Bar, White Wheels, Carbon Fiber Int., Chrome Tips Exhaust, and more. Asking \$87,000 Call Juan Rodriguez @ 630 253-3111. [OND]

1981 911 SC Targa, charcoal gray/black, 114K miles, Stored winters, Some of the many extras: lowered, Carrera valance & spoiler, European headlights, brake lights and turn signals, bra, CD, rebuilt transmission and new clutch (20k miles). Not driven this season because of broken head studs, new job and family priorities make my loss your gain, \$13,900 less \$6,000 for rebuilt engine leaves \$7,900 for a great winter project car. Call Gerry @ 630-355-8640, geraci@ix.netcom.com. [OND]

924/928/944/968

1995 968 Cab Red/Black, Tip, 18" Wheels, CD changer, Built in K40, Hands Free Phone systems for Nokia, 43K Miles, Excellent Condition, 2nd Owner, Service History and receipts, \$25,900 or Best Offer, Call Steve at 708-738-5775. [OND]

1988 944 Turbo S - Silver Rose with black

partial leather and Porsche lettering interior. 51K miles In very good condition. Recent clutch replacement, new Yokohama tires with refinished wheels in last 2 years. Belt bar and 6 point harness for driver and passenger. Garaged and has been well maintained. Asking \$19,000.00 or best offer. Call John at 312-617-6349 or jplherault@aol.com. [OND]

1987 944 Turbo red/black, 60K miles, very good condition, Brembo brakes, adjustable shocks, full roll cage, 2 recaro seats, Fiske wheels 8-1/2 x 9-1/2, HD springs, lowered. Original seats & extra tires & wheels. \$15,000. Call Bob 847-680-0136 or rostroga@aol.com. [NDJ]

1986 944 Guards Red w/ light gray leather. Rare automatic. 51,000 mi. First Place concours winner Class B. Perfect condition. All records since 1988. 2 car covers, 2 bras, 2 sets of mats, gold lug nuts, inlaid center caps. Fitipaldi steering wheel, aluminum accent on console, electric locks. \$2700 in extras. \$13,500. Casey eve. 708-479-7040 [DJF]

Boxster

1999 Porsche Boxster Lapis Blue Metallic / Beige leather, Blue top, Alpine cassette with 12 CD changer and amplifier, 17" Boxster wheels, traction control, sport package, dual front & side airbags, 5 speed, wind screen, all power, 23,800 miles, garage stored, no winters, no smoking, professionally maintained by Fischer Motors Inc, Excellent Condition, I can e-mail digital pictures, Asking \$33,900 OBO days 847-473-6572, eve & weekends 815-675-6136, cell 815-790-0981 or e-mail jim_lewan@baxter.com, [NDJ]

Others/Parts

RACE CAR '88 930. 700 hp. A proven winner. Too many firsts to list. Fresh motor & trans. 935 suspension with Penske's. Fabcar wing. Fully sorted - needs nothing! 2 Workers Choice awards. 2:18 at Road America. Building new car. \$89,500. (630)248-6982. GSapa@aol.com. [DJF]

Other Cars: 1995 BMW M3 White/Black chip & suspension, 40K miles \$21,000, 1997 Alpha Romeo GTV Vintage Race \$12,000, 1974 Lotus Elan +4, 40K Original \$6,500, 1959 Corvette red/black Vintage race car with street plates, side pipes, flares, new cage, harness, race seats & gauges. \$17,500, Three free evenings at GingerMan Raceway with purchase. Dan 269-253-2017 [DJF]

1998 Mercedes E320 Silver w/ Gray interior (most desirable combination) 6 disc changer, car cover, front end "bra", cargo net. 32,000 miles, perfect condition.

\$29,900. Casey, 708 479-7040. [DJF]

1991 45' Silver Eagle Motor Coach. Fully loaded. Has more gadgets and amenities than your own home! New everything! Satellite, DVD, TV's, leather, tapestries, 10" roof raise, 8 new tires and chrome wheels, custom power awning, bbq pit, queen bed, security safe, art work, carpeted, plenty of storage, fullsize tub/shower, fullsize frig, stone and slate tile in bathroom, custom armoire/desk, leather recliners, a/c, generator, camera wireless system, cruise, Bose speakers & more! For more information about this beautiful one-of-a-kind bus, visit www.themotorcoach.com. \$399,500 obo. call Donald Bond at 800-709-0963. [NDJ]

914 Parts: 74 air conditioner, 74 2.0 Fuel Injection complete, wheels, doors, lids, interior, electrical, body, suspension, drive-line, engines, etc. More, lots from cars parted. 219/939-9946, Porsche1VW@aol.com parts list: members.aol.com/Porsche1VW, [DJF]

