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July 2019

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On The Cover and top of page: Luftgekühlt.
Photos by Ingo Schmoldt

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CORNER ONE

The Chicago Region of the Porsche Club of America was chartered on May 25, 1957, and its first meeting took place on October 8 that same year.¹ By 1958, the Club had grown to 22 members; and then to 122 members by 1967! Fast forward: May 2019, PCA-Chicago's membership now stands at 3,388 primary and affiliate members, a testament to the Club's ability to identify and address the interests of its members.

Since its founding, Club event attendance has not only grown, but the events themselves are more numerous and diverse. Counting only the events that have taken place prior to July 1, our members have had the opportunity to attend two dining socials and a play; a baseball game; a Concours event and three Concours-related workshops; a Spring tech session; a swap-meet; a full-day Autocross School and two AX events; a Rallye school with a mini-Rallye and two full independent Rallyes; a Drivers Ed school and four additional DE track days; and five casual, Saturday morning / Sunday afternoon social get-togethers. These events have or will take place at venues as far north as central Wisconsin; as far south as Homewood, the Midwest heart of the Dixie Highway; as far west as Rockford/Beloit; and as far east (a still-pending event) as South Haven, Michigan, and these are just the events that the Club itself has organized.² As one of the Club's regular *Scene* contributors, I've tried to attend as many events as possible each season for what is now approaching two decades. Based on my personal experience, I can tell you in all honesty that the skill, the passion, and the enjoyment that our fellow members bring to these events, weekend after weekend, is truly extraordinary!

Over the years, there has been some discussion about when the first Potter's Picnic actually took place. After a bit of investigation, it would appear that Wayne and Sally Potter held a barbeque for fellow Porsche enthusiasts in 1957, to discuss matters related to the formation of a Porsche club, and by October, the newly-chartered Chicago-Milwaukee Region had held its first meeting. In 1958, the Potters again held a barbeque for the newly-founded Club's members, and the rest is history: by 1960, Potter's Picnic had become, and remains to this date, the Club's preeminent mid-summer social event. And with the Picnic upcoming in less than two weeks, this year's event looks to be stronger and more popular than ever.

Let me close with this: at this year's Potter's Picnic, the Club will recognize those still-current members who joined PCA-Chicago by no later than 1969, and thus who are celebrating, this year, nothing less than their 50th anniversary of continuous Club membership. It is with great pride that the Club recognizes the commitment and dedication these members have shown to this Club, and whose efforts have made our Region the great organization that it is today.

As one of our colleagues and a long-time Club member himself once said so succinctly, "It's the cars that bring us together. It's the people that make it a Club." We hope to see you out here!

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

“
It's the cars
that bring us
together.
It's the people
that make it
a Club.
”

¹ The Porsche Club of America, Chicago Region, was originally founded as the Chicago-Milwaukee Region, but on April 30, 1960, the Milwaukee Region re-chartered as a separate entity.

² As I've previously pointed out these numbers don't take into account the events offered by the nearby Regions in our Zone. https://www.pca.org/region-directory?field_zone_tid=462.



A Car Control Compendium

by Tom Miller

Precision Car Control Clinic, a.k.a. The AX School:

Begin with a beautiful day. Blend sixty-four special P-Cars and seventy-four eager students, infuse liberally with classroom instruction, sprinkle to taste with twenty-four PCA-C volunteers, whip briskly with seven in-car instructors, then chill after blending exercises, drills, hot laps, and ... voilà! The Club once again serves up a heaping helping of its most popular, always-tasty entrée for members (experienced and new) intent on acquiring a taste for safely driving their Porsches skillfully and at speed! Our post-event poll of 74 attendees confirms that this is a winning recipe: a third of PCC Clinic attendees intend to participate in DE events going forward; a third intend to sign up for AX competitions in the future, but have no current intent to participate in DE events; and the final third were intent on an introduction to what their Porsches are capable of delivering, in a safe and informative environment.

As a DE and AX instructor, it is totally rewarding to help newcomers learn to appreciate their cars and to see what's possible. I haven't had a student beat me at an event yet (that's a throw-down to any of my former students!),



but as an instructor, it's the ultimate reward to see someone advance! And for those students who attended this year's Clinic: WOW, I was impressed riding along with many of you on the full course at the end of the day. Finally, a hearty thank you to Adam for the cool shirts and excellent organization, and (of course) a sincere thanks to our PCA-C volunteers who worked to make the event as successful as it turned out to be.

AX #1 April 1: AX1 sold-out 3 days before the event. Unlike the perfect weather we encountered during the AX school, our first AX competition started with 35 degree temps and a high all the way into the low 50's. Ugh; in these temperatures, the tires never heat up and grip goes out the window, so much so that we considered re-naming the event the "Steel Wheels Tour!" Smooth inputs therefore were critical, though compared to what it could have been (see the next day's picture), I guess we shouldn't be complaining about the AX1 weather!

Adam Kern and Stanley Sangdahl started laying out the course before sunrise, so that things would be set for our first PCA-Chicago "novice walk" at 9am. Thereafter, I walked nearly 30 drivers through the course, pointing out target sightlines (we put out double cones at such points) to alert our large group of novices to the existence and placement of these navigational aids. Our walking tour also included discussions about corner entrances and braking points, thereby reemphasizing the past week's PCC Clinic teachings.

Finally, let's give a shout out to Doug Metzel in his 981 Cayman S, and to Jenna Samp in her 987 Cayman S, who took the men's and women's fastest times of the day (FTD), respectively. Well done!!

continued



A Car Control Compendium continued



AX #2 June 1: Due to print deadlines, we were unable to report in the current issue of *The Scene* the details of my presumed triumphant victory over all other competitors 😊!! Details at 10, film at 11, so please hold for details and pictures in the next issue!

Buon appetito!



