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March 2019

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Rallye: A New Season
Becoming a Track Driver
A PCC Conversation





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CORNER ONE

The *Chicago Scene* has a content submission deadline that precedes, by about a month, the production and distribution of the magazine to you. Consequently, as I sit here (in February) writing this piece for the March 2019 issue, I recall that it was exactly a year ago that the Club circulated a two-question survey to its membership: “1. Do you read *The Scene*?”; and if so, “2. Do you prefer a paper copy or a digital copy?” Underlying the Board’s interest was a concern about whether and to what extent a paper quarterly magazine could serve a useful, cost-effective function in advancing the interests of the Club and its membership, particularly in this age of digital communication.

The results of our February 2018 “e-survey” were fairly evenly divided: about 45% of respondents preferred paper; 42% preferred digital, 10% had no preference; and 3.0% either didn’t read or just glanced at the magazine. Of particular interest, though, were member responses such as the following, which focused more on content than medium as a way to engage the interest of the Club’s readership:

- “The addition of editorial or technical content might be nice—there are other PCA groups / regions . . . and their publications have items like this . . .”
- “No matter what gets decided, thanks again for allowing the members to have input. It means a lot to me and my family and it’s what makes the PCA so great! . . .”
- “A more basic question is what additional content can be developed? I am also a member of [other car] clubs, and I think they do a better job of trying to foster a local ‘club’ identity. . . . It all comes down to what volunteers are available to do in creating content . . .”
- “I do read *The Scene*, however most stories are not interesting . . .” and
- “Yes I do read *The Scene*, every issue. And second, I much prefer paper. Even though I am an avid computer user, I like all my magazines in paper form. If *The Scene* was electronic, I would not spend as much time with it and I might not read it at all.”

One year after receiving your comments, and eight months after the Club elected to move forward with a revamped format for *The Chicago Scene*—bimonthly, with a greater emphasis on written content by a range of “new” Club authors—it is our hope that the magazines now before you are more engaging and reflective of your interests as Club members. As I also said in my very first *Scene* editorial, and will repeat it going forward, “if you see something you like in *The Chicago Scene*, please say so. And if you see something you don’t like, please say so. Remember that this is your magazine and your Club; the success of this entire enterprise depends on your participation.”

By the time you read this, the Attack of the Polar Vortex will (hopefully) be a thing of the past; the debut of the new “non-traditional” chili class for the Club’s annual “Chili Cook-Off” will have been wildly successful; daylight savings time will be upon us in just over a week; and the Club’s event schools will be coming up fast. What a great opportunity to learn new things, meet new people, and enjoy the many benefits of owning, driving, and competing in one of the world’s truly great automobiles! Can summer and the height of the driving and competition season be far behind?

Here’s to a great season, and one full of promise! Let’s work together!

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

“
The success of this entire enterprise depends on your participation.
”

A Season Ends, Another Begins, and So It Goes



by Ann and Tom Snyder

The 2018 Rallye Season is now in the books, and it was a mighty fine year indeed. We held five Rallyes that fully covered the greater Chicago Region from Lemont on the South Side, to DeKalb County on the West, and into Wisconsin on the North. Add it up and we covered over 400 miles of beautiful roads, south to north and east to west. Some of our participants, of course, added a few more miles while blazing new grammatical, geographic, and emotional territory while parsing the true (but reasonably disputed) meaning of the term “Right at T.”

To put things into perspective, the Chicago Region is one of the few PCA Regions that runs more than a single TSD Rallye in a season. Ann and I were discussing this point with the National Rallye Co-Chairs at the Porsche Parade in Missouri last summer and they couldn’t name any other Region that held anywhere near as many TSD Rallyes as ours. This willingness to embrace such challenges helps to explain why five of our Region’s Rallye teams took home hardware from the 2018 National competition. It should also be noted that the Chicago Region has only one competitive category: “Unequipped,” a/k/a “SOP” or “Seat of the Pants.”

