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On The Cover: TRAC 2019 • Photo by Neil MacDonald
Contents page: Photos by Jeff Brown

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The Chicago Scene is an official publication of
PCA – Chicago Region. The magazine is
published bimonthly.

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Many more photos from our events are available online:

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CORNER ONE

Here we are, a month from the close of my tenure as the president of PCA-Chicago and eighteen months after I accepted the Board's offer to become the editor of a soon-to-be revamped *Chicago Scene*. As we now prepare for the 2020 season and the Club's transition to a new administration, I'd like to take this opportunity to highlight some of the things that the Club, on your behalf, has accomplished over the last two years. I'd also like to comment on some of the opportunities that lie ahead.

First things first: after discussions with the Board throughout the year regarding the Club's evolving plans and expectations for the magazine, I intend to continue as the editor of *The Chicago Scene* next year. Make no mistake: it's a lot of work, but it's also a lot of fun, and absolutely worth the effort. As I look at *The Scene's* bi-monthly coverage of events, activities, and Club members simply having fun together, I think, "That's the Club I want to be a part of," the Club I want my friends to be a part of, and I hope that's how you see it, too. My ardent hope is that following Club events in *The Scene*—whether local, regional, or national—also gives us "the chance to . . . see that we are all part of one large club," as Shawn Stamnes of PCA's Fox Valley Region so thoughtfully put it in his article that appears elsewhere in this issue.

And as for the past two years? It's also been just about as much hard work as I'd imagined it would be, but it, too, has been worth the effort. The success of Club's Concours workshops and programs confirms PCA-C's national level of excellence, and our season-opening Concours schools have seen record levels of attendance. So, too, with the Club's Performance Car Control Clinic, our Autocross program, and the Club's Driving Tour program, attendance at which generally sells out. The Club's track events at Road America (both RADE and TRAC) and Blackhawk Farms Raceway (we celebrated our 50th season at Blackhawk this year) likewise remain strong, as do our DE events at Gingerman and Autobahn Country Club. And social events? It's hard to recall a time when we've been busier or more active, and it looks like our social events calendar is going to be substantially busier next year. What's not to like?

Challenges going forward? Maintaining a leadership succession plan; attracting new members; maintaining a deep bench of volunteers and event organizers, and ensuring that the Club's communications channels—social media, the website, eBlasts, *The Scene*, and others—are up-to-date, accessible, and responsive to the needs and interests of the membership. That's a handful, but I have every confidence that the new administration both recognizes these issues and will continue to address them.

In sum (and again), it is with real pride and gratitude that I thank you for the opportunity to be of service, not only for the last two years as president, but since Rit and I joined the Club in 2004. What a great ride it has been and will be going forward. Just remember: it's the cars that bring us together, it's the people who make it a Club.

Best always, my friends, and I'll see you at the next one!

Best always,
Neil MacDonald
President, PCA-Chicago Region
fmacdona@aol.com



“

'That's the Club I want to be a part of,' the Club I want my friends to be a part of, and I hope that's how you see it, too.

”



Volunteers of America!

by Stanley Sangdahl

Over the Labor Day holiday, the Chicago Region hosted another standout edition of The Road America Challenge, aka “TRAC.”

The continuing success of this PCA Club Racing event, year after year, is due in large part to the volunteers (both inside and outside the Region) who donate their time, efforts and expertise. The vast majority of competitors from around the country travel to Road America not only for the thrill of driving on this historic track, but because TRAC is recognized as one of the best run Club races anywhere. Every year volunteers step up to help run registration, tech/scales, parking, track touring, the parade drive into Elkhart Lake, the Saturday evening banquet, pit lane monitoring, and gridding the race cars.

It all begins at the front gate, where registration volunteers help our guests get properly registered by signing waivers, handing out event packets, checking driver logs and inspection forms, and selling extra dinner tickets, among many other duties. Thursday evening and Friday morning are very busy but the biggest crowd occurs on Friday afternoon when all the club racers must return to register for the rest of the weekend events. Being greeted by a smiling volunteer always helps everyone get off on the right foot.





