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November 2003

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*Cosette Creamer and Kelsey Creamer enjoying a summer warm day a great festivities at Potter Picnic.*



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2003

# CALENDAR OF EVENTS

# Current Calendar of Events

**N o v e m b e r • 2 0 0 3**

NOVEMBER, 2003

- Saturday, November 1    Concours Judges' School
- Sunday, November 2    Cafe 36 Social
- Friday, November 7    Board Meeting at Park Ridge VFW
- Sunday, November 9    Fall Tech Session

DECEMBER, 2003

- Saturday, December 13    Holiday Dinner Dance and Awards  
Presentation



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<i>monday</i>	<i>tuesday</i>	<i>wednesday</i>	<i>thursday</i>	<i>friday</i>	<i>saturday</i>	<i>sunday</i>
					<b>1</b> Concours Judges School	<b>2</b> Cafe 36 Dinner Social
<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>	<b>9</b> Fall Tech @ The Exchange
<b>10</b>	<b>11</b>	<b>12</b>	<b>13</b>	<b>14</b>	<b>15</b>	<b>16</b>
<b>17</b>	<b>18</b>	<b>19</b>	<b>20</b>	<b>21</b>	<b>22</b>	<b>23</b>
<b>24</b>	<b>25</b>	<b>26</b>	<b>27</b>	<b>28</b>	<b>29</b>	<b>30</b>

**D e c e m b e r • 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>
<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>
<b>8</b>	<b>9</b>	<b>10</b>	<b>11</b>	<b>12</b>	<b>13</b> Dinner Dance 2004	<b>14</b>
<b>15</b>	<b>16</b>	<b>17</b>	<b>18</b>	<b>19</b>	<b>20</b>	<b>21</b>
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# Clark's Corner

by Keith Clark, President, ClarkNFlying@aol.com

Well, the year is quickly coming to an end. I hope you had a chance to enjoy the Naperville Grand prix, which was a GREAT time. We enjoyed watching all our members competing in the races and mixing it up with all kinds of driver's. I think our group of driver's were a little taken back by the bumping that was going on during the races. I can assure you that we will not be teaching that at any of the driver's school next year.

My son Brandon was not very happy with the person that made up the driver's age rule, you must understand he would give up everything to drive in a go-kart race and believe me he told me that about five hundred times in the first hour we were there. I guess they haven't developed a full size or wide body go-kart yet, which made me unhappy? I think all the go-karts were "European cut" which translates to you butt needs to be the size of a basketball to fit in one? Oh well, maybe next year? Thanks to James Drury for hosting the event and working hard for our charity. It was a lot of fun! We finished our driver education events again this year with the October fest weekend at Blackhawk farms. This DE has grown into a "don't miss event" over the years and it continues to be a lot of fun for everyone.

Dan Gallagher handled the track in the typical Gallagher manor and I don't think anyone broke rule one, well at least I don't think anyone did? We also owe the Wesa families "big thanks" for all they do not just at the October event but, at all the Blackhawk events. They run registration and do all the work setting the track up and packing it up at the end of the day. I'll let you in on a secret, the track doesn't set it's self up the Wesa's do! It takes a lot of time and

effort and I have never heard them say "no" to anyone. You all are great people and you make it easy for us all. Bob and Ginny Gummow put together a delicious pig roast for us all to feast on. We also had an oompah band, cool beer and some of the best fresh pies in the state.

Okay, so I won't fit in the dam go-kart next year if I hang around with them. Remembering last year, we needed a rowboat to get around the track but this year we couldn't have ordered any better weather. Sunny and dry, Dan must have again made a deal with the weather God's and it was the best way I know how to spend a fall weekend. Great cars + Great people = a great beer commercial? And a great weekend, Thanks to all of you that helped this weekend it was fun! We ended our autocross season with a fun run at the new NIPSTA site. I heard it was a good place and everyone enjoyed the day. We owe Shawn Young and Mike Gallagher thanks for putting it together for us. I'm running out of page space again but I plan on seeing everyone at the fall tech session it should be great. The Exchange has gone out of their way to make this a special event for us. They have supported our region year after year in many different ways so come out and help support them. You'll have a chance to see how their dyno testing works, how to select the right tires and catch up on safety/tech up dates. Of course their will always be some cool cars to check out along the way.

Well, that's about it for me. I hope you voted for your new board. I'm a diehard Cub's fan and to all my fellow diehards "wait until next year" It's your club enjoy it.

## Behind The Scene

by Scott Adleman, Editor in Chief

We have an new Editor. I'm not sure she volunteered as much as was corralled or coerced. Or maybe she was bribed. Either way she is experienced and is certainly an enthusiast. In fact, she has won awards for producing Chicago Scene several years ago. Some of you already know who I am taking about. It's Susan Shire.

Susan has already begun work on the January issue. Her contact information is on the last page of this issue as it has been for the past few years. You see Susan has been the Advertising Manager for the last two years. Her full-time job is that of Porsche Club of America-Club Race Event coordinator..

Now that you know who she is remember to giber her your support. We are still looking for writers and photographers. No matter how good one is as Editor, the publication can not be completed without the help of our members. So call or write to Susan and let her know you are interested in contributing.

On to some recent events. I have not run a TRAC 2003 piece yet as we have

received minimal content. I have a few photos and no story. For Octoberfest the story is the same Please send me your photos and or articles. If you have lots (20+) of pictures, please send them on CD via USPO not email. Smaller batches can be sent via email.

As for upcoming events there are still a few left for the year. The Dinner Dance is the biggy. This is the one to treat your wife or girl friend as she will enjoy if much more that a day at the track or a concours event. So get all dressed up and dance or drink the night away with your friends. It will be interesting to see the as you rarely do...all dressed up!

Also on the horizon is the General Membership meeting. It is usually held in January. It's a great way to get advance insight into the 2004 event plans, pick up event rules and literature and have a free lunch on the club. There aren't many freebies so you might want to take advantage of this one.

Voting should for the new board should be over by the time you read this, so next month we will announce the election winners.



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# THE MIDSHIP REPORT ©

## END OF THE ROAD

by John Miller [Boxster\_S@veryspeedy.net]

As in Rhode Island. August was a bit of a letdown for Boxster events, moments and just all-around usage (as I had alluded to last month). With improving circumstances, September was a chance to make good by doing a bunch of Boxster and Porsche activities. Unfortunately, my own incompetence stepped in and sabotaged my first effort: VENTURA. Also known as GermanAutoFest---most people in the know simply call it Ventura (in reference to its Southern California location). This year, the featured model at the ocean-front festival was the Boxster, making this a 'must-DO' event. And I DIDN'T. I had the hotel arranged, a rental car booked, maps and schedules printed.....everything BUT a round trip flight to Los Angeles. And this is what kills me: I could have had one, but inexplicably waited too long to actually book the flights I had researched and it slipped through my (incompetent!) fingers. BUT WAIT! There's More. I had been talking about the trip for several weeks with my (PCA) Boxster pal Jack White, and at the last minute, he found he was able to go and so he did. And while he was gracious enough to bring me a T-shirt (photo 1) and hat from the event, flipping through the stack of pictures he took while there made me truly regret having missed it...enough so that I won't blow it next September. So I made up for it the only way I could.

### The First Hour is the Worst Hour

The following weekend, I filled the Boxster with gas and pointed it east. And I didn't stop going until I hit ocean (Cape Cod). The original destination was Providence, Rhode Island, but the hotel, only 20 minutes east of Providence, was in actually in Massachusetts. Another 20 minutes east of the hotel was the Atlantic Ocean (photo 2). I'd like to say that I meandered up and down the coast for a few days, but in reality, only a few minutes. This trip was a 'cannonball' of sorts. 3 days, there and back. 2280 miles round trip. The return trip is one of those legendary journeys that everyone should try once...if only so you can say "I did it" and perhaps "I'll never do that again". Breakfast in Massachusetts, lunch in New York, gas in New Jersey, a snack in Pennsylvania, dinner in Ohio, and more gas in Indiana. Remind me

again why Indiana gas is a full twenty cents a gallon cheaper than right across the border in Illinois. It may not seem like a lot---maybe \$4 saved for a fill-up, but then that conveniently pays for the tolls coming up the Tri-state tollway to get back home. The final count: 1220 miles thru nine states in 17hrs 35



minutes, averaging about 24mpg and not once exceeding 100mph...although with good reason. I did exactly what I perpetually rail against: I took interstates almost all the way there and back. If you haven't heard me whimper about this before, let me (re)confirm---driving away from Chicago, going in any direction on the interstates treats you to at least one hour of truly miserable driving. Lousy roads, boring landscape, deranged traffic, and perennial con-

struction. There's no way to get away, without subjecting yourself to this. So why do it? Why take the interstates?

In truth, the Indiana toll road isn't too bad. The Ohio interstate is equally dis-interesting, but tolerable (except for the blood sucking \$9 in tolls charged for the privilege of crossing the state). Pennsylvania and Connecticut are an improvement (photo 3). But all of these interstates have one common thread. Heavy, HEAVY, speed enforcement. From a standpoint of driving straight through (or with very few stops), it is undoubtedly faster to stay on the interstate. But the tradeoff is tremendous. Traveling at anything over 9mph more than the posted speed limit on the interstates was nearly a guarantee of a traffic ticket. And the concentration level required to stay safe (from other cars and speed enforcement) once past that 9 mph 'comfort zone' is tremendous ---Ohio troopers have deployed Laser devices in most of their cruisers...and occasionally stand well away from their squad cars. Pennsylvania uses K band and Ka band radar in their electronic roadside signs ---which can lull radar detector users into a false sense of security. NY uses lots of unmarked cars and New Jersey...well, let's just say crossing the border into East Berlin (Germany) was more welcoming than the New Jersey State and County Police. When I finally reached Massachusetts, I switched to secondary roads that were: 1) Infinitely more interesting, 2) far less trafficked, and 3) far more encouraging to travel at 'interesting' yet safe speeds. The 'downside' if you would call it that (and ordinarily, I wouldn't), is the occasional slow down for fascinating little towns and roadside attractions costs too much time on a short blast

like this.

