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On The Cover: Toby Duckett by Neil MacDonald

Top photo: by Michael Bene

Bottom left photo: by Jeff Brown

Bottom right photo: by Carl Fausett

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Neil MacDonald – fmacdona@aol.com • 312-961-3268

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THE CHICAGO SCENE

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Editor

Neil MacDonald

Contributing Writers

Andy Bizub	Adam Kern
John Diwik	Steve Kuk
Carl Fausett	Bob Rath
Jack Franks	Patrick Yanahan

Contributing Photographers

Jerzy Banasiak	Gene Gully
Michael Bene	Stan Knight
Jeff Brown	Tim Kurpius
Derek Chen	Neil MacDonald
Grace Chen	Jay Pollitt
Kamila Coventry	Krys Rootham
Beth Diwik	Mike Radosta
Carl Fausett	Patrick Yanahan

Art Direction, Design & Production

Fred Huetter, *Graphic Solutions Inc.-chgo*, www.graphsol.com

Printing

Ed Soske, *Presstech*, www.presstechus.com

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2020 is Winding Down

Hello, everyone! 2020 is finally over, 2021 has arrived, and what better time to thank all of you who work so hard to plan, stage, and promote our Region's activities. Accordingly, I'd like to call out the following folks for their contributions:

- Dana Comolli, for his efforts to upgrade the website, coordinate our sponsor activities, and for preparing insightful Drivers Education presentations, both written and trackside, at Blackhawk;
- Neil MacDonald for working to make *The Chicago Scene* one of the best region magazines in the PCA-National organization;
- Keith Clark, Chuck LaMantia, and their Road America team for their efforts to make our Road America events some of the best-run in the country. As they retire from active service, we welcome Cheryl Lehman Collier, who's stepping up to lead our current and future Road America efforts;
- Anna and Andrew Skura, who are responsible for overseeing our outstanding Rallye program, including their willingness to utilize web-based applications to reduce both team-to-team contact as well as the need for checkpoint workers;
- Adam Kern and the entire Autocross team, who consistently organized safe and challenging autocrosses events once the shelter in place directives eased later in the 2020 season;
- Henrique Regina and Alex Block, who showed us the way through these hazardous times by producing their innovative and engaging "Talking Concours" virtual events;
- Steve Kuk, for his tireless efforts to host entertaining and safe social events, and who kept us all engaged despite the challenges we faced this season;
- Todd Conforti and Pete Hackenson, for their efforts, year after year, to host our safe and informative Blackhawk DE program;
- Glenn DeWeirdt, Mark Palmer, and Neil French for assuming responsibility for our Gingerman DE event this year, and for their efforts to establish the Club's first SUV track experience;
- Glenn DeWeirdt and John Westra for stepping up to host the Club's mid-season Autobahn DE event in nearby Joliet;
- Jody Freund and his Tech Team for their efforts to improve the tech inspection process, including increased efficiencies and throughput, while keeping us all safe; and
- John Diwik for his phenomenal tours, year after year!

To all of you, your collective efforts in providing enjoyable and safe events are greatly appreciated.

In closing, I'd also like to thank all of our other volunteers for their time and efforts to support our Region activities. Your efforts confirm the adage that our Club and its events are "fueled by volunteers." I look forward to a fun and exciting 2021 as the pandemic eases. In the meantime, please stay safe and healthy, and I wish you happy holidays and all the best in 2021.

Bob Rath



...your collective efforts in providing enjoyable and safe events are greatly appreciated



Reflection of a Life: Toby Duckett

On Saturday November 28, 2020, The Chicago Region Porsche Club of America lost a dear friend, Toby Duckett. Toby had been battling significant health issues over the last several months and his time had finally come.

Those of us who have had the unfortunate experience of attempting to prepare a eulogy for a lost loved one understands just how hard a thing this is to do. To summarize one person's contributions to any particular individual or organization is just not possible. We all have amazing "Toby stories" that we could share, requiring far more print space than in any single issue of *The Chicago Scene*.

If you attended a Chicago Region event over the last two decades then you know who Toby is! Between handing out timing slips at an Autocross, running a Rallye, tech and registration at any number of Club activities, or if you ate a meal at a Social or the street dinner at Siebkens on a TRAC weekend, then you've met Toby Duckett. Your interaction with Toby was always based on what Toby could do for you, what he could do to make your day a better experience than the day before!

