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November 1996



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



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Chicago Scene

is the monthly publication of the Porsche Club of America, Chicago Region, published at CopyCo, 959 Lee Street, Des Plaines, IL 60016. Second class postage paid at Aurora, IL USPS 006-381 ISSN 10564195. Subscription is limited to members of the Porsche Club of America, Chicago Region. Porsche Club of America Dues are \$36.00 annually, of which \$12.00 is for the subscription to *Chicago Scene*. Subscription rate for non-members is \$18.00 per year. Permission to reprint any material published herein is granted provided full credit given to *Chicago Scene* and to the author. The Porsche Club of America, Chicago Region, is not responsible for any services or merchandise advertised herein.

POSTMASTER: Send address changes to: Deborah Leed, 37 Lakeview Drive, Barrington, IL 60010-1949

DEADLINE: Material must be received no later than the 10th of each month for publication in the next month's issue. Contributions will be published on a space available basis. The editors reserve the right to edit, as necessary, all materials submitted for publication. Statements appearing in the *Chicago Scene* are those of the author and do not constitute an opinion of the Porsche Club of America, Chicago Region, or its Board of Directors.

MART: Material should be sent to the editor in accordance with the above deadline. Ads are subject to editing and will run for one month. PCA, Chicago Region members, no charge; non-PCA, Chicago Region members, \$5.00 per ad.

ADVERTISING RATES: Eighth page: \$20 per month/monthly, \$15 per month/annually; Quarter page: \$35 per month/monthly, \$25 per month/annually; Half page: \$55 per month/monthly, \$45 per month/annually; Three-quarters page: \$75 per month/monthly, \$65 per month/annually; Full page: \$100 per month/monthly, \$85 per month/annually; Back cover, inside front cover, inside back cover: \$110 per month/monthly, \$95 per month/annually. All requests for ad space must be made through the editor.

Chicago Scene

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November 1996 Volume 40, Number 11

On The Cover: Monica Inglot has a wish list for Santa. Photo by Chris Inglot.

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Chicago Region 1996 Calendar

January 7	Annual Meeting
January 21	Rest. Tour - Bella Vista
February 4	Toboggan Time
February 11	Go-Kart Racing
February 18	Workers' Party Chef Karl's
March 3	Tech Session - Chili
March 24	Rally School and Social
April 14	Rallye 1/Concours 1
April 28	Driver's School
May 5	Region Concours School
May 15	Blackhawk 1
May 19	Autocross 1
May 25, 26	Road America 1
June 9	Zone Concours 2
June 12	Blackhawk 2
June 23	Rallye 2
June 30	Lake Geneva - Autocross 2
July 7	Odyssey Cruise brunch
July 10	Blackhawk 3
July 14	Rockford - Autocross 3
July 28	Potter's Picnic - Concours 3
August 3, 4	Gingerman Raceway
August 11	Utica - Autocross 4
Aug. 31 - Sept. 1, 2	RA - Club Race/Concours 4
September 8	Rallye 3
September 11	Blackhawk 4
September 14-21	Oklahoma Parade
September 29	Autocross 5
October 5, 6	Two day Rallye 4
October 12, 13	Blackhawk Octoberfest
October 27	Bill Jacob's Concours 5
December 7	Dinner Dance

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In Gallagher's Gear

I left reluctantly, in fact you might say kicking and screaming, but Peggy did drag me out of Siebkens Sunday night. Not only is this my favorite salon in the entire world but it was probably the best rallye I have been on. George and Linda Gutmann redid their '84 Parade rallye for this years annual fall classic rallye. It will be very hard to top this one as we hit the fall color peak in the beautiful Wisconsin Kettle Moraine area and we did it in absolutely gorgeous weather. The roads were so good that David O'Bryan and I got into a little impromptu race through a very twisty section on the last leg. We were on a CAST 35 section but the roads and my 928 went to my head and I wanted to show that black 911 that he could not shake me no matter how fast he went. We came into the last check point several minutes early resulting in a fourth place finish for me and Peggy in the Beanie Babies Rallye Team 928. At least we finished ahead of Nick and Sue who had only two beanies in their car while we had a cast of hundreds. It was so neat to see so many old time members like George and Linda, Bob and Wilma White, and Jerry and Helga Meyer. Great people, great roads, great weather, great rallye, great saloon and a fast car. What more can you ask for in life.

I understand that our fourteen or so members couples represented the region very well at the Oklahoma Parade. I am not going to go into who won what in this space as a major article is forthwith coming on the subject but I do want to tell you that Chris and Vanessa Ingot won one of the Pirelli Awards for the regions charitable activities last year. As you will recall we raised over twenty five thousand dollars for the Make-A-Wish foundation with our 993 raffle last year. Chris and Vanessa were presented with a check for five hundred dollars to aid in this years charitable cause. I proposed that we buy \$500 worth of tickets in the name of the board of directors on the 993 4S so after those tickets were the winners we could use their car at our autocrosses so we could finally determine who was the best driver. Naturally none of the other members on the board felt this way so we applied it to the charity. If you have not already bought your raffle tickets on the 4S please do so. Ken Pesavento doing a terrific job for Cystic Fibrosis. Once again congratulations to the Ingots for the honor they received on behalf of our region.

Our last autocross is now history. It was one of the best! Hawthorne race track can be a nice place or not so nice depending on the wind. That's right - wind. If there is a windy day the sand from the horse track blows all over the place. This was a factor this time. The weather was as perfect as it could be in early October. Hawthorne is a very large parking lot where you can really let your Porsche go. This autocross had as its theme-I was FN FLYING, the

name of one of our local autocross teams and due to the fact that we were almost next to Midway Airport. We were flying! Jeff Girard and Tony Koufos did one nice job on the event and the course set up - I really liked the course. It was tight enough to challenge your abilities but wide enough so I could use most of that 928 torque. Autocross driving and socializing is about as good as it gets. Over the years you develop special friendships and special competitors. Most participants are not only competing against the clock, but someone else. In my case that is Mike O'Meara. I don't really care what my time is as long as it is better than Mike's. You see we are both in the same class and usually we are within 1/10 of a second of each other, he in his '71 911 and me in my '88 928. Last year he beat 3 times to my 2. This year it reversed and I beat him 3 times. This is what makes a great day. I only compete against him and I am sure he only competes against me. This makes for



great times and great friendships. So thank you Mike for a great year. Next year I'll be 5-0. See you there! Once again thank you to Tony and Jeff and to all who worked timing and scoring and to those who shagged all the pylons.

