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July 2018

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RADE 2018

Tech Team

Rallyes

Spring Driving Tour



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On The Cover: Spring Driving Tour 2018 • *photo: Eric Griffith*

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THE CHICAGO SCENE

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CORNER ONE

You may recall that back in February—an age in these digital times—I circulated by eBlast a two-question *Scene* poll: “Do you read *The Scene?*,” and if so, “Do you prefer a paper copy or a digital copy?” Surprisingly, the number of responses was both substantially above the norms for polls submitted to an “external,” non-captive audience; and fairly evenly split, given that the poll was submitted electronically. Of those members who did respond, 45.3% preferred paper, 41.6% preferred digital, and 10.1% expressed no preference at all. Only 3% did not read or just glanced at *The Scene*.

Not surprising, though, was the thoughtfulness of many of your responses. This included comments about cost-effectiveness of print versus digital, relevance of content in a quarterly format, delivery timeliness in a digital world, as well as the hand-crafted “feel” of a high quality, region-focused paper magazine, which *The Scene* always has been. (We do drive Porsches, after all.)

Your Board of Directors shares these concerns, and its consideration of a number of possibilities with respect the Club’s newsletter is ongoing. Based on this review, our goal for 2018 is to publish a revamped *Chicago Scene*—the traditional name has been restored—in print and with a renewed focus on written content, on the following schedule: July (here we are), September 1, November 1, and January 1, 2019.

As you may know, I’m a big supporter of *The Chicago Scene* and the opportunities it presents. First and foremost, every issue should be an affirmation of who we are as a Club and the things that bring us together. *The Chicago Scene* should also reflect our shared commitment to excellence; “good enough” is not always good enough. Finally, because *The Chicago Scene* is an integral part of the image of ourselves that we present to the community, it should project the values we share and the commitments we’ve made.

And this brings us squarely to content. We need your insights and your contributions. What is it you like about the things you do with the Club and the people you do them with? What do you say about the Club’s events to your friends? To non-members? Give some thought to writing an article about those things, and then give me a holler or drop me a line to talk about turning your thoughts into a short article. Remember, you don’t have to write a *magnum opus!*

Finally, if you see something you like in *The Chicago Scene*, please say so. And if you see something you don’t like, please say so. Remember that this is your magazine and your Club; the success of this entire enterprise depends on your participation.

This is a great opportunity. Let’s work together!

Best always,
Neil MacDonald
President, PCA-Chicago Region
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*We need your
insights and your
contributions...*

*Remember, you
don’t have to write
a magnum opus!*



2018 PCC/AX Update: Less Down Time, More Fun Time!



by Scott McClement

Photos by Jeff Brown & Neil MacDonald

The Precision Car Control / Autocross (“PCC/AX”) season is off to a great start.

The School was well attended (46 students) on a day that was ideally suited for an Eskimo Duck: cold, rain, sleet, and snow, then repeating as necessary, but the day ended up successfully. The students had fun, learned a lot, and the instructors and staff were enriched by the experience, and gained a deeper appreciation for the meaning of the word “COLD.”

On a more serious note, let’s give a special thanks to Cheryl Lehman Collier and Jim Ptak for their hard work and contributions as PCC/AX School Coordinators over the past 5 years! Both have “retired,” and we wish them all the best.

Next up, we’ve incorporated some changes to our program that are already improving the experience for everyone. For example,

- we invested in wireless timing equipment, which allows more flexibility in course design, since our course layouts are no longer limited by the length of the timing wires.
- we streamlined the registration process and limited the number of participants to 60. By requiring online event pre-registration, we can download participant info directly from Club Registration to our timing equipment, which improves accuracy and efficiency, since incorrect car or participant information typically cause delays while the



▲ clockwise from top right: Joe Morsello at the Start Box, Scott McClement celebrating a successful student run, Jim Ptak going through his classroom paces, and the father/son timing team of Pete and JP Bukantis.

◀ left: Carl and Lima stay warm.

misinformation is corrected. Every minute of down time is a lost minute of fun time!

And thanks to guidance from our friends at the Windy City Miata Club, we've implementing some additional operational changes in event management. For example, as drivers finish their last runs for a run group session, they'll park their cars and relieve corner workers on a rolling basis. In turn, the replaced corner workers will leave their work stations, get to their cars, and line up in the starting area. This "rolling changeover" alone permits an extra hour of drive time per day.

Not surprisingly, feedback on this change has been very positive. And finally, we've begun to mark newbie vehicles with an "X" if the driver has participated in fewer than five PCC/AX events. This encourages more seasoned drivers to identify, engage, and welcome our newcomers!

