

Chicago Scene

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



January 2002

2002 Events Calendar • Porsche Personality Types • Membership Meeting • How To Concours

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Chicago Scene

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



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SUBMISSION INFORMATION

Articles are preferred in MSWord but they can be contained in the body of an e-mail. Do not send articles as a pdf. As a last resort, faxes will still be accepted.

Digital photos: The preferred format is a 600 dpi TIFF image in final print size.

Commercial Advertising can be in the following formats: Quark Xpress, TIFF, JPEG, EPS or PDF. Fonts must be sent separately or files must have all fonts converted to outlines.

The Mart: To avoid errors, ads should be type written. All ads should be sent to the Editor, preferably by e-mail.

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2002 996 Targa pictured in Christophorus Oct/Nov 01
Photo by Stefan Warter

Current Calendar of Events

- 1/20 General Membership Meeting
- 2/1 Board Meeting
- 2/17 Chili Tasting & Concours School
- 2/24 Thai One On Social Event
- 3/1 Board Meeting
- 3/3 Spring Tech Session
- 3/9 Carting for a Cause Charity Event
- 3/13 New Member Meet & Greet
- 3/17 St. Patrick's Day Party Social Event
- 4/5 Board Meeting
- 4/7 Gimmick Rallye
- 4/13 Rallye School
- 4/17 New Member Meet & Greet
- 4/21 Rallye I
- 4/28 Autocross Drivers' School
- 5/3 Board Meeting
- 5/5 Concours I at Graue Mill in Hinsdale
- 5/8 Blackhawk Drivers' ED, Experience Required
- 5/15 Blackhawk Drivers' ED, Novice/Instructor
- 5/19 Autocross I at Lake Geneva Speedway
- 5/24 Road America Drivers' ED, Novice and Instructor Only
- 5/25-26 Road America Drivers' ED Memorial Day
- 6/2 Rallye II
- 6/7 Board Meeting
- 6/9 Concours II – Potters' Picnic
- 6/12 Blackhawk Drivers' ED
- 6/15 Social Event
- 6/19 New Member Meet & Greet
- 6/23 Autocross II
- 7/7 Concours III at Arlington Racecourse
- 7/10 Blackhawk Drivers' ED
- 7/12 Board Meeting
- 7/14 Autocross III at MGA Proving Ground
- 7/20-21 GingerMan Raceway Drivers' ED
- 728-8/4 Porsche Parade in Idaho

J A N U A R Y - 2 0 0 2						
monday	tuesday	wednesday	thursday	friday	saturday	sunday
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20 General Membership Meeting
21	22	23	24	25	26	27
28	29	30	31			

F E B R U A R Y - 2 0 0 2						
monday	tuesday	wednesday	thursday	friday	saturday	sunday
				1 Board Meeting 8:00pm Park Ridge VFW	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17 Chili Tasting & Concours School
Chicago Auto Show						
18	19	20	21	22	23	24 Thai One On Lunch Social Event
C.A.S.						
25	26	27	28			

Too much to list... To be continued

CLARK'S CORNER

by KEITH CLARK, PRESIDENT, PCA-CHICAGO, CLARKFNFLYING@AOL.COM

Happy New Year! I hope all your holidays were as wonderful as Karen's and mine. Like everyone else, we ate too much and spent too much. I won't mention drank too much, but what a way to end 2001. The diet starts again soon.

I want to take a moment to thank all the past and present board members, coordinators and Chairman for making 2001 such a great year. You all worked very hard putting together many wonderful events that were lots of fun for our members. I can't begin to describe the amount of time it takes to put on an event for our region and everyone did a great job. If you missed our dinner dance you missed a great evening, Nikki and Ken Pesavento put together a beautiful event, the food and entertainment were outstanding. My congratulations to all our year end trophy winners. All of you worked very hard this year. I want to thank Mr. Ed Barnicle for his endless effort in working for our club. Ed did a fine job bringing our club to this level and that makes my job easier. Thanks Ed for your support and friendship. By the way, Irish you were Dutch.

Well, I can't believe we're in 2002 - but now that we're here, what a great year we have planned. We held our calendar-planning meeting on December 2nd where all the coordinators set our schedule for this year. I'm very excited about this year, Jim Jacisin and Pat Yanahan have set up some great places for our Concours. I may even try cleaning my car for a few events. Our Rallyes will have some new direction (haha). This year Jack Stephensen and his team have been working very hard on making changes that I feel will make our Rallyes even better. The Autocross team of Mike Gallagher and Shawn Young will again put together some great courses to test our skills at car control. Susan Shire has signed on as our social coordinator and promises to continue planning events with good food, fun and spirits. What could be better than having the opportunity to drive your Porsche on a race track? Try three different race tracks. Jeff and Jill Girard will host us at Gingerman Raceway, Dan Gallagher and Pete Hackenson at Blackhawk and Chris Ingot at Road America. If you have not had the chance to experience one of our track events I recommend giving it some consideration. If you don't want to drive on the track, come out and enjoy the day. You will make some new friends and have a lot of fun.

We will be holding our annual membership meeting on January 20th at Bacino's in Naperville. Please join us for some car talk and help cheer the Bear's onto Victory. You will find more information on the meeting along with directions to Bacino's in this issue.

That's it for now. I look forward to seeing you at the annual meeting. ■

BEHIND THE SCENE

by SCOTT & MARIA ADLEMAN, EDITORS

First, I would like to welcome our new president, Keith Clark. I know Keith has many great plans for the region. In addition, Susan Shire has agreed to continue in her role as Advertising Manager. A special thanks to you Susan, and to all the directors and coordinators that help make PCA - Chicago a success.

At the time of this printing, we had received 50 surveys. We would like to hear from more of you so I have decided to reprint the reader survey and extend the deadline into improve response rates.

We are sorry we could not enjoy the Dinner Dance with all of you, but we decided to revisit our planned trip to Hawaii-which was terminated as we sat ready to pull away from the gate at O'Hare on, you guessed it, September 11th. Needless to say, it was an eerie and depressing day for everyone. But as the President of our nation has requested, we must return to normalcy! Therefore, we bid you a fond Aloha from Hawaii.

The Schedule is set and there are many great events in store for all of us this year. It all starts with the THAI One On lunch on February 24th. It promises to be a popular and fun social.

I have included a great article about Personality Types forwarded to me by Susan Shire. It's a fun read and I will tell you that I am a Purist. What type are you?

Our regular contributing authors, John Miller and John Mueller, have provided yet more interesting material for your reading enjoyment. Mr. Miller contributed a very controversial version on his buying experience which he toned down by request. I believe the original is available if you contact him directly.

I included an article outlining material submission deadlines for event announcements, follow up articles, photos and event results. This will be useful to everyone. It is our desire to run the recap article, event results, and pictures in a timely manor.

We are also exploring paper changes. We have lightened the cover weight and are looking into switching printing technology to improve the photographic images and feel of the magazine. The change will also allow the possibility of color in the future. Please let me know how you like the changes. ■

PCA Chicago Region Annual General Membership Meeting

All members are invited!

Join your fellow Porsche Club Members for an afternoon of information and fun!

Meet the 2002 Board of Directors and Event Coordinators!

Hear about the fantastic 2002 PCA Chicago Region Calendar of Events!

Sunday, January 20, 2002

Noon - 3:00 pm

BACINO'S

1504 North Naper Boulevard, Naperville, IL

Cash Bar, but Buffet lunch is courtesy of the Chicago Region PCA.

Call 630.505.0600 for directions to BACINO'S.



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NOVEMBER 2001

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ALEXANDRE BAUMEIGE
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2001 996 Carrera

JOHN BIBBO
Elkhart, IN
1985 911

BRIAN BOBBITT
Naperville, IL
1983 911 SC

LAURIE DEMEYER
Lake Villa, IL
2001 Boxster S

MICHAEL DONOHUE
Barrington, IL
1988 911 Cabriolet

JERRY ELSNER
Burr Ridge, IL
2001 Boxster

LOUIS J. ELSNER
Palos Heights, IL
2001 Boxster S

KEN HALDEMAN
Chicago, IL
1987 911 Targa

MICHAEL HOOVER
Chicago, IL
2001 Boxster

MARC HORN
St. Charles, IL
2001 Boxster

DON KALBANTNER
Davis, IL
1988 944

DON NELSON
Barrington, IL
2001 Boxster

STEVEN STEIN
Chicago, IL
2001 996 C4

JEFF STONE
Madison, WI
1987 944

ROY YECHOUT
Streamwood, IL
1975 911

Reader Survey

Please fill out and fax this survey back to Chicago Scene at 847-390-8885. Let's not make this personal, please don't include your name. (Please do not respond twice)

Which category best represents your age? (circle one)

- 18-20
- 21-29
- 30-39
- 40-49
- 50-59
- 60-69
- 70+

Which of the following best represents your highest level of education? (circle one)

- Some High School
- High School Graduate
- Some College/Technical School
- College Graduate
- Advanced Degree (masters, doctorate, etc.)