To give newer teams a chance to share in the awards and to encourage their participation, our Region provides a two-year window for new participants to compete for Novice awards.

The Club has also established a “Touring Class” that provides simplified but explicit route instructions as a way into the labyrinth of Rallye practice and competition.

Results for the 2018 season? There were fifty-three different teams that participated in at least one Rallye in 2018, of which twenty-two teams competed as Novices and sixteen participated in the Touring Class. Overall, the Chicago 2018 Rallye season winners were:

- **1st Place** – Steve Olson and Sharon Gregor Olson
- **2nd Place** – Steve Rashbaum and Susan Shire
- **3rd Place** – Lee Lichtenstein and John Miller
- **4th Place** – Andrew Skura and Anna Skura
- **5th Place Tie** – Ian Mast and Tiffany Staffen
- **5th Place Tie** – Jack Stephensen and Karen Stephensen
- **The Thomas R. Harwood Novice of the Year Award** – Ian Mast and Tiffany Staffen

We also presented a marque-to-marque appreciation award to Jon Eklund and Diana Goluch for their years of service as Windy City BMW Club liaisons to our Clubs’ joint-Rallye program.

It should be no surprise that it takes a substantial commitment for event organizers to carry out the Club’s five Rallyes per season, and for that reason, we take this



opportunity to express our gratitude to the following five teams that functioned as Rallymasters: Ann & Tom Snyder, Sharon Gregor Olson and Steve Olson, Jack Franks and Megan Nogasky, Toby and Bonnie Duckett, and Gary Neal and Bill Corbin from the Windy City BMW Club. Countless other Club volunteers served as check point workers, Rallye pre-run drivers, photographers, and provided Rallye school logistical assistance; in the aggregate, there were almost 70 days of volunteer time for the season, for which we are deeply grateful.

For 2019 we again have five Rallyes planned. Four of the five Rallyemaster teams are different than last year, but all are experienced Rallyemasters, and we'll see five new routes to explore this year. The Rallyes are still being designed but we again expect a diversity of routes; initial plans under consideration include a possible overnight stay in Wisconsin followed by a Rallye over scenic back roads on our return to



Chicagoland, but as they say in Rallye, "Life is like a box of chocolates, . . . You never know what you're gonna get!"



On a final note, it is with substantial regret but sincere satisfaction that Ann and I are announcing our retirement as PCA-Chicago Rallye Coordinators, and express to you all what a great privilege it has been to work with you over the last few years. Having said that, we're excited to announce that for the 2019 season Anna and Andy Skura have volunteered to lead the way as Rallye Coordinators.

(continued)



Andy and Anna are experienced Rallyemasters, also won Novice of the Year in their first year of Rallying, and have participated in the national Rallye competition at Porsche Parade. Anna and Andy, on behalf of the Club, we wish you every success, and we're looking forward to the Club's 2019 Rallye season.

Finally, our 2019 Rallye School will be held May 5th at Perfect Power in Buffalo Grove. Rallye 1 will follow two weeks later on May 19th. It will tentatively start and end in Aurora with a Rallye exploring the western suburbs. Please mark your calendars and plan to come out, and if you're a new member or just new to Rallyes, our Rallye School is a fine way to start in this exciting discipline! 🍷

Don't Lose Your Head Rallye

Sunday, May 19th, 2019

PCA – Chicago Region Rallye I

by Stanley Sangdahl

The driving season will soon be here and that means it's time to take to the open roads with your Porsche. There's no better way to practice your newly-learned navigation skills from the Rallye School than to join the fun in our first Rallye of the season. Being the first Rallye the difficulty level will be easy so the fun of enjoying a nice drive in the countryside will be guaranteed.

We will guide you along the back roads south and west of Aurora before finishing at Hardware Sustainable Gastropub and Brewery in North Aurora. This destination was well reviewed when we last visited in 2017. The Rallye itself will be less than 100 miles long so there will be plenty of gas left in the tank (yours and the car's) when you finish.