◀ left: I guess we shouldn't be complaining about the AX1 weather. One day after our event, this is what it looked like at another AX event we attended. (photo: Gordon Zhao)

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PORSCHE



Fifty Years... and Now, ONTO the Next Fifty Years of Rally Fun

by Phyllis Harwood

Tom and I joined the Club in 1975, and back in those days, Club members were required to attend a variety of events (including Rallyes) as a condition of maintaining their memberships! Just two years after we joined, we put on our first Rallye with the encouragement of good friends George and Linda Gutmann, and went on to host many more thereafter. After all these years, I'm proud to say that the Club continues to present the Thomas R. Harwood Annual Award to the winning Novice Rallye team, in honor of Tom's love and dedication to his Porsche and the sport of Rallye.

Rallye Masters got more creative through the years, making events more challenging, devising original traps, but always doing their best to ensure no team missed a check point, even if they were completely lost. The Club has had many dedicated Rallye Masters, and I can truly say that we enjoyed every one of these events, even if they sometimes were very, very puzzling. This includes the "Press On Regardless" Rallye; the "Do We Pause or Don't We Pause Cemetery" Rallye, and others, including picture Rallyes, poet Rallyes, tulip Rallyes, and map Rallyes, all with lots of laughs, fun, and crazy memories.

I wasn't the navigator in the beginning, but I got tired of Tom sending us down the wrong roads, so we swapped seats. Only later did I discover that's what he wanted in the first place! It all worked out, though; after that, he drove and I navigated for as long as we rode together, and we remained happily married, which can be quite an accomplishment, as I'm sure you Rallye couples can attest to!

Through the years, Tom and I attended Rallyes across the United States, and had wonderful times with old friends and





new ones along the way. Back and forth, always teasing about who was going to win, commiserating afterwards when we didn't, then trying to figure out how that could have come to pass, all a part of the sporting fun of it!

After Tom's passage, I continued to Rallye with Paula Marks as my navigator, and I must say (see the "teasing" passage above) that while we collected our share of trophies, Paula still comments from time to time that she was always glad to Rallye with me, because she never knew until then "what it felt like to be in last place."

In closing, I must say that the performance and contribution of the Chicago Region at the PCA-National Parade Rallyes is substantial, and I thank all of our Club members who've built the Club's program to what it is today. Our Club's Rallye program has grown tremendously over the years and both Tom and I were proud to be active participants in our program and helping to make it all happen.

It's been a great run 🏆



Don't Lose Your Head!

by Nicki and Stanley Sangdahl

The first Rallye of the 2019 season is now in the books. Seventeen teams registered, all of them showed up, and though the meteorologists were warning of a sketchy forecast—this is Chicago, after all—the weather held up and so did everyone's spirits.

For a Rallye Master, the event day can be extremely nerve-racking. Lots of effort and reworking goes into planning what a Rallye Master believes will be a fun, fair, and flawless contest! We want an enjoyable route that is both entertaining and slippery enough to make people concentrate while navigating the beautiful route that we selected. Our favorite road for this Rallye was Finney Road, which the teams traversed on Leg 3. The road is twisty with several significant elevation changes and notable landmarks, even for the Midwest, and the old gray barn with a red roof is a stand-out while driving down this country lane. In fact, we liked this road so much we made everyone enjoy it in both directions.

There's nothing more comforting than following a fellow Rallyist, and thus there's nothing more disconcerting than passing another Rallyist heading in the opposite direction. Nevertheless, not many things are more enjoyable

continued



A Thoroughly Modern Rallye

by Jack Stephensen

“APPS RULE,” or so it seems, and since our smart phones are doing everything anyway, it should surprise no one that SCCA's Wisconsin Region was organizing an app-monitored TSD Rallye. What? No check point workers? How are they going to pull this one off?

Well, since doing is learning and seeing is believing, what better way to prove or disprove this proposition than by asking a couple of seasoned PCA-Chicago Rallye teams to show up and prove up or shut up. A couple of quick calls later, two additional veteran PCA-C Rallye teams (Couple X and Couple Y) had been recruited to join in the fun.

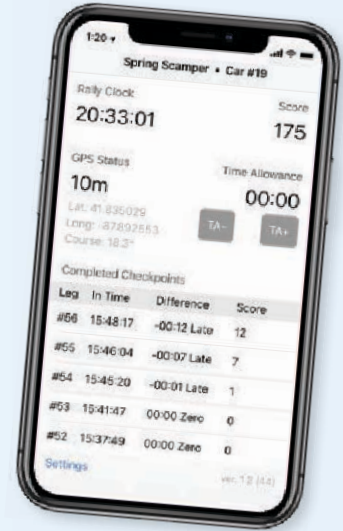
After a bit of investigation, I learned that Jim Crittenden, a longtime Rallyist with SCCA Milwaukee and the Rallye Master for the Spring Scamper Rallye, had volunteered to be the “guinea pig” for the roll-out of a Rallye app developed by Rich Bireta. When Jim explained that this was going to be a “Tour” Rallye, i.e., no traps, my immediate thought was, “So what’s the point?” When Jim responded that the Rallye instructions would indicate mileage points where each instruction would be executed, I again thought to myself, “Doubled down on a bad bet, it seems!”

Jim explained that as the Rallye Master, he would designate mileage points as checkpoints along the route; their GPS coordinates would then be stored in a database along with a perfectly-calculated elapsed time between checkpoints. Accessed by Rich’s app, this database is downloaded to each competitor’s phone prior to the start of each Rallye, thereby providing everything needed to score a Rallye in each competitor’s phone! And as each team progresses along the Rallye route, its GPS phone chip compares the database log against each car’s actual GPS coordinates. Consequently, when a team arrives at an endpoint, the app compares the EXACT target time for arrival, versus the actual arrival time, and records the difference, whether early, late, or spot on!