Please tell us your total household income, all members combined? (circle one)

- Under 40K
- 40-79K
- 80-119K
- 120-139K
- 140-179K
- Over 180K

Your Job Title: _____

On average, how much time do you spend reading Chicago Scene each month (in minutes)?

How many people, including yourself, look at a typical issue of Chicago Scene?

Have you ever done business with an advertiser in Chicago Scene?

Yes No

For how many years have you been a Porsche Club Member?

Are you a member of any other car club(s)?

Yes No

Approximately how much do you spend on Porsche parts, service, accessories, storage, etc. in an average year? Please do not include the cost of PCA activity fees, fuel or insurance. (circle one)

- Under \$100.00
- \$100.00-\$499.00
- \$500.00-\$999.00
- \$1,000.00-\$1,499.00
- \$1,500.00-\$2,499.00
- Over \$2,500.00

When do you plan to purchase a Porsche next? (circle one)

- Within the next year
- 13-24 months from now
- 25-36 months from now
- 37-48 months from now
- Over 48 months from now

Would it be a new or pre-owned Porsche? (circle one)

- New
- Pre-Owned

What is your opinion of Porsche's plan for an SUV ?

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CUNEO IN THE RAIN CONCOURS

by PAT YANAHAN, PYANAHAN@USACHICAGO.COM

EVENT DATE: 9/15/2001

Over 75 true concours enthusiasts showed up on September 9th at the beautiful Cuneo Estates in Vernon Hills for what had promised to be not only our biggest car show, but also a major Midwest event. The Chicago Region, Porsche Club of America was asked to host this show, which previously had been a Packard Club event. With the proceeds going to the Chicago Boys and Girls Clubs, we volunteered since the Chicago Region focuses its charity work toward programs that benefit children. The Cuneo Museum and Garden is a not-for-profit foundation that benefits local charities.

for six months to organize the event and assure the participants of a well run show. The grounds were immaculate and chalk marked for each club, and the food service and tents were set up for visitors. As of the Saturday night before, over 150 cars had paid and registered for the show.

On Sunday morning our Region volunteers showed up early to help run the event. So did the rain. With clouds and rain in the forecast, 75 cars still braved the weather and showed up with great enthusiasm. Some of these cars had never seen rain so it was a real testament to their owners to still show.



Cuneo Board Members



J. McKinney Takes 1st with a 1931 Caddy

With all of the volunteers judging and the team inside tabulating the score sheets, we got done just in time to award the trophies in the worst rain of the summer. Winners ranged from a 1931 Cadillac that had just come from the restoration shop two weeks prior to a Corvette and a trio of Porsche Speedsters led by Rod and Sue Gustafson.

We received sponsorship support from Porsche Cars North America and Bosch, thanks to our own Rich Laurie.



Cute!

We invited the Mercedes Benz, Corvette, TBird, MoPar and Cadillac, and LaSalle Clubs to participate with several non-club member cars also entering. The goal of this event is to grow it into one of the premier shows in the Midwest focusing on post-war vehicles. That's post World War II for you history buffs. The Cuneo staff and the Chicago Region members worked



Rod and Sue Gustafson win Class E with their Speedster.



*Look at that water bead.
Not bad for the first time in the rain!*



A picture is worth a thousand words. Lovely setting, classy cars, and awful rain yet—attendees make the best of it.



Winner with best Corvette.

The Cuneo organization has asked us to help out again next August. I am looking for members to help with the event in registration, scoring and setup. We will coordinate this event with our charity activities so our efforts go not only to a super car show, but also to benefit our chosen children's organization. I am also soliciting corporate sponsorship from organizations that would like to deliver their message to a special audience. Give me a call or e-mail. ■

The Cuneo Concours d'Elegance Results

Class A:

Bob Cook	311.5	911
Andy Discher	307.5	951
Ed Leed	275.5	911S

Class B:

Mike & April Milhouse	244.5	951
-----------------------	-------	-----

Class C:

James Drury	179.5	911 Cabrio
Cindy Jacisin	175.0	968 Cabrio
Frank Creamer	170.5	911
Mark Markese	164.0	944
George Schaefer III	158.5	964 Turbo

Class D:

Van Miller	153.0	911S
Art Koenigeberger	139.0	964 Turbo
Wm. & Helen Prasses	137.5	928S4

Class E:

Rod Gustafson	40.0	356 Speedster
Randy & Carol Krup	39.0	911 Speedster
Dean Harris	38.5	964 Speedster
Rod Gustafson	38.0	964 Speedster
Jeff Price	37.5	914

Novice:

Bruce Rohner	178.0	964 Turbo
Phil Berenz	164.5	911

Race Cars:

Jerry Matta	40.0	911
Paul Joyaux	38.0	356 RS

The Cuneo Estate
Concours Five

Summer of 2001 has brought us to Air Classics Museum of Aviation, Potters' Picnic, Arlington Park Race Course, Road America and the Cuneo Estate. *Thanks to all who have showed, chaired, judged, scored or just attended one or all five events that have made this year a success.* Wait until you see what we have planned for next year. See you at the **Concours School & Chili Tasting** early in 2002. *James Jacisin*

PORSCHE PERSONALITY TYPES

by HANS DEUSCHMANN, KANSAS CITY REGION, REPRINTED FROM DER SPORTWAGEN

A tongue-in-cheek look at our fellow Porsche Pushers.

One of the best things about being an active member of a local chapter of the PCA is that you get to meet a lot of interesting people. And, contrary to the popular stereotype of Porsche owners as unemployed rich people, we are a diverse lot. We have members who are mechanics, accountants, tradesmen, lawyers, florists, doctors, students, retirees, and housewives. We have teenage members, young adult members, middle-age members and members in their 80's. We have Buddhists, Christians, Jews, and Agnostics. Just about any way you choose to slice it, the membership is diverse. However, this doesn't mean that people who own Porsches can't be categorized in other ways. I find that I can pigeonhole individuals based on some other measures. It's fun to do this, since it strips each person of his individuality and allows me to simplify my world. Basically, I classify owners based on how they use their cars and, to a lesser extent, on what kind of Porsche they drive (or want to drive—since some of our members don't have cars). Herewith, is my list, in no particular order, with special emphasis on my personal biases and stereotypes.

THE WORRIER

The WORRIER is the Porsche owner (usually a new owner) who frets constantly about every detail regarding his baby. Most of us are WORRIERS to some degree when we get our first Porsche. WORRIERS will approach everyone in the Club about which weight and brand of oil they should use in their car. They'll get on the internet and research endlessly trying to find the best leather conditioner, aromatherapy wax, herbal car wash, tire pressure gauge, etc. They'll change their oil every 500 miles and replace the air in their tires because it might be stale. They'll short-shift their car at 2500 RPM just to make sure it doesn't get over-revved (even though the pre-

vious owner may have regularly banged it up against redline). The WORRIER won't corner his car hard because that would place undue strain on the delicate chassis. These guys are usually cured when they discover that their anal behavior has actually done more damage than good to their car; "Well, sir, your car runs like crap because the valves and combustion chambers are totally carboned up—you should run this thing hard through the gears every once in awhile to clean it out." Or, "I'm sorry sir, but your paint was damaged by leaving the bra on your car while it was raining." If the WORRIER isn't cured quickly he may evolve into the undesirable "QUEEN."