The annual meeting will be held at the Weinkeller Brewery and Restaurant on January 19, 1997. This is the weekend before Super Bowl so you will not miss any football. As you can see this will be held at a micro-brewery. As we have had a great year the food will be free. If you have any opinions on what the club did last year and want to express your opinion on what we should be doing, this is your opportunity. Come on out, meet your new board, ask any questions you want, voice your bitches, drink some great beer, have some excellent German food and have a great time.

Somewhere in this newsletter should be a form for you to change your phone number. As almost everyone got their phone number changed this year and as the new membership directory will be coming out in January or February. Please do us all a favor and send this in as soon as possible.

Last month your board of directors decided to place a new Boxster in its own class. Even though the power to weight ratio would place it right in the middle of

(continued on page 4)

(continued from page 3)

some of our existing classes we decided to place it in a class of its own because of its great handling. If there are not enough of this new car to make a class it will bump into class P6 - 3.6 liter 911's. Hope this meets with your approval. Thanks to Chris and Mike for their help with this.

I do not think I need to tell you what a great event our annual dinner dance is. I look forward to it all year. If you have not sent in your registration do it right away as this gala affair will sell out. I know LuLu and Bruce Clay will do one hell of a job. Also please note we only have a limited number of rooms available.

Next April will be the 40th anniversary of our region. The good lady Peggy has been hard at work on this event. We would like old time members to write an article for this newsletter recalling what we were like then and to detail events and members, some no longer with us, so we can recollect and new members can experience what some of us did. Lee Lichtenstein and John O'Keefe are in charge of the committee for memorabilia. If you have any old photos, trophies, stories etc. please contact them.

Well if I can bring myself to leave Blackhawk you will here from me next month.

Gallagher

Voice of ...

VROOOOMM



Hi!

This is somewhat sad to say but, this is our last newsletter. We enjoyed putting the articles together, we hope you've enjoyed reading them. Thanks again to all those who sent in articles for us to print as well as those of you who sent in pictures. We had a great time reading the articles as well as picking out the photos.

Steve Rashbaum and Susan Shire will be taking over. We know they'll do a great job, but they will need your help. Notice the new address and phone number to send in articles.

We look forward to being the rallye coordinators for next year. If anyone wants to put on a rallye in 97, let us know. Thanks again!

Heather and David

The Appleton Rallye: October 6th



The rally masters, Linda and George Gutman, with the rally winners, Susan Shire and Steve Rashbaum.



What is that on Nick's face, was he suppose to remember something important for the rallye????



Rallye workers Wilma White, Linda Bacin, and Bob White listen intently to the rallye masters.



Our President is as happy as can be at one of his favorite places, Siebkens.

Tech Tips

Porschecise

**by Andrea Lang, Rennsport Region
(from DER AUSPUFF)**

I have been an associate member of the PCA for about 5 years now and I can't tell you the number of people I've spoken with who have complained of soreness in the neck, shoulders, lower back etc., after a full day of driving on the track. The concentration level is so intense during a 25-minute run group session, is it any wonder that our bodies are aching at the end of the day? In this enlightened time when we are finally realizing that our mind and body are one, I thought it would be fun to create a 10-minute warm-up program of stretching and breathing exercises specifically designed for our members.

If ever there was a sport that required physical and mental preparation this is it! So I created a warm-up program aptly named Porschecise designed to work all of the joint and muscle areas that tend to take a beating when driving for extended periods of time. This program was introduced at Instructors Day held this past May at Le Circuit Mont-Tremblant and I am happy to report that it was received with much enthusiasm and is to hopefully become part of the early morning ritual that takes place at every Rennsport Region DEW event. I hope to see you there!

The information you are about to read is an edited version of the Physical and Mental Health section found in the Jim Russell Racing School instruction manual. It was written by Ross E. Anderson M.A. Exercise Physiologist and Jim Russell Racing School graduate. I think you will find this piece very informative.

Until recently most people felt that motor racing was a largely sedentary sport not requiring high levels of physical fitness. We now realize that nothing could be further from the truth.

It is not necessary to be in superb physical condition to be a competitive driver or serious hobbyist however it is important to realize that the fatigue which you are bound to experience from a concentrated period of driving can be lessened through conditioning. Reduced fatigue allows you to maintain the concentration needed to perfect driving techniques. Better physical and mental fitness promote the development of a safer, healthier and more capable driver.

The Motor Sport Research Group - McGill University has determined that there are four physical factors which are clearly related to optimal performance in serious auto racing:

1. Body weight and composition

2. Muscle strength and endurance
3. Flexibility
4. Cardiovascular endurance (aerobic capacity)

Do you find yourself taking a hand off the wheel to shake out stiff or sore muscles in the middle of a run group session or do you feel a tiredness in your neck or shoulders? If you do, gradual fatigue is probably setting in and inhibiting your ability to drive at peak levels. Physical conditioning through weight- or resistance-training will help reduce and eventually eliminate fatigue. Bear in mind that auto racing places great demands on the muscles of the upper body and trunk and slightly more emphasis should be focused on these areas.

Flexibility can be defined as the range of movement about a joint. It is often the most neglected component of physical fitness in both athletes and beginners. Well developed flexibility can prepare the body for vigorous work and can help prevent injuries.

Stretching is the best way to improve flexibility: it keeps muscles supple and prepares us for movement. It is also an excellent way to soothe away anxiety and tension thus promoting better overall mental and physical health. Stretching should be done in a relaxed manner with your attention focused both on the muscle being stretched and your breathing. In the words of Ralph Waldo Emerson "The best wealth is health."

Nutritional guidelines for improved driving Performance

Good nutrition is a very important element in achieving your peak performance while driving. Of all aspects of physical training sport nutrition probably suffers from more myths than any other area of sport science.