Look on the Club's website (pca-chicago.org/) for the event flyer and further information. It is strongly recommended that you pre-register for the Rallye on Clubregistration.net/.



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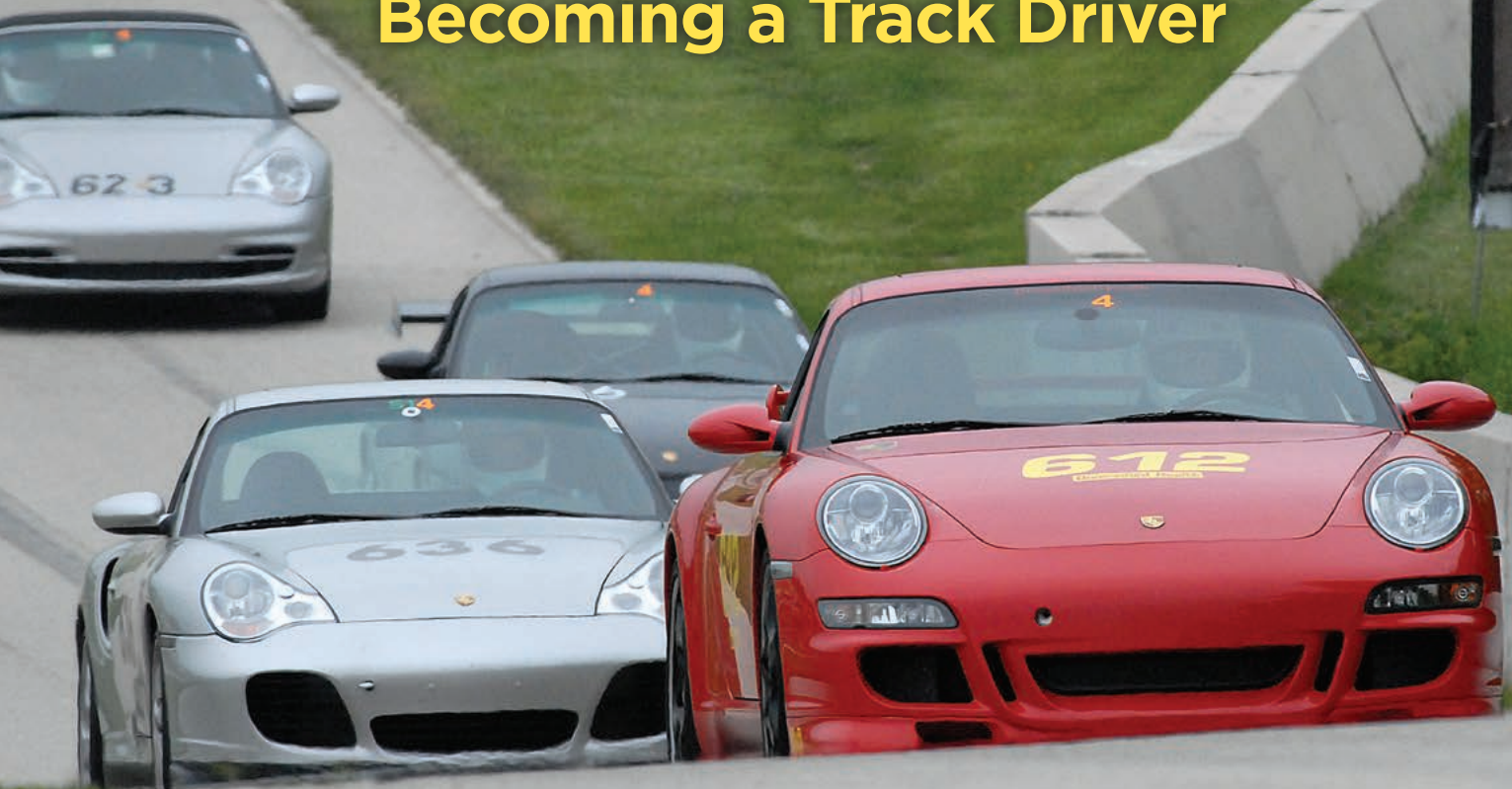