THE GARAGE QUEENS

These are the guys that will only drive their Porsches if they are going to a Concours—and only if they absolutely have to. Even if a concours requires that a car be driven rather than trailered, a QUEEN will try to figure how he can trailer it surreptitiously within a few blocks of the show, then push it to the event (so he doesn't stir up any dirt in the engine compartment). If you are unlucky enough to have a car that he perceives as competition, be forewarned. The QUEEN will carefully scrutinize your car while wearing a facial expression like he is examining a turd. The QUEEN often has very good knowledge of the historical details of his car because that knowledge relates directly to how the car can be scored in a concours. This knowledge also allows him to lose first place with dignity, "I guess John deserved to win first place, although I am surprised that the judges ignored the fact that he didn't have original tread-pattern Continentals on his car." GARAGE QUEENS wouldn't think of driving their cars "hard" because they didn't buy them to

drive. They bought them to collect trophies. The best thing about QUEENS is that you probably won't see them at any events other than concours or shows unless they also own a "driver" Porsche (see "Cautions and Warnings"). The only exception to all of this drivel is the QUEEN that owns and shows a truly classic Porsche (904, 959, Speedster, etc). Usually you will find that this type of QUEEN will actually drive his car (even the Porsche factory pulls out the 917's once in a while so they can flog them on a race track).

TECHNOS

Everyone knows who the TECHNO is, he's the guy that can quote by memory the entire text of Karl Ludvigsen's massive Porsche-Excellence Was Expected. TECHNOS are useful as Club pets because at many events you don't have internet access to the Library of Congress. They can answer most of your Porsche-related questions right off the top of their head. If you want to have some fun, ask a TECHNO a question that he can't answer — he'll be up for three days straight trying to figure it out so he can preserve his honor. They can drive any kind of Porsche, it doesn't really matter, they see themselves more as experts on Porsche lore rather than active participants in the Porsche driving experience.

STATUS CONSCIOUS

Peter Schutz, former president of Porsche, once said, "for some people, a Porsche is nothing more than a fur

Porsche Types - Continued on page 18

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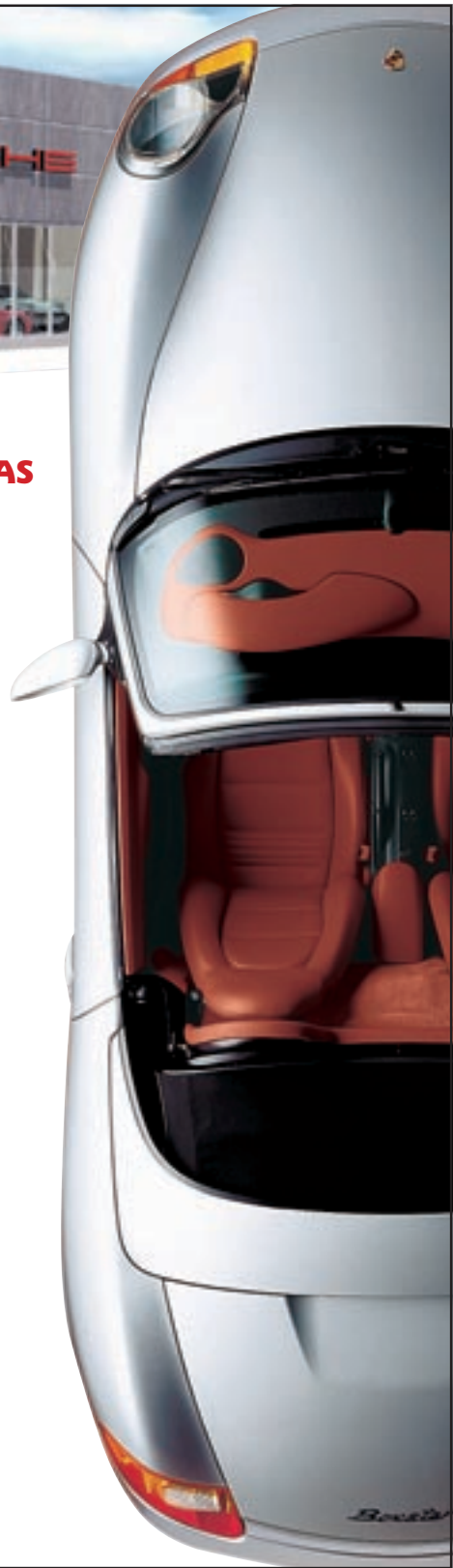


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The Midship Report

by JOHN MILLER, BOXSTER@ONEBOX.COM

Note: This column, was originally intended for the December issue of Chicago Scene. It is presented here in an abbreviated form, combined with the column that had been scheduled for this month. Each column required various levels of detail to be eliminated so as to prevent potential issues with advertisers. If you would like further information, feel free to e-mail me or contact the Boxster phone box, and I can provide a complete edition.

I had trouble deciding who this column was aimed at. I will comment that if you're thinking of buying a Boxster, or any Porsche, simply to impress your friends and colleagues, or maybe as a means of trying to 'pick up' members of the opposite sex, this column isn't meant for you. (What you want, and I dislike being vulgar, is the 'F' word—Ferrari. I'm not entirely sure those cars are meant to be driven, but even when it's not in the shop it will do exactly what you want. Move along, now.) I'll presume that as a PCA member, you probably have a Porsche or two. And there's even a good chance it's a Boxster, which makes my encouraging you to buy one a bit redundant. So, don't feel as though you'll miss anything if you turn the page and continue...unless there's more to this. Maybe you're a Boxster owner and thinking about trading for a Boxster S. Or, maybe that 928 of yours has done it's best and you've been contemplating something new. Or, perhaps you've been trying to convince that Significant Other or office-mate that he/she should join our ranks. By all means, *now* is the time.

Mind you, I'm not suggesting you take a second mortgage or spend (all of) the kids' college fund, but consider this, I visited all five local Porsche showrooms in October and November and felt no sense of 'crowding.' Let me elaborate on that. Nearly every time, I was the ONLY non-employee in the showroom. Yes, indeed, now is the time to shop (*read*: negotiate). It's also interesting to note that Porsche-provided sales figures indicate, for the year to date ending Oct 31, 2001, the Boxster

(with the S) outselling the 911 by over 1800 cars. And yet, the sales figures for the month of October 2001 show a reversal with the 911 outselling the Boxster by over 300 cars. Boxster sales compared to one year earlier have also taken a slight downturn. Add to this, that the weather has already turned cool—by the time you read this, perhaps wretched—and car salesmen know convertibles are not a high priority. And while the 2002's are out, there are still 2001's to be found. Enough encouragement then, let's get down to business. This is geared towards acquiring a new Boxster, although most of it can be applied to any Porsche (new or used) purchase.



First, Buy or Lease? I won't spend a lot of time on this. Leasing does have some positive points, and I've used it in the past—for a very specific reason. If you have no delusions about keeping the car and want it to go away quickly and painlessly after a few years, maybe leasing is appropriate. I bought my Boxster, and like most Porsches, once you get in them, they get into you.

How? This is a bit more complex, at least on the surface. There are at least 3 options: 1) Local dealers, 2) the Internet, and 3) Remote/out-of-state dealers.

Let's start with local dealers. There are 5 major dealers scattered around

the Chicago area. I visited all of them in the last two months and found all to be unique in one way or another. Some are exclusive Porsche dealers and some were mixed with other makes, but all had a fairly good representation of cars and inventory. A variety of 2001 models were still available. Before you do anything else though, go to the Edmunds site (<http://www.edmunds.com>) or find a current copy at your library. The online version lets you pick the car and options, and then calculates a Window Sticker (MSRP) price *and* a Dealer (Invoice) cost amount. I did some comparison tests to actual Window stickers and the Edmunds numbers were perfect.

As I said, all the local dealers are unique. Some took a very active, interested approach to sales, while others observed a hands-off, no-hassle approach. Some were quick to offer a test drive and sales literature, while others cut right to the chase. One indicated that with the slowdown, there was room to negotiate, while another flatly stated: "shop around, get a price. We'll beat any deal." From a buyer's perspective (I spoke to almost two dozen Boxster owners), no unanimous opinions surfaced. Most were pleased with their sales experience at their chosen dealer, although there were also dissenters. But there's also another significant issue involving local dealers that I'll touch on in the second half of this column.