And of course, I'd be forever negligent if I didn't point out that the Boxster is an excellent choice for adventures of this sort ---lots of room, decent fuel economy, doesn't draw TOO much attention (although the Ohio toll both operators ---from 2 lanes away ---came

Continued from page 21

# Sports Humor

## Anthrax Scare at Soldier Field

Chicago Bear's football pre-game walk through was delayed on last Saturday for nearly two hours at the new Soldier Filed. One of the players, while on his way to the locker room happened to look down and notice a suspicious looking, unknown white powdery substance on the field.

Head Coach Dick Jauron immediately suspended practice while the FBI was called in to investigate. After a complete field analysis, the FBI determined that the white substance unknown to the players...was the goal line.

## Take One For The Team

Five Chicago sports fans were climbing a mountain one-day. Each was a fan of a different Chicago sports team and each proclaimed to be the most loyal of all fans to their team.

As they climbed higher, they argued as to which of them was the most loyal of all. They continued to argue all the way up the mountain. Finally they reached the top.

There, the Blackhawks fan hurled himself off the mountain, shouting "This is for the Hawks!" as he fell to his doom.

Not wanting to be outdone, the Bulls fan threw himself off the mountain, proclaiming,

"This is for the greatest team of the 90's!"

Seeing this, the Bears fan shouted "This is for DA COACH!" as he leapt to his death.

The two remaining fans looked at each other in stunned silence.

After a minute, the Cubs fan bellowed, "This is for everyone on the North Side! For all of the fans who actually show up at games! To those of us who know that it is more than one big party!"

For all of us who are watching PLAY-OFF BASEBALL in October! To those of us who will crowd into the bars around Wrigley Field just to be close to the action! For all of us who are happy to see a winning team in Chicago since the Bulls! For those of us who believe THIS YEAR IS THE YEAR!!!!!!!!!"

And then he drank his Old Style Beer and pushed the White Sox fan off the mountain.

## Cold Comparision

Cold in FLA , Not Chicago !

60 degrees- Floridians wear coats, gloves, and wooly hats.  
Chicago people sunbathe.

50 degrees- Californians shiver uncontrollably.  
Chicago people plant gardens.

40 degrees- Italian cars will not start.  
Chicago people drive with the windows down.

32 degrees- Distilled water freezes.  
Lake Michigan's water gets thicker.

20 degrees- New Yorkers try to turn on the heat.  
Chicago people have the last cookout before it gets cold.

10 degrees- New York landlords finally turn on the heat.  
Chicago people throw on a sweatshirt.

0- People in Miami cease to exist.  
Chicago people get out their winter coats.

-20 Hollywood disintegrates.  
Chicago Girl Scouts begin selling cookies door to door.

-40 Polar Bears begin to evacuate Antarctica.  
Chicago Boy Scouts postpone "Winter Survival" classes until it gets cold enough.

-80 Mount St Helen's freezes.  
Chicago people rent some videos.

-100 Santa Claus abandons the North Pole.  
Chicago people get frustrated when they can't thaw the keg.

-460 All Atomic motion stops.  
Illinois cows complain of farmers with cold hands.

500 degrees below zero - Hell Freezes Over.  
The Chicago Cubs Win The World Series !



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# Concours Judges School

## Saturday, November 1, 2003

For the 5th consecutive year, the Chicago Region will be conducting a Concours Judges School at the Yanahan garages near Chicago. All members of Zone 13 who are interested in improving their judging skills for local and national concours are invited to attend. John Takehara and Pat Yanahan who are both experienced national judges and national concours winners will lead these sessions. This is an approved Porsche Club of America judge's school. We will have examples of preservation, restoration and preparation cars for training. After the training session, we will spend time on preparation techniques and will review various products that have been used successfully by our experienced staff.

The school will start at 10:00 am on Saturday, November 1st, with coffee and fresh pastries from our neighborhood bakery and will include a buffet lunch prepared by Bonnie Yanahan and her staff of volunteers. The sessions will include classroom instruction and then hands-on with as many cars as we can get into the heated garages. Pre-registration is required by October 28th so we can plan for enough space for everyone. There is no charge for this school, which is being hosted and underwritten by the Chicago Region, Porsche Club of America. Three hotels are within a two-minute drive of our home, which is located near I 294 and I 55 just southwest of Chicago.

For registration and information please contact:

Registration required by October 28, 2002

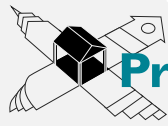
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or  
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# 993 MODIFICATIONS

## A Technical Question Answered

**Q** I'm going to put my 1995 993 down soon for installation of some track-related goodies: clubsport engine and transmission mounts, steel synchros and sliders and a short ring and pinion. The car is street licensed but is used exclusively for track events. I have installed a Cup suspension and done the other obvious things and I still have a few questions. My mechanic is trying to talk me into a lightened clutch and flywheel. Will this be drivable on the street? Will I need a new chip to handle the clutch deceleration problem? Will I have the idle problems that I keep hearing about?

Does anyone make a good cheater cam-ahem, let me rephrase that- good sport cam for the 993? I know that the factory once had a sport kit that included a mild street cam, mechanical rockers, and a few other bits at an absurd price. Given the fact that the car has to be emissions legal (although not the tougher California standard), what are my options?

An outfit called Crane Electronics makes a little purple box that allows you to reprogram your Motronics (no need for a chip) for the track-you simply dial in the parameters, advance the spark five degrees, pump in some 103 octane fuel and off you go. When the event is over, you switch back to your normal settings. Have you heard of this gizmo? Any chance that it works as advertised?

Any other thoughts for making more power while keep the car semi-streetable?

**A** Bruce Anderson: I am confused by all the problems that people say they are having with the lightweight flywheel and clutch; the 964 RS used a light flywheel and clutch and seemed to work fine and last a long time. I have noticed that this is not an option on the 993 RS model, but I don't know why. For a track car it would seem to be essential to get rid of the dual mass boat anchor which weighs in at almost 30 pounds and replace it with a conventional flywheel that weighs half of that or less. A heavy flywheel may be good for transmission rattles but it not a good thing for acceleration.

The original 1989 C4 had a conventional flywheel and they did not have this dying problem that we are seeing now when we install a light flywheel, so I don't really know what is causing the problem. I have heard all sorts of excuses from the timing marks being in the wrong place to the chip not being designed for the light flywheel, but I honestly don't know what the problem is. I have driven 964s (911 Carrera 2s) with light flywheels which did not have this

problem.

Porsche does have a motor kit for the 993 that uses 102mm pistons and cylinders and converts the engine to a 3.8 liter. The kit changes to heads with larger valves, changes the cams, the rockers and the DME engine management box. This is an expensive conversion, but 300 hp (actually 299 PS) is claimed.

There is a 993 sport cam available but I have not talked to anyone who has had one that thought they really did anything. Jerry Woods has some cams that work great, but it is doubtful that they will pass the emissions test (Jerry Woods Enterprises, 491 McGlincey Lane #1, Campbell, CA 95008, 408/369-9607).

I think that the box you are talking about is what was once called the Interceptor. The Interceptor is a programmable engine control computer system that a company called EFI Systems designed based on the data chip decoding system they had designed for their dyno. What the Interceptor does is just what the name implies; it reads the signals coming out of the OEM computer, modifies the signals and sends them on to the engine. The Interceptor is a computer processor that measures what is coming out of the factory computer and outputs exactly the same picture plus or minus percentage changes. The percentages are based on rpm, load and so forth. The interceptor has a whole set of tables that overlay what the factory computer is doing. The Ford Interceptor was the first one that EFI Systems designed because at the time they had done so much work with the Ford system with their performance chips that they felt they understood the Ford system and market best.

When EFI Systems finished their first Interceptor in 1989, Crane Cams heard about it and wanted it. So EFI Systems signed a licensing agreement with Crane. The Interceptor is transparent to the original computer and they map around the emission cycle so they can get a full California Emissions Executive Order and are emissions legal. They have passed all of the tests for the Mustang so that they were legal in all 50 states and the EPA and were offered for the entire Ford engine family. To pass these tests, they must be able to go to the extremes of their adjustability range and prove that they can be as clean as (within ten percent) the original factory program.

EFI built and tested a GM version over four years ago, but Crane Cams were concerned about marketability and never put it on the market under their name. EFI Systems has bought back the rights to manufacture and sell the Interceptor built to work with Bosch Motronic engine management systems and has continued to develop the concept. Because of their previous association with Crane, however, they have renamed the device and now call it Programmable

Continued on page 21

# CHICAGO SCENE

## Help Wanted

---

The club is looking for volunteers to start this year off right.

We are in need of writers and photographers.

Ideally one writer and one photographer from each interest area;

DE, Social, Rallye, Concours and Autocross.