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Step by Step: The Journey to Becoming a Track Driver



by John Ruther¹



Here we are in March, the first day of Spring is only three weeks away, and the Club's first track day for 2019, held at Blackhawk Farms Raceway in South Beloit (Rockford), takes place only a month after that. If you're new to Porsche or new to motorsports more generally, you'll probably be eager for opportunities to learn about the amazing performance your Porsche was designed to deliver. And for more experienced drivers, unless you have the luxury of taking your car south or west for events over the winter, you'll probably be looking for an early "tune up" before the season starts in earnest. Finally, for those with considerable experience who want to share it with others—and we always need experienced instructors—Blackhawk

is the perfect venue to open the Club's track event season.²

Let's start with fundamentals. Safety is the Club's main priority and we want you to feel as strongly about driving safety as we do. To that end, all of us will do everything we can to make every event safe for you, your fellow drivers, the corner workers and event support personnel, and the Club itself.

The Club held its first DE event at Blackhawk in 1969, so 2019 marks our 50th anniversary year at our unofficial home track! The Club's Novice Day DE event on April 26 is geared towards new or newer drivers, but (as I mentioned) it's also a great "shake down" event for experienced drivers preparing for the season ahead. New drivers will run several low-speed touring laps with

¹ John received his first motorsport competition license in 1969 while stationed in Germany with the Army, and has been PCA-Chicago's Chief Driving Instructor since 1994.

² If you're new or relatively new to motorsports but interested in learning how to drive your Porsche safely at speed, the Club has developed an outstanding Autocross program, highlighted elsewhere in this issue. I wholeheartedly recommend that you take advantage of these programs; you'll learn about the skills and techniques you need to handle your Porsche at speed, and you'll be able to apply them in an environment that really fosters safe learning.

an in-car instructor to point out the track's "landmarks:" blend lines, corner worker and flag stations, braking zones, apexes and exit lines, run-off areas, and track exit locations and procedures. After that, you'll drive each on-track session with your instructor in the car until your instructor is satisfied that you're able to drive the track on a "solo" basis. Classroom instruction sessions will also be provided, and will cover the fundamentals of track driving, including the principles, techniques, and best practices of safe driving at speed.

Even if you can't make Novice Day, the Club holds two additional Blackhawk weekday events with both in-car and classroom instruction (on June 21 and July 26). Our Oktoberfest weekend on September 28 and 29 is the Club's traditional end-of-season track event, but does not offer in-car or classroom instruction.

Blackhawk is a challenging and technical track that will keep a driver busy for its entire 1.95 mile length. Running at Blackhawk will also help prepare you for the challenges of our Road America Drivers Education event ("RADE"), which has been held in Elkhart Lake, WI, over Memorial Day weekend for the past fifty-two years. Road America is one of the premier racetracks in the world, and our RADE program has been developed to help you refine the skills that you need to safely drive your Porsche at speed. For novice drivers, RADE actually begins Thursday night, May 23rd, with a drivers' orientation meeting, where track layout, "landmarks," and proper processes and procedures (both on- and off-track) will be reviewed in detail. As at Blackhawk,

new or "new to Road America" drivers will receive classroom instruction, with an emphasis on safety, and will also receive 1-on-1 instruction from an experienced driver riding with you.

The Chicago Region is blessed with a number of additional tracks that are also within an easy drive from virtually anywhere in our Region, and we try to take advantage of them as often as we can. This includes the Autobahn Country Club in Joliet, where we run an afternoon-into-evening event on July 12, with a dinner after the track closes. We also offer a weekend event at Gingerman Raceway, located in South Haven, MI, which is a beautiful, family-friendly resort area that offers plenty to see and do in the immediate area. The track itself was designed to maximize driver safety, with a wide, smooth driving line, clear and unobstructed sight lines, and abundant run-off areas; it's therefore a great track for newer drivers.