Here are six important tips to follow:

1. Always eat a good breakfast. Try to include bread, fruits and vegetables in your morning meal. These are high energy foods.
2. Avoid high sugar foods such as pastry, candy and soft drinks. Contrary to popular belief they provide empty calories and may lower energy levels.
3. Limit red meat and food high in fat as they contain an excess of cholesterol and may leave you feeling lethargic.
4. Reduce salt intake as it affects the heart's performance and increases blood pressure.
5. Drink plenty of water especially before an event when you know you will be perspiring.
6. Avoid alcohol and smoking as it affects the chemical balance of the body.

Boxster Preview

1997 Porsche Boxster To Debut In January (Courtesy Porsche Cars North America)

The Porsche Boxster, one of the most anticipated sports cars in many years, will make its North American public debut in January, 1997 at the Greater Los Angeles Auto Show and North American International Auto Show in Detroit.

Deriving the name from its horizontally opposed 'boxer' engine and roadster chassis, the Boxster is Porsche's first completely new sports car in 19 years. It was originally shown as a concept vehicle at the 1993 North American International Auto Show. Since then, utilizing simultaneous engineering it has taken Porsche engineers just three and one half years to design and develop the new car for the world market.

The Boxster was created to be a thoroughbred two-seat roadster. Unlike other new roadster entries from Germany, it does not share its chassis platform and components with sedans. Instead, it utilizes its own unique chassis as well as an engine and additional elements developed initially for the model. This combination indicates the Boxster will set new standards for performance, maintenance, safety and convenience in open top sports cars.

STYLING

Perhaps the most striking feature of the 1997 Porsche Boxster is its styling. The Boxster's body lines are intended to arouse emotions and bring back memories of almost 50 years of Porsche sports car heritage. They provide a modern rendition of such classic Porsche roadsters as the 356 and 550 Spyder, and convey the message the Boxster is a genuine Porsche.

Reflecting the design of the first 356 as well as the 550 Spyder and many of Porsche's highly successful race models, the Boxster is a mid-engine car. This engine configuration provides the vehicle with a low center of gravity and well-balanced weight distribution. As a result, the Boxster promises to deliver handling which is agile and secure.

In designing the Boxster, the classic styling elements of Porsche's earlier roadsters have been updated to meet the efficiency, convenience and safety requirements of today's modern sports cars. Due to such features as a smooth aerodynamic undertray and functional front air intakes, downforce has been increased and the coefficient of drag reduced to just 0.31, the lowest in its class. Ride stability is further enhanced by a speed-dependent rear spoiler which extends at 75 mph (120 kph) and retracts as speed drops below 50 mph (80 kph).

INTERIOR STYLING

Interior styling is characterized by the high quality of materials used and the ergonomic layout and design of the controls and instruments. Steering is enhanced by a telescopic steering wheel which adapts steering to the driver's needs and provides the precision required for demanding driving. The steering system itself is rack-and-pinion boosted by a hydraulic servo to ensure superior directional stability at high speeds and agile steering response on fast winding roads.

As is Porsche tradition, the ignition key switch is located to the left of the steering wheel. Also in the Porsche style, dashboard instruments are grouped in an arc, with three prominent gauges (speedometer, tachometer and fuel and temperature) slightly overlapping each other. Beneath these analog-face gauges are additional digital displays indicating vehicle speed and oil level. An optional onboard computer displays average speed, average fuel consumption, fuel range and outside temperature. Air conditioning is standard.

The Boxster's driver and passenger seats reflect Porsche's usual high standard for side support and comfort. Both seats feature electronic backrest adjustment, while the driver's seat is equipped with electronic height adjustment.

ELECTRIC SOFT TOP

The Boxster is outfitted with a standard electric soft top which opens or closes in just 12 seconds. To reduce wind buffeting with the top down, an optional clip-on wind deflector is available. Another option is a removable aluminum hardtop. Designed simultaneously with the Boxster, it harmonizes perfectly with the overall appearance of the car and, weighing just 55 pounds (25 kg), is both quick and easy to fit.

STORAGE CAPACITY

In addition to providing superior handling, the Boxster's mid-engine design offers more top-down storage capacity than its competitors. The Boxster incorporates two full-size luggage compartments in the front and rear, as well as an interior baggage compartment behind the seats. With a total volume of 9.1 cubic feet (260 liters), two suitcases will fit in the front compartment and two golf bags in the rear. The car can carry a useful load of up to 682 pounds (310 kg). For added capacity, Porsche has developed an exclusive optional Boxster roof storage system which is capable of holding up to 165 pounds (75 kg), and can be used with the top up or down. As well as luggage, it can be configured to carry skis, snowboards or bicycles.

SAFETY FEATURES

The Boxster's body was designed for optimum occupant protection in the event of an accident. For superior deformation integrity, it features support legs with predetermined crumple behavior, cross-members designed for predetermined deformation, body panels heat-treated for maximum stability and plates of varying thickness tailored to specific deformation requirements. Steel tubing inside the windscreen frame and two rollover hoops behind the seats provide rollover protection that meets U.S. safety standards for coupes. Like all Porsches produced for the U.S. since 1990, the Boxster is equipped with both driver and passenger airbags.

For safety and durability reasons, the Boxster's entire body shell is made of hot-galvanized steel. From years of experience and experimentation, Porsche engineers have found steel guarantees better deformation performance in the event of a collision and is much easier and less costly to repair. In addition to its strength, it is also highly effective in resisting corrosion.

BOXER ENGINE

The heart of the Boxster is its new engine. Although it retains the basic layout of Porsche's famed horizontally opposed, six-cylinder, "boxer" motor, the 2.5 liter engine for the Boxster is new in virtually every respect. To meet future fuel consumption and emissions requirements, it is the first six-cylinder Porsche production engine to be water cooled and equipped with four valve technology.

The new engine is cooled by twin radiators located in the nose of the car and receives intake air from a scoop on its left side. Coolant flow follows the cross-flow principle, keeping all cylinders and combustion chambers at the same consistent temperature level. Two separate coolant circuits pass around the cylinders and through the cylinder heads.

The crankshaft and auxiliary shafts driving the camshafts are housed in a compound-design aluminum/grey cast iron bearing shell. This hard core within the two-piece light alloy housing ensures consistent bearing play regardless of temperatures and, at the same time, reduces mechanical noise from the engine through its vibration-damping effect. Valves are driven by four overhead camshafts and cup tappets with hydraulic valve play compensation. The opening times of the intake camshafts, in turn, are varied by adjusters in the drive chains (Porsche's patented VarioCam). Featuring an automatic chain tensioner and hydraulic valve compensation, the entire valve drive system is maintenance-free. Auxiliary units (e.g., air conditioner, alternator, water pump, hydraulic pump) are driven by a single self-adjusting drive belt.