The Internet/online options I investigated were Vehix (www.vehix.com) and Autobytel (www.autobytel.com). My test experiment and the use of these by others seem fairly consistent—which is to say, useless. These sites require you to spend a fair amount of online time making your vehicle selection such as color and options, as well as personal contact info. In the end, both of them indicated the info would be forwarded to a 'selected' dealer. Vehix sent a confirmation e-mail indicating whom my 'select' dealer was and that they would be contacting me.

Midship Report - Continued on page 15



Imagine...

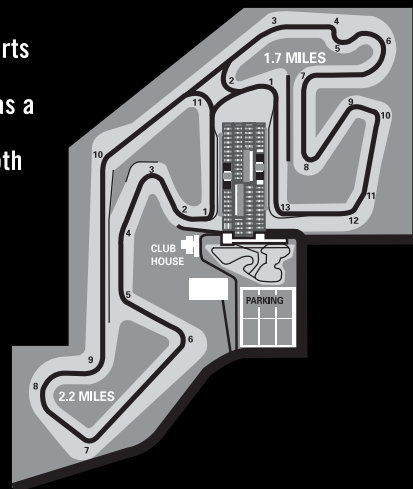
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Photographer Bob Chapman

Midship Report - Continued from page 13

I'm still waiting. Autobytel was the much the same. The 'select' dealer was identified in a return e-mail. Interestingly, it was a different dealer than the one Vehix identified. And as with Vehix, I'm still waiting for the dealer contact. The others who have tried this route (with different makes) had similar results. In approximately half the cases, a dealer did call or contact, but didn't have the vehicle requested. In the remainder, there was never any contact by the select dealer. To be fair, it may be that these online services are short-changing the dealers in not getting notifications to them. But overall, I would suggest these online options are very much the same as Auto Brokers and you would do well to stay away from them. There's no reason to insert a 'middleman', electronic or otherwise. Always deal direct. Two other interesting choices that I gave a quick look at were www.DriveChicago.com and www.wwwheels.com. WWWheels is interesting in that you can find actual new cars on the site for a given dealership and get an idea of what the inventory looks like before picking up the phone or driving out to the dealership. Of course, all of the local Chicago-area

dealerships have their own web pages as well, but WWWheels displays vehicles from a wide variety of dealers. Don't even bother with DriveChicago. I tried to do a vehicle search and their list of available makes didn't include Porsche.

The last option is remote/out-of-state dealers. There is no shortage of Porsche dealers around the country that would like your business. AutoWeek Magazine has a classified section that recently contained listings for no less than sixteen separate Porsche dealerships around the USA. That said, this is the trickiest of all the choices. Ultimately it was the option I used. And I doubt I will ever do that again. Don't misunderstand. I struck a fabulous deal and it all turned out well, but the difficulty and effort took a lot away from the money saved. Consider this: You simply can't buy a car like this site-unseen. It's possible that a dealer might be willing to transport a car to you before purchase, but without (risking) a deposit or paying for the shipping, it's rather improbable. And you would have to be intellectually challenged to consider wire-transferring money for a new car that you've never

seen or driven. Are you prepared to pay to fly or drive somewhere several hundred or thousands of miles away to conduct the transaction? Are you prepared to pay to fly or drive somewhere several hundred/thousand miles back home if the deal is not what it was supposed to be? Are you comfortable getting a certified check or arranging a wire transfer in advance? Do you know how the Title/paperwork is handled? Have you ever seen a Manufacturers Certificate of Origin? Do you know how you will get the car home? If I haven't discouraged you about this, send me a note. I'll be glad to go give you the step-by-step detail on how to go about this.

As I mentioned earlier, there is one more very important piece to the purchase equation: Service.

Of course, in terms of service-under-warranty, you may take your Boxster to any authorized dealer. But does that mean that one is as good as the next? Knowing that my car will eventually require service, I made a point to visit every Chicago-land Porsche dealer and spoke to the Service Manager, or the Assistant Service Manager (and sometimes both). Of the two-dozen Boxster owners I spoke to recently, over half had visited the service area of their chosen dealership either prior to buying or post-purchase to have the car serviced. The conclusion, the capabilities and attentiveness of the service area are equally (and possibly more) important as the performance of the sales staff in selecting a dealership to purchase a Boxster. While undoubtedly important to be dealing with a competent and conscientious salesman—and it seems the better salesmen stay involved when a buyer's car requires service, be it

Midship Report - Continued on page 27

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TAKE THE WHOLE FAMILY TOUR

by JOHN MUELLER, JOHNMUELLER@TELOCITY.COM

Driving at Mid-Ohio was a lot of fun. The weather was dry and cool with lots of sunshine. Since the time hadn't changed to standard time yet, it was dark when we arrived at the track in the morning. This was a first for me. The sun was up by the time the first run group went out onto the track. A 924 and a 914 were pushing me through the twisty bits of the track. I was, therefore, inspired to find more speed in the corners. By end of the weekend, I was carrying more momentum through the corners and was able to keep the 924 of the 914 behind me. I have attached a photo of the sign outside Kato's II restaurant in Mansfield,



Ohio. From the photo, it is plain to see that the patriotic spirit is alive and well in Mansfield.

Keith Clark and I were set to go to Road Atlanta, but Keith had car



trouble and was unable to go. I drove down to Atlanta and had a fine time. It was another weekend of good weather, clear skies and highs in the '70s. I met up with Keith's brother-in-law, Bob Nonneman. I met Bob last year when Keith and I were at Road Atlanta. Bob owns a 996 Cabriolet. This past season he has started autocrossing and going to drivers' ed events. This weekend Bob drove solo at Road Atlanta for the first time. Well done, Bob.

The theme of this year's tour is "take the whole stinking family." I didn't have any family at Road Atlanta, so I had to rely on Keith's in-laws to fulfill my obligation. I also carried two young brothers under the hatch of my 968 as spare family members in case I needed them (see attached photos). They are actually Henry and Graham Schunk, the sons of my friend, Dave Schunk.

Graham is wearing the helmet and Henry is his older brother. Dave and the boys came out to the track on Sunday to watch me drive. Actually, Dave came out to watch me drive. Henry and Graham came out to climb in and out of my Porsche, climb upon my trailer, climb up under the grandstands and, in general, climb up on anything that looked like good climbing.

Well, that wraps up the FN-Flying tour for 2001. I've had a lot of fun driving the various tracks and writing about my experiences. I thank everyone who came out and joined me at these events. I look forward to a new tour in 2002 and again driving with Chicago region members at different tracks around the country.



While at Road Atlanta, the Peachstate region was finalizing their negotiations with the track for 2002. They may add a drivers' education event for the third weekend of January. Check their web site, <http://platz.com/pca/peachstate>, for any news of this event. If you get to Atlanta in January, I'm sure you'll enjoy driving the track.

Enjoy your holidays and look for an article from me next year to introduce the new FN Flying tour.



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coat, it's something you wear, not something you drive." Peter was describing the STATUS owner. It is extremely unlikely that you will ever meet one of these owners at a Club event. Why? Because they don't know that the Club exists, and they wouldn't join it if they did. These are the people that create the unfavorable Porsche-owner stereotype. They overdress, wear too much gold, park in handicapped zones, have bad traffic manners, and look down their noses at everyone. If you happen to meet one of them in say a parking lot, and you are not driving your Porsche, the conversation could go something like this. You: "Nice 993, how do you like it?" STATUS owner: "Actually, it's not a '93, it's a '97 'Porsh' Carrera. I like it okay, but you have to shift it a lot and my wife's Lexus rides much better. I might trade it for a Boxer, they ride smoother and you can get an automatic in them. I know a guy at the dealership." This guy knows absolutely nothing about Porsches except what they cost. The Porsche Gods created STATUS owners so that the rest of us could get good

used cars. When the status effect of the car wears off and they discover that Porsches "ride like sports cars," STATUS owners sell them and move on to Lincoln SUV's or stretch Hummers. Meanwhile, we all suffer.