As I mentioned above, we PCA-C beta testers were pretty skeptical going in that this would be much fun at all, but (ahem) all I can say is our concerns were, um, not warranted. A typical PCA-C Rallye might have 5 legs covering 100 miles; here, however, our shakedown Rallye had 44 checkpoints covering 100 miles, i.e., a checkpoint, on average, every 2.2 miles. What made this so much fun was the *constant* motion and feedback: we didn’t stop at checkpoints; we knew when we’d passed every checkpoint successfully because our phones would “ding” as we passed by, simultaneously registering the difference between a perfect arrival time and our own times! Humbling? Most certainly! Fun? Absolutely! Suddenly the precision by which each Rallye team could maintain CAST while following the route instructions became critical!

We Betas had a fantastic time, and each of us was constantly engaged as we tried to compensate for the effect of real world driving variables on our ability arrive at each waypoint at the precise arrival time. And because each team’s phone was transmitting the time, distance and location data to the Rallyemaster as the event progressed, each competitors’ scores were calculated and displayed by the time we walked into the restaurant at the end of the Rallye!

Respectfully, this App could be a game changer, a way of bringing Rallye participants or would-be participants back to the fun of precise driving on open roads. As they say, please stay tuned for more information! 🍷



than driving our beautiful cars on these wonderful Illinois roads that change so dramatically as the season progress and the weather changes. When we started planning this Rallye back in March, the trees were barren of leaves and the flowers were still hibernating. What makes each Rallye even better, though, is spending time with our fellow members and friends, talking about the gorgeous roads traveled, the mistakes that were made, and (in this instance) the wonderful atmosphere and food we shared at Hardware Gastropub after the event!

Nicki and I want to thank everyone who came out to spend some time with us and our Rallye, and we’d also like thank you for your continued and generous support for SparkShop, the Club’s Charity of the Year for 2019. See you at the next one! 🍷





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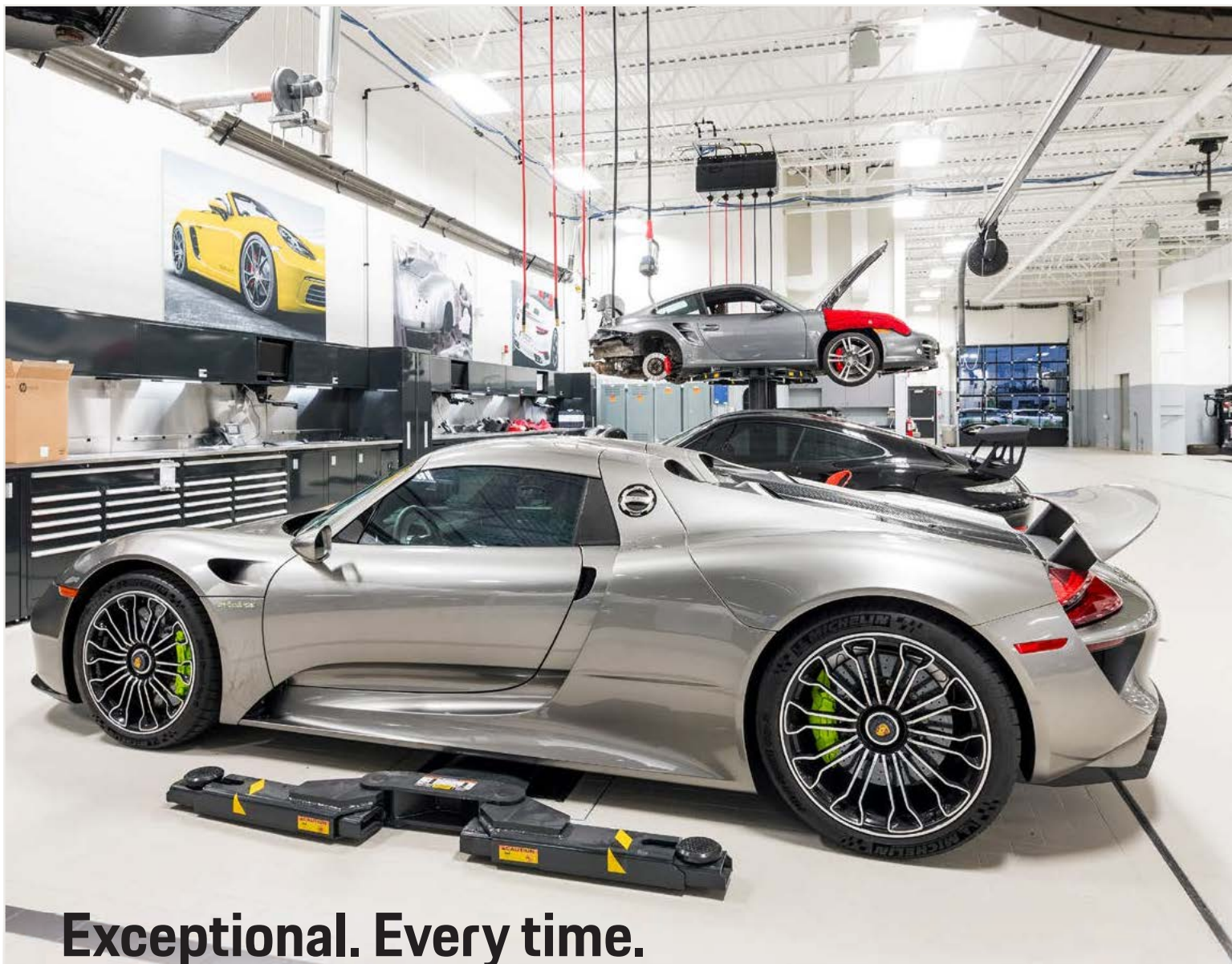
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PORSCHE



Luftgekühlt – the Power of Air

by Andy Bizub*

It was surreal: hundreds of giant, matte-white wind turbines spinning relentlessly in the Palm Desert gusts, and me tearing westward on the I-10 from Palm Springs in a client-friend's Emory Special Speedster—"yep, it's real," I would answer regularly over the course of the upcoming week—and thus began my very first "Luft" experience. . . .