Wheels & Tires: Factory OEM Winter Package for Boxter and Carrera 2/4 Boxter S rims: 7x17 ET 55 and 8.5x17 ET 50 with Dunlop Winter Sports :205.50.17 and 225.45.17 with only 500 miles! \$1,850 R. Mosquera 229 phillippa St Hinsdale, IL 60521 630-455-9498 [DJF]

Tires: 4 Dunlop Max. Performance-Summer Sport 9090 Tires. 235/45ZR/17.3/16" to 1/4" remaining tread depth. \$100 OBO. Casey Orland Park. 708-479-7040. [DJF]

Wheels & Tires: Factory Boxster 16" wheels with center Porsche caps and BF Goodrich G-Force T/A R1 P225/50ZR16 & P205/55ZR16 tires. Only used once at Blackhawk this year for Drivers Ed class. \$990.00 OBO Days - 847-473-6572, Eve - 815-675-6136, E-mail - jim_lewan@baxter.com [DJF]

Wheels & Tires: 993/964 Snobs, Dunlop SP Winter Sport 205/50 and 255/40x17" tires on 17x7.5" and 9" 993-style wheels. Only 3K miles, excellent. \$1000. Jim, 847-735-1292. [NDJ]

Wheels & Tires: 993/964 Autox/Race, BFG R1 205/50 and 255/40x17" tires on 17x7.5" and 9" Carrera Cup-style wheels. Only two drivers ed. sessions! \$1000. Jim, 847-735-1292. [NDJ]

ROLL CAGE/ROLL BAR - Safety Devices bolt-in for 993/964. Nice workmanship, great price. \$400. Jim, 847-735-1292. [NDJ]

The Mart, continued on page 36

Wheels & Tires: O-Z Racing Monte Carlo rimless wheels, beautiful, 8.5 x 18, 5-spoke, carbon fiber center caps, shod with Michelin Pilots 235/50 ZR 18s. Used on a S500 M-B for ~ 13 months, gobs of tread, perfect condition, \$2500. OEM Volvo 6 spoke alloys 15" wheels beautiful, needs tires, \$400. OEM Volvo BBS-look alloys, shod with Firestone Affinity Touring 195/60 R 15s, \$600. All OBO, call Dr. Stout, 847-550-0067. [NDJ]

Parts: for 914; '74 air conditioner, '74 2.0 Fuel Injection complete, wheels, doors, lids, interior, electrical, body, suspension, transaxles, drive line etc. Lots more. See parts list <http://members.aol.com/porsjce1vw>, call 219-939-9946 or porsche1vw@aol.com [NDJ]

Storage: Barrington. Inside storage for Porsche, Mercedes, etc. Very dry, private, clean, secure. 847-382-6538 [NDJ]

914 Parts: 74 air conditioner, 74 EFI, wheels, bumpers, lids, interior, electrical, body, suspension, transaxles, drive line etc. More, lots from cars parted. See parts at <http://members.aol.com/Porsche1VW>, or email Porsche1VW@aol.com. Phone 219/939-9946, Ricardo Gonzales. [OND]

Front Seats for a 911 or 944. Black leather non-sport. Very good condition, no tear. Power driver seat, manual pass. \$300.00. Call Rick after 6:00 p.m .847-384-1197. [OND]

Wheels Full set 993 factory alloy (cup) wheels, (2) 7 x 16 and (2) 8 x 16 with Blizzack snowtires. Asking \$1,085. Stored in Libertyville, IL. Call Bill at 773-506-2711. [OND]

Winter Porsche Storage Clean, Secure and Heated Porsche Storage in private airplane hanger in Naperville. Limited Spaces, visitation rights November 1st to April 30th for \$750. Call Steve Wagner at 708-738-5775 to secure your space. [OND]

130 Year old Farm House 60 seconds from the starting grid at GingerMan raceway. Comes with Barn, pond willow trees and lots of history. This will not be a dull broing 2nd home. . Dan 269-253-2017 [DJF]

Wanted

914-6 conversion parts, 2.7 engine, oil tank, oil linesheaders, muffler, engine mounting hardware, 5X7 4 bolt wheels to fit understock fenders, Ricardo Phone 219/939-9946, Porsche1VW@aol.com [DJF]

Garage Storage - PCA member relocating to Chicago in fall needs garage in Chicago (city or close suburbs) to house and work on 914-race car. Prefer garage with electricity if possible. Needs to be safe, secure and large enough to work on the car and house tools. Long-term lease preferred. 312.493.7198 (cell) or 312.326.8794 (office), t.hegarty@cox.net. [NDJ] ■

