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November 2018

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Concours 2018: A Season in Review

Rallye Update

The Big Show: TRAC 2018!





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CORNER ONE

By the time you read this, it's likely that the November 1 ballot submission date for the Club's 2019 Directors and Officers election will have passed (remembering, of course, that the U.S. Postal Service's 1-day delivery option, Federal Express, and UPS are all "common carriers"),* and that the ballots will be ready for tally on November 7. While the Club's D&O election appears to be one of the more significant elections taking place this fall, it's not the only election taking place. Consequently, I thought it would be both timely and appropriate to share some thoughts on working together to advance our common goals.

I'll lead with a pair of quotations, the first by Noam Chomsky: "Optimism is a strategy for making a better future. Because unless you believe that the future can be better, you are unlikely to step up and take responsibility for making it so." The second, by Patrick Ness, is this: "To say you have no choice is to relieve yourself of responsibility."

The Club is coming to the close of an outstanding year. Not only has PCA-Chicago done well financially, but overall participation at a significant number of our principal events has been at sold-out or near sell-out levels. Furthermore, each of the Club's event chairs or co-chairs has taken responsibility for focusing on his, her, or their event operations, with the aim of ensuring "less down time, more fun time," as one of our colleagues has framed the issue.

For those of us who currently serve as your Club officers, directors, or event organizers, it's a source of great joy to watch the growing commitment of new members as they proceed from season to season. In this regard, if you enjoy the Club and where it appears to be headed, please join in to help us ensure that we remain on track. If, on the other hand, you have questions about what we do or why we do it that way, please speak up to ensure that we're accounting for matters that we may be overlooking. We need your input and commitment—your optimism for the future—if the Club expects to remain relevant to our membership.

It's probable, from time to time, that we as a group may differ about the Club's goals or how best to achieve them. A lively discourse is healthy, but we need to look no farther than the front page of any current newspaper to realize that our discourse must remain civil and respectful. Without a sense of mutual purpose, respect, and collegiality, the social "glue" that binds us as a Club will surely fail. Hard words or disrespectful tone cannot become the norm.

Make no mistake, my friends: this is your Club. At bottom, it's our shared belief in—our optimism about and commitment to—PCA-Chicago that keeps this organization strong and growing. It depends on you.

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

"We need your input and commitment—your optimism for the future—if the Club expects to remain relevant to our membership."

* PCA-Chicago Bylaws, Art. VI, § 2. (<https://pca-chicago.org/cms/news/archive/258-bylaws>).



The Big Show: TRAC 2018!

by Chuck LaMantia

This past September the Chicago Region PCA held its 26th Club Race and 52nd Drivers Education event—The Road America Challenge (TRAC)—at Road America in Elkhart Lake, Wisconsin. For those of you out there who were not able to make the weekend...you certainly missed what is certainly the best-attended event that the Club has to offer:

- a Drivers Education event that sold out, with 65 participants;
- a Club Race event at near sold out numbers, with approximately 200 participants;
- a street-side Concours, with near 20 participants;

- a driving tour of the original road course on which the event was held, which winds around the surrounding countryside and through the streets of Elkhart Lake, with about 60 Porsches; and finally...
- a little dinner party serving over 400 people!

The event spans a four-day weekend and takes a small army of people to plan, coordinate and implement. No doubt there are a few names that you all have heard and read about over the last number of years, when it comes to pulling off an event of this size. The usual suspects headed up by Event Chairperson (and as I like to call him...our "Sith Lord") Keith Clark,





followed up by others such as Susan Shire, Toby and Bonnie Duckett, Ross Conforti, Peter Hackenson, Todd Conforti, Peter Faenrich, John Blyth, Michael Grove, Tim Green, Greg Turek, Steve Heim, and...myself. But beyond this core group, there are so many spouses, brothers, sisters, sons, daughters, boyfriends, girlfriends...friends of PCA, that just come up for the weekend, just to be a part of things, and to help out. "Helping," though, does not mean being at the track 12+ hours a day: that's the "job" of the individuals previously

named. Having said that, it is not that previously-mentioned crew of people that makes it happen. Rather, what "makes it happen" is the dozens of volunteers who work a couple of hours here and there over the course of the weekend: in registration, working the grid, parking cars, tech support, or pushing cars on and off the scales. What about the guy who spent every minute of every race hanging out at the exit of turn 5?! Or the other guy who shows up every year just to

(continued)

work in the grid...and hang out?! I just wish I could remember everybody's name!