Going to Luftgekühlt was a confluence of business and pleasure, but because it would take place over Mother's Day weekend, executive dispensation would first be required. A minor eye roll notwithstanding, dispensation was granted, so I booked my flights and selected lodging at a "charming cottage" in Pasadena, both close to L.A. and Luft-related activities, and with a private driveway where my friend's Emory Special could be safely parked.

Tuesday was travel day, and after landing, I stepped out and into a gorgeous Palm Springs evening: dry, mild, perfect. The next morning, I head over to OMAG Automotive to meet Ludwig, the proprietor. After a short tour, he introduces me to the Emory Special, and oh, man, is it gorgeous. A blend of 1960s SoCal cool and Stuttgart techno perfection, it was just begging to be wrung out. And the sound? Deep, burbling, and LOUD, but no drone, and it takes me all of 90 seconds and three turns to realize what makes the Special so, well, special.

Heading towards L.A., I drop south toward Lake Elsinore onto a stretch of great, twisty road, where I pull off to take the first of many pictures starring the Special. On tap for the rest of the day are stops at various performance and restoration shops with which I've connected over the years. We talk Porsches, custom builds, performance, and then it's up to Pasadena, where I find that my first ever Airbnb is exactly as advertised. Sweet!





On Thursday morning, I'm off to North Hollywood for a visit to Emory Motorsports, which is truly hallowed ground.¹ Everyone is gracious, but knowing they have a significant project scheduled to leave the shop tomorrow, it's thanks all around and then I'm gone. Later, it's Newport Beach for a pre-Luft party at the home of Kevin Lynch, a fellow who, among other things, founded a project to place young people into the automotive trades. On the street outside, the cars are impressive, but because it's Luftgekühlt weekend you know what's favored! Fast forward, after many pictures are taken and social media communiqués posted, it's back to Pasadena, though I take a circuitous route to avoid the dreaded I-405, so it's all at speed. And because I arrive well after dark, I shut the engine off and coast to a stop in the driveway to avoid waking up my hosts with that unmistakable "song of the six!"

Friday morning, I meet up with fellow PCA-C member Nate Grede for a trip west to Newcomb's Ranch, a roadhouse well-known for its weekly breakfast meetups of Porsche owners, fabricators, restoration artisans, drivers, and just-plain enthusiasts. Attending this gathering was a goal that I'd set for myself long ago, but never did I imagine that I'd arrive in a hand-made, 356 custom build like this Emory. Who cares that it's only 50-ish degrees or that there's no heat in the Special? Sacrifices must be made, so faster than fast, we're there, and hanging out. But wait! There's more! In the middle of our fabulous breakfast, an original 1962 356B Super 90 suddenly roars into the parking lot, and out steps PCA-C member Pamela Brundage, who drove solo from the Land of Lincoln after her car was accepted by Luft 6 for display! How cool is that?

The rest of Friday is occupied with visits to North Hollywood custom shops, vendors, and other professionals, including a trip to Esposito Porsche Repair to replace Pamela's failing clutch cable. Afterward, I head for Beverly Hills to meet Nate, where the hotel valet takes one look at the Emory and says, "I will just leave it right



here, Sir." Perfect, and since I only stay long enough for a quick club soda at any rate, I'm off quickly to the Petersen Automotive Museum, where the deep burble of the Emory's exhaust turns more heads than a GT3RS. I pull in next to a line of original 356 coupes on display, near Rod Emory's new 356 RSR turbo build. Old and new, stock and wild outlaw, it is truly a breathtaking assemblage.

continued on page 20

¹ <https://www.emorymotorsports.com/?limitstart=0>

The Best One Yet

by Nate Grede*

I'm sitting in a grassy area of Universal Studios Backlot, beverage in hand. There's a pristine, short wheelbase 911 in front of me, a 1950s era service station that's been "Porsche-fied" to my right, Paul Newman's Le Mans 935 in the street to my left, and in 1985 (or 1955 depending on your perspective) Doc Brown of *Back to the Future* is dangling in peril from the clock just above me. "The best one yet," I remark to no one in particular.

That phrase—the unofficial tagline of Luftgekühlt—is well-deserved. An all air-cooled Porsche event, founded by Patrick Long, Jeff Zwart and Howie Idelson, Luft has evolved from a few dozen cars gathered in a random L.A. parking lot, to hundreds of the rarest, most storied, and beautiful air cooled Porsches in existence. It's now a carefully planned and orchestrated production, and thus fitting that this year's event would take place at the famed Universal Studios Backlot. Which, of course, is where I found myself on the Saturday morning of Luftgekühlt 6.

But that's not where my Luft adventure started. The Porsche community is generally a welcoming one, so when I told my friend and fellow PCA-C Club member Adam Kern that I was going to Luft 6, he put me in touch with Andy Bizub of Midwest Performance Cars, who also planned to attend. Fast forward a few weeks and now I'm deep in the hills of the Angeles Forest, shouting superlatives and riding shotgun as Andy pilots a Rod Emory Special Speedster to a breakfast with fellow Porsche enthusiasts. And shortly after we arrive, in comes Pamela Brundage, yet another PCA-C member, whose 356B Super 90 had shared adjacent spaces with my 911 at the CheckedItOut 2018 event held last year in Chicago! And later that same Friday we would all find ourselves at the Petersen Automotive Museum's pre-Luft 6 party, where Rod Emory revealed his new 356 RSR build. And, of course, all of us were there for Saturday's Luft, the stunning details of which are laid out in Andy's adjacent article in this issue of *The Scene*.

My last thoughts, while sitting in the grass at Luft 6, and later that evening on a plane back to Chicago, were of confidence and pride in being a part of that same line of Porsche excellence and camaraderie that binds Stuttgart to Chicago to L.A. And notwithstanding a Luft spirit and style that was nurtured in California, I was and am confident that the same Luft spirit will continue to flourish in Chicago! 🍷



Saturday: 75, sunny, and time for the show, so after arriving at Universal Studios, we enter the Backlot and step into streets and settings that are immediately recognizable to anyone who's seen a Hollywood movie, sit-com, or TV drama any time between the 1950s and last week.

