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Cover Photo: GT3 RSR

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Presidents Letter

Twas the night before Christmas when all through the house not a creature was stirring not even a Boxster. The snow is flying, all over the area, while the family Porschess’ were tucked away in garages with trickle chargers a glowing. Covers tucked tight keeping them warm, with thoughts of spring driving dancing in our heads.

After three major snow storms and 12” still on the ground in my area, every chance I get I go out to the garage and make sure the chargers are reading green and to be sure all is well. Occasionally I will fire them up and listen to the engines come to life and let them run till hot oil pumps through their systems.

The Boxster is ready for spring, but as temperatures permit I have a few projects I would like to get done on the 928 before driving season hits.

So unless you have a Cayenne, you will just have to be patient.

In closing I hope each and every one of you had a great Holiday Season, and I look forward to seeing you in the months to come.

First board meeting of the year January 12, 2011, at CJ’s Restaurant Bloomington, 6:30PM. All are welcome.

The Club needs the Board Position of Secretary filled, if any one is interested.

Jim Petruska
Past President’s Message

As part of my last message to our club members I want to say “Thank You”. I’ve had the opportunity to work, drive, and play with some of you and it’s been fun. The LTR is one of those clubs where you get about 10% participation from the membership. Surprised? You shouldn’t be, that is about average for clubs, both PCA and other national clubs. That means that when we get 25-30 people attending an event that is good and we had a few good events this past few years.

Jim P., Jim R., Patsy, Lynn, Steve, and Wayne need your support and input this coming year. If there is something you think the club should do, tell them now because they can do something about it. Suggestions are always welcome.

Shelley and I have had a lot of fun with this group. We’ve driven a lot of miles with you, we’ve visited a lot of towns with you. We’ve heard suggestions and we’ve heard complaints (I have to pick my words carefully here), but we’ve heard from you. We still plan on driving lots of new miles with you and to visit new towns with you. Porsches are in our blood and I can’t imaging not owning one. I am a Porsche fanatic and I always will be.

If you ever want someone to take a drive with you, go to an event or go to a race, give me an email or a call. If you just want to talk Porsches or racing, I’m here.

Take Care and I hope to see you on the road.

Mike
Race of Champions
International Racing Elite to Compete in Porsche 911 GT3 Cup Race Car

Stuttgart/Atlanta - November 16 -- The Porsche 911 GT3 Cup is the most-produced race car in history. To date, over 2,000 vehicles have been delivered to customers around the world. And now, the 450 hp GT racer from Weissach belongs to the official competition cars at the Race of Champions, where a number of the world’s most talented and famous racing celebrities from the most diverse disciplines come together in Dusseldorf, Germany on November 27 and 28.

Joining the ranks of the world class starter field is Porsche pilot Jeroen Bleekemolen. The 29-year-old driver from the Netherlands won the GTC class of the American Le Mans Series with Tim Pappas this season at the wheel of a 911 GT3 Cup and knows the car from many years of racing. In 2008 and 2009 he won the Porsche Mobil1 Supercup, the fastest international brand trophy series. In 2008 he earned a victory in the LMP2 class at the Le Mans 24 Hours with a Porsche RS Spyder.

In Dusseldorf, Bleekemolen will be up against the likes of Formula 1 pilots Michael Schumacher and Sebastian Vettel as well as World Rally Champion Sébastien Loeb and World Touring Car Champion Andy Priaulx.

“I’m proud to be part of the Race of Champions for the first time,” says Bleekemolen. “Obviously, I’m hoping to contest as many heats as possible with the Porsche 911 GT3 Cup - not one of the participating drivers knows the car like I do.”

The Porsche 911 GT3 Cup, based on the road-legal 911 GT3 RS sports car, is powered by a 3.8-liter, six-cylinder boxer engine delivering 450 hp. The spectacular-sounding race exhaust system features a fully controlled catalytic converter. The rear-engine concept and the wide track give the racing 911 excellent traction and razor-sharp handling. Pilots operate the sequential six-speed gearbox manually. Power from the high-revving engine (max. 8,500 rpm) is distributed to the wide rear wheels via a mechanical differential.

“I’m very pleased that the racing elite from all over the globe will be seen driving the world’s most produced race car, the Porsche 911 GT3 Cup,” says Hartmut Kristen, head of Motorsport at Porsche. “I’m sure that fans and drivers alike will have just as much pleasure in the spectacular sound and the superb handling of this vehicle.”