So yes, and back to what I have been repeating for years: when it comes to being part of PCA...the cars, of course, that's how we all got here, but the reason we stick around and keep coming back is the people and friendships that have been developed over all these years.

And you know what else this takes? Sponsorship. I made it a point to get around to all the sponsors. They're all such good people and long-time Club supporters! I think I can remember all their first names, but Brian, Peter, Rick, Charles, Kurt, Kirt, Geoff Sr. and Geoff Jr., Vlad, Mary Beth, and Faris...every single one of these people (and the organizations they represent) not only supported the Club and our events, but also helped our Club's members whenever they came in for anything to do with their cars! Take a look in *The Chicago Scene* for TRAC Sponsor listings, and make sure you return the favor and support one of these fine organizations when you need something for your favorite Porsche (or second favorite, for those of you with more than one)!

I think I'm running out of space here, but since I'm naming names—and I very much apologize to any of you whose names I may have missed—I need to single out two additional people:

- Peter Faehnrich, of the Chicago Region. Pete has been our Tech Coordinator, and (for those who have ever forgotten a tech sheet), he's also been a wonderful supporter of the Club's annual charities, since instituting his "donate for a tech sheet" program! After over a decade of service, Pete is retiring at the end of this year from his role as Chicago Region Tech Chairperson! Thank you Peter, from a grateful Club.



Herman Knoener, on station and doing his job, rain or shine.

- On a sadder note, however, anyone who's entered the track at Road America over the last decade, especially those who Club Race, certainly remember that the last two people they see as they pass out of the false grid area have been Herman and Laverne Knoener. Herman was also the "splitter" for the start of all of the Club's races, and the absolute last person you went by before entering the track. Just 4 days after splitting the last race of the TRAC weekend, Herman passed away. He was 81 years old. My guess? Herman now has a role "up there:" standing at the entrance, orange gloves on, pointing some people to the right and others to the left! We shall miss you, Herman.

In sum, and by now you must have noticed: every time I write something about the Club's events, the focus becomes the people, and they're all good people! So come around and be a part of it...participate, volunteer, just be there...

I promise, you'll like it! 🍷





A Dealer's Trek from Showroom to Podium: A Win on Every Level.

by Gary Mollohan

Isringhausen Motorsports is an integral part of the paddock at many Porsche Club of America (PCA) Club Racing events throughout the year. The sports car team—a branch of Isringhausen Porsche based in Springfield, Illinois—usually has anywhere from four to six cars at attended events.

Geoff Isringhausen, owner and manager of the luxury car dealership, said his love affair with Porsche started in high school as he watched his older brothers buy and sell Porsches and other German cars. But when the family acquired a Porsche franchise in 1989, his understanding and appreciation for the brand expanded. "It was a real thrill for us that we had the privilege to represent this great brand that we truly loved," Isringhausen said.



Geoff started coming to track days about 10 years ago in PCA's high performance drivers' education (HPDE). Since then, he's been a familiar face at many PCA events each season.

Isringhausen Motorsports owns two large transport trucks that go from race to race across the country. They use a driving coach, Dan Clarke, and trackside technical support is provided by Gold Certified Porsche Technicians from his store—the highest level of qualification awarded by the manufacturer.

"We have all the Porsche diagnostic equipment and tools at each event, so we can keep the cars running and on track," Isringhausen said.

Isringhausen has mostly run in the GTB1 class, but he also recently started to run a Cayman GT4 in the GT3 class. Geoff recently raced the former GT-Sport Racing World Challenge car with the PCA group at Rennsport Reunion at Laguna Seca Raceway.

"This all started with me wanting to experience a Porsche on the track," Isringhausen said. "I brought out a street car and a technician. Then over a couple of years, I got more interested and bought a fully prepped race car.

"Since then, I have met people at the track and in our showroom to share my love of racing with," Geoff continued. "It has been gratifying to introduce new people to racing. Porsche customers visiting our store are frequently intrigued by the race cars they see around. This can lead to helping them get on track and some have moved from track days to full racing.

"Porsches are such exciting cars and just a step above the rest. Part of my collection includes a 1989 Targa, Gen 1 and 2 997 GT3 RS plus a few others. They are all a blast to drive."

Isringhausen's son, Geoff Jr., is also a seasoned PCA Club Racing driver. His journey with racing started when he did his first HPDE at Blackhawk Farms Raceway in a Cayman S with the Chicago Region Porsche Club.

