

# THE CHICAGO SCENE

January 2019

Official Publication • PCA-Chicago

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Porsche's Mission E

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Closing Out the 2018 Season

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The "Overall" Awards

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# THE CHICAGO SCENE

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## CORNER ONE

**T**he Club officially ended its 2018 event season on December 8 with its annual Dinner Dance and Year End Awards celebration. As you can tell from the snippet of pictures included elsewhere in this issue,<sup>1</sup> it was very well attended, the venue was beautiful, the members were enthusiastic, and we all (I think) had a wonderful time!

Since then, it's only been quiet on the surface. The Board and the Club's event organizers held their annual Calendar meeting in November, and since then, various subsets of the Club's Officers, Directors, event organizers, event team members, and other event "stakeholders" typically send, receive, or make dozens of emails or phone calls a day about matters related to next year's events, all for the purpose of clarifying, amending, adding, rescheduling, deleting, or facilitating events included in the 2019 schedule. It never ends, and candidly, it shouldn't: only to the extent that an event you attend comes off seamlessly, have we done our jobs.

I've noted before that the Club's events are not self-executing, nor is their success foreordained. "It takes a village" to run a Club, and but for the ongoing commitment of our membership, none of this would be possible.

As I mentioned at the Dinner Dance, the Board and Officers are responsible for overseeing the Club's activities, but it's the event organizers and the event support teams that actually put on the events that you attend; they're the heroes of this process.

The Club comes out of the last several seasons in a position of considerable strength. We've seen attendance jumps in social events, tours, and autocross. Membership numbers have reached all-time levels, and the Club's financial performance continues to advance. Time passes and things may change, but with your sustained efforts and ongoing involvement, the Club will continue to flourish.

It is true, as Antoine de Saint-Exupéry once observed, that "the one thing that matters is the effort." It is also true that "the achievements of an organization are the results of the combined effort of each individual," as another great observer of the human condition, Vince Lombardi, similarly observed.

Respectfully, we ask you for your time and energy. Later, we'll also ask you for your commitment and dedication. **This is your Club. Help it grow. Pass it on.**

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

“  
the achievements  
of an organization  
are the results of the  
combined effort of  
each individual  
”

<sup>1</sup> You can also visit the Club's Facebook page, at <https://www.facebook.com/PCAChicago>, for a more complete sample.



## *It's a Wrap:* Oktoberfest Closes Out the 2018 Speed Season

by Todd Conforti & Pete Hackenson<sup>1</sup>

**B**lackhawk Farms Raceway is a jewel of a track that opened in 1967 on what was then a 216 acre farm. PCA-Chicago hosted its first driving event there in 1969, so we'll be celebrating our 50th season at Blackhawk this year. Time flies, doesn't it?

The early events were managed by the late Dan Gallagher (another Club President, and the original Salty Dog) from 1972 until 2001 when he turned over the event reins to us. These events were much less formal—in every good way—than they are or could be today. As Dan would say at every one of his drivers meetings, “I have 10 rules; Rule 1 is don't %!\$& me off. Rules 2 through 10, see Rule 1!” On-track instruction was also less structured and rigorous than it is today; when I (Todd) arrived for my first DE there he told me, “go find an experienced driver and ask him to take you out.” The cars were slower, the rules were fewer, but boy, did we have fun!

Because the Club's Oktoberfest has traditionally been the Club's track event wrap-up for the season, the weather is typical for late fall in the Midwest. If it's clear (and it mostly is), it's often

cooler; if it's overcast, it's warmer, but sometimes it rains. This year fit that pattern: overcast but moderate temps by Saturday eve, some rain on Sunday, but that didn't put a damper on the fun, both on-track and at the Saturday night Oktoberfest barbeque. And afterwards? Don't forget a tasty beverage at the traditional trackside, end-of-day bonfire on Saturday night! Sunday afternoon's driving session is experienced drivers only, with the fastest Black group running under PCA's advanced passing rules. After a wind-down driving session at the end of the day, we also hold a pizza party after the track closes. This is one of those Club moments where you look around, bundled up, relaxed, a bit tired, you're trading stories with your friends, and it hits home: it's not just the cars. It is the people!



<sup>1</sup> Todd joined the Club in 1989, and Pete joined in 1994. Both are PCA-Chicago Wayne Potter Lifetime Achievement Award winners. —The Editors.

Photos by Neil MacDonald & Jeff Brown



By the time you read this, the Club's General Membership Meeting on January 20 will be just a few weeks off, and we'll be getting ready for the start of the 2019 season. If you're new but interested in learning how to drive your Porsche the way it was engineered to be driven; if you've got some experience but need a "tune up;" or if you're very

experienced but want to brush off the cobwebs from the off-season, we recommend a three step approach. First, attend the Precision Car Control Clinic (informally known as the Autocross School) in April, where you'll learn (or refresh) the fundamentals in a classroom setting, followed by driving exercises on a cone-course, set up in a spacious

parking lot. Second, attend our spring Blackhawk Novice Day event. This event is catered to the novice driver, with two novice run groups, so sharing a car between two drivers is not a problem. This will also set you up to apply what you've learned at our Road America Drivers Education event (RADE) held

*(continued)*





on Memorial Day weekend. If you can't make Novice Day, though, please join us at one of our Blackhawk weekday events held later in the season. This will allow you to run at The Road America Challenge (TRAC) over Labor Day, which is generally limited to experienced drivers.

What's the take-away? The Club is privileged to host Drivers Education events at Blackhawk Farms, so bring your car, bring your family and friends, have fun, and be a part of the next 50 years at Blackhawk Farms Raceway! It starts with you!