This marks the return of the Race of Champions to Germany since its first meet here in 1989. The event will be broadcast by the German national TV, ZDF. “Aktuelle Sportstudio” provides coverage on Saturday, with “Sportreportage” broadcasting the spectacular action from Dusseldorf’s Esprit Arena on Sunday. Get more information and follow the action on the event’s official site www.raceofchampions.com.
2012 Porsche Cayman R Makes World Debut at Los Angeles Auto Show

New mid-engine coupe takes its purist cue from Boxster Spyder

ATLANTA – November 17, 2010 – Featuring 121 pounds less weight and the most horsepower available in a mid-engined Porsche, the 330-hp Cayman R has been created for one reason: pure driving dynamics. With its highly-tuned sports suspension and vigilant attention to weight savings, the third Cayman model offers an even more precise driving experience than the “standard” Cayman S. A direct descendant of the famous 1950’s 550 and 1960’s 904 mid-engined, high-performance Coupes, the 2012 Porsche Cayman R is celebrating its world premiere at the Los Angeles Auto Show November 17, 2010.

Light and Powerful

The newest member of the mid-engine family features the highly efficient 3.4-liter six-cylinder Direct Fuel Injection (DFI) boxer engine found in the Cayman S, but produces 10 more horsepower. With a six-speed manual transmission, the Cayman R sprints from a standstill to 60 mph in 4.7 seconds, two-tenths of a second faster than the Cayman S. With the optional seven-speed dual-clutch PDK (Doppelkupplungsgetriebe) transmission and the Sport Chrono package, the exercise is reduced to 4.4 seconds. Top track speed with the manual transmission is up by 3 to 175 mph (282 km / h), 174 mph (280 km / h) with the PDK.

The main objective in the concept and execution of the Cayman R was to improve the already energetic two-seater through a systematic reduction in weight, thereby increasing performance, driving dynamics and agility. With a DIN unladen weight of 2849 lbs. (1295 kg), Porsche engineers were able to achieve a power-to-weight ratio of 8.58 lbs. per hp (3.9 kilograms per hp) and with 8.8 lbs per hp (4 kilograms per hp) with the PDK.

More from Less

The greatest savings comes from the use of lightweight components and the omission of certain standard equipment not directly
associated with driving performance.

In addition to the removal of the A/C and stereo, the driver-focused Cayman R utilizes a sports suspension system that lowers the Cayman R by 20 mm, helping lower center of gravity. Optional on the Cayman S, the Cayman R comes with a standard limited slip differential, front and rear spoilers from the Cayman Aerokit and special lightweight 19” wheels also found on the Boxster Spyder.

Lightweight aluminum door skins, carbon-fiber backed sport bucket seats and interior door panels from the 911 GT3 RS also contribute to the weight reduction. Black-framed halogen headlights, contrasting side mirrors and decorative “PORSCHE” side-stripes add to the unique appearance.

The 2012 Cayman R goes on sale in February 2011 and U.S. base pricing is $66,300.
Stop Rock Chips FOREVER!

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2011 Version of the World’s Most Successful GT Race Car Debut at Porsche “Night of Champions”

Stuttgart - December 12 -- The Porsche 911 GT3 RSR takes off into the new motorsport season with significant modifications. The 2011 version of the world’s most successful GT race car celebrated its international premiere at the “Night of Champions” party held at the R&D Center in Weissach to mark the end of the 2010 motorsport season. Priority in the further development of the GT3 RSR was given to the newly designed aerodynamics at the front and rear, changes to the suspension kinematics and to the engine.

The 4.0-litre, six-cylinder boxer engine now delivers 455 hp (355 kW) at 7,800 revs, five horsepower more than its predecessor. The power increase results from an engine management system which adapts even better to different fuel grades, as well as a redesigned exhaust system and a modified air intake housing. Moreover, the drivability of the famously efficient engine has undergone further improvements. Maximum revs remain unchanged at 9,400 rpm.

Clearly visible are the modifications to the front. A new front lip provides higher downforce at the front axle. The front wheels are now wider with the rims growing from 11 to 12 inches giving additional grip and less understeer. The position of the rear wing and the shape of the wing mounting also underwent optimization and were adapted to the new rear fairing with additional air outlet louvers. The rear lid was also redesigned for optimized air ducting. Like the 911 GT3 Cup and the GT3 R, the RSR has now been equipped with the LED rear lights taken from the latest 911 road-legal cars.

