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On The Cover: Checkeditout 2019 • Photo by MD Herald
Contents page: Photos by Jeff Brown

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WELCOME 2020!

Welcome to 2020. I hope your holidays were filled with family, friends, and holiday cheer.

First, I want to thank Neil MacDonald for his last two years of service. The Chicago Region continued to grow with his leadership and the support of all the coordinators. Neil has done an outstanding job of editing *The Chicago Scene* and will continue in that role. It is one of the best PCA Region magazines, and I look forward to the many interesting articles to be submitted by Chicago Region members in 2020.



Also, thanks to all the volunteers who were responsible for the success of the Region events. The slogan “Fueled by Volunteers” is appropriate. Without volunteers, the Chicago Region could not commit to over 50 events this season. Volunteering is vital and provides an opportunity to meet and work with other members.

The Chicago Region has very diverse interests, from Club Racing, to tours, to very interesting locations and everything in between. There are two areas that I would like to expand, though. One is in the area of activities for the Cayennes and Macans. If someone knows of a mild off-road event in the area, let me know about the venue and whether you are interested in supporting it. The other area is to engage more of the children of members in the Chicago Region activities. In this regard, please enroll your children and grandchildren in Porsche Juniors—it is free!

January will start the 2020 season with the Annual Membership Meeting on January 19, from 11:00 a.m. to 3:00 p.m. at The Onion Pub and Brewery, 22221 N. Pepper Rd., Lake Barrington, IL 60010. It is a chance to get out of the house on a cold winter day, meet with friends, and get a preview of the season’s upcoming events. If you are new to the Club, please attend. You will get an opportunity to meet many interesting people who have a passion for Porsches no matter what year or model. I started with a \$2,500 Porsche 914 which I still have. It has been a fun car, and I was able to win the Chicago Overall Award for participating and placing in Autocross, Rallye and Concours. No matter what Porsche you own, they are all fun cars, and we love to talk about them.

I look forward to an exciting 2020 and hope to meet you at the upcoming events.

Regards,
Bob Rath

“
Without
volunteers, the
Chicago Region
could not commit
to over 50 events
this season.

Concours 5 / 2019 Season Summary

by Henrique Regina



The Day...

The fifth and final Concours for 2019 was held at Camera Park in Glendale Heights, in conjunction with our Oktoberfest social. The weather report for a full two weeks prior indicated rain on Sunday, and apparently the weather models are getting quite good: the rain ended just before we all started to arrive. Unfortunately, the Glendale Heights open marque car show had been postponed earlier in the week, and some Oktoberfest participants likewise elected to stay home for the day. Nevertheless, it was dry and sunny by noon, so those who did attend were treated to a large group of Porsches, both registered Concours contestants and social event attendees, as well as authentic Oktoberfest activities and fare. The staging area was also conveniently located next to the Oktoberfest tent, and only a quick clean with the Speed Shine was necessary before the cars were ready to be judged; Full Class contestants were spared chassis judging because of having to drive in the rain to attend.

Judging began at 9:45 and the awards were promptly announced at 11:30 a.m. Class winners were as follows: in Full

Class, Henrique Regina, with his 2008 Cayenne GTS; in Touring Class, John Moore, with his 1971 911E Targa; in Show Class, Don Janes, with his 2013 911S; and in Exhibition Class, Carl Pohrte Jr., with his 2003 911. In addition, the Club raffled off six coupons for Dr. Colorchip Road Rash Complete Paint Chip Repair Kits, donated by our friends at Dr. Colorchip. The proceeds went to support SparkShop, the Club's Charity of the Year for 2019.

...and the Season

The 2019 Chicago Region Concours season is now complete, so we can let our Porsches "relax" a bit before we put them away for the winter, safe from the dreaded rock salt that is a midwest seasonal feature. Fortunately, the season change also gives us plenty of time to stock up on Q-Tips, microfiber towels, and detailing spray in preparation for next year!





For purposes of Overall year-end positions, we relied on our Concours Guidelines to total the points earned for each car, by class entered, for each event. The first 5 places are traditionally recognized at the Club's Annual Awards and Dinner Dance, which for 2019 was held on December 7 at the Renaissance Hotel in Schaumburg. The year-end winners were (the envelope, please) as follows:

- 1st Place: Henrique Regina – 2008 Cayenne GTS
- 2nd Place: John Moore – 1971 911E Targa
- 3rd Place: Alex Block – 1974 914
- 4th Place: Don Janes – 2013 911S
- 4th Place: Larry Daujotas – 2011 Cayman S
- 5th Place: Mark Prescott – 2012 Cayman R

As the first snows began to fall in October, the first Concours season that Alex Block and I coordinated likewise came to a close. We therefore want to take this opportunity to thank all of the volunteers who helped to make 2019 such a wonderful season. First, we could not have done it without the support of Michael Grove, who guided us through the many details—some obvious, some not so obvious—necessary to organize these events.

continued



In addition, we had outstanding support from the registration team of Tom and Barb Stark, along with Barb Mashburn, who completed the registration process, collected fees, handed out raffle tickets, and tabulated all the scores. And, of course, our deep appreciation for the Concours judges, all of whom worked tirelessly this season, sometimes in less-than-ideal weather conditions, the worst of which, believe it or not, was the extreme heat of Potter's Picnic, which made for a grueling judging marathon. Thanks, all!