If you were fortunate to have spent time with Toby you knew he loved his family and adored his wife Bonnie. You would know that Toby was a well-liked and respected businessman that put the needs of his customers first. You would know that Toby meticulously planned for his and Bonnie's retirement. You would also know that shortly into that retirement, Bonnie fell ill and those retirement plans changed. You might know that Toby planned a 50th wedding anniversary celebration for himself and Bonnie that included a week at Disney World for his entire family! Clearly Toby's love for Bonnie and his family had no limit. Unconditional!

A number of people in the Chicago Region were asked to put pen to paper to share the message of Toby's passing. Anyone who knew Toby could have put similar words together in an attempt to define the spirit in which Toby lived his life. With that in mind, this was submitted by "anonymous" as it is not about the author's words but about the way in which Toby lived and how he touched each and every one of us.

With that, Toby, our good friend, rest in peace. 🍷





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Door County Driving Tour, 2020

by John Diwik

Planning a driving tour under ideal conditions is no easy task, but planning a tour around COVID-19 protocols was a bit less than a good time. With a rush of pre-event cancellations, the meal and ferry counts were up and down like the stock market, but hey: it's 2020, and to be expected.

The tour began at the Gurnee Mills Mall on a perfect, sunny, crisp fall day! Approximately 100 members and their steeds rolled out and headed north toward Two Rivers, WI, and for the very first time,

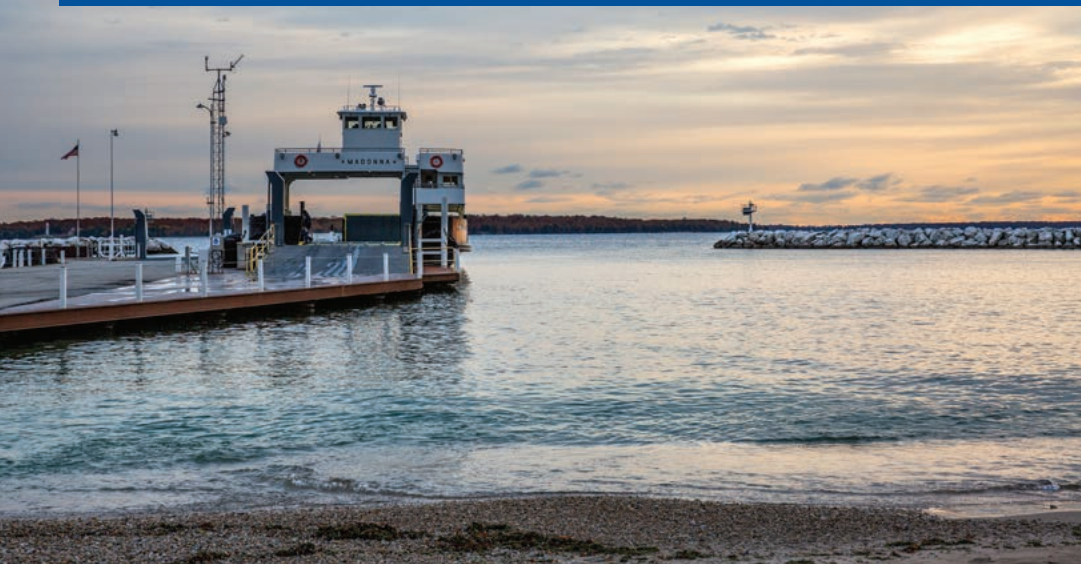
we had an electric Porsche on the tour: Bob Rath and his sister from CA drove in his new Taycan.