The oil cavity for lubrication oil also forms part of the engine block, although it is separated from the

crankshaft chamber. Porsche engineers refer to this new design as "integrated dry sump lubrication." It is a much simpler arrangement than the traditional dry sump system with its separate oil tank.

PERFORMANCE

The use of water cooling and four valve technology has resulted in an engine that is not only more efficient but also high performance. The new Boxster motor produces an impressive 204 (DIN) horsepower (150 kW) from its remarkably compact 2.5 liter size. It propels the car from 0 to 62 mph (100 kph) in just 6.9 seconds, and to a top track speed of 149 mph (240 kph). Both numbers are tops in the Boxster's roadster category as is its power-to-weight ratio.

The engine is accessible from beneath, from above and from the front through service openings. A service unit in the rear luggage compartment houses an additional oil dipstick as well as the filler openings for engine oil and coolant.

EXHAUST SYSTEM

Components of the engine's exhaust system include two stainless steel manifolds, two metallic catalytic converters, an extra-large silencer and Porsche's characteristic centrally-mounted tailpipe. The exhaust sound was carefully tuned to meet noise standards as well as preserve the classic tone of the six-cylinder Porsche engine.

Engine power is transmitted to the Boxster's rear wheels either through a five-speed manual gearbox or the new optional Tiptronic S automatic system. The Boxster's Tiptronic S system differs from previous Porsche Tiptronic transmissions by incorporating five forward gears instead of four, and by positioning the manual mode gear selection switches exclusively on the steering wheel.

BRAKING SYSTEM

Racing-inspired technology is the source of the Boxster's new braking system. As proven on such Porsche racing models as the 956 and 911 GT1, the Boxster's exclusive light alloy four-piston brake calipers produced in one monoblock casting offer superior braking stability. All four brake discs are inner-vented, while all four brake calipers are equipped with four pistons of varying diameters to avoid any uneven brake lining wear. The latest anti-lock braking system (ABS 5) is fitted as standard equipment.

Available as options are Porsche's new traction control and current automatic brake differential systems.

The Boxster's suspension system is MacPherson style optimized by Porsche. In both the front and rear, it features independent wheel suspension on aluminum longitudinal and transverse control arms and spring struts with transverse force compensation. The elastokinematic design built into this system corrects wheel toe position in

cornering, allowing the driver to apply the brakes in a bend while maintaining full control of the vehicle.

WHEELS & TIRES

Aggressive wheel and tire sizes visibly underline the Boxster's dynamic road performance. As standard equipment, the model is equipped with 6J x 16 light alloy wheels up front and 7J x 16 light alloy wheels at the rear. Tire sizes are 205/55 ZR 16 front and 225/50 ZR 16 rear. Optional wheel and tire sizes are 7J x 17 wheels with 205/50 ZR 17 tires in the front and 8.5J x 17 wheels with 255/40 ZR 17 tires in the rear.

WARRANTY

As with every new Porsche model, the Boxster is covered by a two-year bumper-to-bumper limited warranty with unlimited mileage, including Porsche's roadside assistance program. The galvanized body and 26-step paint and anti-corrosion process enable Porsche to warrant each car against rust perforation for 10 years and unlimited mileage. In addition, the paint has a three-year limited warranty.

More detailed information on the 1997 Porsche Boxster will be available at the time of its North American introduction in January, 1997.

The following price list reflects the Manufacturer's Suggested Retail Prices (MSRP) for the 1997 U.S. Model Porsche Boxster.

Model	MSRP
Boxster	\$39,980
Boxster Tiptronic	\$43,130

Boxster Designer, Grant Larson by David E. Welky, Milwaukee Region (from STEINLIFTERS)

The date was August 15, 1996. It was our dinner meeting and our guest speaker was Grant Larson. Who is Grant Larson, you ask?

Grant is the exterior body designer of the new Porsche Boxster. A long-time friend of Kurt Johnson, Grant was vacationing in the United States with his wife, Steffi, and daughter, Paulina. Kurt arranged for him to stop in and give a brief talk about his experiences at Porsche and the Boxster project. And oh, what a production it turned out to be!

Larson began speaking of his background. Born in Billings, Montana, he moved to Mequon, Wisconsin, in 1962 and graduated from Homestead High School in 1975. Then he graduated from the Milwaukee Institute of Art and Design with a Bachelor of Fine Arts degree. He then went on to his dream college, the Pasadena Art Center College of Design.

After his schooling, Grant was employed with Audi in Munich, Germany, from 1986 through 1989. He joined Porsche AG in Weissach, Germany, in 1989. This is where the fun begins. The three years spent at Audi were very educational for Grant, however, his dreams of being with the best, designing with the best, and working for the best had just begun.

Following his introduction, a ten-minute video was shown. It was narrated by Grant. The video showed the construction of the first Boxster prototype. From the moment Grant finished his sketches, the entire prototype project took nine months, from clay to completion. The whole time the prototype was being built, it was to be a two-seat, mid-engine show car. The assignment for Grant's team was to design and build a show car for the International Auto Show Circuit.



The 1997 Porsche Boxster - PCNA photos

In another department of Porsche, there was a second team, called the 986 Team, designing what was to be the successor to the 911. The 986 project was off to a good start, but when the Boxster show car was first seen, the public fell in love with it. Thus, the Boxster became the 986. This was rather ironic, since the whole time Grant was working on the Boxster Project, he envied his associates assigned to the 986 Team. After all, the 986 was going to be a production car. Little did he know that his project would become the 911's partner, and both projects would ultimately result in production cars for Porsche. Quite a turn of events for this young designer.

After his presentation of the story of the Boxster, PCA-Milwaukee members had a number of questions which Grant was happy to answer. Here's a sampling:

Q: Grant, what inspired your design of the Boxster?

Larson: The car was inspired by the original RSK design from the late 1950s.

Q: Where did the Boxster name come from?