During the 2019 season we added two new venues to our calendar: the Farnsworth House, and Glendale Heights Oktoberfest, both of which were held in conjunction with Club Social Calendar events. Moreover, all of our events had excellent turnouts; this includes not only the Concours faithful,

but many first-time Concours attendees also participated, as well as members from the nearby Milwaukee and Fox Valley Regions, who attended some of our events.

In closing, Alex and I very much enjoyed working with everyone during the 2019 Concours season, and will be looking forward to serving as Concours Co-Coordinator in 2020. Stay tuned as we work with Steve Kuk to see what new locations we can add to our upcoming season's calendar of events. See you there! 🍷





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PORSCHE



by Nate Grede

A Tide, Rising

The power of the Porsche brand lies in pockets of communities spanning the globe celebrating it. A classic example: where the sum of the parts is greater than the whole. Each of these communities mirrors its local nuances, be it topography, climate, culture or socioeconomics. Outside the Porsche brand into general auto enthusiasm, these characteristics also influence any region's affinity towards a particular marque. The Midwest and Rust Belt enthusiast crowd has traditionally been led by American muscle and classics, no doubt in part a result of its comparatively lower traffic congestion, complimentary open spaces, and proximity to Detroit.

The story and community of American brand classics has been told extensively and to near exhaustion elsewhere.

Comparatively, the European classic community is as passionate, if maybe outnumbered. Porsche and PCA have certainly done an admirable job—and then some—to keep the blood pumping in the hearts of their loyal fans. And a new tide within the Porsche fan base is rising, one bred grassroots to feed pockets of Porsche enthusiasts thirsty for more and influenced by the Instagram generation, a segment that admittedly still must pass the test of trend.

Entrenched or not, the appetite of this new Porsche enthusiast has been satisfied by several large scale Porsche

events on the coasts for the better part of a decade, but there was nothing large scale like this in the Midwest. The enthusiast community here is so spread out, separated by state boundaries, hundreds of miles, and even a giant lake. The question begged: if one could even exist, though the question of "should it exist" was a resounding "yes." At least, that was the shared sentiment of three



PCA-Chicago members in 2017: Adam Kern, John Westra and the late Karsten Aufgebauer, the founders of Checkeditout Chicago.

Named after the endearing catch phrase of Karsten, Checkeditout set out in 2018 in its inaugural showing not to be the biggest or the best Porsche event but, more humbly, to test the aforementioned fans' very existence in the Midwest, through an honest representation of the urban Porsche enthusiast centered around the culture of downtown Chicago. And come they did; 70 cars strong from all over the Midwest

continued



Epilogue: CIO '19

by Andy Bizub

Checkeditout Chicago is a Porsche gathering, and a testament to the adage, "it's the people behind the cars." I met Adam Kern at an automotive swap meet in early 2018. We found a mutual interest in Porsche automobiles and in having a Porsche-focused event IN the city of Chicago; and talked about his friend Karsten Aufgebauer, with whom he would attend car events. Unfortunately, Karsten had recently passed away, and Adam was pondering a gathering of fellow Porsche-philes in an urban setting, with the goal of connecting people through their Porsches.

We created a 501(c)(3) not-for-profit and with fellow PCA-C members Dan Cubric, our brilliant site-planner, and John Westra, technology guy, we staged the first Checkeditout Chicago in September of 2018, with 70 Porsches registered and several hundred people attending. We raised around \$1000 to benefit The 100 Club of Chicago, and bigger plans for a Second Annual show were soon underway.

As the 2019 show took shape, it became clear that it was going to be a significantly larger event. We secured a Chicago venue at Kinzie and Aberdeen Streets, as well as the backing of Porsche Cars North America. As the Polar Vortex ebbed and the weather warmed, the event became a furious exercise in planning, staging, licensing and permitting, and site design.

Come summer 2019, and the pace only accelerated. Hundreds of hours went into the process, and we were joined by Nate Grede and Alex Block, turning the previous year's "little show" into a full-fledged happening!

Checkeditout Chicago revolves around the Porsche automobile by bringing a multimedia experience with an urban vibe to showcase the many dimensions of what these special cars bring to our lives. The 2019 event evolved and grew by adding a very special Friday night reception and presentation by Ray Shaffer from Porsche Classic! For Saturday's show, we added a live, on-site art production piece, music, food trucks, a Racer's Row display, as well as interactive sponsor booths, while continuing a unique feature of having select Porsche ownership stories as told by the actual owners.