The 911 GT3 RSR joins the 911 GT3 R and the 911 GT3 Cup as the top model of Porsche Motorsport’s product range. The successful long distance racer from Weissach can be ordered now at a price of 410,000 Euro plus country-specific value added tax. All 2011 modifications are available as a kit for GT3 RSR cars from the 2010 season.
Editor, Vice President, and Webmaster Message

2011 website changes:
I have added a link to the social events page from the home page. I also added more details on the social events page to better describe the reoccurring monthly gatherings we have around the region. I added a photo and email link to the person who organizes each of these events. I have heard from people in the past that they went to these to meet people but since they did not know anyone they did not know where the group was. These changes were made to fix that problem. Now people will have a face to look for, and can email ahead of time to introduce themselves so we know who to look for.

The news page has been replaced with the forum. The forum is a much better way to communicate than a hand edited web page that quickly gets out of date. When I get event information from various sources I will post it to the forum. I would encourage others to do the same. The forum is meant as a knowledge sharing tool.

I am in the process of moving many web services to Google. For instance, our calendar has been in Google for a year now. Everyone on the board can now add and edit events on the club calendar. This makes it much easier to keep up to date and accurate. There are many other benefits of using Google calendar. For instance, Google calendar is available on all smart phones, and it is native in Android. You can sync with your personal Google calendar and add reminders too. We can also invite guests and see who is planning to attend events. If anyone needs help setting this up, or if you have any question about it, feel free to contact me (jroal@ltr.pca.org) and I will help you get it all working for you.

The classified ad system has been working well. I hope members take full advantage of this free service. Our club is small so it does not get the hits that eBay or Craigs List gets of course, but it is free and simple to use. You can also link direct to your ad so you can post that link to forums and such to get better exposure if you want. Just enter the ad ID (the number) in this link http://ltr.pca.org/?test/ShowAd.aspx?id=61 in place of the 61.

It's time to pass the newsletter editor job on to someone else. We need someone with a personal computer and just a bit of spare time. I usually spend about 1 to 2 hours a quarter on this. You get to install the clubs Adobe InDesign CS2 on your PC (we paid over $700 for this a few years ago). I will give you all the templates, past newsletters, photos, and much more. I also created some handy tools that help out. I will install all the software you need and help you get started. Nearly any Windows based PC purchased in the last 5 years will run the software fine. Many older ones will too. Distribution is all electronic and I will take care of that for you. Let me know if you are interested.

We are always looking for articles from our members. We get our best material this way. In the past we have had several members contribute some great stuff. I would like to thank a few here: Michael Benet, Andy Berberich, Mike & Shelly Matthews, Chuck Tucker, Wayne White, and Bob White. I probably missed a few others. You can just email me what you have. I prefer MS Word but I can use it even from an email.

Jim Roal
How I “won” the Battle of St. Charles
By Sean Reilly

My Porsche experience began many years ago as most of ours began, with a dream. For my 14th birthday I was given a book about the 911 written by Michael Cotton, and each subsequent birthday I always would wish for a 911 when blowing out the candles on my birthday cake.

As I was approaching my 40th birthday four years ago (with some family influence as my father owns a 1965 356C and brother a 1986 944 turbo), I finally decided to make the 26 year dream a reality. My first choice would have been a 70-73 911S but by the mid 2000’s those cars were way out of my price range; so I settled on the best and most affordable classic 911, the 911SC. My brother told me about the perfect car after picking up an issue of Auto Trader at a store. After talking to the owner and negotiating a price for the car over the phone, I sent a perfect stranger a check for a $1000 deposit and booked airfare to Wisconsin. Porsches are the closest thing to drug addiction that I have ever experienced in my life. Needless to say the car was exactly what I was looking for. Sunroof, unique color, optional Fuch wheels, chrome trim, Nevada car, and because of the high mileage (150,000) the price was right. Thus began my 911 odyssey of the last four years.

Numerous upgrades, many social gatherings, a DE event, moving from the Green Mountain Region to North Country Region and most importantly pure driving pleasure brought out in me a desire to attend a National event. When I found out that this year’s Parade was going to be hosted in the Chicago area I said to myself “I can do this and do it cost effectively.” After discussing the event with the family, I gleefully signed up for Parade 2010 on the first day of
registration. One aspect that made Chicago appealing was that my wife’s family lived about an hour away in Highland Park and I could stay with family to keep costs down.

