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February 2003

Holiday Party Pictures • St. Patricks Dinner Social • Rallye School

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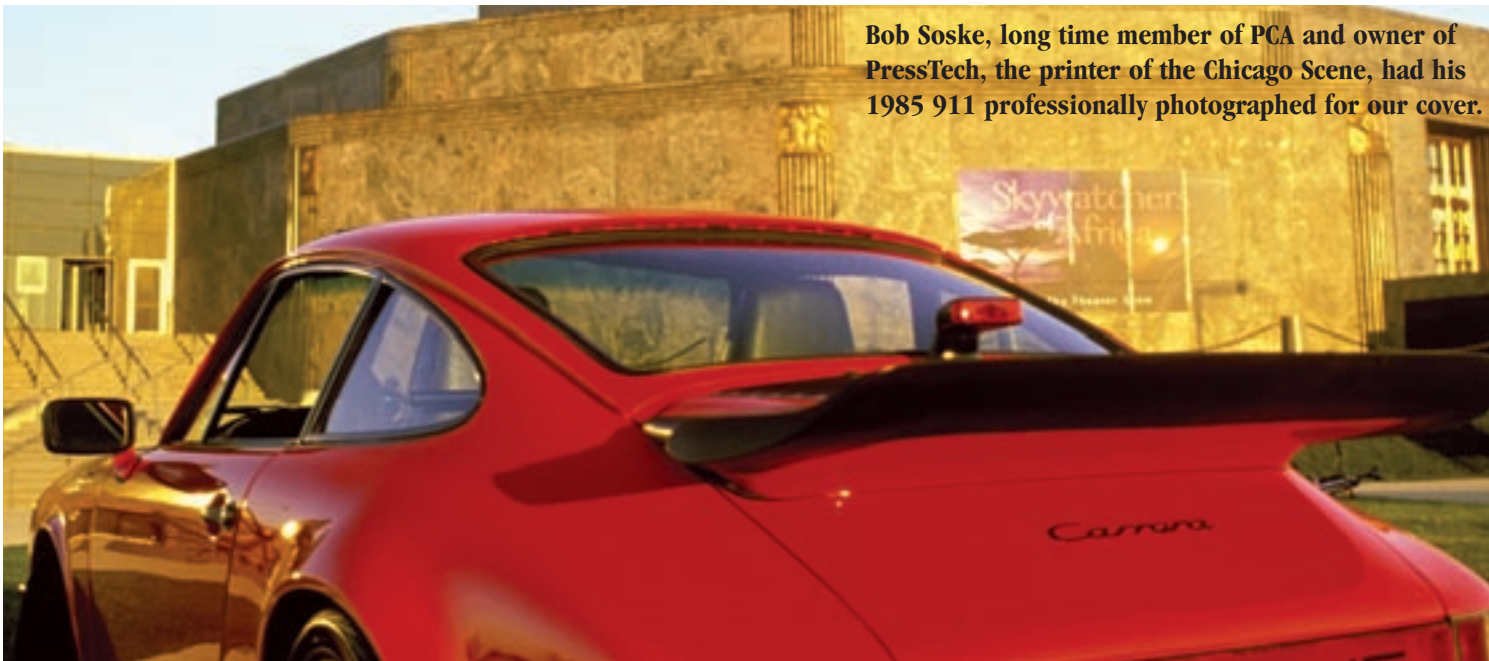
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CHICAGO SCENE



Bob Soske, long time member of PCA and owner of PressTech, the printer of the Chicago Scene, had his 1985 911 professionally photographed for our cover.

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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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2003

CALENDAR OF EVENTS

Current Calendar of Events

F e b r u a r y • 2 0 0 3

JANUARY, 2003

Sunday, January 19 General Membership Meeting at Bacino's, Naperville

FEBRUARY, 2003

Friday, February 7 Board Meeting at Park Ridge VFW

MARCH, 2003

Saturday, March 2 St. Pat's Social
 Friday, March 7 Board Meeting at Park Ridge VFW
 Sunday, March 9 Chili Tasting and Concours School at Napleton Porsche
 Sunday, March 23 Spring Tech Session
 Sunday, March 30 Rallye School

APRIL, 2003

Friday, April 4 Board Meeting at Park Ridge VFW
 Saturday, April 12 Club Race Information Workshop
 Sunday, April 13 Rallye I
 Sunday, April 27 Autocross Drivers' School at Maywood Park

MAY, 2003

Friday, May 2 Board Meeting at Park Ridge VFW
 Wednesday, May 7 Blackhawk Drivers' ED, Experienced Drivers Only
 Sunday, May 11 Autocross I at Maywood Park
 Wednesday, May 14 Blackhawk Drivers' ED, Novice Drivers/Instructor
 Friday, May 23 Road America Drivers' ED, Novice and Instructors
 Saturday, May 24 and Sunday, May 25 Road America Drivers' ED Memorial Day Weekend

JUNE, 2003

Friday, June 6 Board Meeting at Park Ridge VFW
 Sunday, June 8 Concours I \ Rallye II
 Wednesday, June 11 Blackhawk Drivers' ED
 Sunday, June 22 Autocross II at Maywood Park
 Sunday, June 29 Autocross Run for Fun at Rockford Speedway

<i>monday</i>	<i>tuesday</i>	<i>wednesday</i>	<i>thursday</i>	<i>friday</i>	<i>saturday</i>	<i>sunday</i>
					1	2
3	4	5	6	7 Board Meeting at Park Ridge VFW	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28		

M a r c h • 2 0 0 3

<i>monday</i>	<i>tuesday</i>	<i>wednesday</i>	<i>thursday</i>	<i>friday</i>	<i>saturday</i>	<i>sunday</i>
					1	2 St. Pats Social Quigley's Irish Pub
3	4	5	6	7 Board Meeting at Park Ridge VFW	8	9 Chili Tasting & Concours School
10	11	12	13	14	15	16
17	18	19	20	21	22	23 Spring Tech Session
24/31	25	26	27	28	29	30 Rallye School

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Clark's Corner

by Keith Clark, President, ClarkFNFlying@aol.com

Well, its 2003 and we can still drive our cars without worry of snow. Now that I have said that you can blame me later. By the time you read this article our annual general membership meeting has passed. I hope you had a chance to stop in and meet some of the great people that make our club so much fun. If you missed it, opportunity still knocks!