Connecting people through Porsches while raising money for great causes... It doesn't get better than that! 🍷

A Tide, Rising (Checkeditout) *continued*



overflowed the lot in the West Loop of Chicago. That “Original Seventy,” as they are now called, set the tone for this 2019 second coming of Checkeditout.

A sequel narrows the focus and intent of the original but builds on the foundation in a bigger way. Checkeditout 2019 focused on a few things—Inclusiveness, Storytelling, Charity—and set to blow them out this past September in the hot West Loop neighborhood of Fulton Market.

In order to do this, Checkeditout would need help. After the success of the first event, yours truly volunteered to help push

things forward. Living downtown myself, I loved the juxtaposition of Porsche culture and Chicago culture that Checkeditout brought to the brand’s community following. I shared the sentiment that Chicago needed its own event to showcase the nature of its region’s owners’ diverse tastes and styles in a downtown Chicago setting. And I wasn’t the only one who saw the value Checkeditout brought: thousands of attendees, hundreds of participants, dozens of fabricators, performances, design firms, PCA, and Porsche itself agreed that this story needed to be told.

They all loved the “inclusiveness” factor. It’s ironic to talk about inclusiveness and diversity when referring to a single marque, but if there’s any automotive brand that can support it, it’s Porsche. Air cooled, water cooled, transaxle, SUVs, hot rods, concours

winners, rallye 911s, daily drivers, and garage queens were all represented at over 200 strong during 2019’s event. Each one had a story but a select few had stories remarkable enough to share live with the crowd. The storytelling intermixed with the art, food, and music of Chicago defined Checkeditout 2019 as a unique Porsche event.

Since the curtain closed, the Checkeditout team has received praise from all over the world. This outpouring from the Porsche community also raised thousands of dollars for its charity, Bernie’s Book Bank. With a terrific event in all respects behind us, the Checkeditout team now looks to 2020 to tell a new story and the world is listening. 🍷





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PORSCHE



I'd convinced Brian from Eurosport in Bensenville to host the Club's annual Fall Tech Session. We agreed on a date and then I asked him what he'd like to present to the Club members. He said he had "some ideas" and would let me know. I was curious but didn't want to push him for answers, though when Brian did get back to me, I was shocked: he wanted to do it all!

Brian explained that he was planning to pull a motor from a car, and then fully disassemble the motor while our Club members watched. He also wanted to have a live borescope demonstration on a water cooled engine; set up a bench to show how valve lash is adjusted; demonstrate a shock dyno set up; and to top it off, would have a chassis dyno set up to test engine power. Wow! I was stunned that Brian wanted to do so much in so little time, so I asked whether he was sure he could manage the event with so many things going on at once. Brian was not concerned!

Come the day of the Tech Session, I arrived early to assist in the set-up, but the Eurosport crew was ready already! Tables and chairs had been set up,

Fall Tech Session at Eurosport! Something for Everyone!

by Jody Freund



burgers and brats were cooking out back; the chassis dyno was being set up; cars were on lifts in preparation for pulling a motor; the bore scope station ready; and everything was going according to plan. In fact, the crew was more than ready to show us what they do each and every day to make our cars ready for the street and the track.

The event was perfect, and there was something for everyone. For example, Eurosport had an air cooled engine being pulled and disassembled for the classic Porsche owners, but we also observed the borescoping of a newer, water cooled engine. For the racers who want to corner faster (and who doesn't?) the shock dyno was very educational, but the Chassis dyno outside was also

continued

Fall Tech Session at Eurosport *continued*

very popular, especially the competition to guess horsepower.

Inside, our hosts had a great set-up for people to meet and talk Porsche; the burgers, brats, beers, wine, and desserts always makes for a great way to bring people together. And the finishing touch? The raffle and some of the great prizes that were given away by Eurosport and the Club, all to benefit SparkShop, our 2019 Charity of the Year. There you have it, and when it was all said and done, Eurosport had indeed provided something for everyone!

In closing, I'd like to invite everyone out to our upcoming Spring Tech Session at Northstar Motorsports on March 15, 2020, when we'll cover driver and vehicle safety for the track.