Hope to see you there! 🍷



## From One Club to Another *by Todd and Pete*

This year at Oktoberfest we staged an event-within-an-event: we hosted the *Illinois Brass Touring Car Region* ([Illinoisbrasstouring.wixsite.com](http://Illinoisbrasstouring.wixsite.com)) for part of their 3-day Fall Tour. Their "Brass era" cars, which included a Stanley Steamer and a Maytag, are of pre-1915 vintage and are rarely seen on the road, let alone at a racetrack.

The cars started to arrive mid-morning on Saturday for our noontime track tour. The owners staged their cars near the pavilion and there was plenty of time for all of us in both Clubs to mingle and marvel at how much has changed (and continues to change) over the years. At lunchtime we all took to the racetrack for some spirited touring laps. I think the Stanley Steamer (after the water hose reloaded the tank at arrival) was the fastest and that was before he turned up his burner.



The *Brass Touring Car* group was very grateful to the Club for allowing them to join us; they also made a nice contribution to our Charity of the Year. Their Club's president, Marykate Bayer, wrote a wonderful thank-you letter, an excerpt from which is included below:

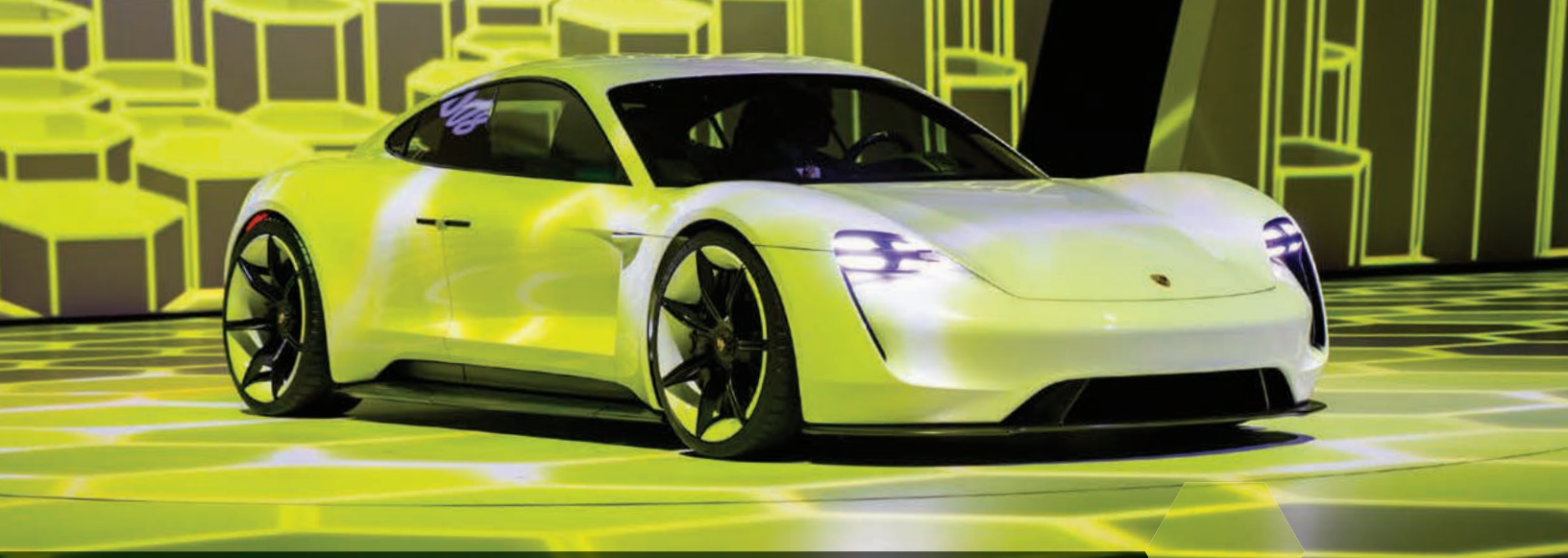
I wanted to express our thanks for the best time ever that we had at the Blackhawk Farms Raceway during your Porsche Oktoberfest. Our group is still talking about it. . . .

They said the event was so well coordinated; the Porsche people allocated their show space to us and loved asking questions and looking at our cars. And then we got to line up in the grid, were released one at a time and got to go around and around the track, waving at each other and laughing all the way . . . until we finally felt sorry for holding up the poor Porsches that also wanted some touring time but weren't allowed to pass us!!! . . .

Really, you guys went out of your way to make this a great experience for us all. The Porsche participants were all so interested in our cars and activities; which of course we can talk about at length!! Running around the track was the best. . . .

Again thank you all for hosting us in the middle of your Porsche event. You have provided us with great memories.

You never know what you'll find at our Blackhawk Oktoberfest, so come out and join us! 🍷



## Notes on a Concept: PORSCHE'S MISSION E

by Kirt Shore<sup>1</sup>

- 1 Internal designation for an all-electric 4-door coupe from Porsche.
- 2 Concept unveiled at Frankfurt Motor Show 2015.
- 3 It is Porsche's first fully-electric car.
- 4 Mission E (internally code-named J1), became "Taycan" on June 8 2018. "Taycan" translates roughly as "lively young horse," a reference to the iconic rearing black horse on Porsche's coat of arms.