Our first stop found us at the Lighthouse Inn Restaurant, where lunch was served in a room overlooking Lake Michigan. The food was tasty and plentiful; our servers were attentive; and after finishing we headed north along the lake, where the scenic overlooks and quaint little towns multiplied the enjoyment. And for once, the "fall foliage" was cooperative and not green! We passed through Kewaunee, Alaska,



continued

Door County Driving Tour, 2020 continued

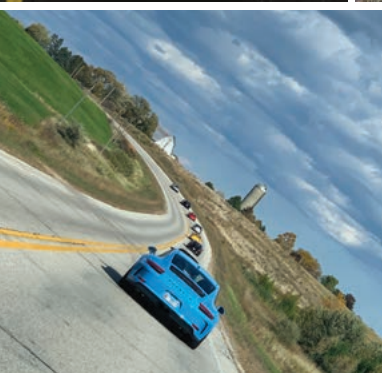


Algoma and Sturgeon Bay, and when we finally arrived at Egg Harbor, the downtown area was very busy, with all the breweries, distilleries, restaurants, and shops loaded with “tourists.” Later, when the Big Guy said, “Let it rain,” did it ever, turning cold, windy, and damp as the sun began to set.

Saturday morning arrived with partly sunny skies that brilliantly illuminated the foliage colors. The views were breathtaking as we headed north toward the ferry dock in Northport. We’d been warned, however, that bad weather was approaching and that the Washington

Island trek should be made as early in the day as possible. Outbound, the voyage to Washington Island was fairly tame, and on the way over, I had an opportunity to spend some time with a Schnauzer dressed in a pumpkin costume. He told me he really liked my Schnauzer joke, but that he couldn’t make dinner to hear it in person again.

We debarked and drove around the island, which is beautiful and afforded great water views. Stopping at the Fragrant Isle Lavender Farm, their boutique was charming and super busy with “leaf lookers.” Later, after arriving at the ferry for the return trip, we immediately





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Door County Driving Tour, 2020 continued



noticed that the winds were now howling and the waves were building. We boarded the vessel, exited our Porsches, and went to the lounge in the superstructure. The trip back to the mainland reminded me of an episode of “Deadliest Catch:” huge windblown waves broke over the bow and sent spray up to the second deck. Didn’t see any crab pots, but. . .

We got back to the Landmark Resort in time to clean up and get ready for the banquet. With an ample supply of drink tickets, everybody seemed relaxed and many a new friendship was initiated. The main course was excellent, as was the dessert. We raffled off

close to \$1,000 worth of Porsche-related “trinkets” after dinner, though at around \$1,000, they were better than trinkets!

As the evening wound down, we all headed back to our rooms to rest up for the Sunday drive home ahead. And to close on a high note, I have not been notified that any of our participants has tested positive for *any* health-related issues. Thanks, all, for staying safe and healthy during our adventure.

Next year, we’re headed to the Shawnee National Forest near Carbondale, IL for the summer tour, and to the Hocking Hills in Ohio, for the Fall Tour. Keep an eye out for the postings. 🍷



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The SOCIAL SCENE by Steve Kuk



PCA-Chicago has had to be quick on its feet/tires this year, with changes coming, left and right, faster than a high speed slalom. In addition, the last two Porsches & Pastries had to find new venues at the last minute, though our members were able to take advantage of beautiful fall weather. Our members didn't seem to mind the last-minute changes, either, and came out in record numbers for these last social events of the season. All together, we had over 200 members and their cars in attendance.

Porsches & Pastries and the "We Love the Ducketts" Parade, Oct. 3rd

The last minute cancellation of a downtown venue and a transfer to Cafe Labriola for the October P&P gave us a chance to hold a very special pre-P&P event.

Club members Keith Clark, Todd Conforti, Chuck LaMantia, and others came up with a special way to say hello, get well, and to express how much we care for a pair of very loved members of our Club: Bonnie and Toby Duckett, who joined the Club in 1998 and have been active Club participants for over two decades. Toby, a former PCA-C President and longtime Club Board member, suffered health issues during the 2020 season that kept him homebound for a good portion of the year. (As you'll read elsewhere in this issue of *The Scene*, Toby subsequently passed in late November.)

continued





Since the Duckett home is only a few minutes from Café La Briola, we gathered at the College Of DuPage (also nearby) at 8 a.m., and from there drove a slow parade lap through the court where the Ducketts lived. The turnout for the parade was amazing, with over 100 members waving and blowing kisses from 70 cars that had signs urging Toby to get well, and to remind them of the Club's love for the Duckett family, and that they remained in our prayers. Thanks to everyone who showed up for the We Love the Ducketts Parade. Both Bonnie and Toby wanted to let you know how much the entire Duckett family appreciated the turn out, and sent their warmest thanks for making their day so very special.