See you there! 🍷



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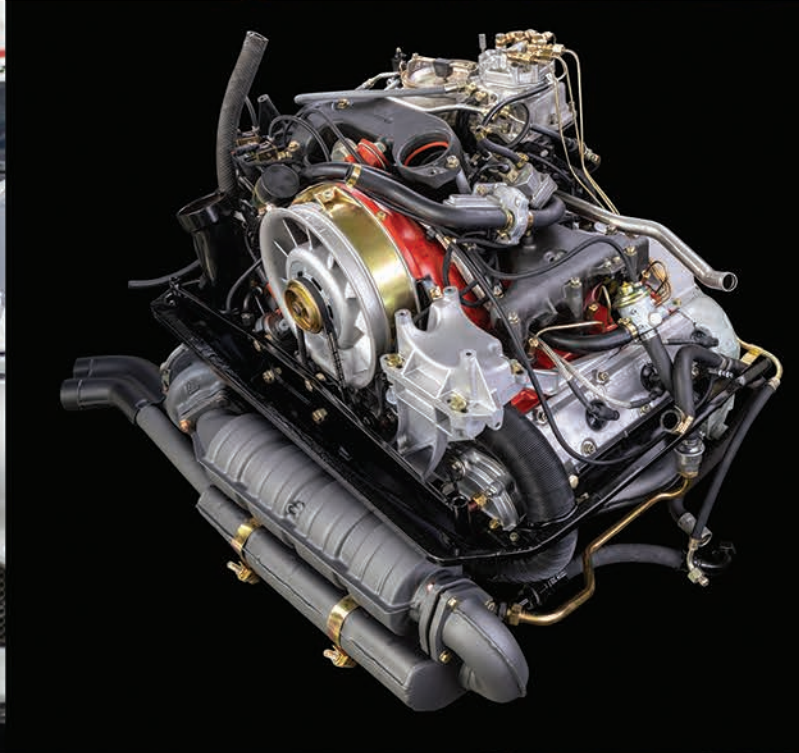
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PCA-C Driving Tour Turns Heads, Makes News

by John Diwik



The PCA-Chicago Fall Driving Tour started out on a clear fall day from the VFW hall parking lot in West Chicago. When “go-time” arrived, the West Chicago Police Department stopped northbound traffic on Rte. 59 and allowed all 74 tour vehicles to depart as a single group (thank you, Officers!).

We took our first stop in Lena, IL, after a 2 ½ hour drive up Rte. 20. The Lena Drive Inn is exactly that: one of those restaurants where you place your order while you sit in your car and, once prepared, your meal is served to you at your car.¹ In our case, though, with such a large crowd, our host Rodney spent the previous evening smoking pork roasts—delicious!—in advance so that we could have freshly-smoked pulled pork sandwiches while sitting at nearby picnic tables, and then be on our way. . .

. . . but not before an interview by members of the local media (thank you, Johnny D!). The reporter and camera crew were very impressed with the number and variety of our cars, as well as our planned route: that day, north and west toward La Crosse, WI, and then south and east to Canton, IL, traveling back roads through the rolling countryside, to visit four states in three days.²

Traffic was light, so we made good progress, and once in the Prairie Du Chien area, we transitioned onto Wisconsin



Highway 35, which tracks the Mississippi River for some distance. It was an idyllic, Wisconsin fall day!

Upon arrival for the evening at the Fairfield Inn, we were greeted by three Porsche banners hanging in the lobby, and since Friday was an open night, we headed out for dinner. Many of the restaurants were only a block or two away from our lodging, so very few people had to drive, once parked for the day. And the hotel parking lot? Awesome: it looked like a PCA Concours or a Porsche dealership lot!

Saturday morning came quickly, so at 8:30 a.m., we rolled across the Mississippi into Minnesota and then south into Iowa. There are significant elevation changes in this area, so the “Iowa River Road” portion of our trip was winding—can you say “Porsche roads?” However, the Mississippi River had flooded many areas that we drove through, so large swaths of adjacent forest and prairie land were submerged, which was eerie in its stillness. We also



¹ <https://www.facebook.com/LenaDriveInn/>.

² <http://www.freeportnewsnetwork.com/news/business/porsche-club-of-america-to-make-pit-stop-at-lena-drive-inn-on-friday/>



observed quite a bit of wildlife along the route: sand hill cranes, red tailed hawks, an eagle, raccoons, skunks, and one lucky deer that ran right in front of my quickly-braking car, and then scampered safely back into the bushes as I screeched to a halt (thank you, Porsche!). Later that morning it began to drizzle, which actually brightened the colorful foliage of the forests we drove through.

As the Iowa River Road winds south, it passes through a number of 19th century river towns like McGregor, Guttenberg, Bellevue, and Clinton, where we had reserved lunch for 136 of our closest P-Car friends at the Candlelight Inn Restaurant. We dined *al fresco*, then returned to our

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Rest, Stop *by Johnny D.*

In the ten or so years since I became involved in Club touring, this was my largest event in terms of numbers: no fewer than 136 participants drove just shy of 800 miles in three days in seventy-two Porsches—ranging from an early 356 to a late model GT3 RS and everything in between—plus a Honda CR-V and an antique Mazda RX-7. There were no accidents, no major mechanical issues (a flat tire and a failed ignition switch that was resolved by a single push start (thank you, Manny Trans!)), no medical emergencies, and no issues in any of the cities, towns, or villages through which we passed and fondly left. No small feat, my friends!

Once again, I would like to thank all of you for the sense of adventure and good will you demonstrated during our time together. You are great ambassadors for the Club, and good friends.