Contact Susan Shire at (630) 272-7764

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**Mon – Fri: 8:00 – 4:30**  
**Sat: By Appointment**

**Contact: Chuck Harley - Owner**

Save this date  
November 9th 2003

# FALL TECH SESSION

**Where:** The Exchange  
2300 Skokie Valley Road  
Highland Park, Illinois  
847-266-7700

**What:** Four Wheel Dyno Testing and Demo  
Safety and Tech Update  
Tire Selection Talk

**When:** November 9, 2003

**Time:** 10am-4pm

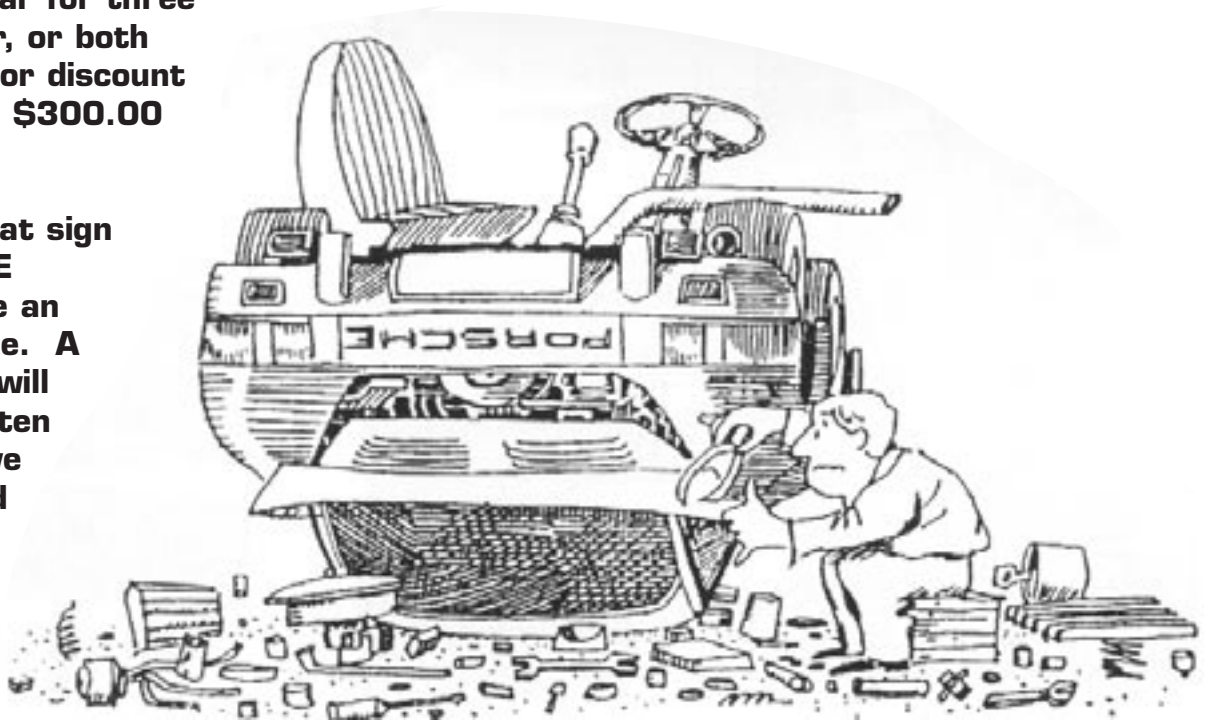
**Time Table:**

10-4 PM Dyno Testing available  
10-1 Registration  
12-1 Lunch  
1-2 Dyno Demo and Talk  
2-2:30 Safety and Tech review  
2:30-3:15 Tire Talk  
3:15 Door Prize Raffle

We are very lucky to have The Exchange offer Four Wheel Dyno Testing for your car at \$125.00 each car for three runs, front, rear, or both available. A major discount from the normal \$300.00 cost.

First 10 cars that sign up by calling **THE EXCHANGE** have an appointment time. A special drawing will have one of the ten be able to receive a \$75.00 refund on the cost.

Come and be social, learn new things, get your car tested



Call our host Shawn Young, The Exchange, 1-847-266-7700 to schedule your Dyno Test on a first come first serve basis. This is a great opportunity to test your car.

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# Birth of a Racer (or two) - A Successful First Year!

By Tony Kopacz, San Diego Region (FROM THE WINDBLOWN WITNESS)



The HSR West 2.0 liter series was created as a take off of the successful HSR series that had been running on the east coast. Ed Swart had worked for Joe Pendegrass, who heads up the HSR East series. Ed created this similar series on the West coast.

In September, 2000, Wayne Baker approached Ed to create a 2-liter Porsche Challenge race group as part of HSR West. Ed asked Wayne to find sponsors for the group, provide track support and find participants. Because of Wayne's relationship with Yves Junne, who co-piloted Stanley Gold's Porsche 910 at the prestigious Tour Auto in 2000, Motul Lubricants became the prime sponsor. Yves is head of World Marketing for the company.



The next step was to find drivers. I was one of the first to step up to the plate. Since 1975, I had owned a 1970 Porsche 911T, which, for those 25 years had been maintained strictly as a street car by Personalized Autohaus (Wayne's Porsche service shop). I had been contemplating doing something with the car, debating between con-couring and racing.

In 1999 my wife, Ann and I attended the Coron-ado Speed Festival where Wayne was driving the same Porsche 910. This was the first auto race we had ever attended. We were so impressed, not only by the cars, but by the people involved, that we started giving serious considera-tion to taking up the sport. It was at here that I negotiated a trade with Wayne. One airplane ride to and from the U.S.S. John C. Stennis for a ride in the 910.



As a Navy Captain I was able to fulfill my part of the bar-gain with a COD flight to the aircraft carrier that Fall, as was reported in the January, 2000 Witness.

Wayne's part was covered on a test day at Willow Springs International Raceway soon after the Stennis trip. After that day on the track, we were sold on racing. A trip to Bondurant and some suspension mods got me ready for time trialing at Qualcomm Stadium.

In March 2001, I started a 7-race HSR West series at WSIR. Ann was being very supportive about my new "career," but I wanted her to be involved as a driver as well. I could not get out of D.C. for the next event at Thunderhill. Ann was already scheduled to for the Bondurant school and, four days after graduating, she piloted the 911 at the Thunderhill Sprint and Enduro races.



Since then I have gone from the primary driver, to secondary driver, to backup driver, to grease monkey... to looking for another car! Oh well... Annie figured out early that trying to keep the 911 "streetable" resulted in a car that was not competitive. She starting thinking about increasing performance, and the next thing you knew the passenger seat and anything else easily removed was gone. That marked the beginning of the end of the street car.

Wayne created the framework for all ten team cars by providing the organization, car prep, track support and driver training we novices needed to develop driving skills in a controlled, safe (and rapid) manner. The progress made by all drivers was phenomenal. Not only did the group provide competition for each other, the camaraderie that grew and the social aspect of the team became as rich as the driving experience.

After forty years in the Navy, I decided to retire and get a



civilian job to help support this new hobby. We're using this off-season to bring the original 2.0 liter (200,000 mile) motor to true competitive status... and we still haven't found that second racer.

We can't imagine a better first year, a better group of people to be with, or a better organizer to support this ten car field. The HSR West 2.0 liter Porsche Series attracted about thirty-five cars its first year, and the future looks bright.

Anyone out there who thinks this might be the place to progress from autocrossing or time trialing should contact HSR West, or one of the local shops that can build and support these cars. Venues include WSIR, Thunderhill, Phoenix, Las Vegas, Road America, Laguna Seca, Buttonwillow and the California Speedway. The series is open to all Porsche 911s ('71 and older), 914s, 914-6s and 356s with 2.0 liter motors.

Not only does HSR West give trophies, but there are end of season cash prizes as well. Does that make us professionals? Where's my tax guy?



# The 2003 PCA Chicago Region Dinner Dance and Awards Presentation

## Saturday Evening, December 13, 2003

6:30 pm - Midnight

### Skokie Country Club

500 Washington Avenue  
Glencoe, Illinois

6:30 - 7:30 pm	Cocktails and Hors d'oeuvres
7:30 - 9:00 pm	Dinner and Awards Presentation
9:00 pm - Midnight	Dancing

Music for the evening will be provided by the Brian Patti Orchestra

Open Bar 6:30 - 7:30 pm  
Cash Bar 7:30 pm - Midnight

Entree choices:  
Beef Filet      Grilled Salmon  
Chicken Oscar      Vegetarian

**\$65.00 per person      Reservations Required\*      Black Tie Optional**

Reserved seating is available for full tables of eight      No cigars

\_\_\_\_\_  
Name      Entree choice

\_\_\_\_\_  
Name      Entree choice

\_\_\_\_\_  
Contact phone      e-mail

Please reserve table of eight for: \_\_\_\_\_

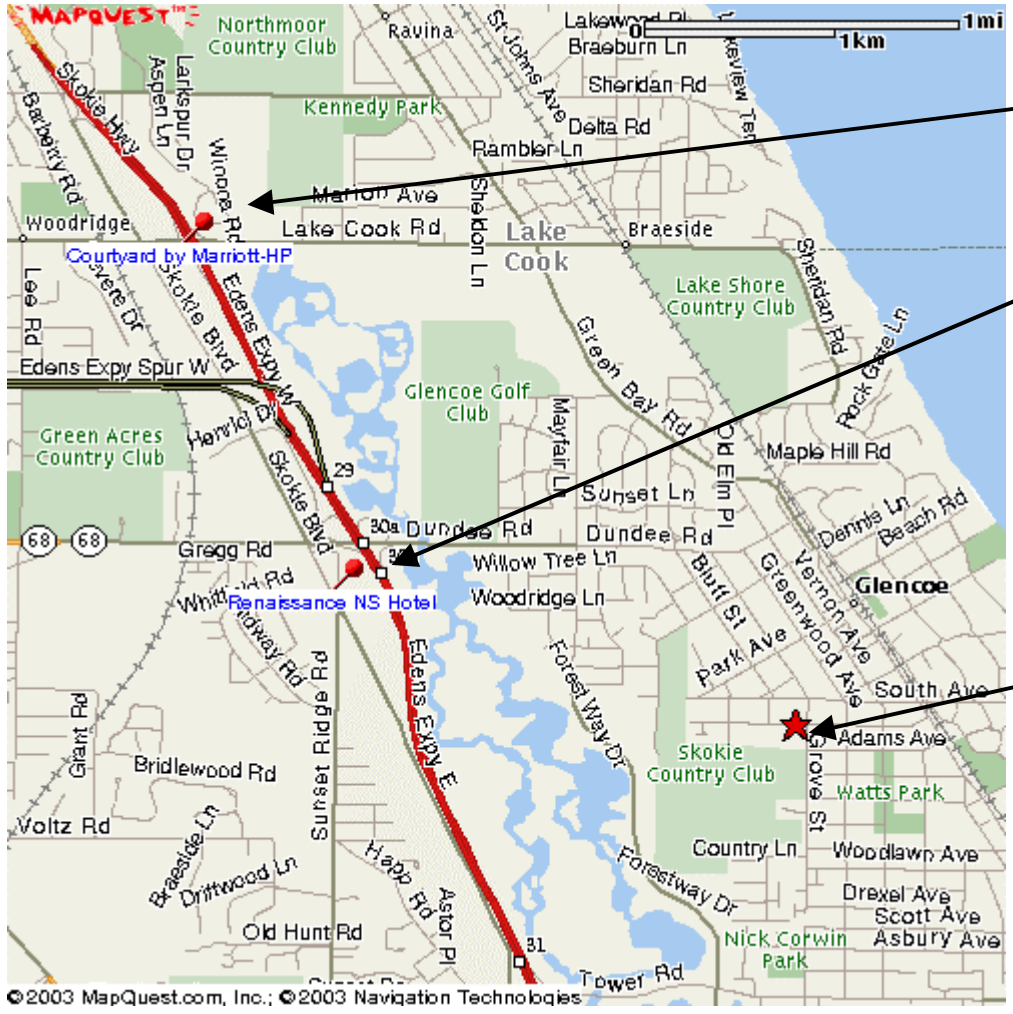
\$ 65.00 per person      Please make checks payable to PCA Chicago Region      Total enclosed \$ \_\_\_\_\_