Mission E is the platform for future models by Porsche. By 2025, 50% + of the Porsche model mix is projected to be Battery Electric Vehicles. Based on the information and technology now known or anticipated, this will be the only way to attain the current 54.4 MPG Corporate Average Fuel Economy (CAFÉ) standards mandated by current law. The Mission E study will add Taycan, which (placed below Panamera in size and price) will offer several variants within its model space. Porsche has decided to work within the current automotive paradigms to expand production of vehicles classified as ICE, HEV, and BEV: new acronyms for "Internal Combustion Engine," "Hybrid Electric Vehicle," and "Battery Electric Vehicle." Porsche will offer all of these types in an effort to comply with the CAFÉ standards, and (based on current assessments) may well be the only manufacturer in a position to meet these standards.

Because production plants in Germany (as elsewhere) are subject to emission level restrictions, Taycan gives Porsche an opportunity to attain its goal of a CO<sub>2</sub>-neutral facility. As projected, the Taycan plant will have 42,000 meters of green roof and additional landscape, which are intended to attain CO<sub>2</sub> neutrality. Consequently, existing structures not meeting projected standards will be replaced with environmentally friendly ones. Even at a glance, visitors

to Porsche Headquarters in Zuffenhausen will immediately recognize that Porsche has placed a premium on sustainability and environmental protection.

The goal of Mission E is greater environmental protection, new markets, and less dependence on fossil fuels; to that end, mobility and auto manufacturing in particular are being reimagined.

Given these goals, constraints and obligations—not only technical, but environmental and (yes) ethical—the absence of an all-electric Porsche would impose substantial burdens and obstacles on the Company to meet its performance and business goals without substantial and additional fines and penalties.<sup>2</sup>



What is the genesis of this concept? It was 1900, and Dr. Ferdinand Porsche was working on projects people thought he might be crazy to try. Its model name, you ask? *Semper Vivus* (Latin for "always alive") and its predecessor, the Lohner-Porsche, became the first hybrid in history. It could cover 124 miles at 35 mph, had two single-cylinder engines producing a combined five hp, and had two wheel-hub motors that produced 2.7 hp each, giving this vehicle a total of 10.4 hp. (A fully-functional reproduction of *Semper Vivus*, pictured on the next page, was started at the Porsche museum in 2007 and took three years to complete.)



<sup>1</sup> Kirt Shore is a Regional AfterSales Manager for Porsche Cars North America and a longtime PCA-Chicago member. — *The Editors*

<sup>2</sup> <https://electrek.co/2018/12/14/porsche-electric-truck-taycan-production/>



Forward 100+ years, the electric Boxster had already been a concept study for many years. I was in Weissach in 2012—right after the 918 RSR launch in Detroit—and had a chance to see its three prototypes. Using a 987 chassis, the Boxster E developed 241 bhp and 398 ft. lb. of torque, and a 341 kg battery pack replaced the gasoline engine transaxle. It was capable of zero to 62mph in 5.5 seconds and a top speed of 124mph and a range of 107 miles. Please also keep in mind that the GT3 R Hybrid was making history on the race track and the 918 Hybrid was also breaking onto the scene.

All of these projects were undertaken as a means to demonstrate how zero emission technology could shape a greener Porsche in the future. Mission E Concept continues to make debut appearances around the world, but in the meantime, Taycan will be available to the public by December 2019. 🍷



## 2019 EVENT CALENDAR

### JANUARY 2019

- 9 Board Meeting
- 20 General Membership Meeting
- 26 Daytona 24
- 27 Social – Pub visit and *Steel Magnolias*

### FEBRUARY

- 1 *The Chicago Scene* Content Deadline
- 6 Board Meeting
- 16 Social – Valentine's Day Mix & Mingle
- 24 Concours – Chili Tasting, at The Exchange

### MARCH

- 6 Board Meeting
- 17 St. Pat's Social, at Haymarket Brewery
- 24 Concours School, at Napleton
- 31 Tech Session, at Northstar

For up-to-date details, please check:

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



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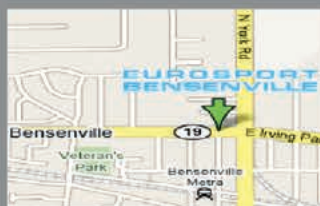


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# The “Overall” Awards: Life Outside The Comfort Zone

by Adam Kern

November 2018 marked the sixth anniversary of my first “P-Car” purchase—a 2001 996 Cabriolet—and within days, I joined PCA-Chicago. Looking back, my summers would have been so incomplete without the camaraderie that I found in the Club. What follows is how the Club taught me to enjoy getting outside of my competitive comfort zone and living in the “Overall” zone . . .

By 2016, my third full season in the Club, my partner Brooke and I had picked up a high-mileage 944, which I really began to enjoy. My “main” event became Autocross, but Brooke and I had been having a lot of fun with Rallyes, too. In addition, I’d attended a Concours school in the Spring, which I found very challenging but pretty interesting. As Potter’s Picnic approached, though, I decided to give Concours a run.

The Saturday morning of my first Concours, Brooke and I arrived early, I laid out my novice cleaning kit, and at opening gun, started to work (like everyone else), at a furious pace, trying to get my car to look better than new. After the Concours Master called “time,” I was exhausted from the concentration, but hey: it was a beautiful day, I’m with Brooke and my friends, and we’re all at Potter’s, doing what we like to do. We enjoyed a picnic lunch, had a pour of one of host Peter Fischer’s fine German beers on tap, and strolled around the grounds to take it all in. And when awards were finally announced, I was floored: third place in class, and the hook was set. I attended the last two Concours of the season and finished respectfully.