Working the grid can be fast and furious, as 8 to 10 volunteers are responsible for directing each car to its assigned position as they arrive in random order. Organizing this chaos takes significant team work, which is made all the more difficult by the constant noise from the engines of up to 60 cars. No sooner has one group of racers been put in order and sent out onto the track than another group starts arriving for their turn and the process starts all over again.

The Enduro races on Monday permit some breathing room between events, except for those volunteers who move over from the grid to pit lane, where they assist the PCA-National scrutineers in monitoring the mandatory pit stops for any safety issues. The payoff for all this hard work? When a grateful driver

continued

TRAC Volunteers continued

gives you the thumbs up as he or she leaves the grid for the track, it makes it all worthwhile.

There were over two hundred racers at this year's TRAC and every one (including their support teams) appreciated the dedication and commitment of each volunteer who made it such a fabulous event, and many—drivers and volunteers—are already looking forward to next year.

Again, thank you and congratulations to all of you who helped the Chicago Region's TRAC weekend become and remain one of the best events in the Porsche Club of America. 🍌



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On The Road (America, That Is)

by Shaun Stamnes¹

This past Labor Day the Fox Valley Region was pleased to again hold a picnic and cookout for our members at Turn 5 at beautiful Road America during the Chicago Region's TRAC event. This event is one of the most popular with our membership. This year 26 FVR members attended the cookout.

The Fox Valley Region is always very grateful to the Chicago Region for being such good hosts and allowing us to hold our event during this time. The racing is always fun to watch but it also shows the true nature of the Porsche Club of America! While walking through the paddock areas we are always met by smiles while looking at the plethora of different Porsche race cars and street cars. The drivers are always willing to answer questions between heats. After a while you realize you simply are among friends you just haven't met yet. It brings to life the meaning of "It's not just the cars, it's the people!" It also gives our members the chance to meet other members from a different region and see that we are all part of one large club.

Another highlight of the day is the drive along the old road




course to the car show on the streets of Elkhart Lake around Siebkens Resort. Once again you see the true nature of PCA and its members as the public has the opportunity to get up

continued



Photos by Jeff Brown, Neil MacDonald & Shaun Stamnes

¹ Shaun is the Vice President of the Fox Valley Region of the Porsche Club of America.



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close and personal with the exceptional cars and their owners. Growing up in rural North Dakota I could only dream of seeing a Porsche let alone being allowed to touch one or better yet, sit in one. It sparked my imagination then and lit a fire for the marque that burns just as fiercely today. To witness others who are as dedicated to the brand and willing to share their passion with the next generation is truly special and not to be missed!

Thank you again to the Chicago Region for your hospitality and we hope to attend again next year! 🍷

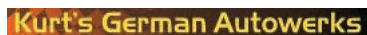


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2019-20 EVENT CALENDAR

NOVEMBER

- 6 Board Meeting
- 9 Porsches & Pastries 6
- 9 Fall Tech Session

DECEMBER

- 1 *The Chicago Scene* Content Deadline
- 7 Dinner Dance - Social

JANUARY 2020

- 19 General Membership Meeting

For up-to-date details, please check:
<https://pca-chicago.org/cms/news/event-schedule>