"I knew it would be fun, but it was such a different type of fun," Isringhausen Jr. said. "The gentlemanly-ness of PCA and the respect you get from other drivers—we really appreciate that and that's why we still race in PCA."

"Porsche Club Racing has been really fun," adds Geoff Sr. "I've met so many great people attending racing events. We love talking racing, talking cars—some of these people become friends and customers, and it's just been a win on every level!"

¹ The Isringhausens did very well at TRAC this year: running in GT3, Geoff scored a 1st Place in the Enduro, and two firsts in Red Group Sprints 1 and 2. Running in GTB1, Geoff Jr. scored a 3d Place finish in the Enduro, and a 2d and a 4th Place in Blue Group Sprints 1 and 2. In addition, Geoff Jr received a Workers Choice Award for his Blue Sprint 2 race; the Workers Choice Award, voted on by the Corner Workers, is considered the most prestigious award given at a PCA Club Race.

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2018-19 EVENT CALENDAR

NOVEMBER

- 4 Fall Tech Session
- 7 Board Meeting
- 10 Porsches & Pastries 6

DECEMBER

- 1 The Chicago Scene Content Deadline
- 8 Dinner Dance - Social

JANUARY 2019

- 20 General Membership Meeting

For up-to-date details, please check:


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



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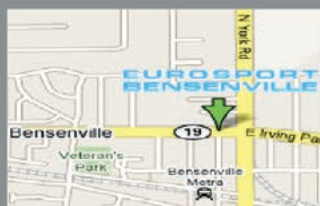


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On the Open Roads: A Rallye Update

*by Ann and Tom Snyder,
Rallye Season Co-Chairs*



Although summer was winding down on September 9th, it was still a great time to jump into our Porsches and hit the open roads for a rallye. Experienced Rallye Masters Sharon and Steve Olson promised a rallye that would remind us of the importance of Harmony. Sure, it sounded like something from the 60's and San Francisco's "Summer of Love," but we were right here in Chicagoland, traveling the beautiful roads of Kane and McHenry Counties from Batavia to Campton Hills. We thought a little 60's music would help set the mood as we were driving (Jefferson Airplane, anyone?), but Steve and Sharon put us to the test pretty quickly, so a radio was out of the question.

It was an interesting rallye over scenic roads on a beautiful day for driving, to say the least! We were often driving at a spirited speed that most drivers enjoy. There were a total of 18 teams, including two Novice teams and three Touring teams. Nine of the teams that participated in this rallye were quite experienced and had even served previously as Rallyemasters, but Steve and Sharon prepared a fine set of detailed instructions for the Touring class that provided them an opportunity to enjoy the rallye, as well as to get a taste of what a competitive rallye is all about. And we all got a chance to exercise our mathematical skills on Monte Carlo and timing gain calculations.

RESULTS: Congratulations to Driver Jack Franks and Navigator Megan Nogasky for the overall win (YES!), and to Driver Ian Mast and Navigator Tiffany Staffen for top Novice honors. Ian and Tiffany also finished 2nd in overall scoring, besting a strong field of experienced rallye teams; that's quite an accomplishment. Kudos also are in order for Driver John and Navigator Marian Hoskins for completing their first rallye as the Top Touring team. No doubt these teams experienced the "harmony" we were promised by Steve and Sharon for this rallye: be here now, Om.