Because we have a full year of events, if you could imagine this, I suggested reducing the number of events this year to the coordinators at the planning meeting and they all said "No" the number of events we're just fine with them. So you can thank all of the great volunteers for the continued support.

This is a little early but I would like to keep our members in the loop on the D.E and Club Race weekend. As many of you know, Harley- Davidson will be hosting their 100th birthday celebration

during the same week as our event. This is a very exciting time for Harley-Davidson Company and we congratulate them on their success. I can assume that we will see some great American motorcycles on the roads around Wisconsin. And I feel very confident they will see some of the greatest German cars also. We have made same arrangements with Road America and many of the surrounding hotels as we have in past years. If you are planning on participating in the weekend, make your hotel arrangements a little earlier this year. > I hope you all have written the event dates for this year on your calendars and your ready to go.

Remember to check out our web site for new things going on and you even find some old things. I'm going to keep this article short this month because I'm really late in writing it so you wont get my normal hammering about volunteering, **JUST DO IT.** ■

Behind The Scene

by Scott Adleman, Editor in Chief

Despite the recent cold spell things are really heating up at Chicago PCA. Although there are no events on the Calendar for February you can see that March has plenty of event opportunities.

The General Membership Meeting was a great success and as usual the food was terrific. Lots of information was handed out on the events for 2003. If you did not get a chance to make it and would like this material you can call the event coordinator and they will e-mail information to you. No e-mail? Well if you ask nicely, they may even mail it.

This year we are hoping to get more articles contributed by our members. I am particularly interested in do it your self stories. If you have undertaken some modification, repair or some concouring

activities and in the process became a bit of an authority (i.e. learned some things that others might benefit from) share your experience with us. A few digital photos of the work in progress would hold too.

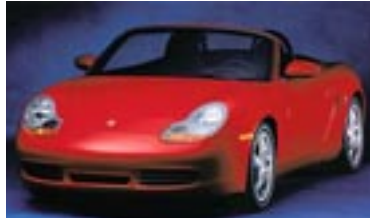
We are still looking for a few volunteers to write about and events they attend. So don't be shy and give me a call.

We have an interesting article about Porsche's new GT3. I am quite intrigued by the new 996. I was curious enough to call my local dealer to see what type of waiting list there is. I was told that this dealer may receive up to of these cars and they already had four people on the wait list. The problem is, I would first have to part with my '97 C2S. But I'm not sure I want to give up such a trouble free classic for unknowns of a watercooler. ■

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2002 HOLIDAY PARTY



First Place Men's Autocross winner Shawn Young with Mike Gallagher



Brandon and Karen Hackensen



Junior autocross participant award winner Matt Keck



The tables are turned!
Photographer Paul Silver



Dan Gallagher reminds us that it's dangerous to give him a microphone

2002 HOLIDAY PARTY



PCA president-elect Tom Bobbitt and Jim Jacisin have a discussion



The dining room at the Hinsdale Country Club



3rd Place Club Racing winner Marty Flaska with Susan Shire PCA TRAC coordinator and Chicago Region advertising manager



First Place Concours winners Jim and Patty Jacisin receive their cup from PCA president-elect Tom Bobbitt and Zone 13 representative Butch Raiha



Third Place Concours winner James Drury receives his trophy from PCA president-elect Tom Bobbitt and Zone 13 representative Butch Raiha



The concours club – Rich Laurie, Pat Yanahan, and Ron Bean



The 2002 Autocross winners

2002 HOLIDAY PARTY



PCA-Chicago Region 2002 Board members



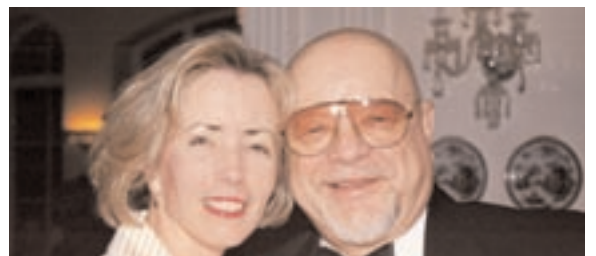
Russ and Becky Pesko



Mr. and Mrs. Mike Rende



Sandy Sapa and Linda Bacin catch up



Reinhard Barthel with his wife Nancy Poremba



People had the opportunity to go through the 2002 event photos and find some to take home. These pictures and more will be available at the 2003 party.



Matt and Mike Keck

Concours School Cayenne Chili Tasting Edible Art Competition HotWheels® Racing & Model Car Concours

Yes, we will do all this in one day! Spring is almost here and it's time to get those competitive *juices* flowing. What better way than to invite a few friends and families over for drinks, dinner, dessert and a *little* racing? Actually Karen & Pete Hackinson are inviting everyone!

2003 will once again determine the Chicago Regions best Porsche cooks as chili will be judged as the Meatiest, the Beaniest and the Tomatoiest. And in honor of the new *Cayenne* addition to the Porsche family, the Hottest and the Spiciest! So bring a crock pot full of your finest!

Let's see what this years chefs will create for the Edible Art Contest!

The Soda, Beer and Wine to put out the fires is courtesy the Chicago Region.

We will once again present our Concours Car Care Clinic featuring some of the regions best. Porsche National Concour Judges John Takehara, Pat Yanahan and Jim Jacisin will be there to demo products, extend their expertise to help solve specific car care problems, and answer questions regarding Concours scoring. (Hint: bring your car).

And this year for the young and the young at heart, the Model Car Concours returns with the addition of HotWheels races. Yes, a large track will be set up in the service department so bring your fastest little HotWheels as bragging rights will be *Hotly* contested. And if Santa didn't bring you one, or it met an untimely collision with the dining room furniture, we will have plenty of the little Mattel cars to try out and bring home for all the underage Porsche racers in the club. Model makers extrodinaire A.J. Tiller and Jeff Price will again judge all the "*little*" Porsches on display from our members toybox and trophycase collections.