Porsches and Pastries and T-4-T at Cafe Labriola, Nov. 14th

Once again the Club did some quick thinking and saved aspects of our Holiday Dinner Dance traditions: supporting the Marine Toys For Tots program. In previous years, the Club presented our donated toys at our annual Dinner Dance. The cancellation of this year's Dinner Dance for health safety reasons prevented us from gathering in our holiday party attire to thank T-4-T for their efforts to spread holiday cheer to the youngsters and families they serve.

Thanks to all who donated to the 17th Annual Toys for Tots Collection. On behalf of Santa, the Club was able to present close to 300



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toys to the four Marines who attended: it took three vehicles, packed to their roofs, to haul our donations to the T-4-T warehouse. Several Club members also made monetary donations, which the Marines also appreciated. Thank you for making the holiday season much happier for a lot of children and their families. And finally, a special thanks to new Club member Brandon Beavers, who donated Mrs. Prindables Gourmet Caramel Apples to share with those who donated a toy. They were delicious.

Well, this wraps up a challenging year for the Club, and yet the hurdles we faced showed us just how strong our Club is. Kathy and I wish you a safe and joyous holiday season, and we look forward to a happy and healthy 2021. In the meantime, take care, stay well, and see you soon!

– Kathy and Steve Kuk 🍷



2021 EVENT CALENDAR

JANUARY

- 9 Board Meeting
- 19 New & General Membership Meeting

FEBRUARY

- 6 Board Meeting
- 23 Valentine's Day Social, Cooper's Hawk, Arlington Hts. - TBD

MARCH

- 6 Board Meeting
- 14 St. Pat's Social, Haymarket - TBD

Important: Due to current state public safety concerns, please check the Club's latest eBlasts and the website for updated information

For up-to-date details, please check:
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Toy Drive, Drive

by Andy Bizub

Paul and John once wrote *With A Little Help From My Friends* back in 1967, but it could have been a perfect theme song for our December 5 Toy Drive, Drive. The event was dreamed up by the Checkitout Chicago crew, who collaborated with Rino Burdi (of Burdi Clothing), and me and my shop (Midwest Performance Cars (“MPC”), in Chicago), all of whom are enthusiastic PCA members and supporters. Saturday’s weather was a near-perfect closer for the 2020 Midwest driving season, with dry, crisp autumnal conditions and just enough sun to ward off the chill and encourage a great turnout. The Marine Toys for Tots Foundation (“T-4-T”) was the beneficiary of the event and the huge stacks of toys that were piled up at both the start and the endpoint of the event were a testament to PCA-Chicago members’ continuing generosity, especially in this tough year of 2020.

A unique feature of the event was that it brought out many new PCA-C members, as well as their sons, daughters, and other future members. We all got to see that, far from being stuffy or aloof, “The Club”



is a dynamic and welcoming group of good people who just happen to obsess over the best marque in European vehicles. The fun of a Toy Drive, combined with an engaging and thoughtful driving route planned by Club member Dan Cubric, was an irresistible draw for over 100 Porsche owners.

The day began in downtown Hinsdale at Rino Burdi’s new store, a magnificent brick & timber re-imagining of a vintage Hinsdale retail space. Coffee and biscotti were available to kick start the morning, as well as two Marines in full dress uniform to oversee toy collection. At 11 a.m., Dan began to round up the train of drivers before they headed out on their hour-long drive (plus or minus), winding down to Archer Avenue and through local forest preserves before heading back north and east into Chicago. The drive ended at MPC’s new location, 2105 W. Fulton Street in Chicago, where there were rave reviews of having experienced that winding snake of P-cars as we sampled some of the best intra-metro driving roads the Chicago area has to offer. At MPC, we set out another toy collection box which ended up overflowing onto adjacent tables, on which were also arrayed all sorts of games, dolls, toy cars, and even a bicycle! Truly, the largesse of Club members knows no bounds, and people were generously dropping off toys with the biggest smiles since the closing scene of *It’s A Wonderful Life*. There was also coffee, donuts, and a “Cocktail Kit” thank you gift for attendees.