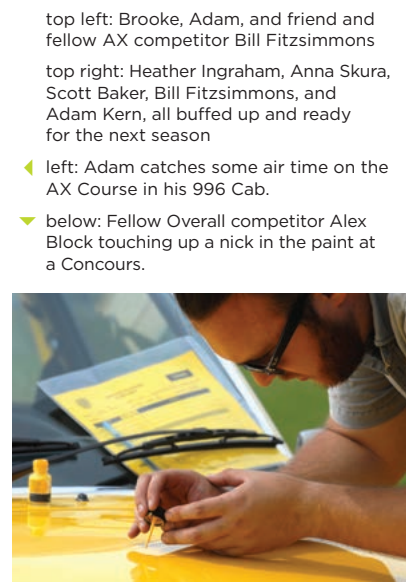
Come the Dinner Dance that December, I received a fifth place award for something called “overall points,” a multidisciplinary competition in which participants must generally use the same



car in each of the Club’s competitive disciplines: Autocross, Concours, and Rallye.<sup>1</sup> To do well In Overall, I would have to compete in all areas, against colleagues who, in some cases, were experts in their specialties.

With that in mind, I committed

myself to the season in “Vintage” Autocross class, marking my calendar with every event for the 2017 season. Naturally, obstacles arose: a Concours and an Autocross were scheduled for the same day at The Autobahn Country Club (ACC) in August; and despite our best



top left: Brooke, Adam, and friend and fellow AX competitor Bill Fitzsimmons

top right: Heather Ingraham, Anna Skura, Scott Baker, Bill Fitzsimmons, and Adam Kern, all buffed up and ready for the next season

left: Adam catches some air time on the AX Course in his 996 Cab.

below: Fellow Overall competitor Alex Block touching up a nick in the paint at a Concours.

efforts, Brooke and I made only three of the five Rallyes scheduled that season.

At ACC, Concours Event Chair Michael Grove graciously made sure I was judged early, so after being scored in Concours, I zipped over (maintaining required 15 mph paddock speeds at all times) to run with my Autocross friends. Score: a first place in my AX class, and a second place in my Concours class!

I did well at the remaining AX events, but missed the fourth Concours at TRAC in Elkhart Lake due to a fuel problem we'd been chasing all summer in the 944. More issues: Rallye five was our last event, but the fuel problem reappeared on our way to the starting area of the event. With my 944 gasping at the side of Route 83, I just pushed it into a nearby parking lot, called a Lyft, and we finished our final Rallye in my 996.

For me, to be competitive in Overall it's important to participate as often as

possible. Typically, most Overall folks concentrate on what they're good at (AX is my strong suit), and they'll complete a five-event season in their discipline of choice. They then will make one event in the other two disciplines (Concours and Rallye for me), "checking the boxes" to round out the season. What works best for me, though, is working to improve my skills in my "lesser" disciplines, so that my finishes are consistent within a range, and not at the bottom of the "lesser" events. For me, playing for the middle in terms of finishes works better than an "all out, go for broke" strategy for each AX run or Rallye.

2017 was a pretty good season, and I substantially improved the consistency of my finishes in each discipline. For 2018, however, a new competitor (Alex Block) joined in on the Overall fun. Alex is someone like me: he's competitive, and has every

intention of making all of our 15 events, Porsche willing! His strong suit is Concours in the "Full" class, which is very demanding. Nevertheless, he took to autocrossing his 914 in Vintage like a duck to water. In our final AX this year, he slipped by me and earned a top spot in the 2018 Autocross awards. Throughout the season Alex and I kept track of our Overall points, and had fun teasing each other about it! In the end, though, it was Rallye that put me over the top: driving Rallyes, working Rallye checkpoints and pre-running an event with Brooke for the Ducketts' Rallye, so by the time of the 2018 Awards Dinner, I managed to squeak out another first place in Overall. Life outside the comfort zone indeed!

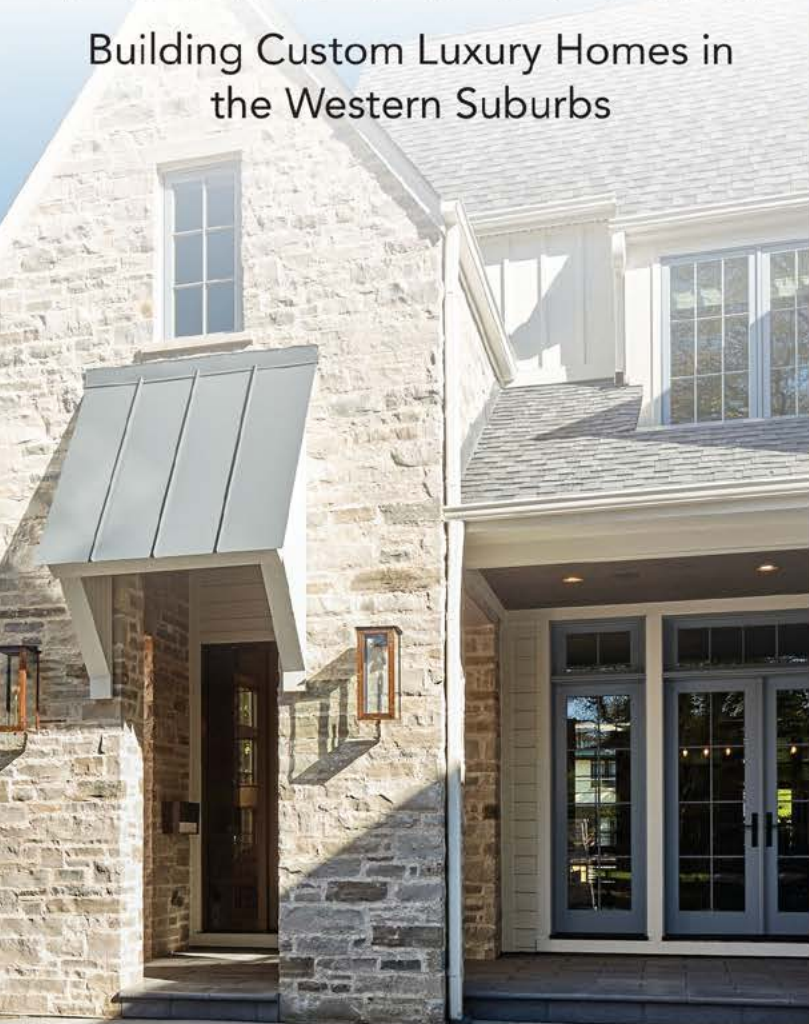
As for the 2019 season, get your calendars ready, don't forget to work on the hard stuff, and stay outside the comfort zone. Good luck! 🍷