Where does one even start? Well, we enter a quaintly named set called "MODERN N.Y. STREET," and see a beautiful Oak Green Metallic Ruf with a luscious green interior that looks like something you'd see (and admire) on any modern New York street. Yet as the scale and scope of this "exhibition" becomes apparent, I realize that unless we take a systematic approach to experiencing this event, we won't catch a fraction of what's here: there are dozens of 100-foot-long sets with names like "WEST VILLAGE STREET," "LONDON STREET," and "WALL STREET," each containing 3 to 5 truly eye-popping cars in gorgeous settings. The light bulb finally having gone on, I head back to the nearby ROYAL CRESCENT DRIVE set (a block of London row houses), see a mint green 911 RS, next to Pamela's 356, which is next to a Minerva Blue '79 930, the owner of which is delighted to share its story with me! Next is a vibrant field of 914s, including Hurley Haywood's 914-6, Number 59. It's then a short hike up to "WESTERN STREET," a set that could easily have been the spot where Clint Eastwood as William Munny in *Unforgiven* gunned down Little Bill Daggett and his posse in a Big Whiskey saloon! No illusion, though, is a nearby Gulf 917 Le Mans winner set below a New York theater marquee, which itself is directly around the corner from Paul Newman's own 935 Le Mans ride. These cars, like many others in this exhibition, are both iconic and absolutely compel your reverent attention.



The last display of the Luft day for me is the Courthouse Square from *Back To The Future*, and it's all here, though Porsche Classic outfitted their crew in 50s period dress, occupying the old service station and providing a vintage PORSCHE sign to dress up the station. It was both perfect and a perfect close for the day, and after I met up with Pamela (again) and fellow PCA-C member John Westra, also out for the event, we headed to Marina del Ray for a wind-up at The Motoring Club. Suffice it to say that John and I each had a turn folding ourselves into the tiny back seat space of Pamela's 356, which, by comparison, made the Emory Special's rear quarters feel positively spacious.

Early Sunday morning I'm back on the road to return the Emory and head for the airport. The Emory takes it all in, though, with a deep and exhilarating exhaust note. It's an exciting car to experience, and by the San Gorgonio Pass, with only a handful of the windmills now turning in the morning stillness, I am both humbled and honored to have participated in an adventure that—like so many memory makers do—came together only at the eleventh hour. 🍷



* With apologies, the cost and page limitations imposed by the printed version of this magazine required that we substantially abridge the articles that Andy and Nate submitted. However, both articles are available in their entirety online at the Club's website, at <https://pca-chicago.org/cms/>. Thanks to all for your understanding. —The Editors.

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PORSCHE



First Track Day

by Nicolas Anderson

And you may ask yourself...

It was late April, and as my friend Dan and I escaped from work the day before my first track day, I knew several things for sure: the day was beautiful and the forecast for Friday was better; time off from work had been increasingly hard to come by; and my wife (she knows me well) was supportive but a bit skeptical about my upcoming Porsche adventure.

Well, then, how did I get here?

The Big Plunge...

I live in downtown Chicago, walk to work when it snows, bike when it's nice, and ride the CTA when the other two options don't work. Moreover, I never really drive except when necessary, and the process that led me to purchase an '06, 997.1 C4S was slow, analytical, and multi-faceted; after a year of research, I was comfortable with my purchase decision. Unfortunately, my decision-making style was not quite in sync with the demands of actually driving a Porsche, at speed, with a group of fellow novices on a tight, 1.9 mile, 7-turn race track, which is where I found myself on a beautiful, late-April spring day.

The Night Before...

A group of Club friends and I had rented BnB lodging only a couple of miles from Blackhawk. After a BBQ dinner, we retired to a nearby pole barn where we participated in a bit of communal, pre-event wrenching: installing new brake pads, bleeding the brakes, torquing wheels, cleaning windcreens, changing oil, etc., in preparation for the next day. Sleep that night came quickly and ended abruptly when the 6 a.m. alarm went off. We then traversed a bucolic stretch of country road on our way to the track!



Show Time...

I'd watched a few YouTube videos of track drivers at Blackhawk, and I'd driven fast down country roads from time to time in the past. I also participated in the Club's AX School three weeks earlier, so its lessons and car-handling drills were fresh in mind. And because it was Novice Day, a very patient and experienced Club instructor ("Wayde") was sitting next to me. The Club also provided classroom instruction sessions between drives to supplement the in-car guidance.

After an introduction to track safety rules and their corresponding flags, our first low speed laps were a great intro to course orientation. In my second session, driven at appropriate novice familiarization speed, however, I was pretty sure that I wasn't quite executing the driving game plan that Wayde had in mind. Consequently, he asked Chief Driving Instructor John Ruther whether I could ride as a passenger in Wayde's next session. After a few laps with my instructor, watching him flawlessly executing the very same game plan that he had been trying to impart to me—"braking and entering," hit the apex and squeeze on the gas, track out, use the whole track, no, the WHOLE track, be smooth, no herky-jerky—it was encouraging to see that the flow and rhythm of track driving could be analyzed section by individual section that, put together with other sections, would result in smoother driving and quicker lap times. The light bulb glimmers on!

continued



Post Event Reflections...

Looking back, I can only say that actually doing something is a lot different than watching that same thing being done. Not surprisingly, driving a modern Porsche, wheel-to-wheel with a group of similarly experienced participants on a race track was an incredible, exhilarating, and humbling experience!

Our novice group ran five separate track sessions of approximately 25 minutes per session. On a 1.9 mile track like Blackhawk, the faster cars were running about 17 or 18 laps per session. Over a full day of driving, that works out to be somewhere between 85 and 90 laps per student. Given the complexity of the skill sets and judgments necessary to navigate a lap at speed, taking into account our overall lack of prior experience, it was gratifying for all of us that our driving got smoother and our comfort in driving in close quarters increased.