\*No reservations or cancellations after December 3, 2003

**R.S.V.P.**      Susan Shire      847.272.7731  
1897 Mission Hills Lane  
Northbrook, IL 60062

# Helpful Information for the Dinner Dance

**Overnight Accommodations:** Please mention the Porsche Club when making reservations to obtain special rate. The cut-off date for the special rates is November 11, 2003.



**The Courtyard By Marriott-HP** is located at 1505 Lake Cook Road (at Route 41) in Highland Park, IL 800.321.2211 \$89.00

**The Renaissance Chicago North Shore Hotel** is located at 933 Skokie Boulevard (Dundee Road and Edens Expressway/I 94) in Northbrook, IL 800.468.3571 \$65.00

**The Skokie Country Club** (847.835.0600) is located at 500 Washington Avenue in Glencoe, IL, just east of the Edens Expressway/I 94), between the Tower Road and Dundee Roads exits. The Club House parking lot is on the corner of Washington Avenue and Grove, with the entrance on Washington Avenue.

**DIRECTIONS to THE SKOKIE COUNTRY CLUB:**

- From the North: Take Rt. 41 (which becomes the Edens Expressway/I 94) and exit at Tower Road. At the exit ramp Stop Sign, turn right. At the next Stop Sign (Tower Road) turn right (East). Take Tower Road to Vernon. Turn left (North) on Vernon to Washington Avenue. Turn left on Washington Avenue to Grove.
- From the South: Take the Edens Expressway/I 94) and exit at Dundee Road East. Turn right on Grove to Washington Avenue.
- From the West: Take Dundee Road (East) to Grove. Turn right on Grove to Washington Avenue.

OR

Take Willow Road (East) to Green Bay Road. (Willow Road is an exit off I 294). Turn left (North) on Green Bay Road (through Winnetka and Hubbard Woods) into Glencoe (where the street name will change to Glencoe Road). Turn left on Washington Avenue to Grove.

# Porsche invented 'hybrid' gas/electric engine a century ago

By T.D. Blake

Ferdinand Porsche, whose name is familiar to modern drivers as a premier manufacturer of sports cars, was one of the most brilliant and innovative pioneers in the automobile industry.

Born September 3, 1875 in the Austro-Hungarian Empire village of Maffersdorf, Bohemia (now Czechoslovakia), Porsche became fascinated with electricity and began to experiment with it as a teenager. As a result, his family became, in 1893, the first in their town to have a home lighted by the new power.

After graduating from technical school, Porsche became an electrical engineer. After his experiments led him to become interested in electric vehicles, he joined Jacob Lohner's coach-building firm where he developed an electric automobile.

Unlike other "electrics," which used a conventional drive from the motor to the wheels by way of chains or belts, Porsche installed motors in the front wheels, making him a pioneer in front-wheel-drive cars. When Porsche took his Lohner-Porsche auto to the 1900 Universal Exposition, he was only 25 years

old. More than 51 million people visited the exposition and Porsche's car created a sensation. He spent many hours a day explaining his car without a transmission system, powered by hubcap motors. He proved its reliability in a nine-mile-per-hour run to Versailles and back. When the awards were announced, Porsche had won the Grand Prize. It made him famous.

He was soon selling his Mixte automobiles to the cream of Imperial society, including Baron Nathan Rothschild of Vienna and Archduke Franz Ferdinand, who coopted army reservist Porsche to drive it for him during the Austrian Maneuvers of 1902. The car had become a hit with aristocrats as well as bureaucrats.

Porsche soon concluded that, if front two-wheel-drive was good, then four-wheel-drive would be better. With electric motors in each wheel hub, the new 4WD Lohner-Porsche attained 70 miles per hour. In 1903, Porsche drove one to an overall victory in the Exelberg Race against some of the best gas-powered cars of the day.

Realizing the disadvantages of batteries – the weight and bulk – and the compact advantages of the



*Porsche's 1899 Electromobile was unique in that it did away with a transmission by using electric motors mounted in the hubs of the front wheels, making it one of the first front-wheel drive-automobiles.*

gasoline engine, Porsche's next design used both. He replaced the batteries with a gasoline-engine-powered generator to drive the electric motors in the wheels. While this wasn't the best solution, it did give a smooth acceleration and didn't require a gearbox that the driver had to shift.

He nicknamed the car "Aunt Eulalia" and drove it home to Maffersdorf to show off his technical ability.

This "Mixte" system was a dead-end as far as automobiles (at least in the near term) were concerned, but it became popular where weight wasn't a concern.

During World War I, Porsche concentrated on designing aircraft engines at Astro-Daimler. Using his past experience, he designed a four-wheel-drive tractor that used electric motors like the Lohner mixed-drive principle to haul 305mm monster mortars. He also built a train of self-steering electric carriages. Coupled together, the cars were pulled along like a conventional train. When uncoupled, each car would proceed on its own over tracks not adequate to handle a full train. It was for these accomplishments that Ferdinand Porsche was given an honorary doctorate from Vienna

Technical University in 1917. He used the title, Doctor, thereafter.

Buses and trucks were also fitted with Porsche's Mixte system. The London Fire Brigade was equipped with Lohner-Porsche fire engines. One of the most spectacular applications of the Mixte system came with land-trains used by the Austrian Army in World War I. Today the Mixte system is used throughout the world in railroad engines.

Toyota and Honda now manufacture "hybrid" gas and electric-driven vehicles that are remarkably similar to Porsche's original idea. The new cars are powered by an electric motor that depends on lightweight batteries that are recharged by the gasoline engine that is called into play when more acceleration is needed or when the batteries begin to get low. The batteries are also recharged by generators attached to the brakes and transmission.

The hybrid automotobile is being hailed as one answer to pollution and better fuel mileage. Porsche's record with such technology proves once again that there is nothing new under the sun.

*(Next time, Porsche and VW)*



*Ferdinand Porsche, shown here driving one of his Lohner-Porsche 'Mixte' cars in a hill climb, added a gasoline engine to replace the batteries and produce electricity for the motors built into the front wheels. His gas/electric hybrid was a winner almost 100 years before Toyota and Honda brought the hybrid automobile to market.*

## 993 Modifications

Continued from page 13

Management System (PMS).

The PMS is a state-of-the-art engine control computer with a detachable data transfer terminal. The PMS reads the stock fuel injection and spark timing signals from the Bosch Motronic computer and changes them by an amount that you specify, allowing different fuel and timing adjustments to be made for idle, part throttle and wide-open throttle conditions. The PMS, in effect, makes aftermarket performance chips obsolete. Chips are made for the average car and the PMS allows you to adjust the fuel and timing for your specific car. Fuel adjustments are made in two percent steps and timing adjustments in one degree increments. Because of the large storage capacity of the PMS you can save three completely different performance programs. Each of these three programs can be instantly activated even while driving.

Through the data transfer terminal you can monitor the Motronic's fuel and timing commands and sensor signals in real time, letting you know exactly what your engine is doing. You can leave the data transfer terminal connected all the time, or you may remove it after programming your PMS unit.

There are specialized functions which allow you to maximize the performance of a turbocharger, a supercharger, or nitrous oxide. The PMS can even control the boost on cars equipped with electronic boost control. As an option they also offer their InterACQ PC software which will allow you to do data logging and capture and log performance data. You can buy the PMS directly from EFI Systems or from Supercharging of Knoxville..

Porsche has done a really good job themselves with the new 993. Probably the best thing that you could do would be to sell your 1995 993 and buy one of the 1996 or 1997 993s with the VarioRam induction system. The specific output of the current 993 engine exceeds the specific power output of the 1973 Carrera RS. I am not sure that there is anything that will be that easy to do to the 993 to gain power. I'm sure that some improvements can be made to the exhaust, but you need to approach this carefully. I don't think that there is anything on the market yet that really works. A lot more development work and testing needs to be done in this area.

Reprinted from Upfixin der Porsche, Volume 11

Porsche Panorama's 11-volume technical anthology can be purchased from the PCA Executive Office at 703/451-9000 or at [www.pca.org](http://www.pca.org).

## The Midship Report: END OF THE RHODE

Continued from page 5

out to see the car) and is really rewarding to drive.