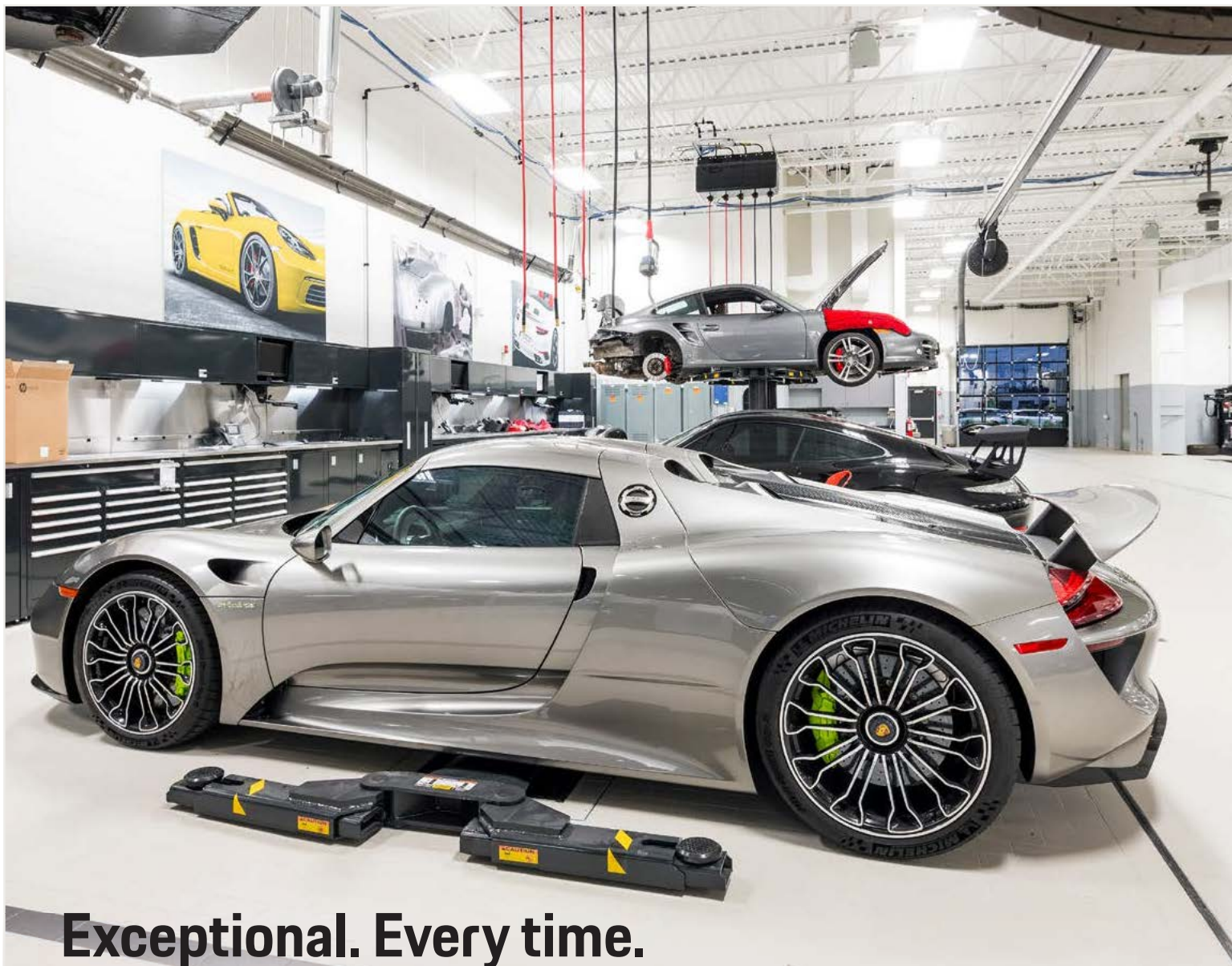
<sup>1</sup> <https://pca-chicago.org/cms/news/archive/310-general-notes-a-year-end-points>.



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**PORSCHE**



by Rallyemasters  
Toby and Bonnie  
Duckett

left: Dan Gallagher (r)  
and Cindy Jacisin (l)

right: Ed Barnicle  
at a 50th anniversary  
event for the Club  
in 2007

## Rallye 5: Irish Eyes Are Smiling

**The last rallye of 2018, held on October 7,** was titled to honor the memory of two great Region past Presidents and very active Club members: **Dan Gallagher** and **Ed Barnicle**. Dan passed away in the spring of 2010, and Ed passed away in the early spring of 2018. Both Dan and Ed gave it their all for the Club, and it's safe to say that PCA-Chicago would not be what it is today, nor would it be as strong as it is today, but for their efforts and generosity. They both enjoyed and displayed their true Irish spirit throughout the years of their membership in the Club. Their ready willingness to serve the members inspired many of us to becoming active in the Club as officers, coordinators, and event volunteers.