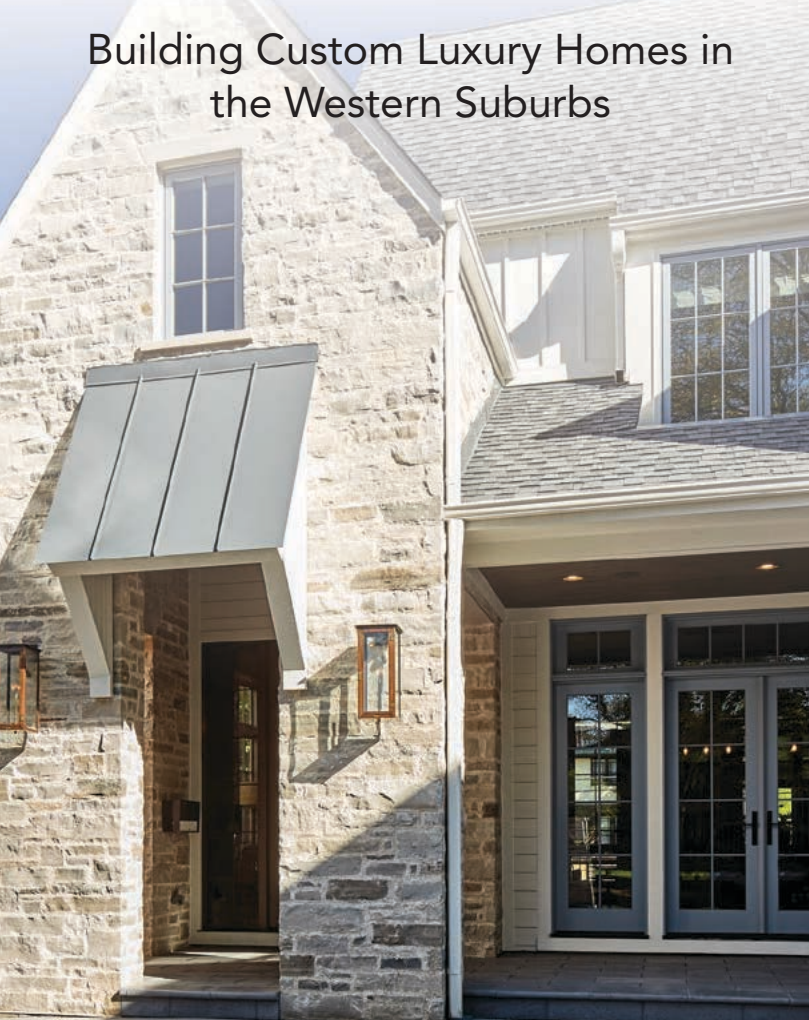
We're still in the "beta test" mode for these new steps, but we're confident that these changes will enhance the overall event experience.

Please come out and join us! 🍷



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Rallyes, Laws, and Sausages: The Art of the Rallye in Two Easy Lessons

by Ann & Tom Snyder



1. Preparing the Feast!

“Those that respect the law and love sausage should watch neither being made” is a quotation attributed to Mark Twain about our Congress, though the sentiment has also been attributed Otto von Bismarck. This presumably demonstrating that some things never change.

So why compare a rallye with the mysteries of laws and sausages? Well, there are indeed some who believe that rallyes are inherently unsettling, so we write to correct the record.

First, the Rallye Master’s goal is not to encourage confusion or unease. Rather, it is to present a mix of ingredients that together create an enjoyable but challenging experience. This



includes a selection of beautiful roads; a companion with whom to share the experience; formulating instructions that are not too obvious, but not impenetrable; and the joy of driving your Porsche. Stir briskly for approximately three hours, and voila: you have an event that is satisfying both for newcomers and for long-timers, and is garnished at the end with a swirl of awards for successful participants.

Like many things worth doing, rallye requires persistence. For those who do not yet fully appreciate the finer points of blazing their own course in the countryside, however, we offer a Touring Class, with simplified instructions, as a way to develop your skills. Our event rules also allow you to be a Novice for two years, so you can learn at your own pace. We also recognize the best-scoring novices as well as the overall winners.

But hey; whether you finish towards the front or the back of the pack, you'll be gaining knowledge, and you'll spend a day driving your Porsche with like-minded enthusiasts. That, my friends, is a day well spent!

2. Enjoying the Feast!


Rallye 1, held on Sunday May 20, started and ended in Wheaton, but in between, we logged a 79 mile "course" over 2½ hours of actual driving time. We called the event "Another Nice Sunday Drive" for good reason: as one participant observed at day's end, "I'm always astonished that so much



beautiful countryside exists so close to the City and the suburban sprawl!"

The weather forecast for Sunday was ugly, and though we did get a sudden shower during our first leg, our Rallyes go rain or shine, and ultimately, a little water did nothing to dampen our enthusiasm.

Of the twenty-one teams that participated, ten were Novice teams, four of which participated under Touring instructions. Back in Wheaton afterwards, we gathered at Warren's Ale House to discuss the day's events. There were smiles all around and some interesting stories, and for the record, while we do provide delay allowances for situations outside your control, "my driver is outside of my control" is not one of them. 🍷



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SAFETY FIRST: IT'S WHAT WE DO.

by John Westra

Photos by Jeff Brown & Neil MacDonald

The PCA Chicago Tech Team are the people between you and the track at our Driver's Education events. For anyone who's ever seen a PCA-C Tech Sheet and wondered why we

have so many rules, it's simple: they're intended to maximize your safety and the safety of your fellow Club members.

This isn't easy. We need to be familiar with dozens of general issues that can arise on any car at any event, but as drivers advance through the run groups, the stresses on their equipment increase. Our goal is to try to make sure that issues don't become problems. Having said that, it is you as the driver / owner who ultimately is responsible for the mechanical integrity of your vehicle, your own safety and that of the drivers who share the track with you.