UNTIL NEXT YEAR, THANK YOU

Checked out Chicago

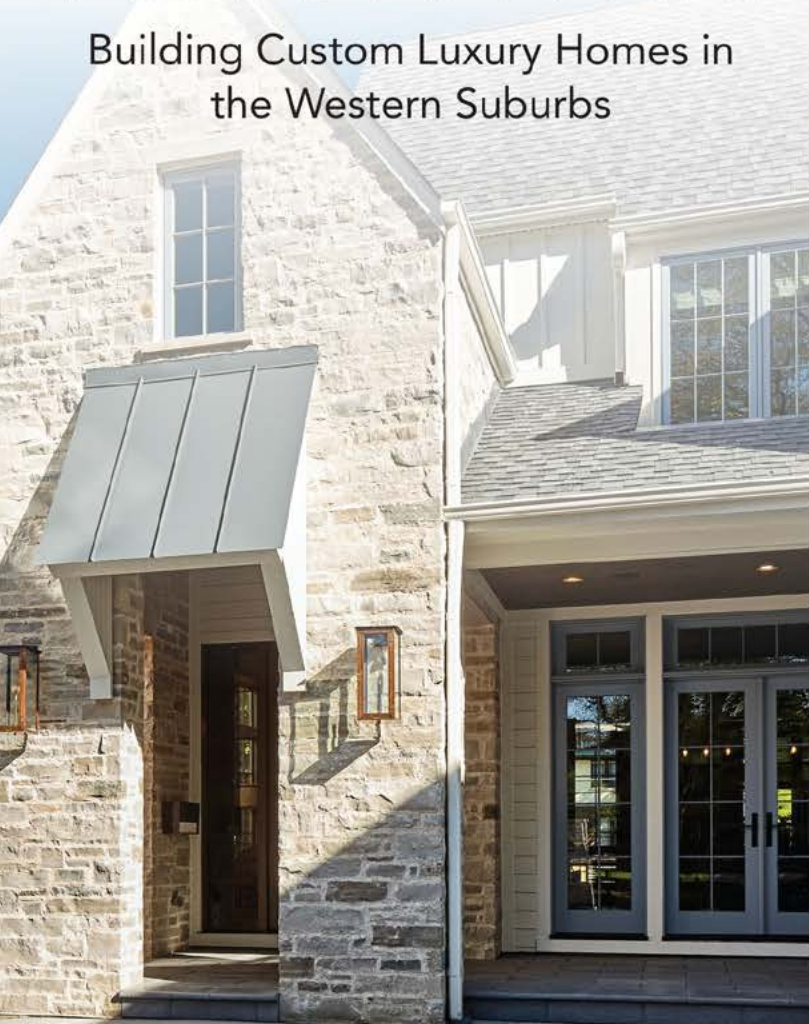


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Reflections on the Farnsworth House

by Nicolas Anderson

On August 11, PCA-Chicago was given a unique opportunity to combine its third Concours event with a private tour of the Farnsworth House—one of the 20th century's most celebrated architectural icons—and a SparkShop charity photo op with our immaculately detailed Porsches poised in the foreground.

The Farnsworth House, commissioned by Dr. Edith Farnsworth as a weekend retreat from nearby Chicago, was designed and built by architect Ludwig Mies van der Rohe between 1946 and 1951 as an experimental concept for residential living.¹

Mies used only steel and plate glass to create this masterpiece, and on first encounter, one is struck by the apparent lightness of the dwelling, which appears to float above the landscape. With its substantially open floorplan, the Farnsworth House projects



¹ A German émigré in the late 1930s and the last director of the Bauhaus, Mies is regarded as one of the pioneers of modernist architecture. After arriving in Chicago, he established the School of Design at the Armour Institute of Technology (now the Illinois Institute of Technology). As an alumnus of IIT's School of Architecture myself, I regarded this event as an opportunity to revisit a masterpiece with a fresh set of eyes, an immaculately clean Porsche, and a new group of friends in search of a really cool place to show our own masterpieces!



a minimalist, weightless appearance by elevating the home above the ground, eliminating exterior walls, bracing the span between the columns, and using structural steel window mullions to minimize the primary structural profile of the roof and floor.

The effect is a free articulation of space that connects the structure, interior, and landscape, thereby permitting a phenomenological experience with the environment as it unfolds throughout the seasons. As Mies himself later observed in reflecting on this uniquely personal project, "If you view nature through the glass walls of the Farnsworth House, it gains a more

continued



profound significance than if viewed from the outside. . . . [I]t becomes part of a larger whole." And as a fusion of art and science, structure and enclosure, this architectural icon continues to influence the aesthetic discourse of today.

Notwithstanding the substantial flooding of the nearby Fox River over the years, the Farnsworth House remains an enduring and timeless presence on the low banks of the Fox River, a living testament to the brilliance of imagination and innovation ahead of its time. ▀



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Notes from the Concours Field

by Alex Block



Concours 3, August 11

Our third Concours of the season took place on the picturesque grounds of the Farnsworth House in Plano, IL. While rain dampened our travels in the morning and threatened to reappear as the day progressed, our participants persevered as they prepared their Porsches for judging in the early afternoon. We had 17 judged entries, with 3 participants new to the program who were competing with our seasoned Concours veterans.