During the post-event beverage and pizza wind-down, Wayde reminded me that notwithstanding the excitement of driving a Porsche safely at sustained speed, it takes substantial seat time to acquire and maintain these skills. And, really, the only place to get meaningful and useful high speed driving experience (without going to prison for reckless endangerment) is at the track, in a safe, controlled environment, driving with likeminded individuals who share the same



goals and concerns. At the close of my first track day, it was truly satisfying to be able to say that I was beginning to understand what it means to drive a Porsche the way it was meant to be driven. 🍷



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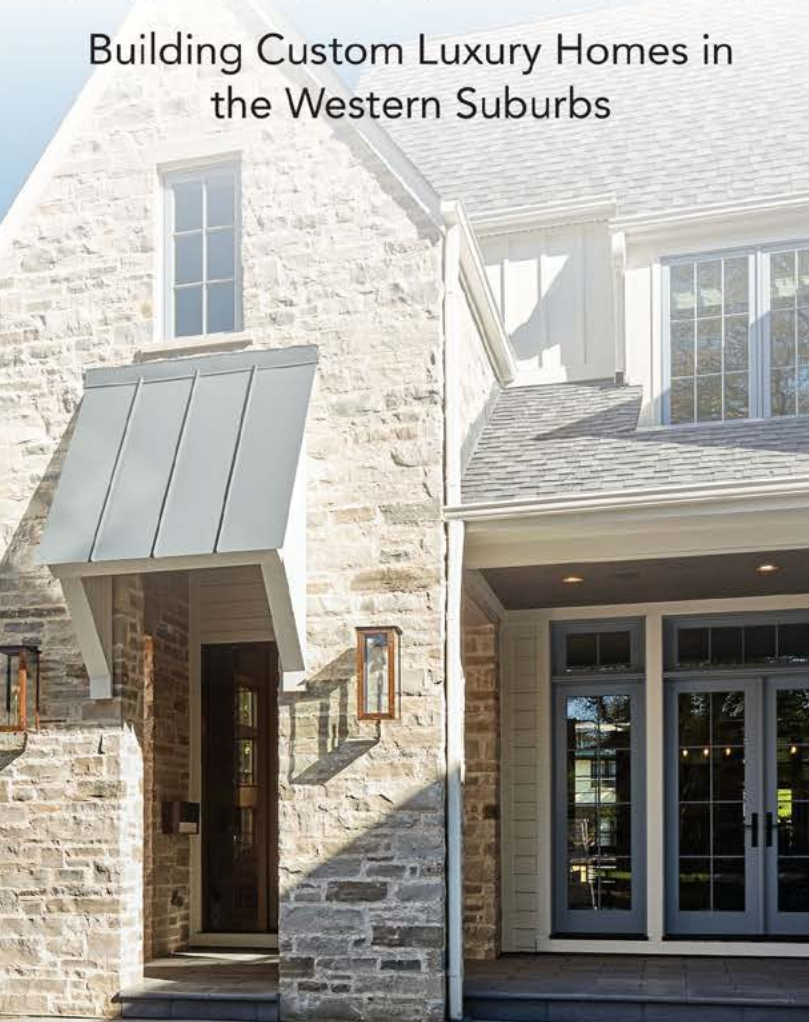
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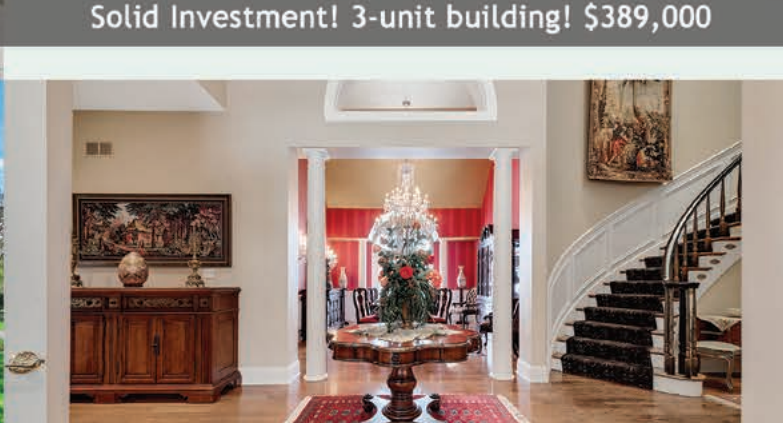
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The SOCIAL SCENE

by Steve Kuk



My friends, we simply could not catch a weather break this season until recently. It's been nothing but wet and chilly (or on its way to being wet and chilly) for three out of the last four spring events. Having said that, even the bad weather didn't keep our membership from staying active and involved.

Porsches and Pastries #1

On Friday, April 26, it was a beautiful and pleasant spring day for folks in the greater Chicagoland area, with perfect driving conditions for those Club members who headed west to Rockford for our annual Novice Day track event at Blackhawk Farms Raceway. Only twelve short hours later, though, it was very nearly a rain- and snow-out in the suburbs, as driving winds and sleet swept into Chicago from the western plains. Undaunted, however, almost 40 members braved the threatening conditions to enjoy a cup of Joe and share each other's company at LaBriola Café in Oak Brook. Attendees were just about evenly divided between those who chose the toasty warmth of the indoor Café, with its tasty pastries and hearty coffee, and those who withstood the outdoor elements and strolled the parking lot admiring the cars whose owners

did show up. And for those new members attending their first Club event, nearly every Club event coordinator in attendance provided a detailed overview of the events they had planned for the 2019 season. Bravo!