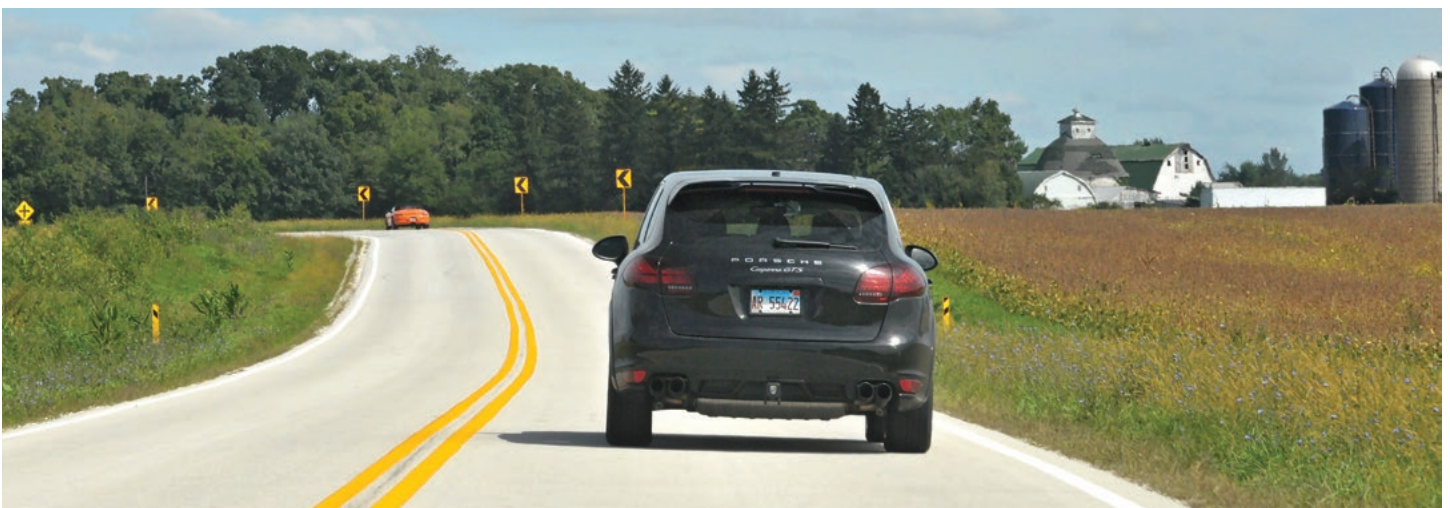
After the event, Rallye participant John Hoskins remarked, “Marian and I had a great time at our first Rallye. We didn’t know what to expect but were pleasantly surprised by the friendly welcome and the well-organized primer before the drive. Even though we had the ‘touring’ route sheet, it was still a challenging but enjoyable course, and kudos to the organizers. If anyone is wondering, we did experience navigational ‘harmony’ we are still married, and we’re looking forward to our next rallye!”

NEXT UP: Although the fifth and final rallye will be held on October 7th (after the *Scene* submission deadline for this article), it will be another great event called “**Irish Eyes Are Smiling**,” it will start in Willowbrook and end at the Kerry Piper Irish Pub in Willowbrook. The rallye end point location

was chosen to honor two fine Sons of Erin: Dan Gallagher and Ed Barnicle, both of whom were past PCA Chicago Region Presidents, and both very active in our Region for many years, including involvement in many aspects of rallying.

After that, we’ll be hibernating from Rallye activities until our Rallye School next Spring, likely in April or May. Once the schedule is finalized late this Fall, we’ll release the schedule, so please make a note of the date and plan to build a solid foundation for your 2019 rallye season. As long-time rallyists can confirm, the Rallye School is especially useful if you are new to rallying.

See you at the Dinner Dance in December, and Happy New Year! 🍷



Prudent Choices: Exploring Your Purchase Options

by Charles Navarro¹

Just like the 944, Porsche's first generation of water-cooled, horizontally-opposed Boxsters, 911s, and later Caymans are great values for first-time Porsche owners. And like any other major purchase, you'll need to do your homework, so here are a few tips when shopping for that "new to you" Porsche.

First, a quick internet search can be unsettling because several well-documented issues of varying degrees of severity have been identified in model years from 1997 to 2008. Some of them—intermediate shaft (IMS) replacement, for example—can only be addressed proactively, because an IMS failure often takes the engine with it. There are fixes, of course, but the larger point is that being unaware of or ignoring a serious problem could lead to catastrophic mechanical failure, and you definitely don't want to be a part of that group.

Later model (2006 through 2008) first-gen Boxsters, 911s, and Caymans have a larger, non-serviceable bearing that cannot be changed without disassembly of the engine. Fear not, however: when you replace your clutch (see below) and have your rear main seal changed (check the 'net for "RMS issues"), you can also have the grease seal removed from the factory bearing, which allows the engine oil to better cool and lubricate the bearing, lengthening service life.

An air-oil separator performs a similarly crucial function, and its failure could also cause engine failure. Like the water pump, we recommend AOS replacement as a maintenance item, but if you plan on tracking your car, consider the Motorsports version, since a stock AOS can be easily overwhelmed on track.

Changing the clutch is a service issue, but depending on usage, a clutch typically lasts about 60k miles. While you're looking, be sure to have your dual mass flywheel checked and replaced, if necessary, but beware of single mass flywheels, because harmonic dampening is required for these engines.

Cylinder failure is an issue that you can't predict or prevent, but keeping the engine cool by adding a low temperature thermostat or even a center radiator will improve longevity. The water pump on these engines also needs to be replaced every 4 years or 50,000 miles, and post-failure replacement can lead to cracked cylinder heads, which cannot successfully be repaired.