Larson: The first syllable "box" was taken from the boxer engine. The "ster" is taken from the suffix found in names such as Speedster, Roadster, etc.

Q: What is the engine size?

Larson: It's powered by a 2.5 liter, liquid cooled boxer-6 that produces 204 horsepower.

Q: Is the car fast?

Larson: It's a pretty quick car. Currently there are no racing groups formed.

Q: What's your next step at Porsche AG?

Larson: I expect to stay with the Boxster Project and follow its successors as it evolves.

Q: Who designed the interior of the Boxster?

Larson: Stefan Stark, a German designer who also graduated from the Art Center in Pasadena, California.

Q: How many people worked on this project?

Larson: Maybe 35-40 total.

Q: What colors will be available?

Larson: Of course silver, red, white and black, along with dark blue and dark red. All in all, about 10-12 different colors. By the way, the red interior color that was shown in the original prototype will also be available.

Q: What changes were made from the original prototype?

Larson: The lower air scoop was moved higher on the body since it would have picked up heavy amounts of road grime. Various roof mount changes and front and rear crash length changes were made. Incidentally, it has the

fastest power top in the world.

All in all, this was a Porsche Club function that I don't believe anyone should have missed. Talk about living a dream! Here is a man, who while working at the Brooks Stevens Museum as a boy, polishing cars, sweeping floors, and emptying the garbage, ran into some sketches of a futuristic snow mobile, a garden tractor, and a toaster (it's true) in the trash. They were from Mr. Stevens' design studio. It was these drawings that inspired Grant to enter the field of design.

Boxster -- The Heritage (from PCNA Boxster Web Page)

The sun. The wind. The sound. They are as much a part of the Boxster's heritage as the original Porsche Spyders of the 50's. For the new Boxster was created not simply to push the limits of performance or pay homage to the past, but to elevate the driving experience. The warmth of the sun as it spills into the open cockpit. The rush of wind as you carve the open road. The echoing sound of a Porsche flat six as you punch the open throttle. This is the Boxster. Pure in spirit. Pure Porsche.

As the first entirely new model from Porsche in 20 years, the Porsche Boxster incorporates some of the most advanced engineering ever to power a sports car. Yet its inspiration began not on a modern drafting table in Zuffenhausen, but in a modest workshop in Gmund, Austria. It was there in 1948 that the Porsche 356 prototype was created.

Means dictated that the original 356 be roofless rather than a more complex fixed-head coupe. But perhaps it was prophetic that this first car ever to bear the Porsche name was a roadster, for few sports cars have inspired so many drivers as the legendary open-topped Porsches which followed.

The 356 roadster was soon followed in production by more marketable coupe and convertible versions. But even the hard-roofed models bore the soul of a roadster: In 1952, John von Neumann purchased a 1.5-liter coupe outfitted for the Le Mans endurance races. To save weight, von Neumann sliced off the top and promptly won his class in the Torrey Pines, California road races.

This spirit spurred the creation of another enigmatic Porsche called the America Roadster. Created by the Porsche design office specifically to complement the 1500cc Super racing engine and to satisfy the American thirst for a raceable Porsche, the America Roadster sported a sweeping shape and dipping belt line reminiscent of the "classic" sports cars of the day. No official records of its production were kept. In fact, fewer than 70 were built, with some estimates even lower than 30.

Of the Porsche 356's many iterations, all were merely refinements of the original concept. This ideal was

summed up by publisher and racing driver Paul Pietsch after a brief test drive: "All in all the Porsche is a stimulating vehicle for those who view an automobile as more than a mere means of transportation." His words would be echoed by others many times in the years to follow.

The year 1954 saw the introduction of one of the most appealing Porsche models of all time -- the original Porsche Speedster. Like the America Roadster, the new Porsche Speedster was created to satisfy American desires for a race-ready road car. This lightweight, low-drag, low-cost convertible lacked none of the latest developments in Porsche suspension and engine technology, a trait that would be shared by other Speedster models throughout Porsche's history.

Appropriately, the Porsche Speedster had the look and feel of a race car, and the performance to match. In fact, von Neumann once again took a class victory at Torrey Pines in this newest open-topped Porsche in its California debut, Thanksgiving weekend 1954. Despite their successes, none of these early open-topped Porsches were true racing cars. The first of those was built in collaboration with privateer Walter Glockler; called the Glockler Special, its success prompted the Porsche works to carry out their own plans for a factory-built racer. The result? The Porsche 550.

Thus began the most romantic succession of open-topped Porsche sports cars in history, surpassing even the Speedster's emotional appeal. For from the 550 sprang the Spyder and RSK models so deeply enshrined in Porsche heritage.

In late 1954, after undergoing various modifications and refinement, the first 550 sports-racers were offered to the public. Known internally as the Type 550/1500RS, these production models were emblazoned with the name "Spyder," a moniker that has become synonymous with the allure of the open air and the open road. James Dean drove one. As did countless others in their daydreams each time they watched one driving past.

On the track, the Porsche 550 Spyder not only dominated its classes at Le Mans in 1955, but became a threat for outright victory as well. And in club racing, it was said the only way to beat a Spyder was "to buy another one . . . and drive it better." Then came 1956.

With a skeleton crew of only four people and driver Umberto Maglioli, Porsche entered a lightened, refined and retuned Spyder designated Type 550A in the Targa Florio. Nearly eight hours after the start, having run all 10 laps around the 44.7-mile ring of tortuous back roads without relief, Maglioli emerged from his Spyder victorious. It was the first of Porsche's legendary record of outright victories in the world's greatest road races. And the first of 11 wins in the grueling Targa Florio, three of them to the credit of Porsche's immortal Spyder.

But the engineering minds at Porsche would not sit idle, and 1957 saw the debut of another new Spyder.

Nicknamed the RSK (thanks to the "K"-shaped appearance of its diagonal front chassis tubes), this modified RS Spyder was given a new number: Type 718. This would remain the chassis designation for every sports-racing Porsche well into the next decade, a testament to both the longevity and durability of the Spyder's engineering.