The next order of business was the trailer. I briefly thought about driving the car, but my father offered up his five year old aluminum Featherlite Trailer. After the challenge of picking it up, transferring the title and registering it, my ownership was complete. I next moved to the tow vehicle…my wife’s family hauler, a 2004 Honda Pilot with 145,000 miles on it. After multiple trips to U-Haul and a complete lack of confidence in their work, the brake booster and proper wiring harness were finally installed. I was ready to roll, except for the fact that I had never loaded a car on a flat bed trailer. Instead of asking my wife to help (which I was confident would have negative repercussions), I made the smart decision; I called my fellow car nut friend Ed Clark for assistance with getting the car on the trailer. I am glad I made that call!

The first problem was the approach angle. We need wooden 2x8’s to extend the ramps and not damage the front apron of the car. Once on the trailer we began to ponder how to secure the car to the trailer. Suspension points and body hooks seemed much too weak; we were not feeling good about the 3000 mile round trip. Ed called his dad from my driveway and his father asked if the wheelshad big enough openings to put the straps through. Being Fuch’s, yes; problem solved! Trailer straps secured the car through the wheels, and I was off to St. Charles and Parade 2010.

Not wanting to make the trip alone, I coaxed my 11 year old son Aidan to make the trip with me. I told him it would be an adventure, and it was! Our plan was drive straight through to Chicago, non-stop, the motivating factor was that we had plans to see the hapless Cubs play a day game at hallowed Wrigley Field the next day. The trip that I thought was going to take 16 hours turned into an almost 20 hour white knuckle experience. Fifty-five miles per hour for half the trip (until I determined that this was way too slow for Ohio and Indiana) and $60 in tolls made me feel like I was paying for the American Highway Recovery Act by myself. An even bigger challenge was downtown Chicago at 11pm on the first night of a holiday weekend. Besides the cars moving at 80-90 mile per hour through the city, the worst part was the superbike motorcycle gangs buzzing by at triple digit speeds while performing acrobatic tricks. My 11 year old co-pilot slept through the entire experience. Needless to say, my nerves were fried upon midnight arrival at my mother-in-law’s house.

Friday was a much need respite from the trip. My brother-in-law, Brian, and his son were gracious hosts as we negotiated the train to and from Wrigleyville. Public transportation was awesome after that harrowing drive! The weather, the crowd, and the atmosphere were incredible; too bad the Cubs pitching imploded in the 8th inning to surrender 8 runs. Game over, Cubs lose.

Saturday was check-in and Welcome Party night. My mother-in-law helped me get the car off the trailer (I think she promptly went inside and made herself a gin and tonic after that experience). Needing to wash the car, I coaxed my heir into passing a garden hose over the fence and down to the lower garage level, where I quickly washed the car before anyone noticed that is was blocking the entrance to the parking garage. My plan was to swing the car around front for the final detailing before cleaning myself up and heading off to the hotel. As I was waxing the last quarter of the car near the passenger mirror, I bumped it and it fell off in my hand. There it was, dangling from the car by the electric motor wires. I wanted to cry, but the 20 hour drive motivated me to try and fix the mirror to complete the odyssey of St. Charles. Lacking a proper set of allen wrenches, somehow after a hour of frustration I used a Jedi mind trick to will the mirror back into place on the car. I hoped it would hold for the trip to St. Charles and back; and it did!

I was pressed for time because check-in was closing for the day, and of course the trip took 30 minutes longer than expected. No superhighway to whisk me there, only two lane roads with what seemed like 100 traffic lights and multiple toll booths in 95 degree heat.
Needless to say I was watching the oil temp
gauge on the ’78 911SC more the speedometer.
Was the upgraded 28 tube brass oil cooler going
to pass the mustard? Fortunately, the temp
never got past the ¾ mark, but that is still too
hot for a car that was used to being driven in
the mountains of Vermont. Air conditioning, who
needs it! I arrived with only 20 minutes to spare
and in need of another shower...The volunteers
at each event station were extremely helpful
despite it being so late in the day, and after the
last two days finally collecting my goody bag it felt
more like a trophy won than just a collection of
cool stuff. I went to the parking lot to chill out and
wait for my mother-in-law to arrive with my son
and nephew, and that is when I saw it...