A Social Double Header: Iron Gate's Chrome and Coffee, and a Kane County Cougars Game

Weeks later, it was another chilly Chicago morning on May 11th, but that didn't stop 90+ Club members from coming out for the annual Open House event at Iron Gate. Members showed up as early as 8 a.m. to grab preferred parking near Iron Gate's new Super Slick Garage, with additional underground parking for 60 individual cars. True to form, the folks at Iron Gate generously provided members with a food cart with fresh breakfast sandwiches and donuts for everyone who arrived early.

Club attendees posed for a large group photo shortly before approximately two dozen members shoved off for a Kane County Cougars baseball game. As the weather closed down that afternoon, those 25 Club members who did attend





were very glad we had arranged for our own private Super Suite to watch the Cougars best the Lansing Lugnuts. Though the majority of those attending the game were only too happy to watch from the warm and friendly confines of the team's Suite, there was a significant handful of baseball die-hards who chose to sit in the box seats outside. The wonderful company and conversions, as well as the tasty food helped everyone ignore the lousy weather.

Porsches and Pastries #2

Finally, we caught a break and had a beautiful and moderate spring morning on May 18th at the Three Tarts Bakery, located in Northfield. Several members wondered what that bright thing was in the sky (we call it the "sun"), so we got to see our

shadows for the first time this season at a social event ... LOL!

Club member Ron Bean scouted the location for us, and also filled in as the Master of Ceremonies. The Three Tarts team served up tasty treats to help make the 90+ Club members who attended (some of them for their first social event in years, and others for their first event ever) feel welcomed to be there. I think Ron may have found the Club a location for future Porsches and Pastries for our Northside members. Thanks again, Ron.

In closing, please keep sending your great ideas and suggested venues; we simply couldn't do it without your interest, your involvement, and your suggestions. You're the ones who make this all possible.

See you soon, and best always. 🍪



2019 EVENT CALENDAR

JULY

- 12** Autobahn DE
- 13** Potter's Picnic, Concours 2
- 19-22** Pittsburgh Tour
- 20** AX 3
- 21-28** Parade
- 26** Blackhawk 3

AUGUST

- 3** Autocross 2
- 3-4** Porsche Platz
- 4** Rallye 3
- 11** Concours 3 / Social
- 17-18** Gingerman DE
- 24** Autocross 4
- 25** Show & Shine
- 30-31** TRAC / Concours 4

SEPTEMBER

- 1-2** TRAC / Concours 4
- 7** Porsches & Pastries 4
- 8** Rallye 4
- 15** Concours 5 / Social
- 21** Autocross 5
- 28-29** Oktoberfest DE

For up-to-date details, please check: <https://pca-chicago.org/cms/news/event-schedule>



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Concours Judges School 2019

by *Henrique Regina*



The Club's nationally recognized Concours program owes its standing to the many certified Concours judges throughout the Region's history. To achieve certification as a Concours judge and also to improve the level of knowledge and judging skills, the Chicago Region holds an annual Concours Judges School. On April 7th, the Judges School was once again held at Fluid Motor Union in Naperville. The school was conducted by chief Concours judges Michael Grove and Pat Yanahan, plus many other Chicago Region certified Concours judges.

The first session included classroom presentations on the rules and best practices for judging the Porsches entered in the concours events. Competition judging requires a high level of consistency to ensure not only the fairness of the competition, but also to make it a fun and fulfilling event for participants. In this regard, the judging rules and guidelines are constantly evolving in response to the changing field of Porsches competing at the Concours events.



The second session included hands-on training with various Porsches, covering the interior, exterior, engine, and chassis. This year we also spent time going over some aspects of judging 4-door Porsches, a category that is becoming more popular and increasingly welcomed in the Concours family.

We look forward to practicing our judging skills at Concours 2 at Potter's Picnic on Saturday, July 13th, and we look forward to seeing you there! 🍷



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Road America

by Chuck LaMantia

Since I joined the Chicago Region PCA in 2002, this year marks 18 straight years of attending both the Memorial Day and Labor Day events at Road America. Not counting the first few years of changing tires at the event on behalf of one of our event leaders, I have been attending in some event leadership / volunteer capacity for the last 15 years. I believe there have only been two times when I cut my attendance short: once I left a day early for a Cubs game, and the other time I stayed only for Thursday night over a Memorial Day weekend so I could attend my daughter's State championship high school soccer game series.

Participants, families, and friends who choose to attend one or both of these events can attest to the vast difference in experience in attending these two weekends.

Memorial Day can bring with it any possible weather combination; you name it, we have had it. The likelihood of sun, clouds, heat, cold, rain, or even snow... anything is possible, and experiencing a multitude of weather situations can and will happen. The event itself? 150 cars, but not quite so many family and friends!

Labor Day is much more favorable as far as weather possibilities. Rain is always a possibility but over the course of a 4-day weekend, we are bound to get some pretty nice days. Participants will easily see 200 race cars, 70 Driver's Education participants, and another 25 or so Concours entries. Let's not forget the running of the Old Road Course, as the race was run back in the early 1950s, all followed up by a wonderful street-side car show and dinner at Siebkens.

Unfortunately, being one of those

who raises his hands in saying "yes" to volunteering to working the event means I am also at the track from sunrise to sunset. I can therefore say with some conviction that in the course of those 18 years, and over 125 nights at The Osthoff, I have probably spent about 3 hours at the resort during sunlight hours!

Now, I really enjoy my time at the track! Yes, there is a lot of pre-work that goes into the event by the Chicago Region Road America team. Once at the track, though, it is so nice to spend time with people who have become like family to me. Early on, I used to participate in the RA events, including Club Racing back in 2005-2009 (I can just hear those snickers!) but now it is so much more relaxing to just watch and help make things happen. Talking and visiting with all the attendees, giving tours of race control and some of the track corners is a great way to



Part of the Road America team all cleaned up (Not at RA!). I to r: Keith Clark, myself, Todd Conforti and Toby Duckett.



And of course... the best thing I ever did in Wisconsin... the Bride and Groom. (wedding photos by Elliot Mann Photography)



expose others to the complexities and the simplicities of running such an event.