The first-place finishers were: Henrique Regina in Full Class, with his 2008 Cayenne GTS; John Moore in Touring, with his 1971

911E Targa; Don Janes in Show, with his 2013 911 Carrera; and Nicolas Anderson in Exhibition, with his 2006 911 C4S. While not as large as some of our other events, the passion and camaraderie for Porsche was palpable at this Concours. After judging had finished, some of us remained to join in the remarkable tour of the Farnsworth House that had been organized by fellow Club member Steve Kuk, covered elsewhere in this issue.

Thank you all for your participation and dedication to the Concours program!





Concours 4, August 31

We were graced with great weather for our fourth Concours event, held once again in front of the famous Stop-Inn Tavern at Siebkens Resort, in scenic downtown Elkhart Lake, Wisconsin. With the sound of race cars in the distance, our participants arrived to finish preparing their cars and to enjoy the festivities

in downtown Elkhart Lake. We had 20 judged participants, with an eclectic variety of cars making up the field.

The first-place finishers were: Henrique Regina in Full Class, with his 2008 Cayenne GTS; John Moore in Touring, with his 1971 911E Targa; Mark Prescott in Show, with his

continued



2012 Cayman R; and Jim Stephenson in Exhibition, with his 1956 356 Speedster. After the awards had been presented and the streets were cleared, the race car parade from Road America arrived to park with us on the streets surrounding Siebkens.

Thanks to all who volunteered their time and attended. Your continued efforts help to ensure the ongoing success of these events. 🍷





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The SOCIAL SCENE

by Steve Kuk



The Geneva Show & Shine

The Club's August Show & Shine took place against the backdrop of the Geneva Concours d'Elegance, on a gorgeous day perfect for strolling through downtown Geneva, IL, taking in a stunning array of cars representing scores of marques from almost every decade in the history of the automobile. As always, the main streets are filled with throngs of auto enthusiasts of every stripe, and tasty treats are also available from a range of charming and wonderful restaurants and taverns, so please plan to make a day of it next year, too.

This jewel of an event has been championed by Chuck LaMantia and Keith Clark for many years, and the Club's Show & Shine presence has continued to grow throughout that time.

Please mark your calendars for August 23rd, 2020, and the next time you see Chuck and Keith, please thank them for keeping this event out in front of us for all to enjoy!





The Farnsworth House

Last year, fellow members Adam Kern and Alex Block floated an idea for a Club event at a place I'd never heard of, though it's practically in my own neighborhood: the Mies van der Rohe-designed Farnsworth House in Plano, Illinois. After a small group of us toured the house and grounds, we agreed that the site would make a fabulous venue for a combined social and concours event, and to really showcase the timeless beauty of our own favorite Porsches.

Though it took nearly a year to secure approvals from all of the Farnsworth stakeholders, the effort proved to be well worth it for the 100+ Club members who attended: we were all blown away by the house, the grounds, and the knowledgeable Farnsworth House staff.

We also organized a very special "photo op" / charity fundraiser for SparkShop, the Club's Charity of the Year for 2019: twenty members made donations for the opportunity to have their cars photographed by Club photographer Jeff Brown in front of the Farnsworth House. As they say, the pairing was inspired: a social event organized to honor renowned masters of their respective fields of endeavor. Mies, meet Ferdinand and Butzi; Ferdinand and Butzi, meet Mies! And our SparkShop team was thrilled by the \$1,000 in donations that the event generated to support their great work.

Porsches and Pastries 4

Last year, we came out to Mount Prospect to have our first Porsches & Pastries in that area. It went so well that we went back this year for a second helping, and it went even better: we had a great day, with over 100 members in 60 cars who showed up. And while we had our normal fun, we also tossed in a little variety, including a prize for the driver who came the furthest (the team from Maryland easily won that one!), and the newest member (just one week). To encourage good behavior, we also held a raffle that was limited to those members wearing their Club name badges, a practice we intend to continue going forward! If you don't have a badge, please contact Mark Prescott, our Membership Coordinator, at pca.chicago.mbrship@gmail.com.

See you soon! 🍷



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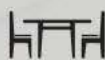
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Highlights and Hot Times!

by Shawn and Sally Folkes



Hi folks, and welcome back to the world of PCA-C Autocross!