Dan was the Blackhawk DE Coordinator for 25 years before turning the reins over to Todd Conforti and

Pete Hackenson in 2001. As dedicated as he was to the Club's DE events, Dan really excelled as a rallyemaster and was a very creative and clever one to boot. Two of his favorite devices were using pictures as special instructions and organizing poker run rallyes. So, we used these two Dan favorites on Rallye 5. Ed, who served in every position in the Club, also enjoyed running rallyes, and served for years as the event chair for the Club's annual golf outings and our St. Patrick's Day socials. Our club was lucky to have both Dan and Ed as very active members.

Rallye 5 was like a box of chocolates to use the words of Tom Hanks in *Forest Gump* and used by our 2018 Rallye Season Coordinators, Tom and Ann Snyder in their summary of the Rallye 5 results. "Like a box of chocolates. You never know what you're gonna get." Even as Rallyemasters,



though, Bonnie and I did not know what was ahead on the day of the "Irish Eyes" rallye.

above: Toby Duckett at the Kerry Piper, going over the scores at the post-event warm-up!

Bonnie and I based Rallye 5 on a rallye we had originally designed in 2011, but we revised it to make the competition shorter and easier. We wanted to finish up at the Kerry Piper Pub in time to "honor" Dan and Ed appropriately! The day of the rallye started out rainy for registration and the pre-event drivers' meeting so we had to move the starting point undercover. However, once the rallye started, the



left:  
Kerry Piper,  
the post-rallye  
destination

weather turned dry and sunny. This is always a help in viewing the road signs and reading the route instructions.

Our Leg 2 was revised to provide the longest mileage, the greatest number of time and speed changes, and to maximize the use of rallye “main road” rules. Leg 2 was the one leg we expected would demand the best efforts of each rallye team. Unfortunately for all, an unrelated auto accident occurred just a short distance and only a few minutes before the first rallye car should have arrived at the check point at the end of Leg 2. All rallye cars, teams, and workers were safe and stopped prior to the blocked road. We had to create an on-the fly detour so the teams could get around the accident to start the final rallye leg and get their poker run cards. We also had to delete Leg 2 from event scoring since no teams could have an accurate in-time to the check point. This was and hopefully will be the last time we had a road blocked due to an accident.

Leg 3 went smoothly and no teams got caught on the last route trap, and the



In one of his last rallyes, Ed navigated for Club member Bob Rath, just because he liked the thrill of the puzzle and being out on the open road so much.

adjustments for weather, detour, route change, and scoring did not dampen the post-rallye social time at the Kerry Piper. We were pleased to have Dan’s wife Peggy and some of her friends join us in saluting two of our favorite past

Presidents: Dan and Ed. A good time was had by all as usual. Hopefully, you’ll consider becoming active in our Region’s rallye program. You never know what you’re going to get, but that’s what makes it fun. Come join us in 2019. 🍷

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# The SOCIAL SCENE

by Jan and Dennis Costis

## A Perfect Ending, a Perfect Evening

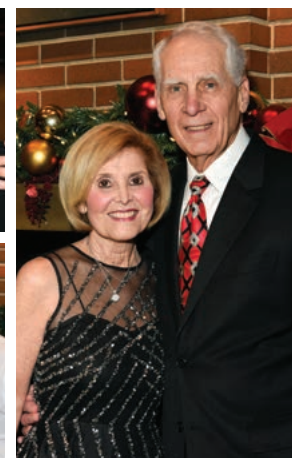
Photos by Jeff Brown



Earlier this year, Jan and I were asked to organize and host this year's Dinner Dance, which took place at the Hyatt Lodge, a beautiful venue in Oak Brook. We should start out by saying that this was one of the best-attended holiday events ever, with almost 190 people attending. The food was excellent, the camaraderie was wonderful, and the awards presentation program, complete with AV presentations covering the season in review, the decade in review, and the half-century in review, included some really

amazing archival photos from the Club's collection—were any of us really ever that young? What a great kick-off for the next 60 years of Club history!

The Dinner Dance is always an excellent opportunity for the Cone Killers, the Q-Tippers, Rallye Checkpoint Finders, and the Track Rats to come together and share stories and memories of the past year. Typically (and this year was no exception), a significant number of Dinner Dance attendees are relatively new to the Club, so it's also a





great chance to meet other Club members, to learn from their great wealth of Porsche knowledge, while discovering a niche and a circle of friends within the Club for themselves.

What a fine night this was for spouses and significant others to participate in the Porsche experience. There we were, with all of our Porsche Club friends, all dressed up so fine and looking so elegant; we all buff out pretty nicely, I think! Finally, the Club also made a significant donation to our Charity of the Year, as well as to the Toys for Tots program.

What a night! 🍷



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# Southbound! On the Road to Brown County, Indiana *by John Diwik*

**Well, we are on a roll; this is the third Fall Driving Tour in a row with mostly green foliage.** Despite my prayers for glorious red and yellow foliage, I got green, again! Next fall, on the “Mighty River Road” tour down the Mississippi River, we will have the foliage we are looking for!