WILD-ASS GEARHEADS

These are basically hot rodders who have chosen Porsches instead of Hemi-Cudas. The car sitting at the top of the GEARHEAD pyramid is the air-cooled Turbo. Most serious GEARHEAD cars are faster than their track-car counterparts. These cars are so highly modified that they even scare their owners. As a matter of fact, this is the ultimate goal. GEARHEADS won't stop tweaking until their cars have taken on a "you'd better watch your ass with me" attitude. When you get close to a serious GEARHEAD car you can feel all the little hairs on your body stand on end, kind of like you were part of a static electricity exhibit at Science City. If you talk to one of these guys, they invariably have a tremendous amount of respect for their cars (the ones that don't are already dead). GEARHEADS like to talk about the time that their

cars jumped up in the air and changed lanes when they grabbed fourth gear at 120 miles per hour. The cars are immaculate, except for little smears on the paint caused by hitting bugs at 150 miles per hour (on the way to the Club breakfast). GEARHEADS usually don't show up for many of the Club events because they are too busy doing things like having their pistons ceramic-coated or installing 962 water-cooled heads and 917 rotor/caliper assemblies on their cars. When they aren't tweaking their cars, they relax by looking for roads in neighboring counties or states where they can "run her up to 180" without worrying about cops or other drivers. I like these guys, but I don't really want to ride with them.

THE WATERBOYS

These are water-cooled Porsche owners. Although this category obviously includes 928's, 924's, Boxsters, and the new 911's, I'm thinking particularly of 944's and 968's. They are usually a friendly lot, even though they know that the purists are always thinking, "real Porsches aren't water-cooled." WATERBOYS are well tolerated these

Porsche Types - Continued on page 20



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LET'S THAI ONE ON

Luncheon Social

The last time we did this was 1993, so it's waaay past time to do it again. I, personally, have been eating Thai food prepared by this same group for more than 20 years, so I know you will enjoy it and want to return on your own.

When: Sunday, February 24, 2002 - 2:00pm til ...?? (We'll have the first 2 hours to ourselves, as the restaurant doesn't open to the public 'til 4pm on Sundays.)

Where: 1 AM SIAM - 1 Huntington Lane Wheeling, Illinois (847) 419-0698
(On north side of Dundee Rd/Rte 68, in the Arlington Club Commons strip mall, 9/10 mile west of Elmhurst Rd/Rte 83, 2/10 mile east of Buffalo Grove Rd)

Service will be "buffet" style, and includes the following items (some hot, some not hot, some prepared both ways):

- Hot & Sour Noodle Soup with Pork
- Chicken Satay with Peanut Sauce
- Mee Krob (Sweet & Sour Fried Rice Stick)
- Fork with Garlic & Black Pepper
- Fad Kee Moe (Drunken Noodle)
- Chicken Lad Nar
- Sweet & Sour Chicken
- Basil Beef
- Broiled Shrimp Scampi Curry with Pineapple
- Fried Rice; White Rice
- Non-alcoholic Beverages



Since the restaurant has NO liquor license, you are welcome to bring the alcoholic beverages of your choice.

Price: \$25.00 per person, all inclusive

Seating capacity is limited to approximately 120 persons, so get your reservation in to me quickly. Checks should be made payable to PCA/Chicago Region and checks should be sent directly to me at: Lee Lichtenstein, 1540 Springview Ct, Wheeling, IL 60090-5374 847-577-1550, email: Lee@pmsales.com

Please Reserve _____ Places @ \$25.00ea Total \$ _____

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days because the turbo versions of these cars are so fast and viceless on the track. If you are an air-cooled owner and you persist in tormenting a WATERBOY, he's likely to get fed up and challenge you to a lap or two at Heartland Park. Personally, I like WATERBOYS, because they really seem to enjoy their cars and they drive them "as they were intended." Besides, the new water-cooled Porsches are the best Porsches yet in terms of performance and, like it or not, they represent the future of the marque.

THE PORSCHE PURIST

This is the guy that would make Dr. Porsche proud. He is what I aspire to be when I grow up. He owns any model of Porsche. First and foremost, the PURIST knows that Porsches are made to be driven. His car is clean and well maintained and may have been mildly modified with upgrades such as tires, wheels, a raspy exhaust system, etc. He's owned his car for a while and he drives it regularly. His car will inevitably show the wear and tear of being a daily driver. It means that this

car will probably never win a concours. But, over the years, his car will begin to acquire a well-worn patina, similar to the kind that you would find on that jack knife that your grandfather carried around in his pocket for 40 years. Unless you are also a PURIST, he is having more fun with his Porsche than you are—no matter what you are doing with yours.

THE OLD GUARD MEMBER

The OLD GUARD member was probably a founding father of your local chapter of the Porsche Club. He has seen it all. He remembers when Porsche drivers not only waved when they passed each other on the road; they actually pulled over to talk. He's owned several types of Porsches over the years and he's driven across the country in at least one of them. He has been to Porsche Parades, countless tours, driving events, open houses, and banquets. He is, by definition, "mature." Because of his relatively vast experience with the marque, he is the best member to travel with if you have an iffy car that might require technical expertise sometime during the trip.

You just have to be able to put up with his "Porschier than Thou" attitude. He has, at one time or another, been a TECHNO RACER, WATERBOY, and probably more. He is currently a PURIST. He probably drives an air-cooled 911. Porsches are a part of his life and always will be. He tells great stories because he realizes that one of the best things that Porsches do is create fond memories.

CAUTIONS AND WARNINGS

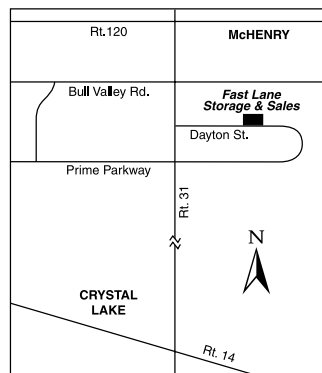
Some owners can be classified into more than one category. This helps fine-tune the description of an individual when someone else in the Club wants to know more specifically what kind of a nut another guy is. For example, as we've already seen, "OLD GUARD" members, because of their experience, are particularly good at falling into many categories (and they will use this to their advantage). Since an OLD GUARD member has usually owned several types of Porsches, he has at least partial membership in many of the other groups such as the TECHNO RACER, WATERBOY, etc. It

Porsche Types - Continued on page 21



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Chicago Scene Event Submission Schedule

Announcement Schedule

To provide adequate time to inform our members of an upcoming event please adhere to the schedule below.

Event Date Falls Between	All Material Due By	Published In
Jan. 16- Feb. 15	1-Oct.	Nov., Dec., Jan.
Feb. 16 - Mar. 15	1-Apr.	Dec., Jan., Feb.
Mar. 16 - April 15	1-May	Jan., Feb., Mar.
April 16 - May 15	1-June	Feb., Mar., Apr.
May 16 - June 15	1-July	Mar., Apr., May
June 16 - July 15	1-Aug.	Apr., May, June
July 16 - Aug. 15	1-Sep.	May, June, July
Aug. 16 - Sep. 15	1-Oct.	June, July, Aug.
Sep. 16- Oct. 15	1-Nov.	July, Aug., Sept.
Oct. 16 - Nov. 15	1-Dec.	Aug., Sept., Oct.
Dec. 16-Jan. 15	1-Sep.	Oct., Nov., Dec.

Recap Schedule

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

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

almost always guarantees that he is a member of the TECHNOS. However, the Official Rules dictate that any individual who falls into two or more categories will be classified officially as the lowest life form. Therefore, if a PURIST owns several cars, one of which he seldom drives for fear of getting dust on it, then he is officially classified as a QUEEN. It's my game. I make the rules! THE OTHER GUYS, you ask, what about the 356ers, 912ers, 914 and 914-6 own-

ers? Well, most of them will fall into one or more of the above descriptions, even though they weren't specifically mentioned. Besides, many of these groups have their own perverse sub-cultures including organizations, memberships, and DUES. And that's another discussion. Editor's Note: Hans Deutschmann is a pen name of the author, a Kansas City Porsche owner. ■



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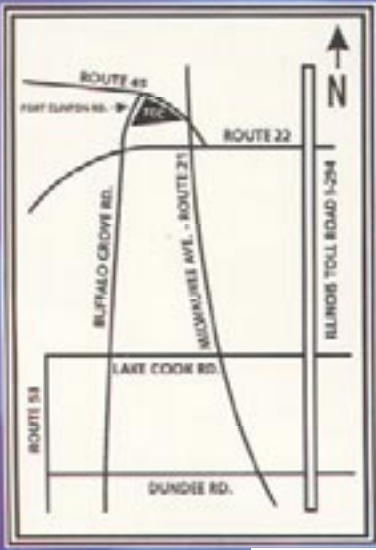
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part of a conversation with friends new and old. The Car Club offers fun, activities, discussions, a relaxing atmosphere and most of all a place where you can drive your automobile and display it among other prestigious automobiles. So if you have a classic American automobile, a unique European roadster or automobiles are your passion...