AUTOCROSS 4 HIGHLIGHTS

Event 4 was held at the Tire Rack Test Track, in South Bend, IN. The Tire Rack's mini road course places a premium on a driver's ability to drive the given line fastest, rather than choosing the best line. Times become compressed. The differences between winning and losing are even closer than usual – hundredths count!

And, in the morning, the timer wouldn't work! Huge thanks to Patrick Roussey, from PCA Michiana, and to Tim Crowley and Gordon Zhao for driving 1½ hours to pick up Michiana's timer for the afternoon.

The Results:

Brian Jackson won Vintage Class by 0.4 seconds. Adam Kern barely missed FTD (by 0.2), but won B4 with his '07 Cayman, beating his co-driver, Gordon Zhao convincingly this time. Bill Blumthal barely edged out Steve Miller (by less than 0.02 seconds!) for the B5 win. Stanley Sangdahl won B8, Phil Kivarkis won an 8-driver Combined Class 1, and Bill Fitzsimmons laid down the smack, winning Combined Class 2 by an enormous 1.8 seconds and taking FTD. Great job, Bill!

In Ladies' Classes, Heather Ingraham won LB3 (it's impressive, what she can do with a Macan), and Jenna Samp took home her fourth consecutive FTD of the season in Ladies Combined!



AUTOCROSS 5 HIGHLIGHTS

According to the meteorological law of Autocross, Chicago car washes must have been packed with Porsches the week before September 21, because it poured! Strategy changed with every run, for every car, dependent on whether you had regular street tires, all-wheel drive, better “Nannies,” how dry it was when you ran, and how smooth your inputs were.

The Results:

In Ladies’ Class, Jenna Samp won with a 43.1, despite competing with Heather Ingraham’s AWD Macan. FTD was the usual Jenna Samp/Anna Skura battle; this time Anna broke Jenna’s four-event FTD winning streak by taking Combined Ladies’ Class and Ladies’ FTD, with a stunning 42.2!

Bob Rath won Vintage in his 914, Gordon Zhao won revenge over his car owner, edging Adam by 0.1 seconds, I held onto the win in

B7. William “Buz” Browne won Men’s Combined 1 by 0.1 seconds over Chris Racelis, Bill Blumthal scored a second consecutive win in Men’s Combined 2, Evan Flower won Men’s Combined 3. Finally, Chris Dvorak, my co-driver (maybe I should take back my keys), won Modified with an FTD time of 39.5!

At the trophy presentation, Adam thanked everyone who helped him during his first season as Autocross chair. We should also thank Adam: he ran a great season, doing what is often a thankless job!

WRAPPING UP THE SEASON

Autocross season awards (class winners and Overall) will be presented at the Dinner Dance on Saturday, December 7. See you at the Dinner Dance, and see you next season, in a parking lot near you!! 🍷



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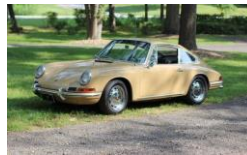
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Fast Forward

by Jenna Samp

My family has been a part of the Porsche Club ever since I can remember. Going to Potter's Picnic as a kid and getting an old-fashioned Coke bottle out of the machine, or playing on the teeter totter while my brother would try to catapult me off of it were some of my favorite childhood memories. The best memories, though, were the Porsche rides in my dad's 1972 911T. Little did I know then that I'd become involved with the Club in a completely different way: as a driver and a competitor!

That part started in April 2018, when I went to my first Precision Car Control school. I remember waking up to rain, sleet; and an overall nasty day to autocross.¹ I called my dad that morning to discuss going at all, based on the sloppy weather. After speaking,

though, we decided to push ahead, but I did use my dad's Audi, with all-season tires, AWD, and the best part: seat heaters.

Once we got there, and after introductions to my Dad's Club friends, it was off to "school." We reviewed the rules, discussed lots of AX tips, and then it was car time. The first part was the skid pad, where they applauded the drivers who pushed it hard enough to spin out. Now that I think about it, I completely get it, but I sure didn't at the time—encouraging reckless conduct? No; knowing the limits, and what to do when you get there—so at the gate, I asked for an instructor "ride along." My first time through I was probably traveling at horse trot speed, but as I went around again and again I got faster and more confident.

continued on page 36



¹ We covered that truly "nasty day" in the July 2018 issue of *The Scene*, and we're glad you came back, Jenna! — *The editors.*

The next exercise was acceleration and braking. Buz Browne, who was working this activity, told me not to get scared and hit the brakes early, as this is the biggest mistake people make. In my head, I didn't think that I'd do that (and Buz, this is the *only* time I'll tell you that you were right!), but of course I hit the brakes at the first cone, nowhere near the third cone, where he told me to hit the brakes. So I tried again, and this time, everyone at that station cheered that I got it! *That* was when I knew I could trust the car *and* be confident behind the wheel. By the last station (the slalom), I was feeling much more comfortable with the car and my ability to handle it through the cones.