At every event, we coordinate with the Club's safety officers, driving instructors, grid workers, black flag station (ugh; don't go there!), and race control. We help participants move between run groups, assist instructors in moving novices towards solo driving, and re-inspect cars and

"We tech upwards of 150 cars at an event." Help us to help you.

— Peter Faehnrich, PCA-Chicago Tech Team Coordinator, on behalf of the Club's Tech Team.

equipment as needed. On non-track days, we're also a resource for information about track day safety, so give us a call; if we don't have an answer, we know someone who does. In

addition, we hold tech workshops throughout the season. This includes our recent Data Acquisition Workshop in February; a Spring Tech Session in March that focused on issues the Club's Tech Sheet is intended to identify; and an upcoming November Tech Session. Send your ideas for topics.

We support the PCA National Club Racing program every year at our annual Labor Day event—The Road America Challenge (TRAC)—which combines DE and Club Racing on the same weekend. We assist the PCA National Stewards who monitor all aspects of these competitions to make sure that the drivers' equipment remains in spec with National Club standards. Following a race, we scale dozens of cars to check that weights remain within spec for each class. As you can imagine, moving hot-off-the-track racecars on and off the scales is a demanding job. To watch or volunteer to assist in

this process, just ask at TRAC and we'll point you in the right direction.

PCA-Chicago is an organization of volunteers willing to give back to the Club, and volunteering on the Tech Team is a great way to support those efforts. In addition, you'll learn more about really using your Porsche and will make a lot of friends. Before many of our DE events, we also hold our trademarked "Steaks and Brakes" at Tech Team member homes to swap out brake pads, flush brake fluids, and change rotors, followed by a steak dinner. Remember, though: first we "brake," and then we "steak."

For more information about our Tech Team, please contact us at: <https://pca-chicago.org/cms/tech>. 🍗

From technical workshops, to essential track day tech support, PCA-Chicago's Tech Team is an integral part of the Club's overall safety program, and a great source of information about your car.



Tech Line Do's and Don'ts

The PCA Chicago Region typically hosts seven DE events on four different tracks each season. To make sure that our time together in the Tech Line is brief and satisfying for all of us, following these simple steps before coming to the Tech Line should get you out on the track as quickly as possible:

- 1 Go to Registration first.** We need to know you are registered, paid, and which day(s) you're running before we can approve your Porsche. If you don't first have a wristband from Registration, get one.
- 2 Fully complete your current-year Tech Sheet.** The information on the Tech Sheet changes annually in coordination with PCA-National. If you have two drivers, complete two Tech Sheets. If you forget your Tech Sheet, please have \$5 ready for a "donation" to PCA-Chicago's Charity of the year (this year, it's 826CHI, at <https://www.826CHI.org>). We tech upwards of 150 cars at an event, so if you show up without a completed Tech Sheet, you and the folks behind you in the tech line will have the satisfaction of knowing that you contributed to a worthy cause.
- 3 Empty all loose items from your Porsche.** Think of how easy it is to forget something on a visor or in the center console, and then think about the consequences of that projectile whizzing around the car under hard braking or sharp turn-ins.
- 4 Have your numbers on.** We are required to validate that the car registered and stickered to run is the car approved to enter the racetrack. Asking to apply numbers after you leave does not allow us to certify that the Porsche and driver(s) are running as registered.
- 5 Torque lug nuts under our supervision.** You would be shocked how many people need to spin the lug nuts a full turn of a torque wrench after guaranteeing that they had just been torqued by their mechanics. Remember to re-torque after every track session once your Porsche has cooled for continued safety, and if you don't have your own torque wrench, just stop by Tech.



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The 2018 Concours Program: A Brief Overview

by John Blyth, Concours Event Chair

It's been a very busy year to date and we've yet to hold our first competition! We started with an intro to the basics of cleaning a car in February, passed through our Concours Novice School in March, where 25 "newbies" were introduced to the process of preparing a car for competition, and returned to our Judges' School in April, where participants gained valuable experience in understanding the concours judging process.

This season, we have five concours events scheduled, though Concours 1, at The Promenade in Bolingbrook, will be in the rear view mirror by the time you read this.

Concours 2, on July 21, takes place at Potter's Picnic, one of the Club's signature events, with great cars, music, camaraderie, delicious food, tasty beverages, and games for the kids. Please come out to enjoy this wonderful day.

For Concours 3, held on August 12, we'll be using a beautiful grassy area and adjacent playground on the campus of the University of Health Sciences, in Lombard, which is ideally suited for family picnics.

Concours 4 will be held on September 1 as part of Road America's TRAC weekend. The event will be held on the tree-lined streets adjacent to Siebkens Resort, in downtown Elkhart Lake. This event always attracts large groups of participants and spectators who turn out

to be part of the weekend's excitement.

Our final concours for the year will be held on September 16, at a venue still to be determined, so stay tuned for updates.

What's New this Year:

Concours events are inherently social, with Club members and members of the public mingling, chatting, and sharing stories as they make their way through a display of beautiful cars, immaculately prepared by their admiring owners.