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-Bruce Greene



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Concours School Chili Tasting, Edible Art Remote Control Car & Model Car Concours

Whew! Spring is almost here, and we are inviting a few friends over for chili, a couple of drinks and dessert at Napleton Porsche in Westmont. Actually, we are inviting *everyone!*

Once again, chili will be judged as the meatiest, the beaniest, the tomatoeist, and, for the brave, the hottest and spiciest! Courtesy of the Porsche Club and Pete Hackinson, beverages will include soda, beer & wine. Once again this year, bragging rights will be hotly contested. Last year's edible art ranged from an autocross track with Jello racecars to Porsche rims and tires made as cookies. And the Chili, well, that's what the soda, beer & wine is for!

We will present our Concours Car Care Clinic featuring the regions' best. National Concours Judges John Takehara, Pat Yanahan & James Jacisin will be there to demo products and extend their expertise to help solve specific car related problems. (Hint: bring your car.)

Stan Chewning of DentBusters will remove those not so cute dimples while you wait and watch while sipping wine. Brian Jostin of Moto Persona will take care of your paint problems and interior troubles with an arsenal of Zymol products.

And again this year, for the young and the young at heart, there will be a Model Car Concours under the care of Chief Judge A.J. Tiller and Remote Control Car Races in the Service Department. So bring out those presents that Santa Claus brought you.

The raffles and awards are courtesy of hosts and sponsors: Napleton Porsche, DentBusters, and Moto Persona.

**See you @ Napleton Porsche, 201 Ogden Ave. in Westmont,
Sunday, February 17 @ 11am.**

Questions?

Chili Tasting & Edible Art: Pete Hackenson @ 630.655.1629 email: Pete.hackenson@compaq.com

Concours School: Pat Yanahan @ 630.887.7605 email: pyanahan@mcs.com

RC Car Races: James Jacisin @ 630.279.4835 email: james@americanslidechart.com

RC & Model Car Concours: A.J. Tiller @ 708.957.8262 email: aj2manycars@aol.com

PRESS TECH AD

How Do I GET INVOLVED IN THIS CONCOURS THING?

by PAT YANAHAN, PYANAHAN@USACHICAGO.COM

Call it a car show, social event, reasons to wash and shine your baby or learn how to prepare and even restore. These are the events. The more you get involved, the more people you will meet and learn and enjoy. We in the Chicago Region have one of the most active Concours programs in the nation. With our prime goal being to have fun and involve spouses and children, we are growing in the number of participants every year.

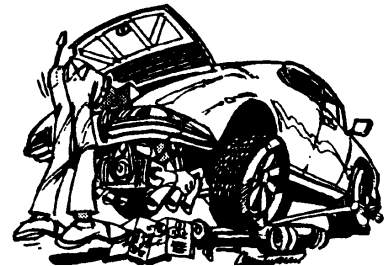
We have several members that have won trophies at the national Parade as well as being qualified national judges. Unlike other competitive events our national winners are open to sharing their experiences and techniques with fellow members. Owning a Porsche is

special, but learning how to wash, polish, clean and—yes—restore is special as well. These events are competitive but with patience you can make any Porsche a winner. We have modified the scoring systems slightly this year so that even new cars can compete with old beauties. Take my word for it, Porsches come from the factory dirty and do require hours of preparation. I remember judging a new Porsche and found a German candy bar wrapper under the carpeting, which cost the new owner a few penalty points.

We need volunteers. We want you to try and help with scoring and tabulation. The best way to learn is to work a few events to see how the judges score and how the final results are tabulated. We need men, women, boys and

girls at every event to deliver the score sheets and check the math. It is a nice way to meet your fellow members.

Jim Jacasin and I will be at the general membership meeting, so stop by and say hello. Also watch the upcoming issues of the SCENE for the concours preparation school early in the year. This is a key place to learn from our experts on not only what to use on your Porsche, but how to do it. See the product listing on the Chicago Region web site under CONCOURS. Please call or e-mail if you have questions. ■



Midsbip Report - Continued from page 15

assisting in getting an appointment or arranging a loaner) the service area will have a far greater and longer impact on your car and may ultimately influence your satisfaction with the car and your checkbook. You might be unpleasantly surprised at the outcome of an informal survey of the fee for a Boxster oil change. I checked every Porsche dealer in the state of Illinois. While cost alone should never be the deciding factor, given the drastic differences I encountered, you would be well advised to check more than one place. Call two or three. You'll understand my apprehension.

Several factors went into the decision I made when selecting where to have service performed on my car. Consider whether the facility is accessible. Is it maybe convenient to you, but is there adequate, secure parking? Is the service area clean, organized and un-crowded? Is the staff friendly? Professional? Competent? Patient? Do the porters handle the cars carefully and gently? (This is more important than you might imagine). If the answer

isn't a definite 'YES' to all of the above, you have good cause for concern.

The bottom line, then, is to look closely at several local dealers and select one. I've spoken to many Boxster owners/PCA members and would conclude that while the dealerships do vary somewhat, it is a matter of personal comfort that each person/buyer should have with their dealer, and visiting more than one is the best way to gain perspective. How they treat you will build a strong case either for or against each and granted, your mileage may vary. I simply walked into the dealerships and let the sales representatives approach me (or not approach me, as was one case). While it may not be representative of all the sales staff (good or bad) they do represent the dealerships and you stand an equal chance of dealing with any of the ones that I dealt with. And again, the Service area shouldn't be overlooked. In fact, I would suggest it get even closer scrutiny than the Sales part of the dealership.

The point to remember is that pres-

ent circumstances—the change in weather, the drop-off in sales, the ballooning of inventories, including 2001 models—gives you the upper hand to negotiate a very attractive deal. One other point that seemed consistent to everyone with whom I spoke. To their credit, all of the local dealerships did some form of sales follow-up, either by phone or mail, but only one of over twenty Boxster buyers I spoke to has been contacted by Porsche-Corporate to do any sort of follow-up on their purchase. Three times I called Porsche headquarters in Atlanta to ask why. On the third try, I finally reached someone who insisted that every purchaser is contacted and that Customer Satisfaction is very important to them. I expect to revisit this item next month.

NEXT MONTH: The Boxster as a Daily Driver, plus the first entry to The Rental Report. Feel free to contact me with your thoughts, ideas, suggestions, ramblings, etc. at the e-mail address. ■

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For Sale Porsche Cars

911

1986 911 Carrera Coupe #WP0AB0916GS120281 - Prussian blue metallic exterior with blue leather interior. Updated 17" C2 cup style alloy wheels. Newly rebuilt upper engine by Fischer Motors. 96k original miles, \$20,500. Skip Gianopulos (847) 551-1988 or skipgio@juno.com. [JFM]

1988 911 Turbo - Black/silver-gray leather, Ruf steering wheel, Ruf 17" wheels, short shifter, B&B muffler, Garretson intercooler, remote entry, K&N air filter, Mobil 1 and Zymol maintained, Alpine CD, new Yokohama A008P tires, new clutch, rebuilt trans, 4000 miles on complete engine rebuild. Verywell maintained. \$33,900, Bob Grabowski, 630-734-0818. [JFM]

1983 911SC, Silver w/ Red interior, All Options, SS Exhaust, Boxster Wheels, W/ PPS02 Tires (new), 90K miles, \$13,900.00. Call Paul (847) 438-6190. [DJF]

1982 911SC Targa. Metallic Carribe Blue w/black leather. Totally original, no modifications, very clean & in great condition for 88,000 miles. No winter driving. Needs some minor TLC to perfect, hence \$13,500 o.b.o. Call Phil on 847 231 6709 Graylake, Illinois 60030 [DJF]**1965 911 Race Car**. GT3R class car in excellent condition, ready to race. 3.3L motor built and maintained by Bob Johnson Autosport. IMSA body work is eligible for PCA and vintage racing events. Great race history (prior owner Owen Johnson), light car, very good suspension and well maintained. \$65,000 - contact Tony (630)865-4357 or AGShaneen@oasvas.com. [NDJ]