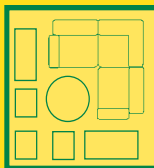


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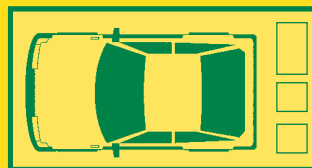
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of. The car, even without a downshift from 6th gear will easily and quickly climb up to about 130. From there, it's a slower climb up to about 161 (hence the 59 MPH average). Still very smooth and precise at the end. On the other hand, at 120 and over, fuel consumption is not sedate. It dropped as low as 13 MPG (which makes the over 23mpg for the trip all the more impressive). The return to double digits is not to be taken lightly either. Applying the brakes at speed, especially over 125, put a tremendous downforce on the front tires and magnifies imperfections in the road to the point that (noticeable) bumps, ruts, etc. in the road can make the steering 'twitchy'. Even so, a rather sedate 75 MPH can be comfortably reached from 150+ in 3 to 4 seconds.

Having been back over a week now, it almost feels disgraceful to drive this car stoplight-to-stoplight for my everyday commute. The car belongs on smooth, twisting, diving roads. Maybe the Club (attention all board members wishing to 'buy' my vote) will send me "ON ASSIGNMENT" for a special investigative report: California Coast Highway 101 and Al Capone's Secret Treasures. Or something like that.

One last thing; if I were to do a 'travelogue' bit, I'd rant and rave about going to the Crazy Horse Memorial (a few minutes southwest of Mt. Rushmore) and would do my best to convince anyone that 1000 miles each way is not too far to go see this piece of history in the making. And maybe the Crazy Horse foundation is shy, or they don't get too many takers, but for a little more than a C-note, you can take a private ride to the top and literally walk up to the face. And there is no evil here. Ask for Gale. Short of a Porsche, it'll be the ride of a lifetime.

NEXT MONTH: The Final Tally -The Year in Boxster Review. In the mean time, feel free to contact me with your thoughts, ideas, suggestions, ramblings, etc. at the email address above. ■

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TECH QUIZ - Test Your Knowledge

by Mary Anne Nowakowski



- In the early 1950's Porsche wanted to reward car owners who were putting many miles on the early 356 models. What was one of the gifts presented to the car owners?
 - An all-expense paid trip to Germany
 - A gold wristwatch
 - A free engine rebuild
 - A new 356
- What do the letters "LSA" signify, when referring to a later model 993 Carrera?
 - Large Stainless Aluminum optional front control arms
 - Lightweight-Stable-Agile multi-link rear suspension
 - The first letters of the three factories in which the Carrera body, engine and transmission were manufactured.
 - Last Series Amended, used to identify the last model produced in a particular year
- What was the original Type number of the Porsche model later designated as 911?

A. 356D	C. 902
B. 901	D. 999
- What is the significance of the number 930, 931 and 951?
 - Each number is the end of a particular series of designs.
 - All three numbers were omitted during the selection of design numbers.
 - They are all Porsche Type numbers designated as turbo models.
 - There is no significance to the series of numbers.
- How much oil is required after draining the oil tank and replacing the oil filter in a 993?

A. 10 quarts	C. 12 quarts
B. 11 quarts	D. 14 quarts
- What is the permissible usable load on the optional Porsche Roof Transport System for a Boxster or 996?

A. 2 Porsche Bicycles	C. 250 lbs
B. 500 lbs	D. 165 lbs
- What speed must be attained before the automatic spoiler begins to extend on a 2000 model year Boxster?
 - Approximately 25 mph
 - Approximately 55 mph
 - Approximately 75 mph
 - Approximately 85 mph
- What is the most likely problem if the 914's windshield washer system water spray is weak?
 - The wiper blades are worn and preventing water from reaching the windshield
 - Low battery voltage
 - The washer reservoir is low
 - The pressure in the spare tire may have dropped close to 29 psi.
- In which model year was the Porsche 964 first introduced, and in what form?
 - In 1989, as a two wheel drive model.
 - In 1989, as a four wheel drive model
 - In 1990, as a two wheel drive model
 - In 1990, as a four wheel drive model
- What was the 911R?
 - An early prototype convertible version of the 911 built in 1964
 - A variant of the 1973 911S with a ducktail spoiler and "Carrera" script down each rocker panel
 - An interim model built just before the 911SC's debut in 1978
 - A lightweight version of the 911 built for racing and rallying, starting in 1967

10. D	5. A
9. B	4. C
8. D	3. B
7. C	2. B
6. D	1. B
	Answers:

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ebarnicle@dolphincartage.com



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Pete.Hackenson@HP.com



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pyanahan@attbi.com



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630-205-0055 c
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shawn@us-aapex.com



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- Property:** Ed Leed, 847-382-6911, 847-382-3562 fax, leedlast@hotmail.com
- Publicity:** Susan Shire, 847-674-2285, 847-679-8973 fax, chiscene@aol.com
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