As you might now suspect, preventative maintenance is the key to system longevity, so your purchase calculations should include a cushion for early preventative maintenance.



\$5-6k will get you a lot of work, but if you or your friends can do the work competently, that's even better!

If you choose to track your car, here are some additional considerations:

- do not install software tunes that raise the rev limiter, as the M96 and later M97 engines are known to have weak rod bolts that stretch with repeated redlining past the factory specified rev limit; and
- always use a race oil on track, observe the oil manufacturer's recommended shorter service intervals, and add a deep sump if you run a tire stickier than an all-season street tire. The added g-forces can cause oil starvation, which can lead to costly engine failure. And don't forget to take care of the gearbox and power steering pumps—added cooling will help extend their on-track lives as well.

Finally, prices on late-gen Porsche Boxsters, Caymans, and 911 models (2009 through 2012) are starting to come down, which makes them more attractive choices too. These models do not have an IMS, typically have fewer issues, and are also the first models with PDK dual clutch gearboxes, the track gearbox of choice. As with prior models, proper service intervals and added cooling of the drivetrain are keys to longevity, and PPI inspections for these newer cars are recommended as well.

In summary, buy as nice a car as you can afford, don't fall in love with the first one you find, and be sure to have a thorough pre-purchase inspection carried out. Also consider including a few atypical PPI extras, like dropping the sump and bore-scoping the cylinders, since you certainly don't want a post purchase inspection to reveal what you could have avoided earlier.

See you out there! 🏁

¹ Charles Navarro is the founder of LN Engineering and owner of Bilt Racing Service. LN and BRS develop and manufacture products and services for aircooled and watercooled Porsche vehicles.

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The SOCIAL SCENE

by Steve Kuk

Photos by Jeff Brown & Neil MacDonald

2018—Great and Getting Greater!



We've had record attendance at nearly every Social event this year, and since they all went by so quickly, I thought I'd better start with a quick 2018 recap.

Past highlights: we started the year with the General Members Meeting at the Onion Pub in Barrington, where over 200 new and returning members showed up to plan for the season ahead. Next were our Valentine's Dinner at the Clubhouse in Oakbrook (very tasty, very cozy); our St Patrick's Dinner at the Klairmont Kollection in Chicago, where we were treated to a dinner tour of one of the country's fine car collections; and our P&P season opener in late April, where over 100 housebound members finally got their cars out and about for the morning! And only two weeks later, over 50 members showed up at Iron Gate Motor Condos, where

Porsche was the featured marque. It's nice to be part of a family, isn't it?

We kicked off the summer with a visit to Homewood, located southeast of the City, for a mural art walk and farmers market tour in the village's downtown area. We then held a Lake of the Ozarks Porsche Parade send-off from Oak Brook, where we must have done something right: PCA-Chicago members brought back a record number of competition trophies, which was pretty rewarding, I must say! Just 2 weeks later, though, attendance numbers at our No. 1 Social event of the Summer (Potter's Picnic) dipped a bit due to the *threat* (???) of weather: the heavy morning rain across most of the city kept some of the Club's concours cars at home, but the 200+ members who did attend had a fun-in-the-sun afternoon. Lesson learned: don't





ever let the weather keep you away from getting together with your friends!

Current history: this year's annual golf outing in Bensenville held special meaning: PCA-C Past President and longtime Club member Ed Barnicle passed away this year. Ed organized and hosted the Club's annual golf outing for years, so it just seemed right to dedicate this outing to him. Twenty-four Club members gathered at White Pines Golf Course on August 11th, where Club member Brandon Clark handpicked a strong team and they walked away from the pack with a score of 63, 9 strokes under par! Nice work, guys.

At our SuperDawgs Ice Cream Social in Wheeling, weeks later, over 80 returning members gathered on a beautiful summer afternoon to meet 30 new Club members attending their very first PCA event.

Come September, we had a "triple double:" over 80 members showed up for P&P4 in Mt. Prospect, then headed

on down to the Randhurst Mall for a Street Fest / Vintage Car Show that included tasty treats from all of the restaurants in the mall. But wait! There's more!

Just one week later, we doubled down again—a social Oktoberfest celebration and Concours 5—at the very scenic Hoffman Estates Beer Garden, where we had 60 Club members enjoy the beautiful cars and the wonderful German food and drinks. In addition, eight brave souls participated in a German Attire contest, where where the Munoz family ran away with the contest: Jake wore lederhosen, Melissa wore a dirndl, and their baby, Jack, wore tiny baby lederhosen (*pictured on page 20, lower right*). Ach, ja!