Porsche Spydery, including the RSK and later RS60 models, would continue to dominate their classes in races around Europe and the Americas over the next few years, breaking through with an overall victory in the 1960 Sebring 12-hours followed by another Targa Florio win. And years later, even as the closed-cockpit 718 coupe began to eclipse Spyder's performance, the world had not heard the last of the much-loved Porsche, as Edgar Barth piloted a factory W-RS to the European Hillclimb Championship in both 1963 and '64. After the 1963 season, however, it became obvious the future of sports car racing lay in the more aerodynamic coupes of the Grand Touring prototype class then revolutionizing the sport.

Indeed, while it raced occasionally as a coupe, the Porsche Spyder was meant to be a roadster from its inception. And as with every Porsche before it, versions of the racing Porsche were driven on the road as well as the track.

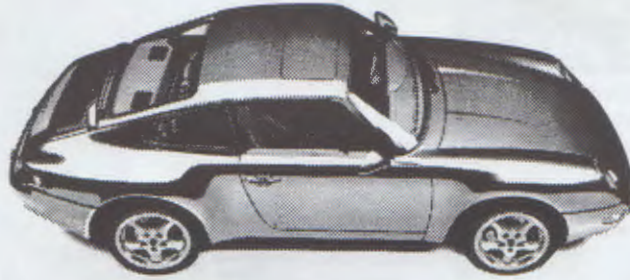
Erwin Kommenda, who styled the original 356 roadster, drafted for the 550 one of the most alluring and evocative shapes he was ever to create. And from its mid-engine layout to its low-profile, slippery shape and single, centrally located tailpipe, it had the look, the sound and the performance of a true sports car unlike anything anyone had seen before.

Automotive journalists at the time were so impressed with its abilities, one noted, "It is easy to frighten almost any passenger . . . by approaching a corner at full throttle and, apparently, braking only when it is much too late . . . while the passenger swallows his stomach." This particular quality would entertain Porsche drivers in many models to come. As would the quality the famed Dennis Jenkinson discovered during his first drive in a Porsche equipped with the 550's powerful engine. One of the joys, he remarked, was "a glorious hard growling noise from behind," noting the way it "really echoed through the trees."

It was this glorious era of the sports-racer, when road cars were uniquely akin to those on the track, and where the men who drove them were as visible as the machines they drove, that ignited the public's romance with the open-topped sports car. And it was the same spirit that inspired Zuffenhausen in 1991 when the first sketches of a roadster for the next millennium were envisioned. That car would become the new Porsche Boxster.

(Editor's note: For a first-hand view of the PCNA Boxster web pages, visit <http://www.porsche-usa.com/boxster/index.html>)

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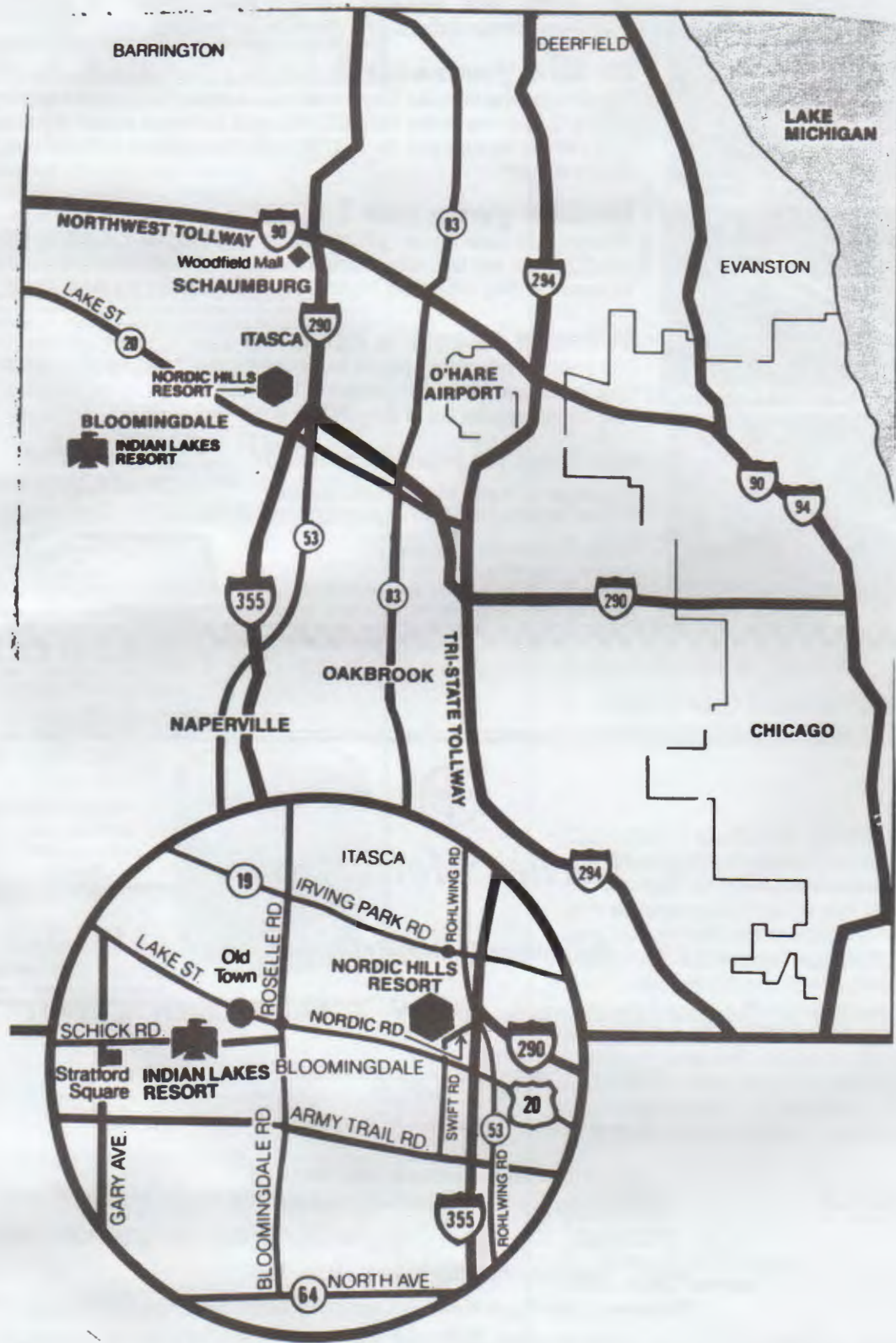
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Location: Indian Lakes Resort
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Price: \$45.00 per person (Members and Invited Guests)