The fall tour started on Friday 10/12 from the Romeoville Cracker Barrel Restaurant. The weather was crisp and the skies were partly cloudy. We hit I-55

South for the 90 minute cruise to Gilman, IL. Very uneventful, moderate traffic, no popo and minimal construction. Looking in the rear view mirror and seeing all those headlights streaming in the distance was inspirational.

After our brief stop in Gilman, we proceeded southeast on the county roads that crisscross central Illinois. Fortunately or unfortunately, this weekend was the time for local Fall Harvest Festivals in several small towns on the route. So there

was slow traffic, tons of pedestrians, and popo everywhere!

Our travels took us to Greencastle, IN, the home of DePauw University. One esteemed alumnus is Dan Quayle. We stopped for a buffet lunch at the Almost Home Restaurant. Everyone had a chance to relax, “rest” and enjoy a pulled pork sandwich with all the fixin’s!

We departed and almost immediately hit very heavy traffic, and based on the traffic, I was sure that there had been a serious accident. I was looking for a burning overturned school bus with children’s bodies splattered all over the road! But when we got to the “scene,” it was nothing more than a red light! How disappointing!

Then the rain started and we drove through the rain all the way to Bloomington and on to Nashville, IN. There were some crazy good roads with great corners and elevation changes but the wet roads and traffic required real restraint!

Upon our arrival at the Quality Inn we unpacked and checked in. Our host, Mr. Parish, was made an honorary Porsche Club member and given a black Porsche baseball hat. The hotel lobby/dining area was quickly converted into a cocktail lounge, with huge quantities of snacks and hors d’oeuvres, as well as wine, whiskey and beer. Porsche banners were affixed to all the second floor railings and the lobby soon appeared to be a giant celebration of Porsche with 111 of the Porsche faithful! Did I mention that we had almost every room in the hotel? The parking lot looked like a Porsche dealership! Sweet!



Traveling “heavy,” we always bring our own decorations!





Quality time together after some spirited driving.



Beth and John: enjoyin' the good life!

After a good night's sleep, it was time for the "Rally 'round the park" tour which took us around Brown County State Park. It was an 87 mile drive, the weather was cold, and the skies were sunny. The local police stopped traffic and all 60 of our cars were able to start the tour together. There was little or no traffic and some pleasing views of the Monroe Reservoir and the moderately rolling terrain. These were Porsche roads!

Once the tour reached Indiana Rt. 135, the party was about to start. We turned northbound and faced 25 continuous miles of the most amazing terrain and roads I have ever driven. There were elevation changes with many very sharp turns and did I mention that there were sharp turns? Rt. 135 is a lightly traveled back road through God's country.

One issue arose when we encountered groups of bicyclists riding two abreast, in the middle of the road,

but they were all heading southbound, thank God. Then there were the motorcyclists, riding mostly dirt bikes who had trouble staying in their lanes. But despite these obstacles, and an occasional motor home or tractor, good fun was had by all! No accidents, no incidents, no mechanicals, and no popo!

Later in the afternoon, many of our members went shopping and out to lunch in Nashville where there is no shortage of shops or restaurants.

Before long, it was dinnertime. Our banquet was held at the Salt Creek Golf Retreat, just a couple miles from the hotel. Pork and Salmon were the entrees and there were also several sides and some great desserts! Oh, did I forget the adult beverages....?

With dinner completed, it was time for a few jokes by *moi*. This tour had TWO Schnauzer jokes, because as we know, one Schnauzer joke is not enough! As the program continued I realized that

it was so dark standing at the podium that I couldn't read my prepared materials. A member gave me a head light that he just happened to have with him at a banquet 300 miles from his home. I don't even want to know why he had a headlight in a restaurant... Perhaps he likes to see what he is eating! With the technical lighting issues solved, we continued.

The highlight (not headlight) of the evening was the awarding of the \$250.00 cash prize to Mary Bishop for being the closest guess in our contest from the Spring Driving Tour. Mary guessed just over \$23,000. 00 for the repair, and she was the big winner! Winner, winner, chicken dinner (although we had pork and salmon...)!

Sunday morning came sooner than I liked, and when I went to the parking lot, nearly every car was gone. Based on participant comments, many may come back to Nashville on their own to explore. Another successful tour! 🍷

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# CheckedItOut Chicago: A Porsche Convergence

...not just the cars; the people and their stories ....



by John Westra

Photos by Ingo Schmoltdt, Kyle Zwicker, Scott McClement, Spencer Steele, Dan Cubric and Michael Bene

Adam is into AX, Rallye, and Concours. Karsten was into DE and Concours. I'm into Club Race and DE. As we talked over the years, we saw a gap in the world of Porsche events, so we decided to create a unique version in Chicago, based on five simple principles:

- 1 Open to all Porsches: no "air vs. water," "356 vs. 911" distinctions;
- 2 Held at a city location, an "urban" experience in every sense of the word;
- 3 Organized outside the Club framework to reach a broader, more non-traditional audience than solely Porsche Club;
- 4 Combining the art of Porsche with architecture, art, music, and food to create a unique vibe; and
- 5 Curated, to ensure that the event had the best range of Porsches, but not judged for trophies and prizes.

**Flash back:** everyone who ever met Karsten Aufgebauer immediately realized his passion, especially for cars. The last time Adam and I saw him was the 2017 Fall Tech Session at Fischer's. As we sat and talked, we agreed to take our idea forward with a mid-winter meeting in 2018. I was not aware at that time of Karsten's dire health situation, but Adam was. As it turned out, Karsten died in early 2018. Once we found out, Adam and I quickly resolved to go forward with our concept. We named the event "CheckedItOut Chicago" as a tribute to Karsten's Instagram account, based on an inside joke between Karsten and wife Claudia about his excitement for checking out cool cars.