The raffles and awards are once again courtesy of our sponsor Napleton Westmont Porsche.

**See you @ Napleton Porsche, 201 Ogden Ave. in Westmont,
Sunday March 09 @ 11am.**

Questions?

Chili Tasting & Edible Art: Karen & Pete Hackenson @ 630.655.1629 email: phackenson@hotmail.com

Concours School: Jim Jacisin @ 630.279.4835 email: james@design-dept.com

HotWheels and Model Car Concours: AJ Tiller @ 708.957.8262 email: AJ2ManyCars@aol.com

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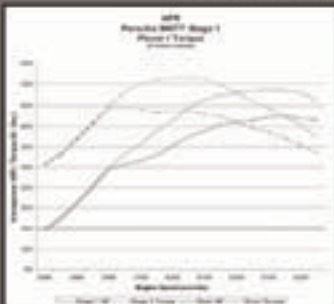
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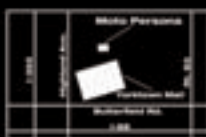


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The 912D

Many years ago an old acquaintance of mine, Miss Felicia Ferndock, purchased her first Porsche. She informed me that she had purchased this car from a Dr. Bott in Stuttgart. She related that Mr. Bott had been very fond of this car and quite reluctant to part with it. My curiosity raised, I went to her home and spotted a Porsche 912 sitting in the driveway. A quick inspection revealed that it was in very nice condition.

Now, Felicia had the penchant for old MGs and other British road chicanes and I always wondered where she was coming from. She was proud to show me her first-ever Porsche and she had a right to have that pride. This 912 gleamed everywhere, it was obvious that only a true Porsche enthusiast would have kept a 912 this clean and detailed. I spent the better part of the afternoon going over various documents that had been given to Felicia. The Mr. Bott was none other than Dr. Helmut Bott of Porsche AG. Inspection of the service instructions confirmed that this 912 has the much-rumored but never publicly seen Type 401 engine installed. I rose from my seat in her living room on this discovery and made for the car. I pulled the engine compartment release, hurriedly raising the lid to see it sitting, installed in a car, the Type 401 diesel engine.

It was a marvel! On first glance it appeared like any other 356-based engine. Nestled next to the generator stand was a small Kugelfischer pump with steel lines leading to where the spark plugs would be. Injectors resided in their places. Electrical leads for the glow plugs were neatly routed over the satin-black shrouds. A single throttle butterfly replaced the elegant Solexes I was use to. The intake tract disappeared downward into the base shroud. I got on my hands and knees to see a small supercharger nestled to the left of the valve cover. Then it hit me. This engine had overhead cams! Not the four cam marvel of Dr. Fuhrman, just a pair of cams! Closer inspection of the lower case revealed that it was the same as the type 547 case. Bevel gear drive, no less!

I rose and continued my silent inspection. Felicia was amused. "I've never seen you get this excited about anything," she remarked. "Can I drive it?" I asked, knowing full well that it was rude to ask a Porsche owner that question.

She dangled the keys in front of me. I took them. I got in, shutting the door and putting on my seat belt while I waited for the glow plug light to turn off. It went out, I turned the starter. I was rewarded with the din only a diesel-lover would enjoy. The small supercharger whined as I ran the throttle up and down, increasing the din in proportion to the rpm. Felicia got in and smiled. She was very proud of this discovery.

We drove around the Oakland hills for an hour. The 912D had more power than a normal 912 for climbing the hills. The turbocharger gave the car incredible passing power until it hit its 4000 RPM red-line. Dr. Bott had a 5-speed in this car, I observed 97 MPH on the speedometer. Felicia told me later that she had been getting 28 MPG around town and 39 MPG on her trips to Lake Tahoe.

A couple of quick runs through the gears yielded a 10.5 second 0-60, much the same as a gasoline 912.

My ride was over much too quickly. I didn't get to see either Felicia or the 912D for sometime. I did get a chance to talk to Dr. Bott. Dr. Bott was amused at my interest in the Type 401 engine. He stated that it was merely an exercise in the mid fifties for a more economical engine for a Porsche customer. I wondered whom. He informed me that an American manufacturer was very interested. Nash. They had discretely engaged Porsche to design a car for them as they had for their arch-rivals in South Bend, Indiana. It had to be the cheapest thing in town to drive and win the Mobil Economy Run. Porsche did so. The market research crew discovered that most Americans hated diesels, so Porsche was paid off and given the rights of production.

When the 901/911 was first designed, engines were in short supply. So Dr. Bott arranged to fit an up-dated Type 401 engine in a chassis with a 5-speed. He said it was a ball literally smoking many Mercedes drivers with the 912D, as the prototype was christened. He sold the car when a new prototype Porsche was made available to him, the 914-5 (it had an Audi 5-cylinder in it).

I didn't see the car for almost 15 years. I was at an autocross, I saw what looked like a 912 rattling and smoking around the course. I spotted the emblem on the engine lid: 912D it proclaimed. After the run was completed, I walked to the car and approached the driver. I asked if he knew the significance of this particular 912. He replied that it was the only one he'd ever seen that would run on the same fuel as his John Deere farm tractor.

We spoke for sometime, he was very surprised at the significance of the find. He said he had to overhaul it once after marrying the gal to get the car. He complained that the damn-fool parts people have told him he had a Volkswagen engine and all sorts of other things in the car. The valve covers had a big "N" in the middle. So he went to Ray Litz to get some 'big squish' pistons for the 19:1 compression the engine had. Richie Lukes figured out how it went together, overhauling the injection system and all the other parts.

Seems he had married Felicia some years prior and they were both his favorites. I found out the guy has a collection of Porsche farm tractors to go with the car.

Felicia? Well, she bought this 914 with an Audi 5-cylinder in it for commuting to Marin County. ■



2003 RALLYE SCHOOL

A rallye school is being planned for March 30, 2003 and will be held at the
MEDINAH COUNTRY CLUB, 6N001 MEDINAH ROAD, MEDINAH, ILLINOIS; PHONE 630-773-1700.

Casual wear but please, no jeans or T-shirts.

Complimentary valet parking.