Then, in early October, we took P&P as far east in our Region as we could get without winding up in Lake Michigan (shades of *Risky Business!*). Club member and City dweller Bob Armstrong suggested we bring the Club into the City for P&P5, which we held at the Marovitz Golf Course/Clock Tower

(continued)



The SOCIAL SCENE

continued

Cafe just off Lake Shore Drive. Forty-plus members gathered for a delicious assortment of breakfast treats followed by a stroll down to the shoreline to admire a slice of the country in the heart of the City at the edge of the lake!

As I've said before, the best venues are the ones that come from you, our members, so help us take this show on the road and visit all of Chicago and its suburbs. We could not be the Club we are without you.

See you soon! 🍷



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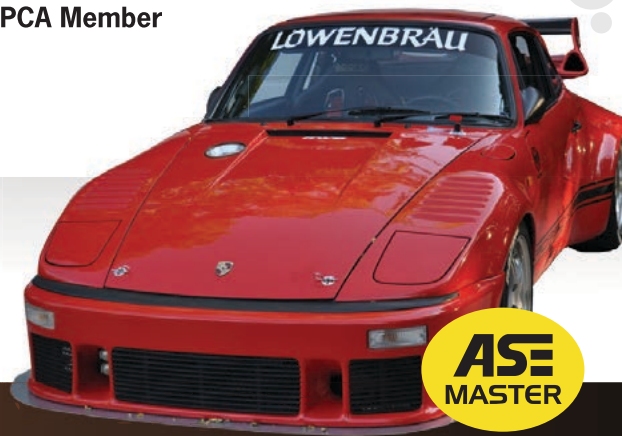
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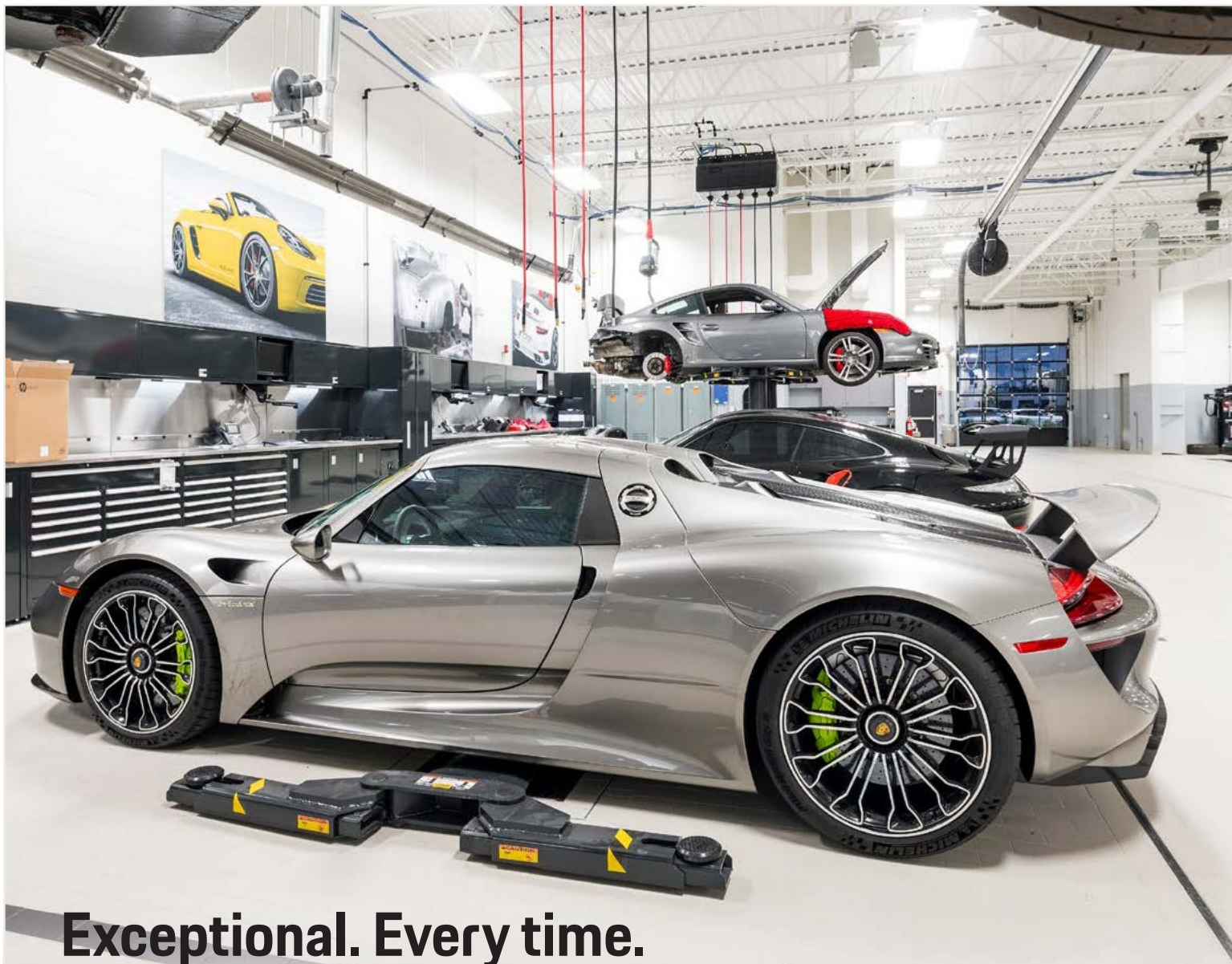
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Concours 2018: *The Season in Review*