The next touring adventure will bring us to French Lick, Indiana, from May 29 through 31, 2020. The event is already sold out but regularly advertised in the Club's eBlasts as well as PCA-Chicago's Tours website postings.³ Please call or e-mail to get on the event "waiting list." Hope to see you there. 🍷

³ <https://pca-chicago.org/cms/driving-tours>.



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steeds and continued south. Next up: Le Claire, IA, which is not only home to hundreds of quaint shops and boutiques, but also to the Buffalo Bill Museum, and the nearby Buffalo Bill Cody homestead. After a stop for sightseeing, shopping, and a flat tire event that forced a detour to a local repair shop, we jumped on I-80 East to leg it out for about an hour before returning to farmland roads that led us back to Canton. Done for the day . . .

. . . except for a reception at the Harvester Inn, almost entirely occupied by the usual PCA-C suspects, which concluded just after 7 p.m. because

we'd scheduled a group buffet at the nearby American Grille. There, fellow Club member and Tour-ista Derek Chen presented some continuously-looping video "footage" and still images from prior PCA Driving Tours; what a hoot, and only slightly embarrassing for some (and you know who you are!). The dinner was followed by our traditional charity raffle, where some fine Porsche and Porsche-related merchandise changed hands, as well as a lovely gift basket donated by the City of Canton. After the formal adjournment of the dinner festivities, the party resumed until about midnight

at the nearby Harvester Inn, at which point, we all "crashed," i.e., ended the party and went to sleep.

Sunday morning arrived with partly sunny skies, and the final leg of the tour was upon us. Nearly all of the participants pulled out at 10:30 a.m. for the run to I-80. We passed through Peoria and headed north along the Illinois River Road, and headed north on Illinois Rte. 29. Before I knew it, we had reached I-80 East, the Tour officially ended, and everyone scattered and headed homeward.

What a Club! What's not to like? 🍷



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The SOCIAL SCENE by Steve Kuk



Porsches & Pastries 5

On October 5th we had a great fall day for our second annual Porsches & Pastries at the Sydney Marovitz Golf Course, impeccably hosted on the shores of Lake Michigan by Club Pro Bill Weller and his staff. Last year we had to worry about Lake Shore Drive repavement, the Chicago Marathon, and “iffy” weather, but this year, with none of those worries hanging overhead, the number of attendees almost doubled, to nearly 50 cars and 70 members. I want to thank Club member Bob Armstrong for bringing this venue to me last year; and also Club photographer Jeff Brown, who made the trip from the ‘Burbs and once again worked his special camera magic.

We’re looking at working up a special “add on” to this venue for next year—a 9-hole Best Ball Golf Outing. I’ll keep you posted, and as soon as we have all the details worked out, we’ll let you know.



Porsches & Pastries 6

November 9th brought a sunny and chilly morning, but that didn’t deter our intrepid members from coming out to visit Collectors’ Car Garage on the West Side of Chicago for a cup of “Joe,” pastries, and good old fashioned end-of-season camaraderie.

CCG’s facilities makes a perfect venue for the “iffy” weather we can get late in the fall; their 60,000 sq. ft., dust-free, climate controlled garage takes the weather out of the equation: hang around outside in the parking lot if the weather is good, or hang around in the state-of-the-art facilities if it isn’t. Finally, Aaron Wallace, CCC’s Head of Membership Development made everyone feel welcome. How great is that?



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PORSCHE



Holiday Dinner Dance and Awards Gala

On December 7, we gathered at the Renaissance Hotel in Schaumburg for our 2019 Dinner Dance, and what a fabulous venue this was: the facilities were beautiful, the food was excellent, and the service was great. We had over 200 members come out to enjoy each other's company and celebrate another great year for the Club. It's also so nice to see everyone out of their normal "Club grub" attire; wow, do we clean up nice!

As with last year, this year's Dinner Dance was organized by Jan and Dennis Costis, with additional help from Joanne and Kurt Konrath, who again collectively jumped at the chance to actualize this year's event plans. In addition, daughter Pamela Costis assisted Jan on the details, son Alex and his Jazz Trio played some tasty music during the happy hour, and sons Sal and Chris helped with the last minute details. We owe the Costises and the Konraths a standing ovation for their efforts. And while we're at it, we also owe PCA-C Zone Rep Jack Stephensen a shout-out for all of the critical Din-Dan event printing that's always done under very tight deadlines. You all have proved that you can do the work, get the job done, and still be charming during the process! Kudos to all!