As much as we may justifiably want to forget 2020, there are counter-vignettes from throughout the year that merit our dearest remembrances: PCA-Chicago members pulling together, safely staging events when possible, enjoying each other’s cars and company, and always, always displaying their open, generous hearts. This is the spirit that weaves the fabric of this Club that we all hold so dear. 🍷





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Pulling it all Together by Adam Kern

We act fast. Two weeks is not much time to pull an event together, but sometimes you just get lucky. Inspired by PCA-C's efforts to raise money for Toys for Tots, I asked my friend Andy Bizub of Midwest Performance Cars if he'd be interested in hosting a similar effort. Andy was "all in" with his new business location, and all his eager customers were also ready to contribute. That would be our Point B—my idea was to make this toy drive an actual drive—but where to find our Point A, our starting point?

Back on election night of all things, I got a phone call from Rino Burdi, owner of Burdi Clothing and a PTS Mamba Green GT3. Rino said with the pandemic and everything, he'd been focusing most of his efforts on his Hinsdale location, but asked me to help him showcase his store to Porsche owners via an event. And that was it: a logical Point A!

Ideas are the easy part; getting the word out is where the time is spent. Tyson Thorne of Autoarts is also a friend and a Checkeditout collaborator. We discussed some ideas for an official image for the event, and he assured me that local-to-us but internationally known photographer Jeremy Cliff would be happy to lend an image for our use. For a winter-themed Porsche event only one thing made sense: an image of Allan Thom's Leh Keen-built Safari 911.

The poster image came out great. Now it was up to fellow collaborators Jenny Rhoades and Michael Bene to get the word out via our newsletter and social media. The response? We ended up with 122

RSVPs and at least three times that many guests. But how would all these people navigate from Point A to Point B? Tap route-planning specialist and Checkeditout team member Dan Cubric for input here.

Between charity activities at Points A and B, the Toy Drive, Drive brought in 2 full-size pickup trucks full of toys for the deserving children of Chicagoland. In closing I'd like to mention Steve Jenkins, whose festive VW Bus anchored our event on Hinsdale Avenue; Milwaukee Region member Matt Zuba, who came down for the day in his Leaf Green G-Class Merc; and veteran Charles Hartley and his one-owner 1976 Cadillac El Dorado convertible. Thanks also to the teams at MPC and Burdi for being great hosts; the whole crew at

Checkeditout; and photographer extraordinaire Jeff Brown for capturing it all. Most importantly, thanks to all of you who participated in our toy drive: you made the spectacular come to life in that short, two-week window. 🍂



Photos by Jeff Brown & Mike Radosta

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The Road to 234

by Carl Fausett¹



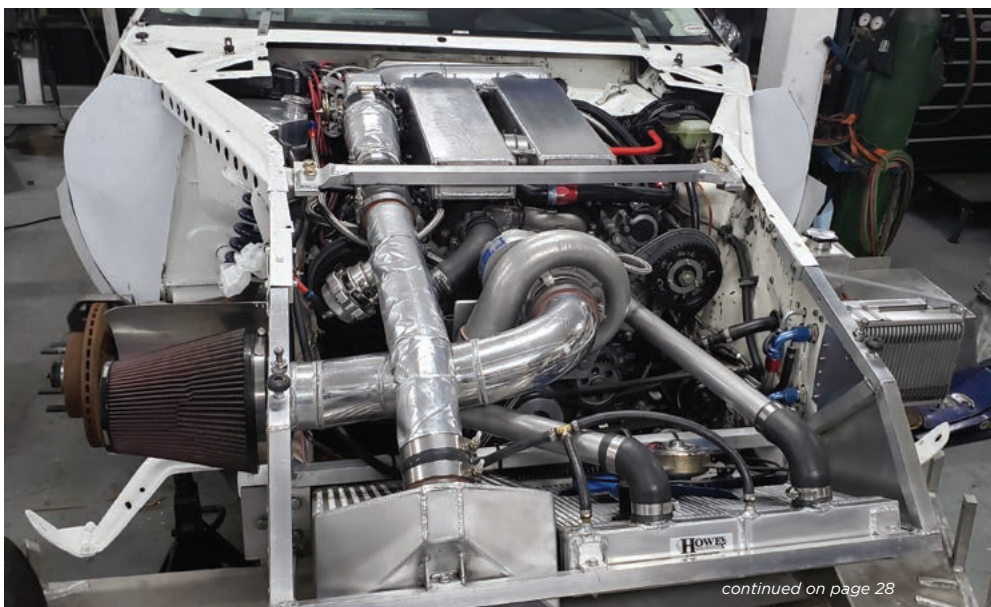
The preparation for a high-speed challenge like this was relatively simple, but the build (which took over 10 years) was not. My 928 was born a 1978 Euro model with 220 hp, but the engines I'd built for this car evolved slowly over time. First, my crew and I learned how to make 560 bhp, followed by 880 bhp, then 1,114 bhp, with corresponding durability mods on the transmission (a Tremec TR-6060), and aero mods to keep the car from becoming airborne at speed. At this point she became known as "The Meg," as in "Megalodon," the biggest, baddest shark that ever lived.