by Michael Grove

The 2018 Concours season is now in the record books, and once again, it was another exciting, closely-competitive, and well-attended year. First, however, I'd like to start our recap by extending a sincere "thank you" to all of our members and guests who attended our events, and especially to those of you who volunteered throughout the year, whether as judges or in other critical event-support capacities. On behalf of the Club, I'd also like to extend very special thanks to John Blyth for his leadership during the year, and to Tom and Barb Stark for managing registration and scoring. It would have been a very different year without your efforts and support, so thanks again. In addition, all of the Club's Concours classes saw a number of new members in attendance throughout the year,

so again, a hearty "well done" to all of the new attendees and those of you who made them feel right at home.

The Full Class was not only well attended and competitive throughout the season, with no fewer than five cars at each event of the five-show series, but class positions were determined by mere tenths of points. I should point out in this regard that our colleague and co-competitor, Henrique Regina, not only showed a Porsche Cayenne in Full Class, but took second place at all five series events, and scored within tenths of points from first place. Henrique thus demonstrated



Concours 2018: A Post-Potter's Recap

by Michael Grove

The season started in June, on Father's Day, at the Promenade Mall in Bolingbrook, and then continued with our annual Potter's Picnic; moved to a new venue at the National University of Health Sciences; then back to the historic downtown streets of Elkhart Lake for our Road America Concours, and the final event at the Oktoberfest in Hoffman Estates.

Since our Concours coverage in the September issue of *The Chicago Scene*, we've been quite busy, as the summary below makes clear:

Concours 3 was held at the National University of Health Sciences, located in Lombard. The beautiful, grassy venue provided a wonderful setting to display our cars, and the venue staff really extended themselves to ensure that all attendees had a wonderful time. Many of us brought picnic lunches that we enjoyed in the shade following the event awards presentation. A wonderful time was had by all!

Concours 4 returned to the beautiful tree-lined streets of Elkhart Lake, Wisconsin, for a wonderful Labor Day event that we held in conjunction with the Club's TRAC event at Road America. It's really rewarding to see all the beautiful cars arrive for the Concours, knowing that most of them have driven for hours to be there. Cars from numerous PCA regions were on display, and their owners had a chance to share stories, competition insights, and promote the Porsche marque more generally. This event is always a highlight on the Concours calendar.

Concours 5 brought our members to a new and well-attended location to close out the season. The Oktoberfest venue in Hoffman Estates provided a wonderful grassy setting with plenty of picnic benches in the shade, and a wide selection of German beers, pretzels, and bratwurst and other German sausages created a genuinely authentic Bavarian "flavor" to the event!. See you next year at this one.

Finally, and on behalf of the Club, we'd like to thank our venue providers and event sponsors for their generous support and accommodations. See you next season! 🍷



that a four-door Porsche with an abundance of surface area can be extremely competitive as a Concours car, given the proper focus and attention.

On a personal note, my wife Nancy and I were very pleased that our 1986 911 Targa scored an average of 299.6 out of 300 points over the course of the season, which permitted us to take first place in all five Full Class events this year. Because we also took first place in all five events during the 2015 season—the only time a car has twice done so in the history of the Chicago Region—Nancy and I have agreed that it's now time to retire the car from Concours competition and simply enjoy (and drive!) it.