To make our sport more accessible



Concours events are inherently social and family friendly, but the Club treats its judges' training with the care and attention it deserves.

Concours 2018



and engaging, we're introducing a Coaching Corral at our events. If you're new to concours or not quite ready to enter the judging, one of our many judges will give you tips and insights to get you ready to compete. This is also a great way to meet new members, so check out the Club's regular eBlasts for more information about this excellent new program.

2018 is set to be a strong year for Club concours, so whether you're experienced, a first-timer, or just want to see what the hub-bub is about, we welcome you! PCA-Chicago has a remarkable team that's knowledgeable, experienced, and ready to help make your experience a great one. We'll see you on the Concours field! 🏆



John Blyth works through an interior while Keith Clark and Karen Morse look on.

Getting There

by *Henrique Regina*

In 2013, I joined PCA-Chicago after purchasing a 2002 911 Carrera 4 Cabriolet and knew from the start that Concours would be my main interest. I approached John Diwik, then the Event Chair, to express my interest, and he generously gave me many tips on car preparation.

I participated in my first event in May 2013, entering Exhibition Class (only the exterior and interior are judged), and took 4th place at the event. My car was more beautiful as a result of my work and the recognition for my efforts was gratifying, which motivated me to continue.

2002 Porsche 911 Carrera 4 Cabriolet

With each passing year, I've made it a point to step up to the next class, to learn more, and to get more experience in preparing my car. Along the way, my good friends and fellow competitors have provided guidance, instruction, and insights on car preparation. This Club has substantial concours talent, and to a person, each one has been generous in sharing what they've learned.

We all believe that friendly competition is a good thing. I also find that preparation work is relaxing and a good relief from everyday stresses. By 2016, I therefore felt my car and I were finally ready for the Full Class group. Throughout the season, the competition was so tight that coming into the last event of the season, Kirt Shore and I were tied in the overall points. Alas, it was not meant to be, and I was bested by a mere 0.1 of a point, the result of one remaining dirt smudge in my car's engine compartment.

I spent the winter months getting ready to make sure that I wouldn't make the same mistake twice. As before, the 2017 season scoring was tight, and again came down to insignificant differences in total points by the final event. This time, however, I was able to win the Full Class group by the slimmest of margins.

First Place award for Concours 2017



Over the years, I have spent a considerable amount of time in, over, and under my car to prepare for the next season. I will be competing in the 2018 concours season with my 2008 Cayenne GTS. There's a lot more real estate to clean, but I look forward to the challenge. After all, experience has proven that if I concentrate on the problem and work to overcome it, success is within reach! 🏆



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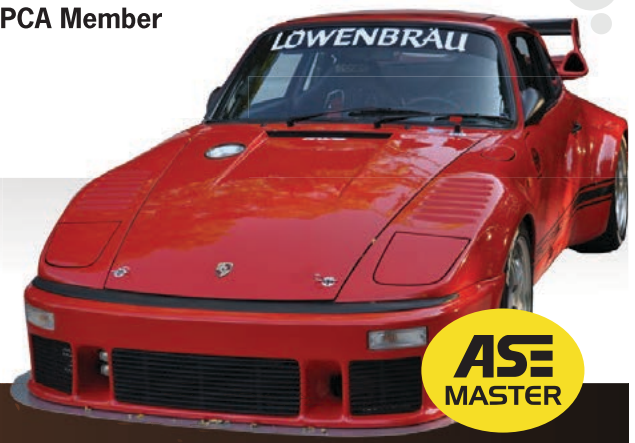