A Breakfast buffet will be served at 10 a.m. and the Rallye School will start immediately thereafter. It should be completed by 1 p.m. The entire school will be classroom sessions and will include discussion of simple route following instructions and an in depth look at rallye traps and how they are meant to be carried out. We will have lots of handouts for you to take home and study. We look forward to imparting our knowledge to you so that you can come out and enjoy our many rallyes this year.

We are asking you to sign up in advance for this school so that we can plan for the number of handouts needed as well as the food. You can register by mail, email or phone as listed below. We look forward to having great rallyes in the year 2003.

For further information contact either Rallye CO-Coordinator Ken Pesavento at 630-469-1546 or kenneth_a_pesavento@ml.com or Phyllis Harwood at addresses below.

DIRECTIONS TO MEDINAH:

From North

Take Route 53 south to Lake Street exit (just past I-290 exit). Turn right (west) to Medinah Road (2nd stoplight), turn right (north) go approximately 1/2 mile to Main Gate located on the right (east) side of road.

From South

Take Route 355 north to Lake Street exit, turn left (west) to Medinah Road (3rd stop light), turn right (north) go approximately 1/2 mile to Main Gate located on the right (east) side of road.

From Downtown

Take 290 west (Eisenhower-Western Suburbs) to 355 south/ Joliet-Lake Street Exit. Stay right on ramp to Lake Street. Turn right (west) to Medinah Road (2nd light), turn right (north) and go approximately _ mile to Main Gate located on the right side of road.

I AM PLANNING ON ATTENDING THE 2003 RALLYE SCHOOL ON MARCH 30TH. PLEASE SIGN UP NO LATER THAN MARCH 25TH. THANK YOU.

DRIVER: _____

NAVIGATOR: _____

TELEPHONE: _____

To defray expenses a fee of \$5.00 will be charged for each attendee. Our limit on attendance is 40, so please no children unless he/she is a navigator.

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THE MIDSHIP REPORT ©

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by John Miller [Boxster_S@veryspeedy.net]

The beginning: It was Christmas Eve. The Boxster is in garage and it won't be going over the river, or through the woods, or anywhere else, anytime soon. No, this isn't some wretched 'twas the night before Christmas poem. It's an admission of defeat. I'm a driver advocate. Unless there's a serious accumulation of snow on the ground, I was never one for putting away my Porsche for the winter. I even went so far as to actively shop for snow tires this past year. Had the tires picked out and was seriously looking for a spare set of wheels. YUP, even a few inches of snow wasn't going to stop me. And then we entered Silly Season, and that was that.

The opening round of Silly Season was a week ago Monday night. Just when you think you've seen it all, along comes a new depth of IDIOT. And that's when I started re-thinking the snow-tire purchase. I had found a set of Dunlop's that were the snow tire of choice, and was lining up a set of 17" wheels (sorry, Oliver) when this scene played out on the Eisenhower expressway: The faint glow caught my eye. I was in the Boxster heading home around 9 PM, when I noticed a glowing, flickering light in the car next to me. My first thought was that it was one of those neon light kits that kids (physically or mentally) are plopping all over their slammed Hondas and Mitsu's. But this was an older car. A beater with mismatched paint on the panels. A second, longer look produced the answer. The guy behind the wheel was holding a handheld TV and was watching whatever it was that had to be

watched. I noticed he was using his chin to adjust/maneuver the TV antenna. So began the process of doubt.

The process went full cycle during the next week. You need go no further than the streets surrounding Woodfield Mall to see some seriously defective driving techniques, but the icing on the cake was the icing on the street: A clear bright morning, a friend drove her Acura to work after a light coat of snow and ice developed overnight. Nothing too serious, and yet 2 miles later, bits and pieces of her Acura were spread across an intersection (fortunately no one was hurt). A woman driving an SUV (with full ABS) plowed into the back of the Integra. Driver said the vehicle just wouldn't stop in time. Yeah, that's plausible. No fault of the driver—it was THE TRUCK that was at fault.

Then, more snow. And so I start the new year with the Boxster hidden away in the garage and your humbled driver advocate in full chicken mode. I have equal parts admiration and pity for those that don't have a choice and must drive their Porsche in bad weather. Our cars are certainly capable. And I certainly am. But what about the rest of the planet? By the time this reaches publication (a few weeks from now)—perhaps by the General Membership meeting, we'll know whether I acquired new-found courage or I've become a 'waiter' like so many other midwest Porsche owners. Someone get a calendar and tell me when Spring is supposed to arrive.

MIDSHIP TOURIST-TROPHY

OK, the threats didn't do much good last year, as I didn't see the kind of Boxster representation at various club events that I had hoped for. So, I'm taking a new tack this year and introducing the MIDSHIP Tourist-Trophy. (All of you smart-alecky types that want to volunteer that Tourist-Trophy is longhand for 'TT', which happens to be an Audi product, can save your breath). So what does this mean to you? This: At any PCA event that I manage to get to, any driver showing up in a Boxster is eligible win the MIDSHIP Tourist-Trophy prize. That's all there is to it. [No, this isn't PCA or anyone else sponsored. No, it's not affiliated, associated, driven, by anything else; No, there are no timeshares to buy; No, etc., etc., etc. Its bribery, pure and simple....this is the CHICAGO Zone, after all.] First up for the MTT prize is a mini R/C Boxster. A variety of others will follow until I run out of funds (or every last one of you shows up).

NEXT MONTH

The Shift knob replacement. Yes, I was planning on running it this month. The work is done and the while the teaser pictures I've selected for publication show the beginning and ending, they in no way can convey the epic story: Man versus Machine, the struggles that were endured, the inexplicable logic that Porsche chose to use in its engineering, and how I WON the battles of Good versus Evil. In the mean time, feel free to contact me with your thoughts, ideas, suggestions, ramblings, etc. at the email address above. ■



Tech. & Safety Preparation

Location:
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11:30 AM – 4:30 PM

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The **2003 Track Season** is about to begin and it's important to make sure that both the car and driver's equipment are all up to the job. A great way to do that is find out what is **NEW** from Sparco (the world's leading supplier of auto racing safety equipment and accessories). Northstar Motorsports is proud to be Sparco's premiere Warehouse Distributor. We will discuss technical and safety preparation and there will be plenty of time to have all your questions answered. **Best of all – NORTHSTAR will be offering the Attendees a 10% DISCOUNT on ANY Purchases this day only (excluding items already discounted)**

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Sales Manager, Sparco USA: Warren will present an *in depth* look at their New Product Line including Suits, Seats, Gloves, Shoes, Fire Systems, Removable Steering Hubs and other Safety Related Equipment – Why buy Sparco & what makes the Sparco products different, when and why should we retire our previous products.