Rallye V—Indiana Odyssey Rallye

A.K.A. - John's last-ditch rallye effort. The last PCA-Chicago rally of the season is on Sunday, Oct 19th. Matter of fact, I think it's a joint venture with a PCA-Indiana region. It starts off in Lynnwood (those of you living anywhere north of I-55 may refer to the "First hour is the Worst hour" section above), so just getting there may be a challenge in itself. I don't pose any threat to the point leaders, as first place is already wrapped up (yes, Lee and Chuck, again), but I'll be there anyway.

MIDSHIP TOURIST-TROPHY

NIX. I didn't get out to the PCA events as intended. . . maybe I should change that slogan to "You . . . I must be present for you to win". Take note of Rallye V section above.

OH, Yeah, I just saved a bundle on my car insurance

Yeah, it may be cliché . . . if you haven't seen the TV commercials, you probably don't watch TV (which isn't a bad thing). I didn't save with the TV commercial



advertiser—they were at the high end. But I did shop around. I used the internet and I called on the phone and spoke to real people (apparently a novel concept these days). I tried some of the advertisers in Panorama and Excellence, and I even gave my current carrier a chance to improve and keep my business. The ones that started spouting garbage about High Performance penalty premiums for the Boxster and other such nonsense were immediately crossed off. I narrowed my list down to six major carriers—names that you would all be familiar with—and picked the one that offered the best coverage at the best price. There are lots of other factors that may figure into choosing a carrier—I no longer have a 'personal' agent with an office that I can visit—but that convenience would have cost me an extra \$450 a year. And I'll make an exception and 'Out' my previous and now ex-insurer: Hartford. Last year they raised my premium 25% and I paid it. This year, they raised it 25% again, and I balked. They told me the Boxster had been re-rated. In spite of my flawless record and no instance of claims, the only thing they could offer to offset the huge increase was to lower my coverage. Now there's a BAD idea. I carry 10 times the minimum coverage required by the State of Illinois and while each person's own needs may vary, this isn't something I compromise on. Definitely worth the time and effort to revisit this aspect of Porsche ownership.

Go Forth and Drive.

I met a new neighbor this past weekend. He has a '93 911 Cab in his garage ---- told me it has ultra low mileage and he hardly ever drives it because he wants it to remain pristine. This is so wrong. Winter approaches. . . .do not disgrace your Porsche.



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# Some Fun History...

World War II produced many heroes. One such man was Lieutenant Commander Butch O'Hare. He was a fighter pilot assigned to the aircraft carrier Lexington in the South Pacific.

One day his entire squadron was sent on a mission. After he was airborne, he looked at his fuel gauge and realized that someone had forgotten to top off his fuel tank. He would not have enough fuel to complete his mission and get back to his ship. His flight leader told him to return to the carrier. Reluctantly he dropped out of formation and headed back to the fleet. As he was returning to the mothership, he saw something that turned his blood cold....A squadron of Japanese bombers were speeding their way toward the American fleet. The American fighters were gone on a sortie and the fleet was all but defenseless.

He couldn't reach his squadron and bring them back in time to save the fleet. Nor, could he warn the fleet of the approaching danger. There was only one thing to do. He must somehow divert them from the fleet. Laying aside all thoughts of personal safety, he dove into the formation of Japanese planes. Wing-mounted 50 caliber's blazed as he charged in, attacking one surprised enemy plane and then another. Butch weaved in and out of the now broken formation and fired at as many planes as possible until finally all his ammunition was spent. Undaunted, he continued the assault. He dove at the planes, trying to at least clip off a wing or tail, in hopes of damaging as many enemy planes as possible and rendering them unfit to fly. He was desperate to do anything he could to keep them from reaching the American ships. Finally, the exasperated Japanese squadron took off in another direction.

Deeply relieved, Butch O'Hare and his tattered fighter limped back to the carrier. Upon arrival he reported in and related the event surrounding his return. The film from the camera mounted on his plane told the tale. It showed the extent of Butch's daring attempt to protect his fleet. He had destroyed five enemy bombers. That was on February 20, 1942, and for that action he became the Navy's first Ace of WWII and the first Naval Aviator to win the Congressional Medal of Honor. A year later he was killed in aerial combat at the age of 29. His home town would not allow the memory of that heroic action to die. And today, O'Hare Airport in Chicago is named in tribute to the courage of this great man.

So the next time you are in O'Hare, visit his memorial with his statue and Medal of Honor. It is located between terminal 1 and 2.

Story number two:

Some years earlier there was a man in Chicago called Easy Eddie. At that time, Al Capone virtually owned the city. Capone wasn't famous for anything heroic. His exploits were anything but praiseworthy. He was, however, notorious for enmeshing the city of Chicago in everything from bootlegged booze and prostitution to murder. Easy Eddie was Capone's lawyer and for a good reason. He was very good! In fact, his skill at legal maneuvering kept Big Al out of jail for a long time.

To show his appreciation, Capone paid him very well. Not only was the money big; Eddie got special dividends. For instance, he and his family occupied a fenced-in mansion with live-in help and all of the conveniences of the day. The estate was so large it filled an entire Chicago city block. Yes, Eddie lived the high life of the Chicago mob and gave little consideration to the atrocity that went on around him.

Eddy did have one soft spot, however. He had a son that he loved dearly. Eddy saw to it that his young son had the best of everything; clothes, cars, and a good education. Nothing was withheld. Price was no object. And, despite his involvement with organized crime, Eddie even tried to teach him right from wrong. Yes, Eddie tried to teach his son to rise above his own sordid life. He wanted him to be a better man than he was. Yet, with all his wealth and influence, there were two things that Eddie couldn't give his son. Two things that Eddie sacrificed to the Capone mob that he could not pass on to his beloved son: a good name and a good example. One day, Easy Eddie reached a difficult decision. Offering his son a good name was far more important than all the riches he could lavish on him. He had to rectify all the wrong that he had done.

He would go to the authorities and tell the truth about Scar-face Al Capone. He would try to clean up his tarnished name and offer his son some semblance of integrity. To do this he must testify against The Mob, and he knew that the cost would be great. But more than anything, he wanted to be an example to his son. He wanted to do his best to make restoration and hopefully have a good name to leave his son.

So, he testified. Within the year, Easy Eddie's life ended in a blaze of gunfire on a lonely Chicago street. He had given his son the greatest gift he had to offer at the greatest price he would ever pay. I know what you're thinking. What do these two stories have to do with one another? Well, you see, Butch O'Hare was Easy Eddie's son.

# EUROSPORT

## Racing



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# PCA - CHICAGO REGION BOARD MEETING MINUTES

SEPTEMBER 5, 2003

**Voting Members Present:** K. Clark, J. Jacisin, M. Nowakowski, J. Stephensen, P. Hackenson, K. Pesavento, E. Barnicle, C. Inglot

**Coordinators Present:** T. Duckett, T. Conforti, J. Drury, J. Girard, E. Leed

**Members Present:** W. Nowakowski, J. Murray, B. Johnson, M. Palmer, K. Konrath, M. Bour, L. Lichtenstein

Meeting Called to Order by K. Clark at 7:57 PM at the Park Ridge VFW Hall, Park Ridge, IL

**Secretary: M. Nowakowski**

Presented minutes from August 8, 2003 Board Meeting.

Motion to Accept Minutes: P. Hackenson

Second: J. Jacisin Approved: Unanimously

**Treasurer: J. Stephensen**

Presented Chicago Region Financial Statement dated September 5, 2003.

Motion to Accept Financial Statement: C. Inglot

Second: E. Barnicle Approved: Unanimously

**Vice President: J. Jacisin**

Nice job at Road America to all volunteers.

**President: K. Clark**

Thanks to P. Hackenson, T. Conforti, T. Duckett, M. Nowakowski, J. Jacisin, P. Jacisin, C. Jacisin and all for Road America.

**Road America: P. Hackenson/K. Clark**

Presented by P. Hackenson. Thanks to all who participated. The final count on attendance was 125 Drivers ED participants, and 189 Club Race participants. Registration went smoothly, and event shirts and theme were a hit. Concours and dinner party were organized and flawless, with an increase of 10% in dinner service. Thanks to Kevin Buckler for his presentation and support. Thanks to AJ Tiller for his extraordinary volunteering effort at the event. Some improvements for 2004 will include corner workers being hired to work grid, changes in volunteering, and a full-time announcer returning to the event. This years sponsors will be thanked with additional promotion on the Chicago Region web-site, and direct emailing to the participants. Thanks to K. Clark, and C. Inglot for their assistance and guidance. General discussion regarding volunteering and meeting with volunteers.

**Blackhawk Farms: D. Gallagher/P. Hackenson**

Presented by P. Hackenson. September Blackhawk event will be hosted by P. Hackenson. Registration for this event is ongoing. Planning for Octoberfest is completed.

**Gingerman: J. Girard**

Gingerman event had 92 drivers, and was incident free. Thanks to S. Lynn and T. Duckett for their assistance. Track rental fees were increased for this year, as well as SCCA corner workers hired for the event.

**Insurance: K. Clark**

Insurance coverage for all September and October events has been procured.

**Concours: J. Jacisin/P. Yanahan**

Presented by J. Jacisin. The Road America Concours was the highest attended event yet.

Presented by J. Drury. Naperville Grand Prix planning is moving along. Potters Mexican Restaurant is located near to the Porsche Parking Area. The event date is Sunday, September 28.

**Rallye: K. Pesavento/T. & P. Harwood**

Presented by K. Pesavento. The planning for the September 21 Rallye is completed.

Presented by K. Clark. The General Manager for Yokohama Tires commented on the enthusiasm of the Chicago Region Members at Parade.

**Social:**

Presented by T. Duckett. The upcoming issue of the Chicago Scene contains information on the social event at the Weber Grill. Preliminary planning for the February 14, 2004, Valentines Dinner at Shaws Crab House is proceeding.

The Café 36 Dinner event is scheduled for November.