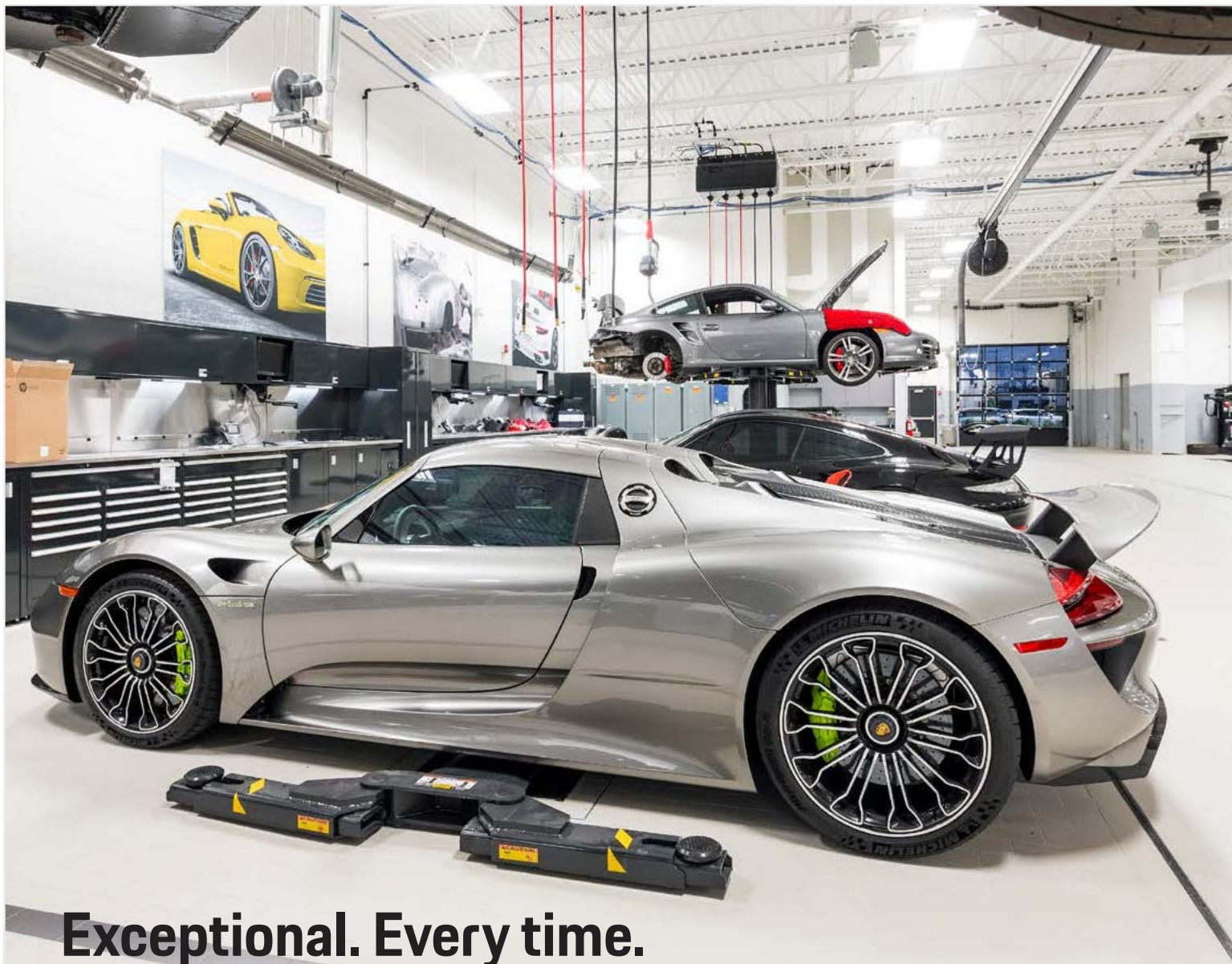
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Road America Drivers Education



by Chuck LaMantia

RADE 2018

I remember my first RADE... it was 2002... the nerves, the excitement, the...

“do I really understand what I am getting into?” I had a bit of previous experience at Road America in 2001, participating in the Badger Bimmers’ Octoberfast event in my then 323i. Armed with that experience I had a ton of confidence for 2002.

Well... not so fast. For whatever reason I was just having a hard time. Maybe it was getting used to my 1988 3.2 Carrera? Well... I went out for a session with this Club race guy... Keith Clark. I survived the session... barely. I think I have only been out with Keith once at “speed” since then.

This year... my 17th RADE. Circumstances are now a bit different. I am now the event co-Chair so my focus is a bit different when it comes to the event. For me and all the other volunteers, it is all about the enjoyment of the participant. Matter of fact... the 3.2 Carrera is no longer mine and it’s been probably five years since I went out on track with a helmet on. Better yet it been 5 years since I even brought a Porsche AND a helmet to Road America.

So this time... I did both! I went through tech with my 2014 Carrera 4S and Keith did the same with his 2016 Cayman S. Yes... they are both Sapphire Blue and yes... those are the cars that were on the back of the event shirt. What can I say?

I was watching the Saturday event schedule and decided the best time to jump back in the water was going to be with group 4. Yep... I made Keith wait near the back of the grid... in front of me. And then it was time... the session began.

Those nerves I experienced back in 2002 were back again. However... my car and all the other cars come with a bit more horsepower than what I was driving with in 2002. I did go out in one other session and decided that I had enough for the weekend as far as driving goes.

But it did feel pretty cool to be back out at speed, and it got me thinking about a few enhancements that I might toss into the car, all safety related of course.

One thing that was really different this year was the weather. I have been up there enough to have experienced rain, sleet and snow. I think the only thing missing has been low costs! This year’s event brought something way different... first of all absolutely no rain, and heat... I mean HEAT!

Historical temps for our event days range between 48 and 71. Usually that means a pair of shorts with multiple layers on top. Gradually, one peels down to a long sleeve t-shirt. This year... we were two degrees short of the record on Friday (86 vs. 88 in 1911); Saturday, we tied the high from 1911 with an 88; and

Sunday... what the heck... a new high temperature of 94, compared to the 92 from 1978.

Demonstrating an amazing level of attentiveness to driver meeting and pre-event material, we only had one participant who did not heed the warnings about heat and hydration. But gee... he sure did look pretty neat walking around in his black driving suit on Friday and Saturday. All ended well for that individual!

The other amazing factoid for the weekend regarding following the rules had to do with driver participation and entering the race track, staying inside the blend line. Usually one can bet on a dozen violations being called by the corner workers. Knowing the blend line was all the way to the apex of Corner One and that ANY violation was to be called, I fully expected a solid double-digit when it came to violators by 10 a.m. To my surprise, we made it until around

2 p.m. before the first call.