Because of the Club's generous scoring rules for its competition disciplines, there were a record number of trophies presented to the 2019 award winners. But because the Club wouldn't be—couldn't be—the organization that it is without its legion of volunteers, the Club also recognized the selflessness and dedication that many of you exhibit if for no other reason than because it's the right thing to do. This includes: Bob and Ed Soske (whose Presstech is responsible for printing *The Scene*), Kirt Shore of PCNA and Susan Glick-Shore, the Marines, Toys For Tots, and SparkShop (this year's Charity of the Year); and discretionary award winners for 2019: Alex Block, Jeff Brown, the Derek and Grace Chen family, Dana Comolli, Larry Daujotas, Phyllis Harwood, Larry Hebenstreit and Katie Mark, Heather Ingraham, Adam Kern, Scott McClement, Mark Prescott, Henrique Regina, John Ruther, Susan Shire, Anna and Andrew Skura, Nicky and Stanley Sangdahl, Patrick Yanahan, yours truly; and finally, the crews that lead the Road America events (Keith Clark, Todd Conforti, Toby and Bonnie Duckett, Pete Hackenson, and Chuck LaMantia); and the crew that's led Checkeditout for the last two years (Michael Bene, Andy Bizub, Alex Block, Dan Cubric, Nate Grede, Adam Kern, and John Westra).



To all of you, you've again proven the truth of Vince Lombardi's insight that "the achievements of an organization are the results of the combined effort of each individual. . . . People who work together will win . . ." And this, my friends, is a winning Club!

Thank you, and we'll see you at the New and General Membership Meeting on January 19, 2020. 🍷

2020 EVENT CALENDAR

JANUARY

19 New & General Membership Meeting

FEBRUARY

17 Valentine's Day Social, Cooper's Hawk

23 Chili Tasting, The Exchange

MARCH

7 Swap Meet, MPC (Northbrook)

15 Tech Session, Northstar

22 Concours School, Napleton Porsche

For up-to-date details, please check:

<https://pca-chicago.org/cms/news/event-schedule>



CLASSIC LE MANS TRIP JUNE 2020

The Le Mans Classic is now the largest worldwide historic motoring event receiving the prize for the 2018 Motor Sport Event of the Year awarded at the International Historic Motoring Awards. In June, the 10th Classic will be celebrated in style and commemorating the 50th anniversary of Porsche's first outright victory in the Le Mans 24 Hours. Our trip will be unique and customized for us.



OVERNIGHT FLIGHT TO LONDON

DAY 1	de Havilland collection with VIP group tour with the Curator. Presentation by Hugh Chamberlain (17 x Le Mans team boss) at Redcoats for supper.	DAY 5	Ferry from Portsmouth to Cherbourg, France then visit Normandy Beaches. Eat & sleep at a chateau or vineyard/hotel overnight, drive to Le Mans next morning.
DAY 2	Prodrive in Banbury, a high-tech race preparation team (the Le Mans Aston Martin). Silverstone Race Circuit tour, a surprise activity.	DAY 6	Le Mans Classic, in The Village on The Curves, afternoon trip into town for local cuisine, overnight under canvas.
DAY 3	London by train to Greenwich, visit Cutty Sark, then Observatory (meridian) & National Maritime Museum, river cruise to Westminster/Big Ben, exclusive pod on London Eye.	DAY 7	Le Mans Classic, on The Curves, Grandstands for support events & race start. Overnight under canvas.
DAY 4	Rolls Royce Motors at Goodwood then coach to National Motor Museum with evening banquet in Beaulieu Palace.	DAY 8	Le Mans Classic, in The Village on The Curves, Grandstands for race finish and after-party. Overnight under canvas.
		DAY 9	Full breakfast and depart on coach for CDG Airport, Paris, for return flight to USA.

Only 20 openings are available. For complete itinerary and costs contact:

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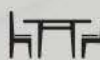
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50 Years of Blackhawk, and Still Exciting!

by Dana Comolli



I love Blackhawk. Maybe it's because it's the first track that I drove with my first Porsche. Maybe it's because it's a technical track, where how you handle one turn can affect you for several turns beyond. Maybe it's being able to paddock under a hundred year old oak. All I know is that when I get a chance to drive that track, I go.

Apparently I'm not alone in that sentiment: our two-day Oktoberfest event was attended by more than a hundred folks and marked the end of our 50th year at Blackhawk. One of the things I like most about the Oktoberfest event is that it always brings a wide range of race cars in addition to the street cars normally seen at Blackhawk DE events. In particular, the air-cooled contingent is always strong for this last event of the year.

For the first time in my memory, we had in-car instruction during Oktoberfest. Normally, Oktoberfest is reserved for experienced drivers only, but this year demand for instruction was high and enough instructors were willing to help, so drivers who ordinarily would not have gotten to enjoy the track until next spring got a chance to drive it this year.

In focusing on the education part of DE, we also held "track talk" sessions in the afternoon on both days, using track maps





and in-car video to help interested drivers work through areas that were giving them problems, as well as helping them learn the fastest way around the track in their particular cars. Based on the attendance at these sessions, this is something that will continue next year, both during Oktoberfest and the afternoon classroom sessions we normally do during regular Blackhawk events.