**Safety: T. Conforti**

The August 13 Blackhawk event had one minor incident. Road America TRAC 2003 event had no injuries, and the incident rate was within keeping with previous years. Observers reports have been filed for TRAC Club Race and Drivers' ED events. Observers report has been completed for the Gingerman event. J. Ruther has been appointed by K. Clark to form a committee to review the incidents at Road America events for patterns or trends. The committee will also include T. Conforti, K. Clark, P. Hackenson, G. Turek, and C. Inglot.

**Technical: T. Duckett**

Thanks to all workers, especially AJ Tiller for their assistance at the TRAC 2003 event. The Board thanks T. Duckett for his assistance. Tech Team hats were greatly appreciated. The November 9 Fall Tech Session information, hosted by The Porsche Exchange and S. Young, is included in the upcoming issue of the Chicago Scene. The key highlight for this event will be a demo and opportunity to run your car on the unique four-wheel dyno. This test determines how much horsepower is going to the wheels.

**Charity: J. Drury/K. Knott**

Presented by J. Drury. Track touring for charity during the TRAC 2003 event netted \$1615. This year's charity is the Exchange Club of Naperville.

**No Report**

Autocross: S. Young/M. Gallagher, Timing & Scoring: C. Bittman

Chief Driving Instructor: J. Ruther, Membership: V. Miller

Goodie Store: K. Hackenson, Chicago Scene: S. Adleman

Advertising: S. Shire, Property: E. Leed

Sponsorship: M. MacKonckie, Photography:

Historian: J. O'Keefe, Webmaster: G. Gulik

Continued on page 32

# WELCOME TO OUR NEW MEMBERS

September 2003



Total Members: 1499, Transfers into Region: 6, Transfers Out: 5

## New Members

Jeff Bennett  
Bernadette Bennett  
Arlington Heights, IL  
2002 Carrera Cab

Art Herbstman  
Ben Herbstman  
Northbrook, IL  
1989 911 Targa

Stephen Mitleider  
James Leeny  
Evanston, IL  
2003 911 Cab

Anthony Storino  
Pete Storino  
Naperville, IL  
2002 911 C4S

Evan Jay Lenchner  
Saint Charles, IL  
2003 Boxster S

Timothy Blomquist  
Tanya Blomquist  
Chicago, IL  
1995 993 C4 Cab

Timothy J. Homola  
Streamwood, IL  
2003 911 Turbo Coup

Mike Oliver  
Michelle Oliver  
Lombard, IL  
1987 924S Coupe

## Transferees

John D. Sharp  
Sun Prairie, WI  
1983 911

Larry Chester  
Judy Chester  
Deerfield, IL  
1973 911E Targa

Dale Lanser  
Shirley Raeder  
Elkhart Lake, WI  
1984 911 Targa

Maneesak Pimsarn  
Ruksakul Pimsarn  
Forest Park, IL  
2003 911 Turbo Coupe

Robert A Gildone  
Morton IL  
1989 944

Bruce Young  
Naperville, IL  
2003 Carrera

Maurice Harley  
Streamwood, IL  
2001 911 C4 Coupe

Jim Merlo  
Jeanne Merlo  
Libertyville, IL  
1983 911 SC

Miles Russ  
Addie Russ  
Highland Park, IL  
1989 911 Coupe

Andrew Henry  
Chicago IL  
1994 911

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midwestperformancecars.com



## Address Change?

Name (s):

Old Address:

**NEW Address:**

Home Phone:

Fax:

Work Phone:

E-mail:

Mail, Fax or E-mail the above information to: Debbie Leed, 37 Lakeview Drive, Barrington, IL 60010-1949 FAX-847-382-3562 (8:00 a.m. until 8:00 p.m. only), [leedlast@hotmail.com](mailto:leedlast@hotmail.com)

The battery relocation procedure is as follows:

- Remove the stock battery.
- Unbolt the battery ground strap from the chassis and reattach the remaining chassis ground wires.
- Separate the battery positive cable from the three red accessory wires (we will come back to these wires a little later).
- Cut the battery terminal off of the end of the cable.
- Free the cable of all tie-downs between the original battery position and the firewall leading into the passenger compartment.

(Proceed to driver's foot well for next procedure)

- Remove the carpet and foot well cover to access the driver's side pedal assembly.
- Locate the battery cable where it goes through the firewall (below clutch pedal). Release the cable tie-downs and pull the cable back into passenger compartment.
- Drill a hole from the passenger compartment to the new battery box and install a cable grommet. Insert the battery cable through body grommet and feed the cable into the battery box. Use a body plug to seal off the old cable hole and install a chaffing cover over the battery cable where it encounters the metal brace under the brake pedal (See Figure #2).

(Figure #2 – New cable routing behind pedal assembly)



The arrow on the left shows where the cable came from and the arrow on the right shows the cable inserted through its new hole. Be sure to use a wire grommet through this hole as not to cause the battery cable to short out.

- After the cable is run, reinstall the pedal assembly floorboard and carpet.

Where the original battery was located, there is a wiring harness that cannot be moved, so we need to get direct battery power to these wires from our newly relocated battery. To do this, we install a 928 power junction assembly where the battery B+ post used to be. The junction assembly consists of 3 pieces:

- 1- 928.612.867.00 - \$5.87 - Connector
- 1- 928.612.868.01 - \$7.13 - Cover
- 1- 928.612.073.00 - \$5.23 - Screw

From there, we run a 6-gage wire (with a 6mm eyelet connector) behind the fuel tank and into the battery cubby. Use the same care when drilling and installing the cable through the sheet metal as we did in the drivers foot well. (Do I need to mention how careful you are going to need to be while drilling next to the fuel tank? - I hope not!)

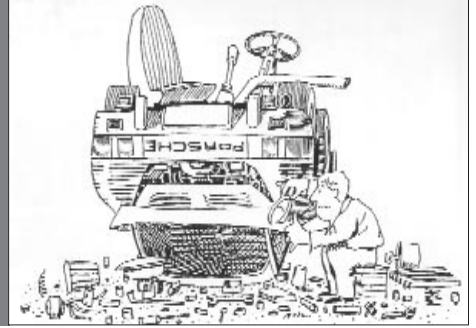
With this new battery access post, we will be able to test and/or charge the battery without opening the cubby cover. (See figure #3)

Now that we have all of the wiring run we can get ready to install our battery. Before we do, we must address the new wiring connectors for the battery since the new battery attaches with 3/8" bolts (8mm) instead of standard battery terminals.

- Solder an eyelet connector to the large battery cable; solder another eyelet connector to the 6-gage wire coming from the 928 B+ junction. Both of these eyelets should have 3/8" (8mm) holes.
- Install a 12-inch long 2-gage battery cable to the chassis of the car in the battery box. This cable should have standard 3/8" eyelets on each end.
- Install the new DCS-33 battery in the battery box. Using the stock battery clamp, drill and install the clamp to hold the battery down from the top edge. The battery will be very secure here. You can also cut and install some small Styrofoam blocks on each side of the battery to keep the battery from shifting from side to side if you wish.

# Spare Parts

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



## WINTER TRAINING IN AUSTRIAN

During the winter months, Austria is a picturesque snowy landscape harbouring some of the most treacherous weather and road conditions in Europe. The perfect envi-



ronment to host winter driver training of a different kind.

In winter, it is essential to adapt to the road conditions as these can

provide a far greater challenge than in summer. During this winter training course, experienced instructors will show you how to master all types of conditions. You will learn how to evaluate situations, respond accordingly and be in control at all times.

The training track, which covers an area of around 60,000 m<sup>2</sup>, consists of a number of demanding sections, including a skid pan, aquaplaning area and handling course. Your course also includes slalom driving, braking and acceleration techniques, as well as plenty of opportunity to relax. Enjoy some of the most outstanding cuisine and the stunning scenery of the Austrian Alps.

### Your itinerary

#### Day 1

Individual travel to the heart of the "Pinzgauer Alpen", where you will stay at the Hotel Gut Brandlhof. This historical Austrian estate is now a first-rate sports hotel offering a wide range of leisure activities. Here, at a reception, you will be welcomed by your tour guides for the following two days. Relax over dinner at the hotel and retire for the night in preparation for your challenging Porsche winter training course.

#### Day 2

The day begins with breakfast and a driver briefing. You will then head for the track to familiarise yourself with the basic principles of winter driving. After lunch, you will learn how to maximise safety in even the most treacherous conditions, and how to stay in control while exploring the limits of your car.

#### Day 3

After a buffet breakfast, you will have the opportunity to learn more about winter vehicle control. Break for a well-earned lunch, before completing the final stage of your winter training course in Austria. The day ends with a final driver debriefing and individual departure.

Dates: 02/19 - 02/21/2004\*  
02/21 - 02/23/2004

Prices: \$1,733.00 - per person in double room  
\$1,849.00.- per person in single room  
\$802.00.- for one companion not participating in the winter training course

Package includes: Winter training course in a Porsche 911 or Boxster S (two persons per vehicle), two nights' accommodation with breakfast, lunch and dinner; information pack, Porsche Travel Club tour guide in German and English (other languages also available on request). This offer can also be booked as a group or incentive tour and can be adapted to

(Figure #3 – The 928 power junction neatly joins the 6-gage wire from the battery to the factory wiring harness allowing access for power, testing or charging)



(Figure #4 - With the battery installed, we can see how well it fits with the cable routing, and battery tie-down clamp in place.



With the battery relocation complete, it's easy to see the advantages of this conversion for the car that is driven in competition, where overall weight and weight location is paramount. The conversion takes a 48 pound battery from the farthest forward corner of the car, and replaces it with a 24 pound battery behind the front axle and to the right of center. We lose 24 pounds of weight and transfer weight to a much better location. The car is now more nimble, and has better turn-in characteristics.

You may be thinking that this is a "For Racers Only" trick, but you would be wrong. While this is a great set-up for a racer, it transfers to several street cars as well. Let's look at a few advantages for different street cars.