But in the end... the real reason for being at Road America on Memorial Day weekend for all these years has been to hang out with the people! Different cars, different run groups, driver's education, Club racing, and just flat out volunteering in whatever role for the weekend... all this has evolved. However, it is the people that make me come back every year. Nice to hang out with a group, some of whom have become very dear friends, and nice to

meet the new people, especially the ones who admit to the very same fears I had back in 2002 and in 2018!

I encourage all those who participated in Memorial Day weekend, and even those who have not had the experience, to come up to Road America on Labor Day Weekend. Drivers Education, Club Racing, Old Road Course Tour, Concours, police lead escort, street-side car show and dinner... if there is not at least 2 things for you to enjoy, I can at least promise you will enjoy the people! 🍷



▲ above: Big waves as participants, friends, and family head on track for charity touring laps during the noontime break.

above left: Fun for the whole family. Start 'em young with touring laps!

◀ left: We shared the track with our friends from Badger Bimmers.

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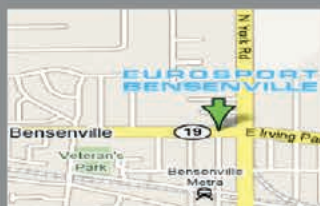


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The SOCIAL SCENE

by Steve Kuk

Photos by Jeff Brown & Neil MacDonald

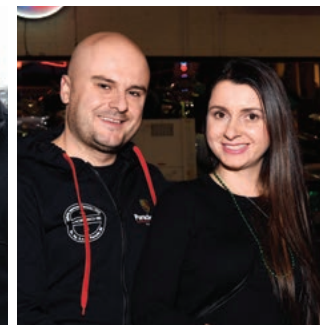


Early last year, I was asked whether I might be interested in becoming the Club's Social Coordinator. Those of you who've met me know I'm an "all in" kind of guy, but I wasn't sure I'd be right for the spot. With the guidance of the past two Social Coordinators (Sharon Ptak and Carl Armand), and with several 2017 events already organized and ready to go, I figured, "what could happen?" As it turns out, we had a great season, with social attendance at all-time levels!

2018 Highlights and Plans

Highlights to-date from 2018's social season include a St. Valentine's Day dinner at the Clubhouse in Oakbrook, where over fifty members enjoyed wonderful food and spent a great evening socializing. In March, long-time Club members Tom and Barbara Stark directed our attention to the Klairmont Kollection Auto Museum in Chicago, where over 125 members spent several hours touring a massive "garage museum" with over 300 unique antique and modern cars and auto-related artifacts on display. We then sat down to enjoy a traditional St. Pat's celebration with corned beef and cabbage, and all the trimmings. The Club also holds a series of Saturday morning socials called Porsches & Pastries, where we gather on select Saturdays to share coffee and socialize at various places around the Chicagoland area; these events are always popular and well-attended.

Still upcoming is our sixty-first annual Potter's Picnic on July 21, the longest continuously-running event in the Porsche Club of America; and on August 11, we're holding a golf event—the Ed Barnicle Memorial Golf Outing—which we've





renamed in honor of long-time member Ed Barnicle, who served our Club selflessly for decades.

We're heading back to SuperDawg in Wheeling on August 18 for another Ice Cream Social, and on August 26, we're holding a Club "Show and Shine" as part of the Geneva Concours d'Elegance. Following up on that will be a special concours and Oktoberfest celebration at the Hoffman Estates Beer Garden on September 16. The concours will start in the

morning, Oktoberfest opens at noon, with concours trophies to be awarded at the Beer Garden.

We're already working on plans for 2019, but I do welcome suggestions from our members when trying to plan our future events, so by all means, please pass on any ideas you may have, and don't be shy.

Thanks again for all your help, and we'll see you at the next one! 🍷



THE PORSCHE CAPERS!

By John Diwik¹

Photos by Eric Griffith & Jeff Brown

It was a day like any other day when my phone rang. A male caller who refused to identify himself stated that there were 60 Porsche automobiles parked at the Lincoln Oasis in South Holland, IL. I strapped on my roscoe and headed out. When I arrived at the scene, I observed 60 Porsche cars from early 924s to late model Turbos. I heard some people talking about “Johnny D.” I surveilled the area for a while and saw him handing large manila envelopes to the drivers. Was this a large scale drug distribution operation?

The drivers bolted toward their vehicles. It looked like they were briefed by Johnny D for a few minutes and then they left heading eastbound on I-80. I followed as closely as I dared. They all seemed to be taking the same route, eastbound on Route 30 toward Indiana.

I called one of my friends in the trucking industry and he just happened to be driving on Route 30 in front of me. I told him to bump one of the Porsches

so we would have an opportunity to identify one of the perpetrators. He bumped a black 911 and they both stopped. We were able to identify Perp #1 as a guy from Loves Park, IL. He had no criminal history so we let them go and continued to follow the caravan. They eventually turned off the main drag onto Route 23. Had they made me? Were they trying to lose me? I finally caught up to them in South Bend at the Studebaker National Museum.

I slipped into the museum and watched them eye the sweet Studebaker carriages and automobiles. I knew they made me when they trickled out in small groups and headed north. I stayed back and then loosely followed them to the Four Points by Sheraton Hotel in Kalamazoo, MI. Later, I observed them leaving in small groups. I followed one group to Bell’s Eccentric Restaurant. But what were they up to?