Time: 6:00 p.m. Cocktails and Hors d'oeuvres (open bar)
7:00 p.m. Dinner
8:30 p.m. Trophy Presentation
9:00 p.m. Dancing to the music of 'Touch'

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Bob Sullivan, Downers Grove, IL.	91- C2 Turbo	Steve Chivington, Naperville, IL.	96-993 C4S
Matt Schulze, Glen Ellyn, IL.	76-911S	Doug Trott, Wilmette, IL.	72-911
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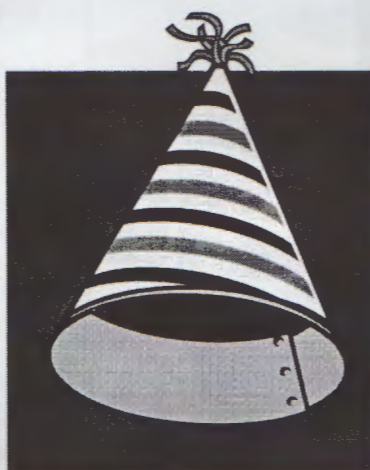


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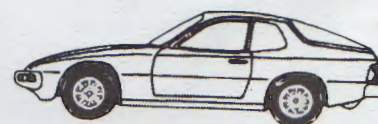
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6	1 713	P2	CHO	Jeff Girard	'85 944	53.839*
9	1 2	P3	CHO	Ed Leed	'69 911S	55.411*
27	2 1	P3	CHO	Dan Gallagher	'88 928 S4	1:00.274*
30	3 402	P3	CHO	Mike O'Meara		1:00.934*
39	4 401	P3	CHO	Mark Rutter		1:06.542*
31	1 11	P3L	CHO	Peggy Gallagher	'88 928 S4	1:01.674*
4	1 28	P4	CHO	Chris Inglot	'91 944S2	53.500*
5	2 16	P4	CHO	Nick Brenkus	'89 944 S2	53.742*
13	3 251	P4	CHO	Richard Grotemeyer	'89 944	56.998*
14	4 411	P4	CHO	Lee Brownstein		57.172*
19	5 91	P4	CHO	Bill Murrin	'93 968	57.933*
26	6 54	P4	CHO	Bruce Rohner	'89 944 Turbo S	1:00.058*
32	7 328	P4	CHO	Steve Rashbaum	86 944 turbo	1:01.787*
33	8 134	P4	CHO	John Mueller	'93 968	1:01.823*
34	9 198	P4	CHO	George Paul		1:01.880*
	404	P4	APP	Dean Stojka		DNF
20	1 19	P4L	CHO	Susan Brenkus	'89 944 S2	58.196*
40	2 329	P4L	CHO	Susan Shire	'86 944 Turbo	1:09.171*
15	1 8	P5	CHO	Jim Starai	'87 911	57.344*
17	2 35	P5	CHO	Rob Cook	85 911	57.747*
29	3 408	P5	CHO	Claude Reed		1:00.885*
21	1 18	P5L	CHO	Kim Starai	'87 911	58.224*
41	2 409	P5L	CHO	Rachel Schmidt		1:10.116*
2	1 5	P6	CHO	Greg Turek	'91 C2	52.358*
3	2 412	P6	CHO	Paul Schiller		53.272*
7	3 207	P6	CHO	Keith Olcha	'93 911	54.717*
22	4 403	P6	APP	Ubaldo Gonzalez		58.442*
36	5 360	P6	CHO	Ed Barnicle	'95 993	1:02.004*
37	6 915	P6	CHO	Mike Noel		1:02.299*
12	1 15	P6L	CHO	Marla Turek	'91 C2	56.906*
25	2 413	P6L	CHO	Amy Roth		59.888*
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28 2 414 X GST Archie Ferguson 325I
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Rear View Mirror

Flatlander Rallye: September 8, 1996



Rallyers reading the remarks...



Gallagher giving Nick some pointers?



More rallyists rearing to go...



Other rallyers munching at Northstar... Is that the winner in there?



Another rallyer is very ready to win.



Gotta have those sunglasses on the rallye...

Photos by Jim Jacisin and Steve Rashbaum

Rear View Mirror

The Oklahoma Parade: September 14-21



Linda Gutman is really excited to beat hubby George.



Pensive George Gutman trying to figure out how...



Chris' harem.



Sue beats Nick and Chris at guessing on the "Tech" quiz



Jim Becker gets a trophy at Parade!



Fred Howard is another trophy winner!

Photos by Chris Inglot

Rear View Mirror

The Gutmann's Two Day Rally: October 5th and 6th



Rallyers listening intently to Gutmann's rule.



Linda displays George's beautiful handmade trophies.



Rallyers socializing after the rally.



Synchronizing the watches is an important detail!



The Urbans discuss their strategy to win...



Linda explains some important last minute pointers...

Photos by Steve Rashbaum

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Chicago Scene, November 1996, Page 26

THE MART

Members of the Chicago Region PCA are welcome to place ads of a non-commercial nature at no charge in "The Mart." Non-members fee for this service is \$5.00, payable to PCA - Chicago Region. Ad material must be received by the 10th of the month for inclusion in the next month's issue and will run for one month. Please limit ads to 75 words or less. Mail: Chicago Scene, 9507 Central Park Ave., Evanston, IL 60203-1103, Fax: 847-673-9355.

PORSCHEs

1973 911T Red/Black. No rust. Chain tensioners. New brakes. New Fuchs wheels. Brand new interior with German carpet this year. Mechanically excellent. Stored winters and bad weather. \$12,500. Carl Cucco (847)392-4000.

1980 911 Sc Targa, yellow/black, leather, 5 Speed, a/c, cruise, p/w, p/antenna, int. wipers, reconditioned wheels, Pirellis, always garaged. Ron, New Lenox, IL. 815-485-9153.

1994 968 Midnight Blue with light gray int. 17" Rims with painted crests, new tires, Leather Sport Seats, Alpine CD player, superb condition, never wrecked, raced, or seen snow, 13,000 Miles, all recent service performed. Asking \$30,000/obo. Erik G. Hesler, 145 Hudson Court, Roselle, IL 60172-1920, Home/Fax: 630-893-6614 or Work: 847-538-3758.