John Ruther

Owner, Northstar Motorsports: Our Host, Chicago Region Chief Driving Instructor, along with Grand-Am, IMSA, Daytona, Sebring and PCA Racer. John will be on hand to discuss equipment, requirements, options, what works and what doesn't.

Other Experts

PCA Chicago Region: Experts covering Track, Autocross, Drivers Education, Racing and Porsche set-up will be on hand to shed light on questions you have that they have come up against previously. Knowledge is KEY and it is well shared within our PCA Chicago Region community.

Pre Registration is not required but a call to our Tech Coordinator, Toby Duckett would be appreciate so that we may give preplanning for our Hosts: Northstar; John and Jeannie Ruther.

We all look forward to seeing you!

Toby Duckett 630-248-7680 or 630-858-3316 (before 9:30 PM please) or Toby@mc2FYI.com



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The **Big 3**

by PCNA

ATLANTA, DECEMBER 19, 2002 --- Porsche has revealed plans to introduce an ultra high performance version of its 911 Carrera Coupe sports car to the world market in the spring of 2003. The new model, named the 911 GT3, represents the most powerful non-turbocharged Porsche



feature six-piston, rather than the previous four-piston monobloc brake calipers and larger discs fitted with Porsche-patented cooling ducts. The ABS brake system was also modified. The new system (ABS 5.7) has a faster and more sensitive control response. It is also lightweight and provides greater stability for ABS braking. Porsche Ceramic Composite Brake (PCCB) discs, standard on the 911 GT2, can be fitted on request.

Priced at \$99,900 in the United States, the 2003 Porsche 911 GT3 will be in North American Porsche dealerships in May 2003. ■

ever offered for street use in the United States and Canada.

Based on the previous 911 GT3 that was not available in North America, the 2003 Porsche 911 GT3 features a 3.6-liter, flat- six cylinder engine producing 380 horsepower (SAE) and 285 pound-feet of torque. With a power output of an impressive 105 horsepower per liter, the engine propels the 911 GT3 from 0 to 60 mph in 4.3 seconds, from 0 to 100 mph in 9.4 seconds, and to a top track speed of 190 mph. To handle this increased performance, the 911 GT3's transmission is fitted with transmission oil cooling and injection oil lubrication and has undergone some additional reinforcements.

The most striking visual feature of the new 911 GT3 is its unique rear wing that is largely responsible for excellent directional stability at high speeds and increased downforce for fast cornering. Combining a redesigned front apron, the GT3 achieves an outstanding drag coefficient ($C_d=0.30$) for a car in its class.

The GT3's handling is further enhanced by a sports suspension, wider and lighter wheels, and wider tires. Front wheels are 8.5 inches wide fitted with 235/40 ZR 18 tires, and rear wheels are 11 inches wide with 295/30 ZR 18 tires.

Brakes on the GT3 have been improved as well. Front brakes now

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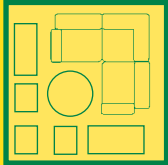


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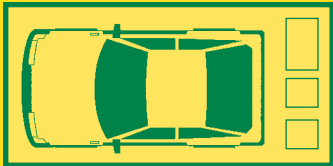
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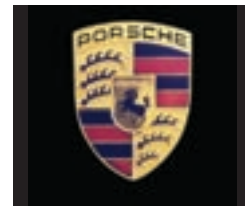
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WELCOME TO OUR NEW MEMBERS

December 2002



Total Members: 1487, Transfers into Region: 2, Transfers Out: 1

New Members

Steve Cosgrove
Rockford, IL
1983 944 Coupe

Leonard Muller
Judy Muller
Wheaton, IL
1986 911 Cab

Edward J. Giese
Joyce Giese
Streamwood, IL
1987 944 Turbo

Matt Jeffrey
Wilmette, IL
1968 912 Coupe

Steve Ogrentz
Angie Ogrentz
Crown Point, IN
1989 C4 Coupe

Al Cole
Mari Cole
Glenview, IL
1994 911 Turbo

Herb Goode
Alex Goode
Palos Park, IL
1977 911SC Targa

David Tribbey
Jon Tribbey
Chicago, IL
1987 944S Coupe

Transferees

Tony M Hegarty
Chicago IL
1997 Boxster

Christopher S. Mende
Silvis, IL
1987 951

CHICAGO SCENE

Help Wanted

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



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Introducing the Autobahn Country Club in Joliet... designed to bring you the best of motorsport, leisure and entertainment facilities. The track and facilities of the Autobahn Country Club are being designed to cater to all forms of motorsports, and to provide members with a great environment for racing, touring, concourse and entertaining.

We've enlisted preeminent road course designer Alan Wilson to develop the Autobahn Country Club's Grand Prix track. Alan's work includes the South Carolina Motor Sports Park and the GingerMan Raceway in Michigan. Before becoming a full time motorsports facility designer, Mr. Wilson was a national level competitor in both car and motorcycle racing.