**65-68 Cars:**

These cars are magnets for any type of rust or corrosion. Getting the battery off the left front suspension pick-up area has obvious advantages. With the battery in the cubby hole you also free up valuable storage room in the trunk.

**69-73 Cars:**

These are the twin battery cars. Twin batteries have a host of problems that we could eliminate. When two batteries are used, there are twice as many connections to get dirty and corrode. The voltage regulator will also only see the voltage of the best battery, so uneven battery condition is also an issue. Weight... remember there are two batteries up there, at 38 pounds each that is a total battery weight savings of over 50 pounds. Price... these batteries are not only hard to find, but they are also expensive when you do find them. The DCS-33 battery costs less than one of the twin batteries. Space... with the new battery hidden away you have two new storage compartments where the old batteries used to live. The trunk is now a clean and environmentally friendly area. There are no more worries about battery acid on your carpet, car covers, or gym clothes. If you are adding a Carrera oil cooler to the right front fender, you can now remove the battery box to make room for the whole cooler/fan package.

**74-89 Cars:**

The advantages for these cars is similar to the earlier models, clean extra space in the trunk and no corrosion issues for the front suspension pick-up area.

While originally intended for racing applications it is easy to see how this battery conversion could fit into the modification list of any pre-1989 911.

Good Luck

# 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.**

## For Sale

### Porsche Cars

#### 911/912

**2001 GT3** SuperCup factory car. Wht./Wht. with Series graphics. Competitively raced in the '01series as #11. Low hours, Excellent condition. Very fast and drivable. Many updates and spares. Professionally maintained. Phil Koepke, 262-243-9012, philip.koepke@micorp.com [SON]

**1991 911 Turbo** 23,000 miles, midnight blue/grey leather, limited slip, lumbar, moonroof, excellent original condition \$50,000 Jim 815-467-5997 after 6pm. [NDJ]

**1991 911 C2 Coupe.** Stunning Cobalt Blue; National Parade and local PCA concours winner; \$29,900 price reflects the car's excellent condition; Mechanically and cosmetically outstanding; 51,000 miles; 5-speed; Silver leather interior; Dual power seats; Trip Computer; Cruise control; Alpine AM/FM/CD (have original Blaupunkt cassette and CD changer); AC; Sunroof; Rear Window Wipers; New 17 in. tires on Cup rims; 50,000 mile tune-up by Fischer; Stored winters; New OEM carpet; No leaks; Drives tight, no rattles; All original; Owner history back to originating dealer; Will arrange for escrow, inspection, and delivery at PCA dealer of your choice. Call Frank at 847.382.6391 or fcreamer@ameritech.net [NDJ]

**1988 911 Targa** with Carrera Sport Package. Pkg. = factory turbo body, turbo wheels, turbo brakes, turbo suspension. 39k miles \$35,000. Contact Dr. Tony Chiodo (847) 823-7100. photos <http://www.imagestation.com/album/?id=4289192053> [OND]

**1988 930. Race Car** 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. PRICE REDUCED (630)291-6982 glenn@thesapas.com [SON]

**1988 911 Targa,** Very good condition. Black w/ black leather. 97,000 miles with engine rebuild @ 70,000 by Porsche. No leaks or drips, runs strong. AC, cruise, whale tail. New YOKO AVS ES 100's, 16 in wheels. Pioneer CD. \$19,900. Call John at 847-962-7280 or jpmiller1290@attbi.com [OND]

**1988 911 Cabriolet.** 49,750 miles. Black ext. Maroon int. Concours ready. Weidman polished OEM rims., Yokohama AVS tires like new. All New; autoauthority chip, K&N air filter. Boge shocks. sway bar bushings and rear linkages. Blaupunkt CD stereo and speakers. 12-way drivers seat and 8-way passenger seat. Momo steering wheel. bra. factory window seals horizontal and vertical. A/C recently serviced. Rear window is clear. Top in excellent condition. Leather is soft and scratch free. Car needs nothing. \$38,000.00 invested, \$32,000.00 obo. Dave Leger 630-669-1979 or drddl@sbcglobal.net [OND]

**1987 911 Turbo.** Black low miles excellent condition, runs like new. Vin#WPO5B0932HSO50278. Call for price and more information. Free delivery. (219) 663-8921.

**1987 911 Carrera** Guards Red & Black; Sunroof & factory spoilers; all "power options"; Excellent Paint; leather power "sport" seats & standard leather; Nardi & original Steering Wheel; Fuchs with Bridgestone S02's; New Bilstein shocks; New Blaupunkt AM-FM-CD & original; Cover Craft Cover; 2 sets of floor mats; Bra; Tire pump; Maintenance performed by Fischer Automotive; All records available; Professionally Tinted Windows; Photos available; 79,000 miles; \$27,500; Stan 847-577-6550 (days) sclement@safemgt.com [OND]

**1986 911 Carrera Coupe** - red/black, excellent original condition inside and out, no modifications. 78,000 miles. Sunroof, CD player, factory short shift and limited slip diff, new clutch and synchros, recent valve adjustment, 16" Fuchs, less than 1000 miles on Bridgestone SO3s. Everything works, second owner, always garaged, maintained by Midwest Eurosport. Cover included. \$23,500. Call Thad at 312-461-5739 (day) or 708-524-2748 (eve), diana@diphoto.com [OND]

**1986 911 Carrera** Targa, Guards Red with black interior, New Paint, New Tires, New Targa Top, Whale Tail, New Radio w/CD, Interior is in great shape, one owner, runs and looks great, 120,000 mi. \$17,750 Tom @ 630-416-7859 / Futbroker@aol.com [SON]

**1985 911 Turbo** Red/Red, 33,900 miles, only 2 owners from new Excellent DE/street car. Many weight-reduction/performance parts Excellent condition, fast and drivable. Professionally maintained, receipts, Nadeen Koepke, 262-243-9012, philip.koepke@micorp.com [SON]

**1980 911 SC Coupe** - Rare factory lightweight ( No sunroof, cruise, a/c, etc. ) - Perfect track or D/E candidate - All steel 930S body Red/Tan - 79,000 miles - Recent 75K service-Books and records - A realrunner and looker \$19,500 - Bill Kniewel @ 630-853-8422 or wkniewel@hertz.com [NDJ]

**1979 911. RSR Wide Body** [Only Raced Once GT3 PCA Class] New 3.4l Race Engine 350hp Tech 3 Programmable Fuel Inj. Twin Plug Tech 3 Programmable Ign. New Close Ratio Transmission W/Limited Slip New Fuel Cell Big Red Brakes Fordgeline Wheels Light Weight Fly Wheel New Racing Clutch Cobra Race Seat Sparco 6 Point Harness Shiftlight New Tach New Temp Gauge JRZ Coilovers Adjustable Swaybars Full Rollcage Fire System 2 Oil Coolers Gt Racing Carbon Fiber Wing Sparco Steering Wheel New Wevo Shift \$90,000 Invested, Selling for \$30,000 John 574-295-7907, 574-596-5550 [NDJ]

**1978 911 SC** Black w/ Tan leather. Turbo body Correct steel conversion. PW, Alarm, H4'S, New Suspension by Midwest Eurosport. Tuneup, New Weather Stripping, Won 2nd at Fermi

Concours. Drives, handles and looks excellent. 16,900 obo. Brain 630-469-5979 [SON]

## Boxster

**2001 Boxster S.** 16.5k mi. Black/Black/Black. 6 speed, CD w/Hi Fi Sound, 17" wheels. Flawless. \$39,900. Contact Doug at (708) 494-3684 or Doug@DougWakeley.com [OND]

**2000 Boxster-S** Biarritz White/Metropol Blue, 12,000 miles, Sport and Digital Package, 18" Wheels with Colored Crests, 6-Speed, Crests in the seat backs, car comes with color matched bra and mirror bras and factory car cover, No Winters, Little Rain, Always Garaged, Detailed engine, suspension and chassis, Needs Nothing, Absolutely Flawless! Under Warranty Until 5/04, Asking \$42,000.00 John 312-907-9823/630-904-9915 or j.diwik@comcast.net [OND]

**1999 Boxster,** Zenith Blue/Beige lthr, Blue top, Alpine cassette with 12 CD and amp, 17s, sport pkg, 5 spd, 26,000 miles, garage stored, no winters, no smoking, prof. maint. by Fischer Motors Inc, Asking \$28,000 OBO, days 847-473-6572, eve 815-675-6136, cell 815-790-0981 or e-mail jim\_lewan@baxter.com [NDJ]

**1999 Boxster,** Zenith Blue/Beige lthr, Blue top, Alpine cassette with 12 CD and amp, 17s, sport pkg, 5 spd, 25,000 miles, garage stored, no winters, no smoking, prof. maint. by Fischer Motors, Asking \$28,900 OBO, days 847-473-6572, eve 815-675-6136, cell 815-790-0981, jim\_lewan@baxter.com [SON]

## 924/928/944/968

**1991 944S2 3.0.** Last and best of the 944s. Guards red w/black leather, two PCA member owners. 122k mostly highway miles, major maintenance by Fisher Motorsports, minor maintenance done personally. Mobil 1 since new, I've owned this car for 8 years, prior to this car a 1988 944 Turbo S, before that a 1986 944 Turbo. This is the best of them in terms of drivability, usable performance and ease of maintenance. Driven only in good weather, many extras included. \$12,000 obo Peter K. (630) 655 6816 office or (708) 338 2384 Hm [OND]

**1988 944 Turbo** Red/Black, mass air, arc 2 chips, garrett Turbo, Fuel reg. 52lb. hr. inj., nology ign., tial wastegate w/custom control & liquid gauge, 6 pt migwelded cage, 968 fr. sway bar, w.meister adjust. rear, 600lb.eibachs front, 400lb.rear,w/reset torsion bar, bilsteins, short shifter w/momo knob, momo st.wheel, recaro seat w/5pts., recent \$3k lower end done w/re-route oil pan, camber plates, brass ball joints, 3" stainless w/borla no cat., 993 wheels w/kumos, 2 sets hoosiers. no rust CA car, \$14,500, Greg 630-674-5663, gaulner@yahoo.com [SON]