1979 928 Coupe, #9289200351, 5-spd, red w/ tan leather interior, new rear brake pads & disc; newer B.F.G. Comp T/A tires, clutch package, steering rack, catalytic converter, good condition, 80,000 miles, no-track, garaged kept, summer car, non-smoker, \$11,000/OBO. Matt Nielsen, Lake Bluff, IL., 847-604-9828.

1984 928S #WPOJB0929ES862552 86,000 miles, Black with red interior, rebuilt 5 speed, new clutch, fuel pump, battery and Pirellis \$12,000 Steve (days) and Quincy Adams (nights): 312-881-4199.

1985 928S Coupe #WPOJB0921FS861073 5 spd. Blk/ Blk leather. CD player. Handy hatchback. 4 seater. Seats can fold down for transporting ski-like stuff. California car. All records. Extremely well serviced throughout life. And \$8000.00 was put into just a motor maintenance at 121,000 mi. Now has 155,000 mi. Exceptional. \$13,600. Flexible owner. Blake Lippi 1701 W. University Champaign, IL 61821 (217)352-6486.

1968 912 Coupe #912804871 Tangerine on Black 56K miles-Excellent condition 5 speed, 5 Gauges-recent restoration on major components-Call 630-790-0172, ask for Mike after 7:00 PM Please. \$8,500/OBO.

1974 914-2L #4742909915- Red with black vinyl, European pistons (compression ratio now 8.5:1), under carriage restored to concours in 1995, stainless steel heat exchang-

ers, 911 brakes, braided steel brake cables, stored winters and poor weather, wonderful car, beautiful condition, mechanically perfect. "When you don't get a back seat you should at least get an engine in its place"-Porsche literature \$7,500. Carl Cucco (847)392-4000.

914 2.0 L race car. 1st overall Summit Point, Atlanta (twice), Putnam Park (twice) and Mid Ohio. PCA class GT5r, fresh Dave Finch trick motor (187 hp) @ 1,739 pounds and trick trans with two second gears. Road America 2:38s, Blackhawk 1:20s. Atlanta 1:38s, Putnam Park 1:20s. Car is quick fun and guaranteed 1st place finishes. Hari Matsuda, (847)475-4356

1986 944 Turbo: White with matching FUCHS wheels. Burgundy leather interior. Every factory option. 49,000 pampered miles. Stored winters, never smoked in. No body side mouldings. Extras. \$13,900 OBO. Jeff Gerbing, 25175 Cayuga Trail, Barrington, IL, 60010. Weekday PH: 847-304-8350. Weekend/Evening PH: 847-381-0986.

OTHERS/PARTS

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Winter Tires, Pirelli Winter 210P, two 205/50HR-17 and two 235/45HR-17; less than 1500 miles. Robert Schaffner, Buffalo Grove, IL 847-520-7988.

Bell Helmet Collection: Bell "Shorty" 7 3/8 Snell 1962-\$20.00. Bell "Magnum II" 7 1/2 Snell 1975-\$25.00. Bell "Mag 4" 7 1/2 Snell 1985-\$40.00. Great for biking, bronco-busting, or bunging- jumping. Better yet: start your very own Bell (Snell) Helmet Museum!!! Charge admission. For further details call: Bruce Janeczek, weekdays: 708-354-1901, other times: 708-361-8421.

Winter Storage-Room for 3 cars in a heated (55*), alarmed, dry, safe and secure River Grove building. Located across the street from fire station. No mechanics or in and out privileges. Storage dates from Nov 1, 1996 to March 30, 1997. \$75.00 per month, all five months minimum (\$375.00) required for lease. This is not a public building. Call Bill Van Meter: 1-630-515-0804, leave message.

Gift Certificate from Bill Jacobs Motorsport in Naperville. Good for parts and/or service. Face value \$200.00. Will sell at discount. John O'Keefe, 708-344-0911.

Board Meeting Minutes

October 4, 1996

Present:

D. Gallagher-v, P. Gallagher, S. Brenkus-v, N. Brenkus, C. Inglot-v, D. O'Bryan-v, H. O'Bryan, B. Janecek-v, P. Yanahan, B. Yanahan, B. Murrin-v, S. Rashbaum, S. Shire, K. Pesavento, B. Clay, L. Clay, J. Jacisin, P. Hackenson, L. Lichtenstein, K. Clark-v.

Call to order 8:10 p.m.

- Minutes approved unanimously.
 - Treasurer's report accepted unanimously.
 - Vice President - no report
 - President - Elkhart Memorial Day /Labor Day weekends secured for lapping only. Trying to obtain separate weekend for racers. Motion to approve new rally clocks, accepted unanimously (Gallagher-Brenkus) Chicago region won the Sunoco award for the most outstanding club race. Chris and Vanessa Inglot won third place in the Pirelli award. Motion to donate \$500 award to Make A Wish foundation accepted unanimously (Gallagher-O'Bryan)
 - Track Events: Reiterated: refunds only for sickness of self, not car. September Blackhawk \$2,000 surplus. Octoberfest Blackhawk 21 cars, 7 novices Registered, camping allowed on Friday and Saturday nights.
 - Gymkhana: Hawthorne anticipate loss-only 39 cars.
 - Concours: no report
 - Rallye: \$16 surplus on Flatlander rallye.
 - Sponsorship: no report
 - Membership: Murrin presents 13 new members. Motion to accept passes unanimously (Murrin/O'Bryan)
 - Goodie Store: No report
 - Safety: No report
 - Social: Annual meeting at Weinkeller. Calendar meeting October 20 at Wolf's Head. Dinner dance. Motion to accept \$5,000 on trophy budget, accepted unanimously (Gallagher-Brenkus)
 - Newsletter: No report.
 - Advertising: No report.
 - Photography: No report.
 - Charity: No report.
 - New Business: No news is good news
 - Old Business: Boxster Autocross class will be P7 for Boxster only. New bumping schedule. P5 bumps to P7 which bumps to P6. Motion to pass accepted unanimously (Gallagher-Brenkus).
- Next meeting: November 1
Meeting adjourned 10:04 (Brenkus-O'Bryan)

Road America

August 31-September 2nd



Great job Nick ...
Uh...know what I mean?



Look at those cars go...

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