I'd set a 928 record of 216.635 mph at Bonneville in 2011 and returned five times in subsequent years trying to best that record, but always encountered bad weather, poor salt conditions, or both. I therefore committed to finding a paved venue to try again. Months of searching followed, including racetracks, abandoned airstrips, and tire testing grounds, but all were variously unsuitable for our purposes. Then we found Ohio's Transportation Research Center ("TRC"), with its 7.5-mile paperclip-shaped oval and parabolic corners at each end. Their top lane was intended to be driven at 140 mph, but could be taken faster, said TRC staff.

The morning of our scheduled test, on October 5, 2020, was cold and wet, with fog lingering behind a storm front. Still, the weatherman predicted "sunny and dry" for the afternoon and we were betting heavily on him being right. Our first meeting with TRC staff was at 10 a.m., where we discussed the speed trap

placement, track conditions, and some slight track bumps just after the Corner 2 exit. Their Tech Chief then inspected the car, installed an instrument package to transmit data to the pits, and encouraged me to "take it easy" during my first session at noon because the track was still wet.

My plan was to take Lap 1 at around 150 mph to study the course, and look for landmarks for braking zones, corner entry, etc. I planned to take Lap 2 at about 190 to feel out the stability of the car and to make sure the aero package was correct. After that, I'd go from there. We also had a 2 p.m. session planned, with a forecast of 62 degrees and sunny, so that's when I planned to do my "hero" run. At noon, it was still 58 degrees, though, and the track remained far from ideal.



continued on page 28

¹ Because of the production costs of "physical" magazines, this article has been substantially edited to fit the Club's printed format.

However, the full article is available on the Club's website, at <https://pca-chicago.org/the-road-to-234>, so please, take the time to enjoy the long ride! — The Editors.

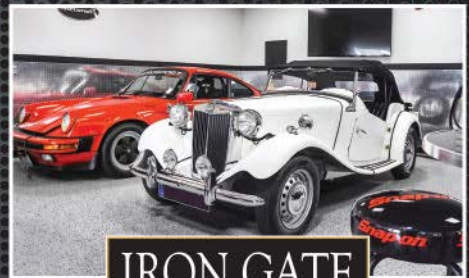
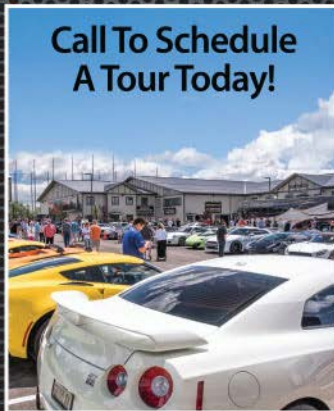
² See <https://www.trcpg.com/>.

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When I left the pits, I took a position in the center lane of the three lanes provided and began my 150-mph run. This lap would also bring my engine and transaxle fluids up to temp, as well as put some heat into the tires. I would then move into the left lane for my 190-mph test lap. This lap entailed my first use of the high lane on the parabolic curves, where the pavement angle varied from 28 to 36 degrees depending on how close to the outer guardrail I wanted to get. The parabolic corners were different from the counter clockwise Daytona tri-oval that I was used to. Still, even at this speed all the G-forces were down into the seat with almost no lateral load on this clockwise course.