## Other-Cars Etc.

**2000 BMW 540i** 6 speed manual, 32,000 miles. Silver with grey leather, Xenons, split rear seat, CD changer, Dinan upgrades, M5 wheels. A very clean example of a great car. Snows available on 16" borbet wheels. \$36000. Ben Gabis day 847.842.9664 eve 630.421.2649. ben.gabis@agedwards.com [NDJ]

# The Mart

*continued from page 38*

**1999 Ducati's** Limited Edition Monster Cromo 900. \$9,950. 2976 miles. It is my understanding that there are only 63 bikes of this kind in the USA. This was the first and only year for this model, call 773.960.9673 or e-mail me at carlos@segura-inc.com see photos and more info at <http://www.segura-inc.com/segura2/classifieds/cromo.htm> [SON]

**1995 Audi S6:** original owner, 103,000 miles, Emerald Mica Metallic with Ecru full leather, 2.2L 227 hp QUATTRO, ABS, all options including voice activated phone and 10 CD changer; replaced timing chain at 80K, dealer installed factory lowering kit, Blizzaks on factory 16 rims, Dunlop Sport 8000s on 17 Mille Miglia Porsche style rims. Serviced by Fischer Motors. Great winter car! Come this winter, this 4 door sedan will outperform anything less than a Cayenne. \$16,900 OBO. Call Bob 847-224-0313 or rlaw@core.com [SON]

**1994 Mazda Rx7** Race Car ITE, 300 hp, total rebuilt engine, Excellent condition, \$2600 Free track time with all purchase and invitations to Special Events at GingerMan Raceway. Call Dan 269-253-2017 [NDJ]

**1992 Alfa Romeo** 164S chip Eibach Springs, wheels and tires, gorgeous Lamborghini purple \$6700 Free track time with all purchase and invitations to Special Events at GingerMan Raceway. Call Dan 269-253-2017 [OND]

**1967 BMW** 2002 180 hp, Recaro's, Roll Bar, flares and a great history \$3500. 3 free nites at GingerMan Racing Call Dan 269-253-2017 [SON]

**1967 Jaguar XKE Roadster** under complete restoration. ( a new Jaguar by Trackside Custom Works) Free track time with all purchase and invitations to Special Events at GingerMan Raceway. Call Dan 269-253-2017 [OND]

**Tires** 4 Pirelli original equipment P zero's with 800 miles, 265-35-18, 225-40-18. \$325.00 (773) 282-8914 [NDJ]

## Parts

**One bag** fits '84 911 good condition-\$75.00 one blue boot to cover 1984 cabriolet, new \$2200.00 \$500.00 contact Mike Allen @815 786 6101 or email MAllen@prairienet.com [NDJ]

**Parts for Sale.** Brey-Krause harness bar for 996 (\$750) Two Simpson 5 pt harnesses (\$100 for set) Brey-Krause fire extinguisher bracket for factory seat for 996 (\$25) Two Tire Rack Porsche Cup wheels 17 X 7.5 (\$125 ea) Two Tire Rack Porsche Cup wheels 17 X 9 (\$125 ea) Two used S-02 tires 205/50ZR17 (\$40 ea) Two used S-02 tires 255/40ZR17 (\$40 ea) Porsche Motorsports lubrication mod kit for 996 (\$900) Brent 815-222-4631 or e-mail brent@mid-west-aero.com [OND]

**Parts New** old stock, never used: BOSCH H1 headlights with Chrome trim rings. 55w/100w bulbs. Plus set of primered, trim rings for matching body color. Will fit up to '94 911 model year. \$350. HIRSCHMANN radio antenna, manual, black mast. \$30. Primered headlight retainer rings for regular headlights. \$50. Chet 773-702-3311 days 630-910-0597 evenings [OND]

**Wheels/Tires** 4 BMW Alloy whells 15" x 7.5" with Goodyear 205/65/15 tires mounted. Wheels from 1994 525i. Mint condition. Spare included. Asking \$350.00 obo. Brain 630-469-5979 [SON]

**Parts for Sale.** Auto Authority mass flow w/Euro brain box-dyno-ed chip & Andial twin-plug module for 3.2 motronic motor. 915 shifter w/Robotek sure shift, boot and shifter knob. 3.2 distributor, 993 twin plug distributor & twin plug spark plug wire set. Fiberglass hood w/hinges, steel front turbo fenders, H-4 Headlights, solid motor mounts, 15 gal fuel cell with dual pick ups, 3.2 Bosch fuel pump, 3.2 oil tank, 3.2 starter and other misc items. George 708-331-8707 gmueller@greatline.net [NDJ]

**Private Porsche Winter Storage.** Heated Hanger, Naper Aero Steve Wagner 708-738-5775 [NDJ]

## Misc

**1867 Farm House and Barn,** very pretty pond and trees. Has an extra lot to sell later in "Endless summer" home sites at GingerMan Raceway. All sites have direct access to the TRACK & RACE SHOP! Beaches, Boats, Sunsets, Golf, Motorsports, Trackside Assistance and Nature all in your back yard. Farm House \$180000; Home sites \$65000 Free track time with all purchase and invitations to Special Events at GingerMan Raceway. Dan 269-253-2017 [OND]

## Wanted

**Trailer** Light-weight open trailer in good condition to haul my 911 to the track and back. Call Chick at 630-742-3333 or chick@theratechequip.com [OND]

## Board Meeting Minutes - Continued from page 25

### Old Business:

Presented by C. Ingot. Motion by C. Ingot to request expenditure up to \$35,000 for the 2003 Dinner Dance and Awards, on Saturday, December 13, 2003. Second: J. Jacisin Approved: Unanimously

Proposed prizes for Dinner Dance would include entry for a year's worth of events per venue.

### New Business:

Presented by J. Jacisin. The Chicago Region Board will show support to the Park Ridge VFW with a donation of \$75 to its charity.

Presented by T. Duckett. The Naperville Police Department is looking forward to the Porsches during the Naperville Grand Prix.

Presented by E. Leed. General discussion regarding Scene charges to out-of-region recipients, and continuing this service.

General discussion regarding radios and headsets for events.

General discussion regarding scales for TRAC event.

**Motion to Adjourn:** C. Ingot Second: E. Barnicle Approved Unanimously Adjournment: 9:14 PM

**2003**

**PORSCHÉ**

Shawn Young  
Sales Consultant

**The Porsche Exchange**

2300 Skokie Valley Rd.  
Highland Park, IL 60035

Certified  
Sales Professional

Phone: 847-266-7000  
Fax: 847-266-7710  
Cellular: 630-255-0055  
Email: shawn@4porsche.com

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SERVICES**

**MODIFICATION &  
BUILDING**

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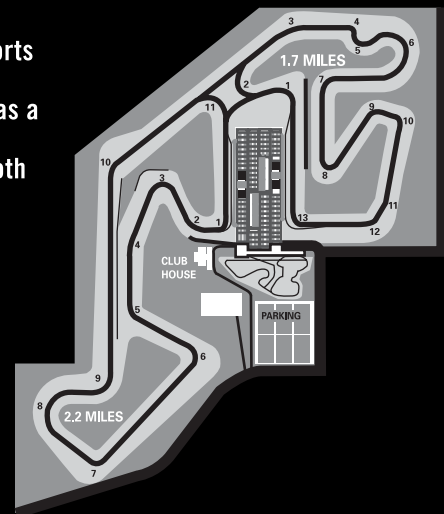
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Steve's Tech Corner:

# 911 Battery Relocation

by Steve Grosekemper,  
San Diego Region (from  
THE WINDBLOWN  
WITNESS)

Steve Grosekemper is shop foreman at Dieter's Porsche and BMW Service in downtown San Diego

Over the years, 911 battery location has migrated all over the front of the car. In the beginning, the battery was placed in the extreme front left corner of the trunk. That seemed to work just fine for a several years. Then someone figured out that it wasn't such a great idea to have the battery weight on the same side of the car as the driver .

So in 1969, two batteries replaced the single left side battery, each placed in boxes under the headlights. This was a step in the right direction to get the weight distributed more evenly over the front of the car, but there was a problem. The engines started getting bigger and oil coolers became mandatory. The perfect place for an oil cooler is, of course, exactly where that right battery box lives. So in 1974, Porsche went back to the left front corner of the trunk to house the battery. As if this wasn't bad enough, the single battery's weight had also increased to nearly 50 pounds! (See figure #1)

(Figure #1- Standard battery location)



The battery remained there for quite some time, until it got moved up and back to the rear of the trunk in the 996 cars. Batteries are an obvious necessity, but with their excessive weight they must be placed in the right spot. Weight placed beyond the wheelbase of the vehicle is much harder to control than weight within the wheelbase. It's like trying to spin left and right while holding a 5-pound sack of flour. If you hold it close to your body, you can spin back and forth fairly easily. Now hold it 2 feet out in front of you and do your spins again... Not so easy to change direction now is it?

There is another reason to move the battery from the stock position. As we all know, batteries tend to leak sulphuric acid, and the front suspension is right below the battery just waiting to get eaten up.

So what's a poor 911 owner to do about this? The answer is simple, if you have a pre-1989 911 without air conditioning. A new battery can be placed in the cubbyhole, which usually holds the A/C evaporator housing. This box is very small, and the stock battery will not fit. The stock battery can be replaced by a new smaller battery, which will fit in this location, and is also going to be lighter than that old stock battery of yours. The battery of choice is an Interstate DCS-33 battery. This battery is intended for golf cart duty but works very well in this situation. On top of the excellent power/weight ratio, the battery is also sealed, so there is no danger of acid leakage and the associated metal corrosion. This gives us 3 benefits to this upgrade: weight savings, better location for vehicle dynamics, and increased safety.

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