While standing in the parking lot talking to other
another Porsche owner; we both stopped and
stared at the incredible vision driving by us,
a 2005 Carrera GT. Lo and behold the owner
decided to park his car next to mine! Quite a
contrast in ownership costs, $11,000 versus
$500,000. The owner was incredibly nice, fielding
questions from a half a dozen Porsche owners
drooling over the car. He even let me sit in the
car while a fellow Parade attendee snapped
a picture. A photo for the background of my
computer! I called my mother-in-law to check on
her progress, she was running an hour late. More
time to check out the cars in the parking lot, cool!
She finally arrived and was in terrible shape, it
seemed my son had broken the rear window on
her 3 series BMW. He in fact had not; it seems
the motor had failed, leaving the window down
until she would be able to take the car to the
dealership on Monday.

It was a long day. We regrouped and boarded the
bus to the Welcome Party. The highlights for me
were seeing other fellow North Country members
and having my mother-in-law meet some great
people, including some that knew her son in law.
For my 11 year old the highlight was the new
2011 Cayenne S. “Dad, this should be our next
family vehicle.” No concept of the sticker price...

Sunday (the 4th of July) found me spending the
morning at the Concours with my son, while my
mother-in-law extracted my wife and daughter
from the airport. The afternoon was highlighted
by friends and a family barbecue, and me falling
asleep and missing the fireworks for the first time
in recent memory. The next day was the driving
tour that I had planned for my wife and myself as
a break from the family. The tour and lunch were
great! It was awesome to see over 100 Porsches
in the parking lot for lunch, but the best thing
was the people. We struck up conversations with
people from all over the country, the common
bond of course being the car. Just before lunch
we met a couple from Iowa and during lunch we
found out that he had just retired after 40 years
of being a dentist, and the first thing he wanted to
do for his retirement was attend Parade 2010.

This brings me to Tuesday and my reason for
being asked to write this article, the Gimmick
Rally. Being a lover of trivia and history, I was
excited to sign up for the event but chose my
co-pilot carefully. Not my wife of 20 years but my
brother-in-law, who had lived in the Chicago area
his entire life. Checking in so late on Saturday
provided me with the absolute latest possible
starting time, which was, as it turned out, not
at all a benefit for this Gimmick Rally. With the
temperature hovering around 95 degrees we set
off on our journey through Illinois farm country,
with directions and questions resting in the hand
of my brother-in-law. The well conceived route
took us through St. Charles and then in to the
heart of corn country along the Lincoln Highway
to Decatur, home of Northern Illinois University
and along the first paved highway (built in 1913).
The history and change of scenery were a
welcome sight to a person who has lived all of his
life in New England. We were able to answer a
good deal of the questions along the route, while
stopping and making numerous illegal turns to try
and find the clues we had missed. It took two and
a half hours to reach the halfway point of the rally.
Upon turning around we realized we only had
an hour and half in which to answer the second
half of questions, and make it back to the hotel to
submit our answer sheet. I know; not good time
management. I do not know if it was confidence
or the sense of urgency, but we seemed to be
able to answer more questions in half the time!
The trip back to the Parade site was a scene
straight out of Cannonball Run; there were about
20 Porsches rushing to get back while trying not
be spotted by local law enforcement. We made it
back to the scorer’s table in just the nick of time;
feeling good about our first ever Gimmick Rally as we were able to successfully answer most of the questions, not get arrested nor have an accident. We had another family cookout that night, so unfortunately we had to leave before the results were announced.

As we slugged through traffic on the trip back, I could imagine what it felt like to be on a U-boat in WW2. Here were two guys, each over 200 lbs, crammed into the car, sitting in stop and go traffic in the humidity and 95 degree heat, smelling ripe after an exhausting mental and mechanical challenge. The only thing missing were empty tins of sardine cans littering the floor of my car. My brother-in-law asked quite seriously at the end of the day “What makes these cars so special?” I was hard pressed to answer that question given the temperature and the traffic…My only saving grace was to exit a highway ramp at 80 miles per hour and perfectly bring the tail around as I had been taught at a DE the year before. After a mandatory stop for liquor and steaks we arrived at the cookout. That night I enjoyed the food and drink, and left the 78SC in my brother-in-law’s garage to rest.

The trip home from the Parade was uneventful, especially compared to the trip out. I made the decision to break the trip into two days, stopping in Cleveland. While in a restaurant that night, this decision was highlighted by LeBron James announcing his choice to leave Cleveland and play basketball for Miami. Upon arriving home, I received an email announcing that we had won the Gimmick Rally! I could not believe it! I immediately forwarded the message to my brother-in-law and told my son, who also could not believe that I had actually won something at a national event. The irony of this “win” was that a couple of days later I received another email. This one stated that in fact I had not won the event but finished in 10th place-- a dagger through the heart! I was the highest placed finisher from the North County Region though (what the original email so poorly tried to convey), still quite a respectable showing considering it to be my first rally and there were 100+ participants in the event.