The TRC technicians had set up our Tag-Heuer speed trap within 20 feet of the entrance to Corner 3, leaving me very little room to slow down before corner entry. We had discussed setting up the speed trap farther from the corner so that I could drop some speed before turning in, but their placement made the straight effectively 100 yards longer, helping me to achieve my maximum velocity if I could handle the corner that fast.

Back to the drive. Exiting the north corner I headed east towards the speed trap, breaking the light beams at 193.01 mph, then entered the south corner. The car felt grounded and

predictable, so when I exited the corner to run past the pits, I pressed into full throttle for the first time. I was in 6th gear, and the car accelerated smoothly past the 200-mph mark, still picking up speed. I glanced toward my crew and the TRC employees at our transporter and smiled to myself as they cheered and waved. When I turned back to look at my instrumentation, I was surprised to see the speedometer hit 230 mph: I had just set a new speed record without really meaning to!

Still, I had broken the speed record in the wrong place, because the speed trap was on the other side of the oval. Only the VBox GPS speedometer had proof of what had just happened, and I wanted confirmation of my final speed by the more accurate Tag-Heuer speed trap. A new thought came to me: though the “real” session was planned for the afternoon on dry pavement, it was possible that something could break, and I might not get another chance at all. I therefore concluded I should put down a “hero” lap right then.

Entering the north corner again, I worked my way along the guard rail until I was halfway through the corner, then started to roll into the throttle. This would be it—my first top-speed attempt—so I nailed the pedal, held it, and exited like a shot at





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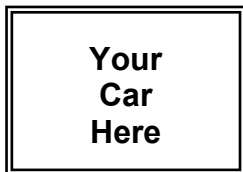
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Rallye 4: No Tricks, Only Treats!

by Jack Franks



For the Club's last driving event of the 2020 season, we toured Chicago's North Shore on October 25 looking for famous movie home locations and other Halloween-related surprises on the "No Tricks, Only Treats" Rallye! But first things first: before setting out, we voted on which team was best-dressed for our '80s era theme. By a landslide, the winners were Stan Knight and Kelly Spillers and their beautiful 928 GTS for their tribute to *Risky Business* and Bob Seger's *Old Time Rock n' Roll*.



Now, then, down to business: fifteen teams competed in this "gimmick" Rallye, where instead of navigational or timing tricks, the teams were given straightforward, easy-to-follow instructions and pages of photos for each leg. Whenever the teams saw a pictured house, public art, etc., they logged their mileage. The team closest to the official mileage got



continued on page 34

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Rallye 4: No Tricks, Only Treats! continued



the fewest points, with a score of 0 points for each perfect leg. Nobody got a perfect score, but the three lowest per-leg scores were Olivier and Camille Grandjean (1 point on leg 3), Steven Olson and Sharon Gregor (3 points on leg 3), and Adam Dickson and Allison Noe (10 points on leg 1, but unfortunately, they were unable to complete the event).¹

We started our drive through Highland Park, past the Porsche Exchange, wound our way through Lake Forest, and followed the shoreline to the Amstutz Expressway in Waukegan, where the second half of the “tumbler chase” in Christopher Nolan’s *Batman Begins* was filmed. We saw some great decorations and impressively costumed houses! Passing on through Lake Bluff, we also got to see some lovely fall colors before looping back south on a slightly different path, ending our first leg in Highwood.



Once on the second leg, we saw Joel Goodson’s house from *Risky Business*, then had the opportunity to peer through the golden leaves to find Cameron Frye’s house



¹ An archive of the index photos for each leg, as well as the final results from the event can be found on the Club’s website, at <https://pca-chicago.org/2020-rallye-4/>.

from *Ferris Bueller's Day Off*. There were also some fun, hard-to-spot locations on this leg, including two different red-colored metal animal sculptures, the gates to Ravinia Festival, and Highwood's famous Wooden Nickel. The drive continued down Sheridan Road, jogged over to the Skokie Lagoon, then back toward the lake to enjoy the twisty ravine drive on Sheridan Road, ending Leg 2 in Winnetka.