The Crown Jewel of the Club's track events, The Road America Challenge ("TRAC"), is held over Labor Day weekend, and this year will mark the 27th consecutive year of the TRAC event. TRAC is principally a premier-level, Club Race event, so the DE component is generally open only to more experienced drivers; the only in-car guidance provided is limited to track orientation laps for those experienced drivers who may not have driven previously at Road America. However, for those Club members who've been diligent about attending track events during the season and who have been cleared to drive "solo" on other tracks, please speak to me during the course of the season to discuss this event.

That sets out our track driving program for the 2019 season. We're very proud of our program and even prouder of the safety records of the Club members who participate, whether as students or instructors. If you have any questions or want clarification about anything I've said or didn't say, please don't hesitate to contact me. I look forward to seeing you out there, and let's all have a great season! 🍷



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**AUTOMOTIVE
REISEN**



One on One: A “PCC” Conversation

by Adam Kern and Joe Morsello¹

AK: Joe, the Club’s Precision Car Control Clinic (a/k/a “Autocross School”) is coming up on April 6, as you know. Consequently, I’d like to take some time to introduce potential participants and new Club members to the wonderful world of Autocross, one of the least expensive, most technically demanding, and our very favorite form of motorsports.

How did you first find out about Autocross?

JM: Essentially, I had no knowledge of Autocross until I saw it listed on the PCA-Chicago Region’s website. You could say I ended up where I am today by surfing the web. My father had an air-cooled 911 that needed a few parts. Upon wandering through Pelican Parts (<https://www.pelicanparts.com/Porsche/index-SC.htm>) and Rennlist (<https://rennlist.com/>), I found myself in serious trouble and deep in the classifieds. I found the car for me in Greensboro North Carolina, a C2 996 with a track ready suspension. I flew out there and drove my new baby back, just like every P-Car fanatic dreams of.

AK: So, come that following season, you were ready to participate with the Club?

JM: Yes. My wife Maureen and I started with Rallye events. That was a lot of fun, but then I made the move to try an Autocross event at Autobahn Country Club, and as they all say, “I was hooked.”

AK: In connection with your first AX experiences, what did you do for safety gear?

JM: Well, from my Ducati days I had a motorcycle helmet, which is acceptable, but later that season I upgraded to a closed-face helmet (<https://pca-chicago.org/downloads/AXTechSheet.pdf>). Let me back up for a moment, though. I have to admit I was pretty nervous for my first events, so I was meticulous in making sure I adhered to all the safety standards. My car was **completely** empty: no floor mats, I-Pass, coins or anything that could get loose, stuck under the pedals, or distract a driver from what’s going on outside of the car. I’m still that way, and it’s a good practice.

AK: Did you invest in gloves or shoes?

JM: After a few events with my three-pedal car I decided to buy “proper” driving shoes: a thin, flexible sole gives the driver a better feel for where his or her foot is on the pedal, how much pressure is being applied, etc. But for the beginner, any sort of “vulcanized” sole shoe like a Converse All Star or Vans will do the job. In general, gloves are not as critical for Autocross, but if you drive a manual you may want to consider them, especially on the hot days (sweaty palms = slippery grip = not good).

¹ Adam Kern is the overall Event Organizer for the Club’s PCC / Autocross Program, and Joe Morsello, Tom Miller, and Adam are overseeing the Club’s Precision Car Control Clinic.

AK: What was your experience with the Club's PCC Clinic?

JM: I attended the last event of the my first season at Maywood and attended a few more events during the next season before becoming a PCC Clinic volunteer, a path I recommend to everyone who participates in motorsports generally. The drills are a lot of fun, and while it may seem like a cliché at this point, it is **amazing** to experience what your Porsche can really do. It also has helped me on the street; the PCC Clinic gives you invaluable experience that translates directly to real world driving situations.

AK: What about the instruction part of your Club responsibilities? Many beginners are often a bit intimidated by or reluctant about seeking help or guidance, since they've typically been driving for years. "How hard could it be?," right?