Because we were using the Club's four-group run schedule (the White and Black groups run separately) everyone had plenty of clear track because the groups were smaller. Combined with cool, dry weather on the first day of the event, this made for great driving. And when attendees were not on the track? They were socializing, bragging, and shopping for swag at the PCA Chicago Goodie Store, where the proceeds went to benefit SparkShop, the Club's charity of the year for 2019. Then, as the track cooled down at the end of the day on Saturday, the grills and the fire pit heated up to produce another great pig roast, barbeque dinner, and bonfire, for which Oktoberfest is justly famous.

While Sunday was the only day with rain this entire season, no one with slicks was willing to brave it, and although there were still plenty of drivers eager to practice driving the rain

line, Day 2 at Oktoberfest ended early, since no one wanted to continue all afternoon.

Looking back, the four Blackhawk events this year were a great success by any measure. These events brought out three hundred ninety six participants (eighty five of whom used instructors), we had no significant incidents, and everybody had a blast!

Next year's schedule is already out and once again, we'll be at Blackhawk four times. Novice day, our first event, is April 24th, and I can't wait. See you there! 🍷





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Rallye 5 and the Season Wind-Up

by Anna Skura



The fifth and final Rallye of the season took place on October 6th in southern Wisconsin, where Rallyemasters Susan Shire and Steve Rashbaum started and ended the Rallye at the famous Brat Stop. The fall colors were not yet in full splendor, but the rustic roads made for a great drive. While most of us are reasonably familiar with Highway 50, the event took us on backroads that we didn't know existed. The roads were smooth, the scenery beautiful, and the weather perfect. Nevertheless, the Rallye had unique instructions that made teams double check their confidence. Thirteen teams participated and for the first time this year, all teams finished. At the end of the day, Steve and Sharon Olson took first place, Stan Knight and Kelly Spillers were the top Novice team and Darek and Lisa Nowak were the top Touring team.





And speaking of winners, the 2019 season ended with the following top placements, with probably the most ties in recent history:

- 1st Place** – Steve and Sharon Olson
- 2nd Place** – Steve Rashbaum and Susan Shire;
Jack and Karen Stephensen; and Andy and Anna Skura
- 3rd Place** – Jack Franks and Megan Nogasky
- 4th Place** – Ian Mast and Tiffany Staffen
- 5th Place** – Ron Micek and Martha Kuffel;
and Bob Rath and Cindy Jacisin

Finally, our Thomas R. Harwood Novice of the Year team was Stan Knight and Kelly Spillers. Congratulations to all our winners and to everyone who participated in a Rallye this year.



continued

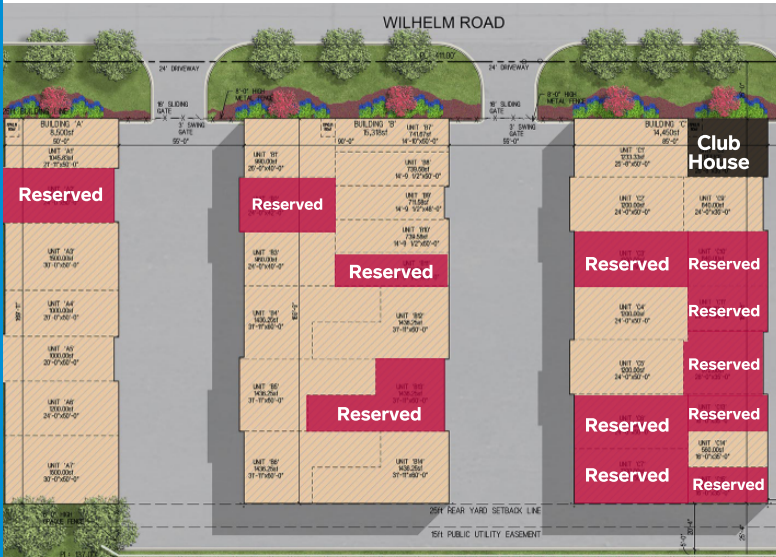
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Rallye 5 and the Season Wind-Up *continued*



Our first year as Rallye Co-Coordiators has come to an end and it's been a great experience. We'd like to thank everyone for their support and encouragement throughout the year. As we look forward to the 2020 season, we'll be trying something new next year: we'll have a Rallye that will be designed using an app that doesn't require checkpoint workers.¹ This is an interesting new concept that has the potential to change the future of Rallying. We also have Rallyemasters that will be planning an away Rallye in the Madison area, so please keep an eye out for these and the other events for 2020.

In conclusion, we want to again thank our 2019 Rallyemasters for their time and dedication in developing their events, and thank those teams that have already volunteered to be Rallyemasters for 2020. If anyone is interested in being a Rallyemaster, please contact us at anna@thenula.com. If you've not previously developed a Rallye, we can assign a seasoned team to mentor and assist with the development of your Rallye, so please, take the next step and design and plan an event! 🍷



¹ For more information on this novel concept, please see "A Thoroughly Modern Rallye," by Jack Stephensen, which ran in the July 2019 edition of *The Chicago Scene*. —*The Editors*.