The third and final leg started back up Sheridan Road, then over to Winnetka for the McCallister house from *Home Alone*. From there, we continued down Green Bay Road into Evanston, to pass by the house from *Uncle Buck* and Sam Baker's house from *Sixteen Candles*. As we continued into Northbrook, we had some fun with the



curves on Voltz Road and Grant Road before heading back to Highland Park. Because of the pandemic, though, we skipped the restaurant and huddled together in a nearby parking lot to award our event winners with Blu-Ray or DVD copies of many of the classic movie locales we visited earlier in the day. Congratulations to our first-place winners and first-time Rallye competitors Olivier and Camille Grandjean; a fine first outing!

2020 was a challenging season for Rallyes, but we're grateful to our Rallye coordinators Andrew and Anna Skura for setting up four events this year. We'd also like to thank our pruners, Susan Shire and Steve Rashbaum, as well as all of the drivers and navigators who came out to enjoy our season wind-up! 🍷



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A Winter Driver Turns Concours Winner

by Patrick Yanahan

What started out in 1964 as a need for a snowy winter driver turned out to be a long-lasting relationship between a 1965 Porsche 356 C Coupe and its original owner, Gene Gully. To this date, Gene's stunning 356C 1600 Coupe still shines with all the original chrome and black paint that he ordered in July 1964 and picked up at the factory two months later.

That year, the Rockford area VW Club had offered a chartered trip to Germany and Gene planned his trip around ordering a 1965 black C Coupe for factory delivery. The new Porsche was intended to be Gene's winter driver, with his existing 1959 Porsche 356 Cabriolet being the summer car; the logic of choosing black was that the snow would melt off a black car faster. In addition, he specifically ordered a Reutter-bodied car, believing that Reutter bodies were better than Karmann bodies. He was also explicit that his C Coupe have neither the rear reflectors nor license plates mounted, and door pulls rather than arm rests. These directives were clearly specified on the dealer order since Gene didn't want any holes drilled in his winter car. Gene had similarly particularized plans for preparing his car in the factory parking lot: being a good engineer, he had returned to the dealer before the trip to take measurements used to fabricate special license plate brackets to avoid drilling holes in the body or bumpers.

Gene and his wife flew to Munich and took a day to get to Stuttgart. The dealer representative had arrived in Zuffenhausen a day before and, unfortunately, found that

the black Coupe would not be delivered exactly as specified. Warned that Mr. Gully would not be very happy, the factory delivery staff braced themselves.

When the Gullys did arrive, on September 22, 1964, they saw their new black beauty in the Werks I parking lot, where No. 220077 was among other 356s and some of the earliest 911s, badged as 901s, awaiting customer pickup. Inspecting his new Porsche, Gene noted that the German oval plates were already on the car, along with the mounting holes. Fortunately, there were no armrests (as requested) but there were also no door pulls, so he decided to do it himself back in



continued

A Winter Driver Turns Concours Winner *continued*



the States, thus saving a day of their vacation. Throughout the trip, however, they had to roll down the windows to pull the doors closed. Also, not (yet) installed was the Talbot rear view mirror, because the factory wanted to install it to fit Gene's seating position preference, which they did in the Werks I parking lot. Finally, a radio antenna and a Frankfurt radio had also been installed at a stunning price of \$141.25, though they still work fine today.

Before leaving the factory, Gene applied a coat of rust preventative in the wheel wells to prepare the Coupe for its salty winter duties back in the Midwest. With some free time, he then took a totally open tour of the factory, a stark contrast to the "no camera, no cell phone" protocols of today. Rare photos taken by him included the assembly of early Porsche 901s before they were re-designated 911s, and pre-OSHA assembly line working conditions reflecting the rigorous production protocols to yet be adopted in the German automotive industry.

The new black Coupe took the Gullys over the Grossglockner Pass to Salzburg, down to Florence and Venice and back to Hamburg, the return port of departure, without a single problem. Numerous positive comments by locals

during the trip made their European experience even more enjoyable. Back at home, Gene quickly became attached to the driving performance of the C and decided to turn this black one into his main summer driver, thus assuring the preservation of what is undeniably now a collector car. And when the first snowflake fell back home? The Coupe came inside for the winter. Gene's preservation plan has lasted for over 55 years, and this Porsche has captured numerous local and national first place awards for being totally original, with the paint, chrome, interior, and everything being just as it was back in 1964. 🍷





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