1972 911 (Factory Prototype ??) for 1973 Carrera RS. 99% original body and interior. Full Roll Cage, HRE 3 pc. Web-center race wheels, with new Dunlop D40-M2 tires. Webers with Vol stacks and K&N air cleaners. DANSK Exhaust. RS body painting white w/red Carrera graphics w/dutch tail. Ideal for vintage racing. 68,000 original mile. Cars first 15 years in Hawaii. Driven to Car show (Downers Grove, Westmont) and during the summer, with no rain occasionally to work in Oak Brook. Would like to keep it in the Porsche Club. \$14,000 obo. Call Bob Ksiazek daytime 630-574-4453. or 630-963-7036 eve. [NDJ]

1988 Porsche 944 - Stone Grey/burgundy leather interior, 91k mi., excellent condition, all records since new, adult owned and garaged always, 2nd owner, 5-spd, new clutch (spring-centered), new exhaust (cat. & muffler), new timing belt, new factory A/C compressor, A/C converted to R134a, great tires, non-smoker, interior has no rips or tears and no dash cracks, cruise control, never raced or tracked, needs nothing, asking \$8200, Blake at 312-368-8921 (Days) or 312-527-2880 (Evenings). [NDJ]

1990 Carrera 2 Targa Red, Superb condition, Hand painted Porsche logo wheel trim, new roof, AC, Sony CD/Radio, New clutch 1998, Docs and photos available. Summer driven only. New tires. 78,000 miles, \$28,000 OBO, Peter Gibbons, Barrington, 847-382-7072. [NDJ]

2000 Carrera Cabriolet, Guards Red with Black Leather. 18" wheels, full options, custom cover - 4,000 miles, \$84,900 Crete Il, Call William 708-672-5455. [NDJ]

2000 Carrera 996 - Biarritz white w/metropolitan blue interior. 6,000 miles. 18" wheels, hi fi sound, full leather, 6 CD changer in trunk/single play in dash, full power seats, wheel caps with colored Porsche crest, Porsche floor mats, PSM, K40 integrated radar detector, and Porsche cover. No rain, smoke or track. \$67,750. Doug911W@aol.com 630-837-7202 Doug. [NDJ]

924/944/928/968

1982 928S Coupe - Guards Red ext/Tan/Brown int. One owner, never raced, all original, virtually concours condition. New tires, Sony High-end radio/tape. Peter Fisher serviced since new. Photos available. \$13,500 Firm. Need to sell - out of room! Ed Holzer, Barrington Hills. 847-381-0983. [NDJ]

Others/Parts

1974 GT3-S race car recent winner in GT3-S

class at Roebing Road. 74 chassis w/RSR bodywork. 3.2 L race motor built by Perfect Power. Full roll cage w/side impact beams, fire system, data acquisition system and spare Fikse wheels. Perfect condition and ready to race. Built and maintained by Perfect Power. \$69,000 obo. Call Dean at 630-417-5552. [JFM]

Vintage Red Book/Blue Book used car value guides. From 0/7 to present. Want to know what a '55 Speedster was worth? it's in there along with emensions/weights/list prices. Another treasure trove from Janecek's attic. Jean says that either these go or she does. What a dilemma! But, cash is king. So, your \$25 will resolve all. Cash & carry only. Bruce Janecek, Post & Rail Farms, Palos Park, Il 60464. Phones: Weekday: 708-354-1901, Other times: 708-361-1842 [JFM]

1997 Fabcar 911ME. Fabcar mid engined 911. Campaigned in '97 by Alex Job Racing w/Haywood & Hessert. Winner 6 hrs Glen. Hewland transaxle w/60 gear sets. Double wishbones w/rockers/horizontal shocks. 3.2L slide valve Motec. Center locks, air jacks, Pi dash/data & spares. Legal & competitive in Grand Am or GTP3R PCA. \$140,000.00 - contact Sol/Perfect Power (847)367-8837, perpow@aol.com. [DJF]

2001 BMW M3 Convertible, Titanium Silver/Imola Red leather, invisible bra, built in K40 radar/laser dectector. 5k miles, \$57,950 call Mike at (847) 372-9911, Palatine, IL. [DJF]

1998 Harley Davidson 883 Sportster - Sinister Blue. 5,000 miles. Screaming Eagle pipes, lots of chrome, HD Bags, sissy bar. \$5,900 obo. dug600f2@home.com 708-494-3684 Doug. [NDJ]

80cc Shifter Kart. 2000 Birel Q31 chassis with ext. porch, Mike Cambell blueprinted 80cc watercooled Honda, bluepinted carb, Vortex ignition, RLV pipe, M-4 Titanium silencer, xtra mags with rains, assorted engine sprockets, kart cover. \$6500 invested asking \$4500. Mike Keck 630-260-0612. [DJF]

930/30 gearbox with LSD and racing gear ratios. Asking \$3,500. Will provide specific ratios to interested parties. Gearbox can be seen at Midwest Eurosport in Bensenville. John Kramer. Days (312) 732-7352. Evenings (773) 772-4696. 2001 West Wabansia, Chicago, IL 60647. [DJF]

B&B Triflo muffler for 944 turbo cost \$800 new. As good as new sell for \$500. Mike Keck 630-260-0612. [DJF]

Continued on page 29



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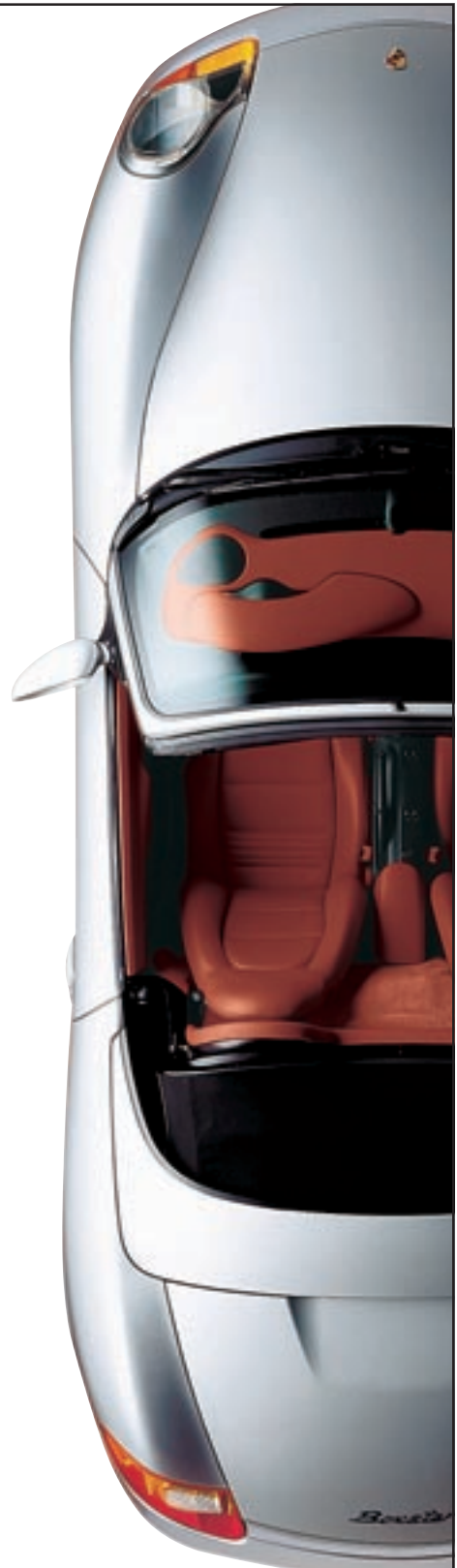
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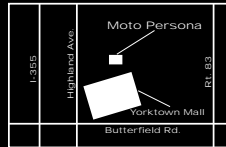


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Brey Krause harness bar. Was in 1991 911. Driver and passenger Simpson shoulder harness, lap belts, and submarine belts. Cost \$700 new. Will sell for \$400. Mike keck 630-260-0612. [DJF]

1985 Carrera 3.2L engine complete from air filter to tail pipe, including DME box & harness. 70K. Clean & dry. Excellent leak down & compression. \$7,250.00. '89-'94 964 suspension lowering collars. Complete sets for \$300.00. Universal tie down hooks for 911,993 & 996's. Set of 4 for \$200.00. Sol/Perfect Power (847) 367-8837, perpow@aol.com. [NDJ]