**Flash forward:** When September 15th, 2018, finally dawned for CheckedItOut Chicago, Karsten was smiling down ....





We held the event at the Haymarket Brewery at the corner of Randolph and Halsted, after Haymarket owner and PCA-C Club member John Neurauter (in collaboration with the adjacent Box Shops by Related) opened their doors to the event.<sup>1</sup>

Karsten's wife Claudia and daughter Anni were there. A guy name Ingo Schmoltdt, whom Karsten knew only from online, was so inspired by Karsten's energy that he created the original CheckedItOut artwork and flew in from California to participate. CheckedItOut Chicago could not have succeeded without volunteers, including PCA-Chicago members Andy Bizub, Dan Cubric, Brooke Johnson, Gordon Zhao, Scott Baker, Joe Morsello, Alex Block, Scott McClement, and Neil Savani. Many other Club members had their Porsches

included in Checked, or were in the crowd. With 70+ Porsches, a fabulous DJ spinning tunes, coffee by Dark Matter, and food by Haymarket, Checked put on a show of Stuttgart sculpture against the spectacular Chicago skyline. Our charity was 100 Club of Chicago, which benefits the families of fallen first responders in the greater Chicagoland area.

70 years of Porsches made for a day full of stories. And as part of the Checked celebration, ten Porsche participants shared some truly personal and unique stories of their connection with the marque at center court of the event. Just like Karsten always loved to do. 🍷



<sup>1</sup> Unfortunately, space limitations in this physical magazine prevent us from sharing with you our participants' stories and the fabulous pictures that captured that day. However, a more complete narrative, with extraordinary pictures, can be viewed on PCA-Chicago's website at the following address: <https://pca-chicago.org/cms/>

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## A new year, a fresh start.

### Can it really be 25 years ago?

In 1994, Porsche was not the same ground-breaking company that we all recognize today.

Despite Porsche's philosophy of continuous improvement, their cars had looked much the same over the past 10 years. While they were the best Porsches ever, they had also become *expensive*. Battered by a luxury tax, a weak dollar, and inefficient manufacturing processes, sales were down again, and 50% lower than the previous year.

The 964 variant of the 911 never sent the world beating a path to the dealer networks.

The 928 S4, though a supercar even today, was never sold in numbers that supported a lasting place on the showroom floor. And the workhorse 944 S2, still nearly untouchable in the handling department, was 10 years old in the styling and value department. By 1994, the Corvette had already adopted the signature front engine, rear transmission transaxle design that made these cars a handling legend.

Time was catching up to Porsche. Buyers, both faithful and loyal along with those new to the brand, expected more from the marque. And like the season we are now in, perhaps a fresh coating of snow could cover the sins of the past.

A different approach was needed, and with money tight, and the ever present vultures circling and bankers looming, a quick fix was needed. A complete refresh of the 944 S2 was needed. And so began the rebirth of 944 series, the new 968.

The 968 production was moved in-house, built along the same line as the 911, and with that, began sharing parts. The interior used the same seats, the same leather, the same wheels and, perhaps most importantly, the same paint process was used across both models. Porsche had already discovered that buyers would pay extra, a lot extra, for *Special Wish* cars. But until then, *Sonderwunsch* was only reserved for their favored customers. And with that, Porsche opened the boutique doors for sports cars with bespoke options that carry on today, 35 years later, called Porsche Exclusive and dealer additions labeled as *Tequipment*.

But for long term success and growth Porsche needed a new approach. One that would capture the hearts and minds of the public, along with their new state of the art manufacturing and supply chain techniques.

That would happen again in late 1996, this time with an all new car. This one with a flat 6 cylinder, horizontally opposed boxer engine, this time water cooled and placed midship in a lovely roadster body. The Boxster.

## In 1994:

- > Amazon is founded in Bellevue, Washington
- > Netscape Navigator is rolled out
- > The Channel Tunnel joins England to France
- > Nelson Mandela is sworn into office
- > Kurt Cobain dies and Justin Bieber is born
- > Ayrton Senna is tragically killed in the San Marino Grand Prix
- > Lisa Marie Presley marries Michael Jackson
- > Billy Joel splits with Christie Brinkley
- > Average House: \$120,000
- > Average Rent: \$535
- > Average Income: \$7,143
- > Dow Jones Industrial Average: 3834
- > Gas: \$1.09 per gallon
- > One dozen eggs: \$0.86
- > Gallon of milk: \$2.88
- > Loaf of bread: \$1.59
- > Movie ticket: \$4.25
- > Stamp: \$0.29
- > Top performers: Sheryl Crow, Aerosmith, Boys II Men, Gloria Estefan, Snoop Dog & Garth Brooks
- > Top movies: *Pulp Fiction*, *Forrest Gump*, *The Shawshank Redemption*, *True Lies*, *The Lion King*, *Speed*

## Famous Quotes in 1994:

**"Get busy living, or get busy dying."**

– *The Shawshank Redemption*

**"Hit me directly in the but-tocks. They said it was a million dollar wound, but the Army must keep that money, 'cause I still ain't seen a nickel of that million dollars."**

– *Forrest Gump*

**"Aaaahlll righty then."** – Ace Ventura

**"My old pappy always used to say, there is no more deeply satisfying religious experience... than cheatin' on a cheater."**

– *Maverick*

**"Correctamundo?"**

– Samuel L. Jackson in *Pulp Fiction*

**"Stray dogs, hungry people. Come on people, the solution is obvious."**

– *Ellen*

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