Eventually, however, I did figure out a way to explore all that The Osthoff and Elkhart Lake have to offer, especially around the time of our Labor Day event! In July 2018—the 28th to be exact—I was married at The Osthoff! It seemed like a natural place for Sue and me to tie the knot; what the heck, I proposed to my beloved at the Club's Annual Dinner Dance in 2016 (again, please hold the snickers on Sue saying yes!).

So why not get married at The Osthoff? On that visit, the weather was near ideal, and family and a few friends joined us for the festivities. I also found out that there is a pretty neat craft fair / market in downtown

Elkhart on Saturdays; that you can get your first Bloody Mary at Lake Street at 11:00 a.m.; and that there's a fire pit area at The Osthoff, a couple of pretty nice bars by the beach, live music, and all kinds of water activities. Also at the resort are cooking classes you can sign up for, bikes you can rent, and golf courses you can enjoy.

So why, you're wondering, is Chuck writing this article? Beside the fact that our president and *Chicago Scene* editor asked me to write this article, I really wanted to make sure that all of you who have never attended an RA event (especially on Labor Day), be sure to give us a try!!

Yes, there is a lot happening at the track. A ton of cool cars and two tons of

great people! But there are lots of other activities to balance family time away from the track, with great people and activities at the track! Those who want to spend their time at the track should feel no guilt and those who want to spend time away from the track should do the same. They're all part of the same great Club weekend experience, and you owe it to yourself and your family and friends to be a part of it all.

We are a car club, but that's far from all we are. However great these cars may be, they are all owned by some truly fantastic people. And that, my friends, is the part I enjoy the most!

Hope to see you over Labor Day weekend! 🍷



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Porsche, like America, was growing up. More confident, less risk averse, no longer viewed as an underdog sports car maker, Porsche had arrived, introducing in 1969 the 4- and 6-cylinder 914, and, that same year, the beast itself: the 917. Relentlessly, at both ends of the spectrum, Porsche was becoming *the* preeminent manufacturer of performance cars.

Inevitably, Porsches have changed. Unsurprisingly, their customers' expectations have not. More than any other sports car, a Porsche *feels right* in any environment: as art, in a Concours; as a time machine, in a Rallye; as a link to unquestionable driving heroes, past or present; or as a simple grocery getter. The image above, from our archives, embodies the marque's core principle: every Porsche ever made is a *race car*.

"High lights" From 1969

- ✦ With a crowd of 50,000 expected on a dairy farm in White Lake New York State, 400,000 music lovers turned out for the legendary "happening" that became known simply as Woodstock.
- ✦ Levi's introduces bell bottoms, the first GAP opens in San Francisco, and smoking (tobacco, at any rate) begins to fall from fashion as the FCC bars cigarette ads on TV and radio.
- ✦ 1969 is the last year for the traditional "Le Mans start." Where most drivers sprinted from the pit boxes and into waiting racers, seatbelts unlocked and untightened until the long, treacherous Mulsanne Straight, Jacky Ickx famously staged his own protest, taking the time to cinch tight his belts before joining the race.
- ✦ Heuer introduces an automatic chronograph called the "Monaco," which becomes a fashion statement when worn by Steve McQueen two years later in the film *Le Mans*.
- ✦ Pontiac introduces the Firebird Trans Am, Plymouth introduces the Road Runner, and either can be driven to a restaurant in Columbus, Ohio owned by Dave Thomas and named for his daughter: the first *Wendy's*.

Technology From 1969

- ✦ The Boeing 747 makes its inaugural commercial flight into service and into the hearts of travelers around the world for 5 decades to come.
- ✦ Lifesaving household smoke detectors become widely available. The worlds' first email message is sent over a Department of Defense network.
- ✦ *Sesame Street* debuts, and the home VCR makes *Mayberry RFD*, *Gunsmoke*, *Bonanza*, and *Rowan & Martin's Laugh-In* available 24 hours a day.

Culture

- ✦ Jennifer "From The Block" Lopez, Renee Zellweger, Catherine Zeta-Jones, Jennifer Aniston, Steffi Graf, Gwen Stefani, Jay-Z, Shawn "Puffy" Combs, Ice Cube, Brett Favre, Mathew Perry, and Matthew McConaughey are born.
- ✦ Paul McCartney was assuring the world that he was not dead, Richard Nixon was wishing he was, and the first place Chicago Cubs fold in September, playing like they were.
- ✦ *On Her Majesty's Secret Service*, *Butch Cassidy & The Sundance Kid*, *True Grit*, *Easy Rider*, *Paint Your Wagon*, *Hello Dolly*, *Midnight Cowboy*.
- ✦ "Honky Tonk Women," by The Rolling Stones; "Sweet Caroline," by Neil Diamond; "Suspicious Minds," by Elvis Presley; "A Boy Named Sue," by Johnny Cash; "Sugar Sugar," by The Archies.

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US population:	200,000,000
Yearly inflation rate:	5.46%
Year end close, Dow Jones	
Industrial Average:	800
Average income per year:	\$10,577
Minimum wage:	\$1.60/hr.
Average cost of new house:	\$27,900.00
Average monthly rent:	\$135.00
Average cost of a new car:	\$3,556.00
Eggs per dozen:	\$0.62
Loaf of bread:	\$0.35
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Gas per gallon:	\$0.28

Best Quotes of 1969:

- "One small step for man, one giant leap for mankind."**
– Neil Armstrong
- "In 1969 I gave up women and alcohol. It was the worst 20 minutes of my life."**
– George Best
- "Never forget, the press is the enemy. The establishment is the enemy. The professors are the enemy. Write it on the blackboard 100 times and never forget it."**
– Richard M Nixon
- "What a long strange trip it's been."**
– The Grateful Dead
- "Houston. Tranquility base here. The Eagle has landed."**
– Neil Armstrong from the surface of the Moon, July 1969

The Porsche Club, Chicago Region.

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