On Saturday I awoke with a start as I observed the cars leaving the hotel, and

followed them to Sweetwater’s Donut Mill. I watched as they swilled coffee and ate donuts, something I was very familiar with.... Then they bolted and headed to the Gilmore Car Museum. I discreetly followed them around in the museum but the conspiracy was still unclear. Everyone really seemed to enjoy the cars.

Eventually, they left the museum in small groups and headed in all different directions. I followed them to Ludington, MI, where they regrouped at the Comfort Inn on Route 10. Now things were starting to warm up!

At 7 p.m., the co-conspirators left almost simultaneously. I followed them to the Lincoln Hills Golf Club. Pretty swanky joint! Was this an organized crime family reunion? I changed into my “country club” disguise and rubbed elbows with the perps. They seemed to be watching horse racing; were these bookmakers? Was this a gambling operation?

¹ Before he retired from public service, John was a long-time employee with the federal government. —The Editors.

I sat down at an empty spot at a table and observed that most of the perps seemed to be pretty normal people. We ate a great buffet and when we finished, Johnny D stood up and addressed the room. He raffled off booze and other contraband, and spoke in code about “The Horse and the Chicken” and a “Greedy Lawyer” (is there any other kind?). He also spoke of the Amish, Costco and some lap dog; I think it was a Schnauzer. But what did it all mean?

On Sunday morning I awoke to the sound of 60 Porsches leaving the hotel, as they drove to a dock where the SS Badger was moored. After watching as they drove onto the ship, I slipped the deck hand a \$20 and he let me follow them on board. Were they fleeing to Canada? Was this the beginning of an international incident? I watched them on

board the ship and they just seemed to be relaxing. I never saw any weapons and they did not appear to be carrying any drugs or explosives.

While on board, I learned that the ship was bound for Manitowoc, and once the ship arrived in Wisconsin, the Porsches all quickly sped off to a restaurant called “The Courthouse Pub.” I slipped into my disguise—worn jeans, a Packers jersey, and a Porsche cap—and

I walked in unnoticed. Everyone was eating and they appeared to be having a good time.

So I began to lose my patience. I followed one of the perps outside, drew my roscoe and “proned him out” in the parking lot. I yelled, “Give it up, or else....” He nervously explained that they were all with the Porsche Club of America, Chicago Region, and that Johnny D had just taken all 114 of them on a three day Spring Driving Tour. The route instructions were in the manila envelopes, we drove our Porsches to two cool car museums, we ate several wonderful meals, and we made hundreds of new friends. He told us numerous “twisted” jokes, including the forever popular Schnauzer joke. Then we cruised Lake Michigan on the SS Badger. We are innocent, I swear! 🍷



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2018 Event Calendar

JULY

- 7** Porsches & Pastries 3
- 8-14** Parade - Osage Beach, MO
- 20** Autobahn DE
- 21** Potter's Picnic & Concours 2
- 28** Autocross 4
- 29** Rallye 3

AUGUST

- 1** Board Meeting, *The Chicago Scene* Content Deadline
- 4-5** Gingerman DE
- 11** Golf Outing
- 12** Concours 3
- 18** Ice Cream Social
- 25** Autocross 5
- 26** Geneva Concours Show and Shine
- 31** TRAC - Road America Club Race and DE

SEPTEMBER

- 1-3** TRAC - Road America Club Race and DE
- 1** Concours 4 (held at Road America)
- 5** Board Meeting
- 8** Porsches & Pastries 4
- 9** Rallye 4
- 16** Concours 5
- 23** Iron Gate - Cartoberfest
- 29-30** Blackhawk DE 3 - Oktoberfest

OCTOBER

- 3** Board Meeting
- 6** Porsches & Pastries 5
- 7** Rallye 5
- 12-14** Fall Tour
- 28** Local Tour

NOVEMBER

- 1** *The Chicago Scene* Content Deadline
- 4** Fall Tech Session
- 7** Board Meeting
- 10** Porsches & Pastries 6

DECEMBER

- 8** Dinner Dance - Social

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

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 Black diamond plate encased stairs

Overall

Wider 18x14" garage door and side entry door
 20' ceilings allow for lifts under loft
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 Upgraded sound bats insulation for added privacy from adjacent units

Main Floor

Glossy **Marble** look metallic epoxy floor
 Can lighting under loft
 AV and Utility closet for hidden mechanicals including hot water heater for long showers

Stairs and Rails

Custom industrial look steel railings
 Black diamond plate encased stairs

LOFT - 20x19.5" Loft - Bumped out 2" for more living and counter space in the kitchen

Kitchen Details

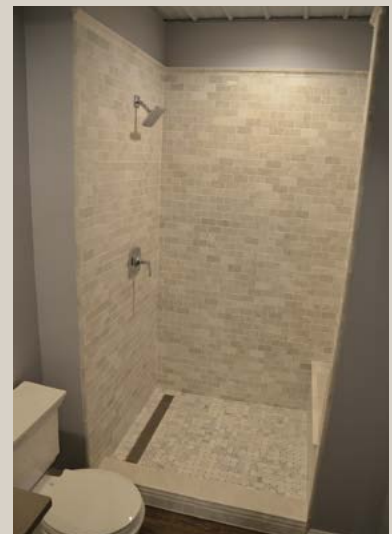
-Custom cabinets with lots of storage and grey Quartz counter tops
 -Full size Kitchenaid stainless steel Refrigerator with interior water dispenser and ice maker
 -Full size Kitchenaid electric range with oven (not shown)
 -Full size Kitchenaid stainless steel hood over range (not shown)
 -Oversized big single bowl with garbage disposal