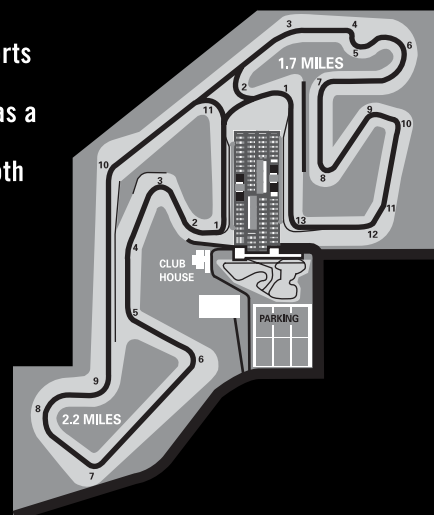
Track Features:

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



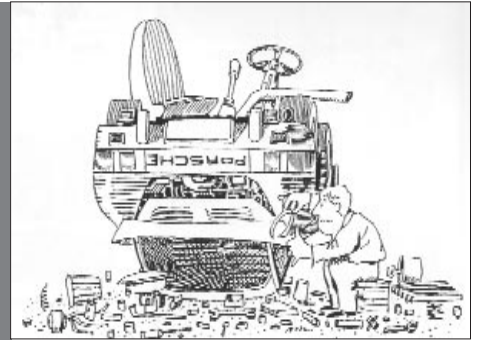
Visit our website...

www.autobahncountryclub.net



Spare Parts

This section is a compilation of short pieces from our region, various web sites and other regional sources.



Gallagher's Spring Fling

Sunday April 13, 2003

The years first rallye will also be the easiest! This rallye will be a picture (TSD) Time, Speed, Distance rallye. You will follow the pictures to the destination in the Frankfort, Illinois area. Details to be announced in the next Chicago Scene! ■

BLACK ON BLACK

Hi I am David Lawrence and I wish to make you aware of a poster, "PORSCHE, BLACK ON BLACK" I published in 1983 with the authorization and copyright of Porsche of North America.

This poster was printed as one of the first projects on a the first six color Heidelberg press in Southern California. It has the official Porsche copyright printed on the left bottom. Has my copyright designation on the right bottom corner. Also has the official Porsche logo beneath the car printed in a varnish with a little ink. The car was shot by Hollywood professional photographer Val Gelineau, in a custom designed light tent in his studio.

We are the only source for these as we are the publisher, and we published this poster in 1983. Measures 17" x 36" The poster is printed on gallery quality thick paper-100 lb. cover first quality sheet called Quintessence (very expensive sheet of paper). I currently have around 1000 of these left. I sell them for \$40.00, and could make \$8.00 of the \$40 available to your club as a fund raiser, for each one you would sell. If you organization does email campaigns it could make a great addition to any club email. I can be reached at the email address or at work at (310) 278-0882, best in the afternoons. ■



BOXSTER S WEEKEND: WEYBERHOFE

A weekend in the Boxster S is a feast for the senses. Prepare yourself for the ultimate driving pleasure. Our tours are designed with as much attention to detail as our cars. That's why we chose the Schlosshotel Weyberhöfe Vital Resort as the destination for this weekend break. The hotel is a historical castle set in a picturesque location on a 100-hectare estate. It has been lovingly restored to its original glory with 40 enchanting guestrooms and suites.

On the journey to the hotel we will stop off to visit another historical gem - Hornberg Castle. This fortress dates from the 11th century and was purchased by Götz von Berlichingen in 1517. Your itinerary

Day 1

Arrive at Porsche AG to collect your car for the weekend, a Porsche Boxster S. We then depart together from Ludwigsburg to the Neckar valley, where you will make your first stop. Enjoy lunch at Hornberg Castle, before continuing your journey to the Schlosshotel Weyberhöfe Vital Resort. After checking into your room, you can relax and soak up the historical atmosphere of this former hunting lodge, which was owned by the Electoral Prince of Mainz and dates back to 1265.

Day 2

Day two begins with a first-class breakfast at the hotel. The return journey to Ludwigsburg takes you through Mespelbrunn and Miltenberg, where you will stop for lunch before completing your remaining memorable miles in the Boxster S.

Dates: 4/12 - 4/13/2003
05/17 - 05/18/2003
7/12 - 7/13/2003

Minimum no. of participants: 10

Prices: \$719.00- per person in double room
\$823.00- per person in single room

Package includes:: Two-day test drive in a Porsche Boxster S (two persons per vehicle), one night's accommodation with breakfast, lunch on two days, formal dinner, tour pack with route map, information pack, Porsche Travel Club tour guide in German and English (other languages also available on request). ■

<http://www3.us.porsche.com/english/usa/home.htm>

So You Want to go Racing

The national PCA Club Racing program marked its 11th year in 2002 and the Chicago Region held its 10th club race at Road America. There are now well over 100 members of the Chicago Region that hold club racing licenses. Most of these members made the jump to club racing with only informal help from other members with racing experience.

We have received several requests from new club racers and those considering club racing for some coaching to help them with their transition from driver's education to club racing. So for those ready to make the next step:



Chicago Region's New Racer School

When: Saturday, April 12, 2003, 9am – 4pm

Where: River Run Club
4204 Clearwater Lane
Naperville, IL 60564

Cost: \$35 (includes lunch)

Who: Experienced drivers considering their first club race in 2003 or 2004, or new club racers interested in accelerating their learning curve

This school is not structured for new or novice drivers with only a couple of days of on-track experience. We will assume that you have basic driving skills, understand vocabulary such as "turn-in", "apex" and "track-out", in addition to concepts such as the friction circle, heel-and-toe, threshold breaking, the correct "line", and weight transfer.

We will discuss PCA Club Racing license guidelines, personal preparation, and recommendations for minimal car preparation. We will also review the requirements outlined in the PCA Club Racing rule book for personal safety equipment and car modifications required for participation.

The agenda will also include a walk-through of what to expect at your first club race: racecar technical inspection, safety equipment inspection, novice racer orientation meeting, driver's meeting, the 13/13 rule, practice, practice starts and "fun" race, qualifying, and the race.

We will also look at strategies and tactics for: car setup, learning a new track, using your practice sessions to your best advantage, what to do during qualifying, and how to handle the various parts of the race.

If you are interested, please send in the registration form below. If you have topics that you would like to see covered, put them in the space on the registration form or call or email us.

John Ruther: 847-304-5515 john@northstarmotorsports.com
Greg Turek: 630-904-0800 gregturek@att.net

Directions:

From I-88: Exit at Rt. 59, go South 7-__ miles to 103rd St, turn left, go 1 mile to Book Rd, turn right, go 0.1 miles to 104th St, turn left on 104th St, go 1/2 mile to Clearwater, turn right to the River Run Club.