After completing the PCC school, I participated in four AX events last year, and each event was rewarding, addicting, and an adrenaline rush. In my first AX, I was nervous and concerned about getting lost on course. Soon enough, though, I remembered Buz's prior "ride along" support: he'd looked at the times on my run tickets, and said, "Look at your times. Why do you need me in the car?" I realized he was right, and last year's events helped me to improve my car control, and really push the car towards its limits. And as to this year's autocrosses? I've had fastest time of the day-four consecutive events, so I guess I'm starting to absorb it.

It's been great to compete against such excellent drivers, especially the women AX veterans who constantly challenge me to get better. I'm a very competitive person, and growing up with an older brother, I've always played sports or activities with his friends and teammates. Playing soccer throughout my life—



▲ Jenna Samp (right) and Anna Skura (left) were both award winners at AX 4, and Bill Samp (No. 30 below) hauling the freight in South Bend.

balance and keeping your eyes down field—has also played a role behind the wheel. My dad still hasn't beaten me in his Cayman S, but I know he's perfectly okay with that (thanks Dad) and proud of me, too! My Club experience really has become a family affair for my brother, my dad and me, and I'm thankful that my dad trusts me enough to let me drive his car and for teaching me about the mechanics of the car growing up.

Autocrossing with the Club isn't just a hobby or a pastime. It's a network of Porsche lovers that's built on a foundation of respect and an understanding that competition makes us all stronger. What a Club!! 🍷





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Rallye 4: THE LONG ONE

by Anna Skura



The Club's fourth Rallye of the season

was held on September 8, 2019, with Rallyemasters Megan Nogasky and Jack Franks inviting their fellow Rallyists to join them at their starting point in Crystal Lake. While the day started off gloomy and misty, clouds and rain eventually gave way to sunshine just as we all set off.

This Rallye, appropriately titled "Choose Your Own Adventure," was designed to give each team repeated opportunities to choose their own adventure. In this regard, many instructions contained "or" statements, thereby requiring each team to choose between alternate instructions. Other instructions contained ▶



compound instructions, with multiple “or” statements separated by an “and.” As a result, each team had to make quick decisions between alternatives at each intersection, with a correct choice keeping teams on course, but an incorrect choice taking them off course, thereby incurring time delays. Even some seasoned Rallye teams found this one to be a real challenge.

The second leg of the Rallye, totaling 29 miles—yep, 29 miles—contained instructions that took teams from the start point to the end point without a single street name being used in the instructions. You can see how this Rallye challenged many of us!

So far, Rallye 4 earned the distinction of being the longest Rallye of the year. It required teams to remain sharp and focused for over five hours—yep, *FIVE HOURS!*—notwithstanding the “distraction” of driving through some of the prettiest areas in

the far northwest suburbs we’ve ever seen. Nonetheless, the scenery kept things interesting and made time fly by. The Rallye ended at the Crystal Lake Rib House where great BBQ was enjoyed by all while scores were tallied.

Once the scores were reviewed and audited, long-time Club members Sharon and Steve Olson wound up in first place in the “SOP” category; Elizabeth and Blake Hobson were best scoring Novices; and new members Lisa and Darek Nowak took the top spot in the Touring category.