Race trailer. 14' w/beavertail, tire rack holds 8 tires, large storage box, new: paint, tires, brakes, bearings, suspension hardware. Can haul 911's and 944's, good condition, delivery possible. \$1200 or best. Kyle Stevens, Geneva, IL, 630-845-8453. [NDJ]

C2/C4 Sport Suspension - Factory M030 Bilstein sport shocks, H+R sport 1" lowering springs, and front mono-ball adjustable camber mounts. New never used. Includes installation by factory trained Porsche tech. \$1,800. Peter Spentzos, Barrington IL. Pager 847 633-1115 leave message. [NDJ]

Wheels and tires - (4) Yokohama Guardex 600 M&S 225/60 R 15 w wheels to fit 5 series BMW perfect for winter. \$225.00/set, (2) BFG Comp TA R1 205/55 ZR 16. \$25.00@, (2) Yokohama A008P 205/55 ZR 16. \$50.00/set, (2) Yokohama A008P 225/50 ZR 16. \$50.00/set, (2) BFG G Force TA 245/45 ZR 17. \$120.00/set, (2) BFG G Force TA 255/50 ZR 17. \$120.00/set, (2) Hoosier R3SO3 275/40 ZR 17. \$60.00/set, (2) Fuchs 7X16 black centers polished lip. \$600.00/set, Off 86 944T (2) Fuchs 8X16 black centers polished lip. \$600.00/set. Off 86 944T, (1) Transmission w/ cooler line, 1986 944T. \$600.00, (1) Space saver tire 165/15 from 944T. \$20.00, 847-548-1080 days, 847-223-1221 evenings. Grayslake. [JFM]

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Painting Brake Calipers - by Unknown Author

You can purchase the heat resistant paint from your local autoshop. The paint I use is red engine enamel with ceramic, with a heat rating of 500° F. You may also use paint for BBQ. You also need a fine paint brush, a cup or bowl, masking tape and a car jack.

Jack the car up at its designated point. Check your car's manual if you don't know where to put the jack. Raise the car high enough where the wheel barely touches the ground. This way you can relieve the tension from the weight of the car.

Loosen all the lug nuts and remove them from the bottom up. Once the wheel is removed, clean the brake caliper thoroughly. Mask out area that does not require painting with masking tape.

Spray a little pool paint into a cup or bowl. Use a fine small paint brush and start painting away the first coat. Let the paint sit for half an hour and paint a second coat. Let the second coat sit for about 45 minutes.

Now remove all masking tape. Put the wheel back on. Be careful not to hit the painted caliper with the wheel. Repeat the process for the rest of the calipers. Now let the car sit for 8 hours for the paint to cure (that's what the paint can direction says). Have fun wheeling around with your bright brake calipers. End of Procedure.

Are Your Tires Old? - by John Mingst, Metro NY PCA

How old are your tires? Many tires have a build code that is three digits following the DOT mark. Look for this mark. If it says "DOT" then three digits ex. "260," this means that this tire was manufactured during the 26th week of the year 2000. This is a great piece of knowledge when buying used tires, and the seller tells you that he just got them last year.

Lug Nuts - by John Mingst, Metro NY PCA

Lug nuts. Always torque your wheels to recommended specifications! This will keep you from over torquing the fragile alloy nuts. The last thing you ever want is to have a nut head separate from the flange portion. This can happen from a lug nut put on too tight, or removing them when hot. The other bonus to torquing the lug nuts is that you will prevent warping of the wheel on the hub. My advice for track use is to use the steel open head nuts for the track and save the alloys for the street.

Porsche Desert Safari In Dubai

Once feared as the Pirate Coast, Dubai is now a fascinating center of commerce with a long tradition in trading. The second largest state of the United Arab Emirates has undergone a remarkable historical development which has made it what it is today: an important marketplace for gold and pearls.

Dubai's other appeal lies in its contrasts. Typical oriental culture on the one hand, 21st century modernism on the other. Both await you with all their fascination.

The Itinerary

Day 1: Individual travel to Dubai International Airport where you will be met by a tour guide and transferred by limousine to the Hotel Royal Mirage. On arrival, you will be greeted with a welcome cocktail. After check-in and a get-together, the rest of the day is free to do as you please.

Day 2: Top-class breakfast at the hotel, after which you take the wheel of a Porsche for the drive to Fujairah, stopping to visit the Sheik's racehorse stables and camel racetrack on the way. Lunch is served at the Fujairah Hilton Hotel, before your return journey to Dubai via Bithnah. In the evening, you will be driven to the Dubai Creek Golf Club for a delicious dinner and returned to the hotel afterwards.

Day 3: After breakfast at the hotel, today's adventure begins with desert driving in the dunes near Nizwa. A brief introduction to handling a four-wheel drive vehicle is followed by a desert safari with an experienced guide. Your journey takes you across the impressive dunes of Shuwaib and through the spectacular Hajjar mountains with their green wadis and oasis. After lunch at the famous Hatta Fort Hotel, it's time for another adventure: archery at the Clay Pigeon Club. Next, you drive on to the red dunes at Camel Rock and Fossil Rock. Here, you can watch the sun go down over the desert from the Sunset Bar before making your way across the desert by camel to a typical Arabian Bedouin tent. Following a barbecue dinner, you return to the hotel by bus.

Day 4: Prepare yourself for the day ahead with breakfast at the hotel. Today you drive in a Porsche 911 or Boxster along the Jebel Hafit mountain route to Al Ain, where you will stop for lunch. You then take the desert highway to the village of Al Awir to visit a falcon farm. In the evening, a bus will take you from the Hotel Royal Mirage to the Hotel Burj Al Arab, where you can sip a cocktail on the 56th floor, before dining in the only underwater restaurant in Dubai.

Day 5: Breakfast at the hotel, followed by your return journey home or an extended stay on the Persian Gulf.

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TECH QUIZ - TEST YOUR KNOWLEDGE

by MARY ANNE NOWAKOWSKI



- 1) 1973 and later 914's have two rubber flaps on the bottom of the car at the front edge of the engine compartment. The purpose of these flaps is to:
 - A. Deflect mud and rocks
 - B. Aid in engine cooling
 - C. Reduce aerodynamic drag
 - D. Protect the floor as the car stopped

- 2) The 1969 911E came with 14 inch wheels for:
 - A. Improved comfort
 - B. Lower final drive ratio
 - C. Less unsprung weight
 - D. Lower cost

- 3) Power brakes were first incorporated in the 911S beginning in what year?

A. 1976	C. 1978
B. 1977	D. 1979

- 4) In the mid-1980's, Porsche investigated ball bearing turbo charges. They were rejected because:
 - A. They would explode
 - B. Oil control was a problem
 - C. They increased turbo lag
 - D. They were too noisy

- 5) The color of DOT 5.1 brake fluid is:

A. Blue	C. Purple
B. Red	D. Amber

- 6) The primary difference between a 956 and 968 is:
 - A. Number of turbochargers
 - B. Suspension design
 - C. Wheelbase
 - D. Right versus left hand drive

- 7) The 993 engine's valve springs consist of?
 - A. Progressive inner spring & linear outer spring
 - B. Progressive outer spring & linear inner spring
 - C. Linear outer and inner springs
 - D. Progressive inner and outer springs

- 8) What model year did air conditioning system become CFC free?

A. 1991	C. 1993
B. 1992	D. 1994

- 9) Which Porsche uses a viscous coupling to drive its front wheels?

A. 1989 C4	C. 1994 C4
B. 1991 C4	D. 1995 C4

- 10) The company contracted by Porsche to build Boxsters in 1996 was?

A. SAAB	C. Valmet
B. Karmen	D. Peugeot

(6) C - From Panorama, March 2000, pg. 22	1) B - From Panorama, December 1998, pg. 38
(7) B - From Panorama, June 1997, pg. 48	2) A - From Panorama, May 2000, pg. 52
(8) C - From Porsche Family Tree, pg. 17	3) B - From Panorama, May 2000, pg. 54
(9) D - From Porsche Family Tree, pg. 19	4) D - From Panorama, June 2001, pg. 70
(10) C	5) D - From Panorama, October 1998, pg. 68

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