From I-355: Exit at Boughton Rd., go West 8 miles to Plainfield-Naperville Rd. (Boughton ends), turn right, go 1/2 mile to 104th St., turn left, go 1/2 miles to Clearwater Dr., turn left to the River Run Club.

From I-55: Exit at Weber Rd, go North 2 miles to 111th St, turn left, go 2 miles to Plainfield-Naperville Rd, turn right, go 1 mile to 104th St, turn left, go 1/2 miles to Clearwater Dr, turn left, to the River Run Club.

Chicago Region's New Racer School Registration Due By 4/1/03

On a separate piece of paper, please take a few minutes to tell us a little about your car and your track experience. Provide your name, complete address, phone number, car model, modifications, the run group you normally drive in at Chicago Region events, how many years you have been participating in Driver's Education events, total number of track days you have completed, which tracks have you driven, and typical lap-times. Also tell us what you want to learn from this school and any specific topics you would like to see covered (this last one is IMPORTANT!!!):

Make checks payable to: PCA Chicago Region

Mail to: New Racer School
4231 Colton Circle
Naperville, IL 60564

The Mart

PCA members are welcome to place ads of a non-commercial nature at no charge in The Mart. For non-members, the non-refundable fee for this service is \$15.00 for three months, with checks payable to PCA Chicago Region. Ad material must be received by the 1st of the month for publication in the next month's issue. Publication is subject to space availability and editing. Ads to be placed after the initial three month period must be resubmitted. Please limit ads to 75 words or less. **Please see page one for submission information.**

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1999 996 Guards Red Full Aero GT3 body. Tan Leather, Carbon-fiber & Aluminum Interior Upgrade, 6-Spd, ABS, in-dash CD, Hood and Trunk Pulls Color Matched to Body by Coach Haus, Remote Keyless Entry, Leather Sport Seats, Colored Crest Wheel Caps, new Pirelli P-Zeros (of course), Sport Suspension, PSM. Garaged, covered, and pampered. No rain, snow, track, smoking. Receipts. Lovingly cared for by a perfectionist, \$65,000 OBO. Dr. Chris E. Stout, 847-550-0067 email cstout@ix.netcom.com for photos. [JFM]

1986 911 Carrera. White with red leather. Full Electric, AC, Blaupunkt CD, Sunroof, Factory Tail, Cruise, Int Wipers, Fog Lamps, 15" wheels, Svc. Records. Excellent shape in and out. 105k miles. \$22,000. Bob Owens 630-898-3369. BobOwensAC@aol.com [JFM]

Boxster

2000 Boxster-S Biarritz White/Metropol Blue, 11K miles, 18" Turbo Twists W/Painted Center Caps, Digital Package, No Mods, Absolutely Perfect, No Winters, Always Garaged, Needs Absolutely Nothing, Numerous Concours Wins, Color Matched Bra And Mirror Bras, \$46,000.00 Firm, John Diwik 630-327-9147 or 312-907-9823 or j.diwik@attbi.com. [JFM]

1999 Boxster Lapis Blue Metallic / Beige leather, Blue top, Alpine cassette with 12 CD changer and amplifier, 17" wheels, sport package, 5 speed, 25,000 miles, garage stored, no winters, no smoking, professionally maintained by Fischer Motors Inc, Asking \$31,900 days 847-473-6572, eve & weekends 815-675-6136, cell 815-790-0981 jim_lewan@baxter.com, [FMA]

924/928/944/968

1989 944 S2 Black/Burgundy, 77K mi., street/track (PCA F class). Car featured in Original Porsche 924/944/968 by Peter Morgan. Improvements include: Koni yellows w/350# Hypercoils, Charley arms, LSD, Safety Devices roll bar, rear bearing mounts, Weltmeister bars, PH II gears, Cool Brake kit,

cat bypass, Sparco seat and more – over \$9000. in parts alone. Most records since new. \$15,000. Call Jack 630-443-1217, before 9:00 p.m., or jwamstadt@linecrafttool.com. [JFM]

1988 944 Coupe Special Edition. Only 250 shipped to US. Zermatt Silver, Grey Interior, 5 speed A/C Books, Tool Kit, Compressor, Monroney Lable. \$60,000 Miles No Track, Always Garaged. Recent ZR Dunlops, Less Than 2000 Miles, 2nd Owner. \$9,000 (630) 467-0751. [FMA]

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]

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]

Wheels/Tires: original BMW cast alloy, style V spoke 54, size 7 X 16j, part # 36 11 1 096 552, like new condition with Michelin Artic Alpin (#1 rated snow tire by consumer reports), size 205/55R16, 8/32" tread depth remaining (10/32" tread depth new). Driven 2000 miles. Fits BMW 3 series (e46). Sold car. Asking \$800 or best offer. Henry (630)963-3420 [FMA]

914 Parts, 6X14 Revolution wheels with Hoosier autotax tires, 4 new 196/60R15 Sumitomo tires, rollbar, fuel injection, doors, lids, interior, electrical, body, suspension, drive line, etc.. 219/939-9946, Porsche1VW@aol.com [FMA]

Parts – Moving Must Sell "GT Racing" RSR look alike front bumper and spoiler for SC and Carrera body styles, has large mouth opening to mount oil cooler and vents for brake cooling. Oil cooler - B&B 6"x 3"x 24" front spoiler mount with all connections. Full set of BBS gold honeycomb 16" wheels - fits all SC, Carrera, 924 and 944's. Sparco one piece racing seat - black and in excellent condition. Will separate. Best Offer(s) Bill Van Meter 773-637-6560 Days istartem@aol.com [FMA]

Tires BRAND NEW Michelin Pilot SX taken off Dan Gallagher's brand new 2003 Boxster 205/55ZR16 and 225/50ZR16 Perfect for earlier 911 and 944. Best Offer. Call Dan 708 784 0784 [FMA]

Wheels and 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 M-B S500 for ~ 13 months, gobs of tread, perfect condition, \$2500. OEM Volvo 6-spoke alloy 15" wheels, beautiful, needs tires, \$400. OEM Volvo BBS-look Alloys, shod with Firestone Affinity Touring 196/60 R 15s, \$600. All OBO, call Dr. Stout. 847.550.0067. [FMA]