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Fifty years ago, advanced German fighter planes first flew without piston-driven propellers over the skies of Europe toward the end of WWII, christening the dawn of the jet age. And, more importantly, left America and the rest of the world without a counterpunch. In 1943, disguised in a nondescript location, American aircraft manufacturer Lockheed Martin responded by gathering an exclusive team of designers and engineers to develop America's first fighter jet, the P-80 Shooting Star, designed to replace the legendary North American P-51 Mustang. And thus was borne Skunk Works. As with virtually all Skunk Works programs, the mission was secretive, the deadline urgent, and the mission, virtually impossible.

In the years that followed, Skunk Works was responsible for the world's first spy plane, the high flying U2; the SR1 Blackbird, designed to simply outrun any missile fired in attack; and the invisible stealth technology of the F-117 Nighthawk. Skunk Works also made legendary a desolate, obscure Air Force base filled with conspiracy: Area 51.

Fast forward 50 years, a Porsche team had a more peaceable mission, though as with all so-called "Skunk Works" projects, the program was to be secret, the timeline tight, available Deutsche Marks almost nonexistent, and the goal—to build a better 911—impossible.

Contemplating that a better 911 might not actually be a 911, Porsche Motorsport engineers added the cylinder heads and turbo from the previous 944 Turbo S (951) to the 968 package. The 3-liter displacement stayed, though with only two valves per cylinder and without variable valve timing. Still, this bespoke engine produced an output of 310 h.p. and an eye-opening 365 ft./lb. of torque from the 3-liter 4-cylinder engine. Combined with the rear-mounted 6-speed transaxle, the 968 Turbo S was lapping the Nürburgring Ring faster than the 911 Carrera 3.8 RSR, and at a now svelte 2668 pounds, it sprinted to 62 mph in 4.5 seconds and had a drag limited top speed of 177 mph. With this performance envelope available, the engineers could see the handwriting on the wall—no car from Stuttgart would ever be allowed to eclipse the halo of the 911 platform. And also (as expected) Porsche's "Skunk Works" team was not surprised when only two 968 Turbo S vehicles were constructed and raced at the 24 Heures du Mans.

Meanwhile, back in Stuttgart, American designer Grant Larson was working through another "Skunk Works" program, placing a prototype into a container shipped to the Detroit International Autoshow that would finally place Porsche onto firm financial footing: the Boxster. 🍷

Best Quotes of 1993:

"You're killing me, Smalls!" — *The Sandlot*

Phil: *Do you ever have déjà vu, Mrs. Lancaster?*

Mrs. Lancaster: *I don't think so, but I could check with the kitchen.*

— *Groundhog Day*

In 1993: Not from an alternative reality: 25 years ago a Clinton is sworn in to the White House, the first baby boomer to serve as President.

Movies: *Jurassic Park, Sleepless in Seattle, Mrs. Doubtfire, The Fugitive, The Pelican Brief, Schindler's List, Indecent Proposal, Ground Hog Day, and Wayne's World.*

Music: Garth Brooks, Snoop Doggy Dogg, UB40, Nirvana, Pearl Jam, The Smashing Pumpkins, Aerosmith, Meatloaf, and Madonna.

Living in 1993:

Average cost of a new house: \$155,250

Average monthly rent: \$535.00

Average income per year: \$32,500

Minimum wage: \$4.25/hr.

Federal Reserve interest rate: 6.00%

Yearly inflation rate: 2.96%

Unemployment rate: 6.9%

Dow Jones Industrial Average year-end close: 3664

Average cost of a new car: \$12,750

Cost of a 1993 911 RS America: \$54,800

Eggs per dozen: \$0.87

Loaf of bread: \$1.57

Gallon of milk: \$2.88

Postage stamp: \$0.29

Gas per gallon: \$1.16

Movie ticket: \$4.25

Garman GPS: \$599.00

Tuition to Harvard: \$23,514

Fashion from 1993:

- ◆ The fashion of the day includes high-waisted jeans, babydoll dresses with Doc Martens and plaid skirts with belly shirts. The guys wore Carhartt coats, most of which were once worn by farmers and popularized by drug dealers, thanks to the abundance of pockets.

Technology from 1993:

- ◆ The World Wide Web is discovered by Al Gore.
- ◆ Dyson introduces the first cyclonic driven bagless vacuum cleaner.
- ◆ The space shuttle *Endeavour's* mission to correct the Hubble space telescope's poor vision results when it is discovered that without the weight of gravity upon it, the lens floats off its mount.
- ◆ The \$980 million Mars Orbiter crashes into the Martian surface after the final landing protocol program is discovered to be written in metric measure, while the rest of the mission is written in standard English.
- ◆ Ty Warner introduces Beanie Babies.
- ◆ Intel introduces the Pentium processor and brands a 3-tone jingle that gets into your head.

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