(continued)

Concours 2018 *continued*

More broadly and throughout the season, our Concours organizers have continued their effort to provide fun, family-friendly locations for each of our Concours events. We also had a number of members display their cars in our Porsche Corral, allowing them to present their cars in a non-competitive setting. The “Coach’s Corner” was similarly successful and a real attraction for new Concours attendees: longtime Club Concours judge and resource Pat Yanahan and other senior members of the Concours team provided guidance and advice, again in a non-competitive setting.

Your PCA-Chicago Concours team is a wonderful resource for all Club members, providing all of us with tips and guidance on how to maintain and preserve the appearance of our beautiful Porsches. In addition, please feel free to reach out to our skilled and experienced Concours judges with any questions you may have, whether about your cars in general, or about Concours in particular. We look forward to providing classes and venues for all of the members in 2019, with the goal of gathering and share our passion for the Porsche marque.

See you soon on the Concours field. 🍷





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There is always something romantic regarding these old black & white images from 1967.

The softness of this silent misty moment, captured through the lens of a then-new Leica M4 rangefinder camera, has a certain “Casablanca” feel to it, though the image cannot capture the piercing scream of a small displacement, 4-cylinder Porsche engine run in anger.

In 1967, while the rest of the world was enamored with the sheer, ground-pounding horsepower of the CanAm Race Series, which featured Ferraris, Chaparrals, McLarens and Corvettes, this lovely 2-liter Spyder takes a different approach to the newly-opened Blackhawk Farms Raceway.

This photo was taken at Blackhawk, which opened a full ten years after Road America (its big, glamorous brother to the near north). Unlike Road America, where horsepower was better rewarded than technical, surgical precision, this Spyder takes a different, now-fading approach to clicking quick lap times on Blackhawk’s seven-turn course, which cover a tidy 1.95 miles.

A different kind of car, on a different type of track. Both well-suited for each other, frozen in time.



✧ In 1967:

- ✧ **The Chicago Region** memberships swells to 122 members
- ✧ **Porsche introduces the “Sportomatic” transmission**, the precursor to “Tiptronic” and “PDK”
- ✧ At 45¢, McDonalds rolls out the “**Big Mac**”
- ✧ 7-11 introduces the “**Slurpee**”
- ✧ **Pringles** realizes the dream of potato chips in a can
- ✧ Though costly, hand-held **calculators** were introduced into the public marketplace
- ✧ **Cash machines** were brought to the public for after hour convenience
- ✧ The first successful **heart transplant** is celebrated
- ✧ **The 25th Amendment** is added to the Constitution
- ✧ **Average House:** \$24,600
- ✧ **Average Income:** \$7,143
- ✧ **Dow Jones Industrial Average:** Low 786, High 943
- ✧ **Gas:** \$ 0.33 per gallon
- ✧ **One dozen eggs:** \$0.49
- ✧ **Gallon of Milk:** \$1.03
- ✧ **Half Gallon of Tropicana Orange Juice:** \$0.49
- ✧ **1st Class Stamp:** \$0.05
- ✧ **Top songs:** *Penny Lane* and *All You Need Is Love* by The Beatles, *To Sir With Love* by LuLu, *Daydreamer* by The Monkees, *Light My Fire* by The Doors
- ✧ **Top movies:** *Bonnie & Clyde*, *Cool Hand Luke*, *Dirty Dozen*, *The Graduate*, *You Only Live Twice*

Famous Quotes in 1967:

“Mrs. Robinson, you’re trying to seduce me... aren’t you?”

– Dustin Hoffman in *The Graduate*

“Our repairmen are the loneliest guys in town”

– Maytag Appliances

“What we have here is a failure to communicate”

– Strother Martin in *Cool Hand Luke*

“We rob banks.”

– Warren Beatty as Clyde Barrow, in *Bonnie and Clyde*

“Plastics.”

– Walter Brooke, in *The Graduate*

“They call me MISTER TIBBS”

– Sidney Poitier, in *In The Heat Of The Night*

“Because I’m worth it”

– L’Oréal

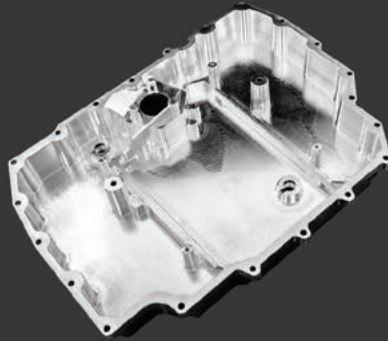
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