Roll Bar for 1989-1994 911 (964) Sunroof coupes. Safety-Devices 1.5" OD Bolt-in roll Removable cross-brace and harness bar. You can weld this roll-bar in. Construction is high-quality, made in England, and is very close-fitting. Bolt-in door bars also included. Email for photos. \$300.00. (847) 588-4633. mreed@j-quin.com [JFM]

Wheels & Tires - Full set 993 factory alloy (cup) wheels, (2) 7 x 16 and (2) 8 x 16 with used Blizzak snow tires. Asking \$750. Call Bill at 773-506-2711. [JFM]

Wheels & Tires - 16" 964/944 rims and snow tires, 6"/8" with Bridgestone Blizzak 205/55 and 225/50, about 25% worn, wheels in mediocre condition with some curb rash and scratch across one rear, which is why these are winter wheels in the first place. Selling to afford 17" snows. \$500obo. oliver@pinkpank.com or 312-952-5862. [JFM]

914 Parts: 2.1 engine with Delortos, 74 2.0 Fuel Injection complete, Autoopower rollbar, 6X14 Revolution wheels, doors, lids, interior, electrical, body, suspension, drive line, etc. More, lots from cars parted. List at members.aol.com/Porsche1VW, 219-939-9946, e-mail: Porsche1VW@aol.com [JFM]

Used Components from 273 hp 3.2 Motronic motor. 95mm Cosworth pistons 10.5:1, 95mm Cylinders, Carrera balanced rods, 3.2 cams w/special grind for motronic, Midwest Eurosport Muffler for 3.2 SSI heat exchangers, Complete 3.2 Motronic induction system w/adjustable fuel regulator, 3.2 AutoAuthority mass flow w/large throttle body, 3.2 Euro brain box w/dinoed Auto Authority mass flow chip. Andial twin-plug module, 3.2 pistons, 3.2 starter and more. George Mueller 708-331-8707 or gmueller@greatline.net [JFM]

Porsche Factory Calendars. Vintage-Historic Not all complete/Not model specific. No coins included. Bargains at twice the price. Act now before Sothebys steps in. Bruce Janecek, 708-354-1901 [JFM]

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

Wheels & Tires: Factory OEM Winter Package for Boxster and Carrera 2/4 Boxster 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

The Mart

continued from page 27

Others/Parts

for Drivers Ed class. \$ 990.00 OBO Days - 847-473-6572, Eve - 815-675-6136, E-mail - jim_lewan@baxter.com [DJF]

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 boring 2nd home. . Dan 269-253-2017 [DJF]

Wanted

914 5X7 4 bolt wheels to fit under stock fenders, 911 watershed air cleaners. Ricardo Phone 219/939-9946, email: Porsche1VW@aol.com [FMA]

914-6 conversion parts, 2.7 engine, oil tank, oil linesheaders, muffler, engine mounting hardware, 5X7 4 bolt wheels to fit understock fenders, Ricardo 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@att.net. [DJF] ■

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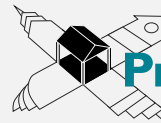
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PORSCHE TRIVIA

QUIZ 2003

- 1) In designing and building the limited-edition Carrera GT, Porsche attempted to incorporate features that will elevate the car to new sport-car heights. Which of the following features is not part of the Carrera GT design?
 - A. A 68 degree, V-10 engine
 - B. 19 and 20 inch wheels, to accommodate brakes nearly 15 inches in diameter
 - C. Porsche Ceramic composite Brakes (PCCB) on all four wheels
 - D. A transaxle incorporating seven forward speeds and one reverse speed
- 2) What are the names of Ferry Porsche's four sons?
 - A. Ferdinand, Wolfgang, Anton, and Hans-Peter
 - B. Ferdinand, Gerhard, Anton, and Hans-Peter
 - C. Ferdinand, Wolfgang, Gerhard, and Hans-Peter
 - D. Ferdinand, Wolfgang, Anton, and Gerhard
- 3) Whose rallye car at the 2001 Milwaukee Parade was allegedly suspected of containing a bomb while parked in front of the Milwaukee Hilton?
 - A. John Williamson
 - B. John Clever
 - C. Lee Lichtenstein
 - D. Bill Noblitt
- 4) In which model year was the 911 Turbo 3.6 introduced?
 - A. 1989
 - B. 1992
 - C. 1994
 - D. 1995
- 5) Which of the following was unusual about the 924S?
 - A. It had a 924 body and chassis, but had the 944 engine and running gear.
 - B. It was re-introduced five years after the last 924 had been offered.
 - C. There was not anything unusual about it.
 - D. Both A and B
- 6) Which major component listed below was shared by the 944S2 and the 968?
 - A. Nothing major was shared
 - B. A six-speed transaxle
 - C. All-wheel drive
 - D. A 3.0 liter, 4 valve engine
- 7) Where are the Boxster's "parking assistant" ultrasound sensors located, and how many are there?
 - A. Two, one in each rear wheel well
 - B. Two, one on each bumper
 - C. Four, two on each bumper
 - D. Four, located in the rear bumper
- 8) Which statement below is true about the all-wheel-drive version of the 996?
 - A. It is the first all-wheel-drive Porsche with automatic Tiptronic transmission available
 - B. The trunk is larger than that on the two-wheel-drive version
 - C. It does not come with a roll bar
 - D. The all-wheel-drive system is the second Porsche permutation of the AWD
- 9) In which of the following ways does the 996 Targa differ from the 993 Targa?
 - A. It reverts to the system of the older Targas, with a metal bar and a removable top.
 - B. The rear window can be made to tip up on hydropneumatic struts
 - C. Its glass top, unlike the 993 version, is fixed in place and does not slide to the rear.
 - D. The 996 Targa does not differ from the 993 Targa
- 10) What is the total number of washers on the fan belt pulley of a 911SC?
 - A. One
 - B. Four
 - C. Six
 - D. Seven

ANSWERS:

1) D 2) C 3) B 4) B 5) D 6) B 7) C 8) A 9) B 10) C

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