Because the competition has been fierce all season, it shouldn’t surprise you to learn that Rallye 5, on October 6, will determine year-end positions; it’s that close, my friends, so stay tuned for the announcement of final results in the January 2020 issue of *The Chicago Scene!* 🍷





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UNITED STATES POSTAL SERVICE® (All Periodicals Publications Except Requester Publications)

1. Publication Title: Chicago Scene
 2. Issue Frequency: Bi-Monthly
 3. Issue Date: 10/2/19
 4. Issue Number: 0006381
 5. Annual Subscription Price: 42.00
 6. Complete Mailing Address of Headquarters or General Business Office of Publisher (Not printer):
Ed Seike
959 Lee St Des Plaines IL 60016-6545
817-821-4825
 7. Complete Mailing Address of Current Office of Publication (Not printer) (Street, city, county, state, and ZIP+4):
Ed Seike
959 Lee St Des Plaines IL 60016-6545
817-821-4825
 8. Complete Mailing Address of Headquarters or General Business Office of Publisher (Not printer):
Ed Seike
959 Lee St Des Plaines IL 60016-6545
817-821-4825
 9. Full Name and Complete Mailing Address of Publisher, Editor, and Managing Editor (Do not leave blank):
 Publisher (Name and complete mailing address):
Ed Seike
959 Lee St Des Plaines IL 60016
 Editor (Name and complete mailing address):
Susan Shire
1897 Mission Hills Lane Northbrook IL 60062
 Managing Editor (Name and complete mailing address):
Susan Shire
1897 Mission Hills Lane Northbrook IL 60062
 10. Owner (Do not leave blank. If the publication is owned by a corporation, give the name and address of the corporation immediately followed by the names and addresses of all stockholders owning or holding 1 percent or more of the total amount of stock. If not owned by a corporation, give the names and addresses of the individual owners. If owned by a partnership or other unincorporated firm, give its name and address as well as those of each individual owner. If the publication is published by a nonprofit organization, give its name and address.)
 Full Name: John Rafter
 Complete Mailing Address: 2814 Industrial Ave
Suite 108
Barrington, IL 60010
 11. Known Bondholders, Mortgagees, and Other Security Holders Owning or Holding 1 Percent or More of Total Amount of Bonds, Mortgages, or Other Securities. If none, check box None.
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 12. Tax Status (For completion by nonprofit organizations authorized to mail at nonprofit rates) (Check one):
 The purpose, function, and nonprofit status of this organization and the exempt status for federal income tax purposes:
 Has Not Changed During Preceding 12 Months.
 Has Changed During Preceding 12 Months (Publisher must submit explanation of change with this statement)
 PS Form 3526, July 2014 (page 1 of 2) Publication page #1 PSN: 7525-01-900-9031 PRIVACY NOTICE: See our privacy policy at www.usps.com

13. Submission Title: Chicago Scene
 14. Issue Date for Circulation Data Below: 9/1/19

15. Extent and Nature of Circulation:
Membership

	Average No. Copies Each Issue During Preceding 12 Months	No. Copies of Single Issue Published Nearest to Filing Date
a. Total Number of Copies (Net press run)	2,278	2,278
b. Paid Circulation (By Mail and Outside the Mail)	1,425	1,425
c. Paid Distribution Outside the Mails including Sales Through Dealers and Carriers, Street Vendors, Counter Sales, and Other Paid Distribution Outside USPS® (e.g., First Class Mail®)	853	853
d. Total Paid Distribution (Sum of (b), (c), and (4))	2,278	2,278
e. Free or Nominal Rate Outside County Copies included on PS Form 3541		
f. Free or Nominal Rate In-County Copies included on PS Form 3541		
g. Free or Nominal Rate Copies Mailed at Other Classes Through the USPS (e.g., First Class Mail)	20	20
h. Free or Nominal Rate Distribution Outside the Mail (Carriers or other means)	20	20
i. Total Free or Nominal Rate Distribution (Sum of (e), (f), (g), and (h))	20	20
j. Total Distribution (Sum of (i) and (d))	2,298	2,298
k. Copies not Distributed (See Instructions to Publishers at page #12)	-	-
l. Total (Sum of (j) and (k))	2,298	2,298
m. Percent Paid (Sum of (d) divided by (l) times 100)	99.13%	99.13%

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c. Total Paid Distribution (Line 15d) + Paid Electronic Copies (Line 16a)		
d. Percent Paid (Sum of (b) and (c) divided by (l) times 100)		

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17. Publication of Statement of Ownership:
 If the publication is a general publication, publication of this statement is required. Will be printed in the Winter issue of this publication. Publication not required.