Reflecting back on my first Parade, I would like to impart a few words of wisdom for people considering attending in the future. First, if you can, stay at the host hotel or at least close enough so the drive to and from the Parade site is not a challenge all by itself. Second, do not try and drive 20 hours straight by yourself while towing your pride and joy, with a vehicle that is pushing the limit of its rated towing capacity.

The 911SC is back resting quietly in the garage in Vermont, waiting to have the Parade 2010 badge applied to its bonnet. I view the badge as a badge of courage. A medal earned in hard fought battle, pitting a 32 year old air-cooled 911SC against the mean streets of Chicago. The winner? You decide!
Calendar

Sat Jan 8  9am – 10am

Car Talk - Panera near Market Street Mall in Champaign - Panera Bread Company, 1903 Convenience Place Champaign, IL

Mon Jan 17  7:30pm – 9pm

Dinner at various places in Bloomington at 7:30pm the 3rd Monday of the month - 116 E Market St, Bloomington, IL

Tue Jan 18  6:30pm – 8pm

Dinner at Mario's Pizzeria on the 3rd Tuesday of each month - 2841 Mansion Rd, Springfield, Il

Sat Jan 22  8:30am – 9:30am

Breakfast at Paneras Peoria, at 8:30am the 4th Saturday of the month - 1101 W Bird Boulevard Peoria, IL 61615

Sat Feb 5  8am – 9am

Car folks breakfast in Peoria - Dennys, 4712 North University Street, Peoria, IL

Wed Feb 9  6:30pm – 8pm

LTR Board Meeting - CJ's, 2901 E Empire Street, Bloomington, IL 61704

Fri Feb 11  10am – 10pm

Chicago Auto Show - McCormick Place, 2301 South Martin Luther King Drive, Chicago, Illinois, 60616

Sat Feb 12  9am – 10am

Car Talk - Panera near Market Street Mall in Champaign - Panera Bread Company, 1903 Convenience Place Champaign, IL

Sun Feb 13  10am – 10pm

Chicago Auto Show - McCormick Place, 2301 South Martin Luther King Drive, Chicago, Illinois, 60616
Chicago Auto Show - McCormick Place, 2301 South Martin Luther King Drive, Chicago, Illinois, 60616

Tue Feb 15 10am – 10pm

Chicago Auto Show - McCormick Place, 2301 South Martin Luther King Drive, Chicago, Illinois, 60616

6:30pm – 8pm

Dinner at Mario’s Pizzeria on the 3rd Tuesday of each month - 2841 Mansion Rd, Springfield, Il

Wed Feb 16 10am – 10pm

Chicago Auto Show - McCormick Place, 2301 South Martin Luther King Drive, Chicago, Illinois, 60616

Thu Feb 17 10am – 10pm

Chicago Auto Show - McCormick Place, 2301 South Martin Luther King Drive, Chicago, Illinois, 60616

Fri Feb 18 10am – 10pm

Chicago Auto Show - McCormick Place, 2301 South Martin Luther King Drive, Chicago, Illinois, 60616

Sat Feb 19 10am – 10pm

Chicago Auto Show - McCormick Place, 2301 South Martin Luther King Drive, Chicago, Illinois, 60616

Sun Feb 20 10am – 8pm

Chicago Auto Show - McCormick Place, 2301 South Martin Luther King Drive, Chicago, Illinois, 60616

Mon Feb 21 7:30pm – 9pm

Dinner at various places in Bloomington at 7:30pm the 3rd Monday of the month. - 116 E Market St, Bloomington, Il

Sat Feb 26 8:30am – 9:30am

Breakfast at Panera’s Peoria, at 8:30am the 4th Saturday of the month. - 1101 W Bird Boulevard Peoria, IL 61615

Sat Mar 5 8am – 9am
Car folks breakfast in Peoria - Dennys, 4712 North University Street, Peoria, IL

Sat Mar 12  9am – 10am

Car Talk - Panera near Market Street Mall in Champaign - Panera Bread Company, 1903 Convenience Place Champaign, IL