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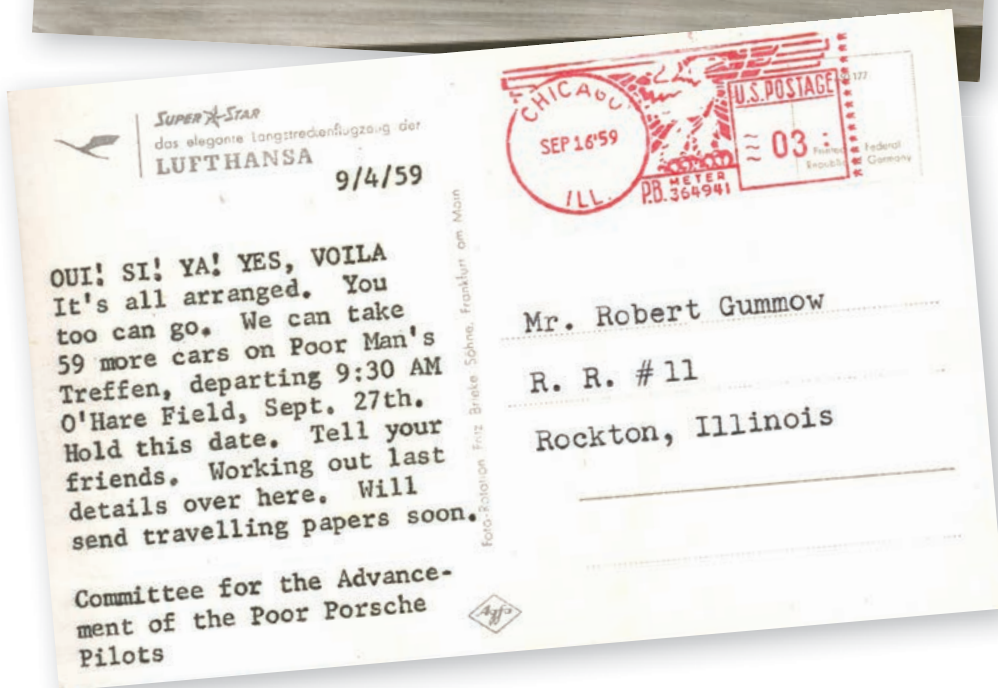
Communication with our membership has come so far, and with this immediacy, the grace of a less urgent and more mannered time has eroded, replaced now with the impact of a weekly, headed email blast from our President, all which seems timely enough, but still lacks the instant interaction of Facebook, Instagram, texts or Tweets.

The idea that Chicago Region had the publication now in your hands, *The Chicago Scene*, to keep our membership connected with a *monthly* calendar now seems absurd.

Still, with a Club now 61 years old, there were occasions where a more immediate communiqué was necessary. Perhaps a phone call using the kitchen telephone? The yellow or stylish upgrade to avocado, the one with the twisty cord

on the wall? Perhaps. But with 62 members in circa 1959 that's a lot of wear and tear on the rotary phone dial, even without dialing that additional 3 number area code, and an answering machine was still decades and a dream away.

For such instances, and for such an occasion as an official authorized visit to the Porsche factory from the Chicago Region, only a postcard would do. This one from our longest tenured member, Bob Gummow. I bet Ginny did the typing, though.



In 1959

- ▶ **Chicago Region Membership:** Climbs to 62 members
- ▶ **Top Song:** *Mac The Knife* by Bobby Darin
- ▶ **Top Movies:** *Ben Hur*, *Sleeping Beauty* and *Some Like It Hot*
- ▶ **In Sports:** L.A. Dodgers defeat the Chicago White Sox for the World Series
- ▶ **NASA** introduces the **Original Mercury 7 astronauts** with the Right Stuff to the world
- ▶ The **Bic Ball Point Pen** is introduced at \$.19 cents, same price 59 years later
- ▶ **Hawaii** and **Alaska** are granted Statehood
- ▶ **Stamp:** \$.04
- ▶ **Milk:** \$1.01
- ▶ **Gas:** \$.25 per gallon
- ▶ **Average Income:** \$5,010.00
- ▶ **Average House:** \$32,500.00

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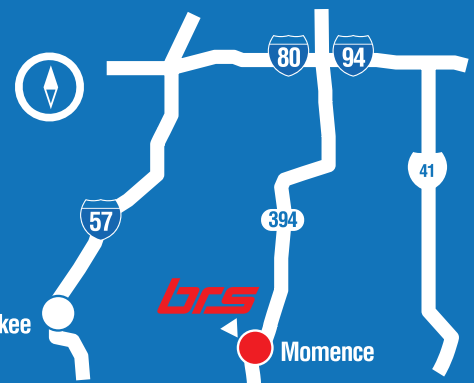
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