18. Signature and Title of Editor, Publisher, Business Manager, or Owner:
Ed Seike Date: 10/2/19

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When icons blur art, fashion, sports, product marketing and time, Martini Racing (like Steve McQueen) feels like it has always been a part of the Porsche design lexicon. What is often lost is that Martini & Rossi is after all vermouth, and that Martini is also associated with Rallye cars from Lancia, Williams F1, Alpha Romeo Touring cars and, until recently, Ferrari. If you own a Porsche, Martini is and always will be uniquely Porsche.

Advertising unrelated to racing or automobiles was permitted for the first time on the bodywork of race cars by the FIA in 1968. Martini & Rossi stickers appeared on a Porsche 910 the very same year, and Martini has been a Porsche brand staple ever since.

In celebration of the Porsche 935 and 936 race car victories of 1969, '70, '71 and '76, all under full Martini & Rossi livery, 924 buyers had the option of ticking off factory order M426, the 924 *Martini Championship Edition*. During its 12-year run as the brand's entry level sports car, the first limited edition 924 can be distinguished by its now iconic Martini & Rossi stripes of dark blue, light blue and red over white or silver race cars. Front and rear sway bars were added for the parking lot *gran prix*; the dash and seats featured upgraded materials and genuine leather covered the steering wheel; boldly-painted white alloy rims accented the tire-wheel treatment; even bolder scarlet red seat inserts were piped in blue, all surrounded by black leather; and Martini & Rossi stripes highlighted the headrests. Finishing the eye popping interior were scarlet red pile carpeting (which required tinted windows) and a commemorative plaque, bearing the model name and sequence number, which adorned the center console.

Unlike the 935 and 936, however, the lovely 924 body shape remained mated to a blistering 95hp Audi-sourced engine until it later shared a true Porsche-designed unit with the legendary 944/928.

Fashion from 1977:

- Fringed leather jackets. Long dresses with a poncho. Narrow leg corduroy jeans. Suede cloth jumpsuits. Gaucho pants. Adidas Campus basketball shoes are introduced and later become a hip-hop phenomenon.

Technology from 1977:

- Aboard the back of a high altitude NASA test 747, the space shuttle *Enterprise* glides back to earth, paving the way for a cost effective, reusable space platform.
- Chia Pet, Cracklin' Oat Bran, Opium (the perfume), Post-It notes, Reese's Pieces, SlimFast, Underoos, and Lego Technic (permitting more advanced models and more complex functions than the basic brick-stacking Lego), resulting in the Porsche GT3 model under PCA members' Christmas trees everywhere.

Culture

Born in 1977: John Cena, Kanye West, Shakira, Tom Brady, Orlando Bloom, John Mayer, Jason Aldean, Sara Michelle Gellar, Donald Trump Jr., and Ludacris.

Left the building in 1977: Elvis Presley, Charlie Chan, Groucho Marx, Bing Crosby, Joan Crawford, and Ronnie Van Zandt.

Movies: *Star Wars Episode IV, Saturday Night Fever, Close Encounters of the Third Kind, Smokey & The Bandit, Oh God!, The Spy Who Loved Me, The Deep, High Anxiety.*

Music: Fleetwood Mac *Rumours*, Paul McCartney *Wings Over America*, Linda Ronstadt *Simple Dreams*, Eagles *Hotel California*, Barry Manilow *Live*.

Living in 1977:

Average home: \$54,200

Average income per year: \$13,572

Minimum wage \$2.30/hr

Yearly inflation rate: 11%

Dow Jones Industrial Average:

High 999, Low 800

Average cost of a new car: \$4,500

Eggs per dozen: \$0.82

Loaf of bread: \$0.36

Gallon of milk: \$1.68

Postage stamp: \$0.13

Gas per gallon \$0.62

US population: 219,760,875

Best Quotes of 1977:

Princess Leia looking at the Millennium Falcon for the first time:

"You came in that thing?

You're braver than I thought."

– *"Star Wars Episode IV"*

"Trust me, just like it says on the money."

– George Burns, in *"Oh God!"*

Paula McFadden: **"I thought you said you were decent."**

Elliot Garfield: **"I am decent.**

I also happen to be naked."

– *"Good-Bye Girl"*

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– Jimmy Carter



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