Tue Mar 15  6:30pm – 8pm

Dinner at Mario's Pizzeria on the 3rd Tuesday of each month - 2841 Mansion Rd, Springfield, IL

Mon Mar 21  7:30pm – 9pm

Dinner at various places in Bloomington at 7:30pm the 3rd Monday of the month, - 116 E Market St, Bloomington, IL

Sat Mar 26  8:30am – 9:30am

Breakfast at Paneras Peoria, at 8:30am the 4th Saturday of the month, - 1101 W Bird Boulevard Peoria, IL 61615

Sat Apr 2   8am – 9am

Car folks breakfast in Peoria - Dennys, 4712 North University Street, Peoria, IL

Sat Apr 9  9am – 10am

Car Talk - Panera near Market Street Mall in Champaign - Panera Bread Company, 1903 Convenience Place Champaign, IL

Wed Apr 13  6:30pm – 8pm

LTR Board Meeting - CJ's, 2901 E Empire Street, Bloomington, IL 61704

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Dinner at various places in Bloomington at 7:30pm the 3rd Monday of the month, - 116 E Market St, Bloomington, IL

Tue Apr 19  6:30pm – 8pm

Dinner at Mario's Pizzeria on the 3rd Tuesday of each month - 2841 Mansion Rd, Springfield, IL

We are now using Google Calendars to manage our club calendar. The details are there for each event. Go to the LTR website and click the “calendar” button on the left menu to view the calendar. Follow this link: http://www.google.com/calendar/hosted/ltr.pca.org for a more detailed view and help with synchronizing.
## Board

<table>
<thead>
<tr>
<th>Position</th>
<th>Name</th>
<th>Contact Information</th>
</tr>
</thead>
<tbody>
<tr>
<td>President</td>
<td>Jim Petruska</td>
<td>(309) 726-1777 <a href="mailto:Snjp928@aol.com">Snjp928@aol.com</a></td>
</tr>
<tr>
<td>Vice President &amp;</td>
<td>Jim Roal</td>
<td>(309) 580-4116 <a href="mailto:jroal@mchsi.com">jroal@mchsi.com</a></td>
</tr>
<tr>
<td>Webmaster</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Past President</td>
<td>Mikel Matthews</td>
<td>(217) 586-5084 <a href="mailto:mikel@mchsi.com">mikel@mchsi.com</a></td>
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<tr>
<td>Membership</td>
<td>Dana Sawyer</td>
<td>(309) 827-8488 <a href="mailto:rnracer60@yahoo.com">rnracer60@yahoo.com</a></td>
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<td></td>
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<tr>
<td>Treasurer</td>
<td>Patsy Webber</td>
<td>(309) 828-4813 <a href="mailto:lynn.webber@verizon.net">lynn.webber@verizon.net</a></td>
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<tr>
<td>Newsletter</td>
<td>Mikel Matthews &amp; Jim</td>
<td>(217) 586-5084 <a href="mailto:potpourri.editor@gmail.com">potpourri.editor@gmail.com</a></td>
</tr>
<tr>
<td></td>
<td>Roal</td>
<td></td>
</tr>
<tr>
<td>Position</td>
<td>Name</td>
<td>Contact Information</td>
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<tr>
<td>Technical</td>
<td>Michael Benét</td>
<td>(309) 673-1412 <a href="mailto:kauthmayeur@ameritech.net">kauthmayeur@ameritech.net</a></td>
</tr>
<tr>
<td>Driving Events</td>
<td>Andy Berberich</td>
<td><a href="mailto:ajberb@bbyoc.com">ajberb@bbyoc.com</a></td>
</tr>
<tr>
<td>Social Events</td>
<td>Shelley Matthews</td>
<td></td>
</tr>
<tr>
<td>Safety</td>
<td>Jim Anderson</td>
<td>(217) 431-4235 <a href="mailto:jckma@insightbb.com">jckma@insightbb.com</a></td>
</tr>
<tr>
<td>Board Member</td>
<td>Wayne White</td>
<td>(217) 245-7805 <a href="mailto:jwwhite703@verizon.net">jwwhite703@verizon.net</a></td>
</tr>
<tr>
<td>Board Member</td>
<td>Steve Jacobs</td>
<td>(217) 585-8000 <a href="mailto:artic986@sbcglobal.net">artic986@sbcglobal.net</a></td>
</tr>
<tr>
<td>Zone Representative</td>
<td>Ken Hold</td>
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</table>
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