JM: There are many skilled performance drivers at our events who have a wealth of knowledge, and who are eager to share that knowledge with others. When I started, Cheryl Lehman-Collier and Jim and Sharon Ptak were always there to answer my questions and to ride along with me. As the seasons moved on, Scott Baker, Buz Browne, and PCC Classroom Instructor Tom Miller were influential in showing me—and reminding me!—that the gas and brake pedals are not on-off switches. I also learned the value of "putting both feet in" if you spin or get into other trouble: clutch in with the brakes, simultaneously!

AK: At this point, how many seasons do you have under your belt?

JM: The upcoming season will be my fifth. I look forward to the PCC Clinic every spring, and also make it a point to try to make all five of the Club's AX events during each season.

AK: What cars (types and models) can we expect to see at a typical Club Autocross?

JM: The majority of Porches at our events are the 996 and 997 generation 911s (1999 through 2012), and the Caymans/

Boxsters in attendance are of the same era. The 981 and 991 models (introduced in late 2011 and thereafter) are present a little bit. We also get some heavy hitters in GT4s and GT3 RS. Plus, we have a great vintage class that is very popular. A 914 (available in model years 1970 through 1976) was the top vintage dog last year, but there are 944s along with 964s and 993s out there making things tough for their fellow competitors, vintage or otherwise!

AK: What about other makes and models?

JM: Mazda Miatas are very popular in Autocross. I've driven alongside Lamborghinis and Ferraris, and I can tell you this with complete confidence: there is no necessary correlation (inverse or otherwise) between expense, horsepower, or sophistication, on the one hand, and elapsed time, on the other. For all practical purposes, it's just as easy to have a poor ET or a great ET in a \$300,000 car and a \$10,000 car. As an event organizer, though, I need to caution the "horsepower beastie" competitors (often, but not always, cars like Corvettes or Vipers). Our Club and our main competition venue, Boomers Stadium, impose noise limits at the Club's events. Consequently, if your exhaust is too loud, you will not be allowed to run. On this point, I can speak from experience: I was "invited" by last year's Club AX Event Organizer to reinstall my stock exhaust because of noise issues, as was another, non-Porsche competitor. Ah, well!

AK: Any closing thoughts?

JM: A goodly number of the people competing at our events are designated as Instructors. If you'd like some input or guidance, just ask for one. They'll ride along with you, they're always available for input or guidance, and at the end of the day, it'll make for a much better experience! If you get frustrated, take a deep breath, calm down, and find someone to help you. We all need some help from time to time, and it's a great community. See you out there!



Autocross: It's not Just the Equipment, It's the Drivers!

by Dan Cubric

Helmet? Check!
Seat belt? Check!
Gobs of confidence? Check!



And... GO!

From even before the git-go, your adrenalin starts to pump, your senses sharpen to 11, and for that brief on-course minute, it's you, one-on-one against Father Time. Autocross is a vast step up from your everyday, mundane drive, one that really gives you an intense opportunity to sharpen and exercise your driving skills. In eight to fifteen runs per AX event, you'll really see what you and your four-wheeled steed are capable of accomplishing, in what typically comes to a close in under a minute per run.

From the air-cooled classic P-cars to Stuttgart's modern techno-rockets; from the small, incredibly nimble 914 4-cylinders to mighty 991 Turbos, with their ginormous depths of power and torque; from Cabrios to Macans: all cars are equal on this playing field, because the individual course layouts are generally designed to highlight—and to handicap—various cars' strengths and weaknesses, depending on where you are on the course, and whether you can stay on the proper line for you and your car! The real talent in AX comes from within each driver, and when you're totally in

sync with your Porsche, the experience is exhilarating. For that brief minute, you're at the top of the mountain!

The 2018 Autocross season saw a consistently high turnout at each event, and from novice to experienced, every person who competed drove away with even more respect for the miracle of Porsche engineering. Nevertheless, at every pre-season AX School and throughout every season, heavy emphasis is placed on the development of driving skills, since it's only through skill, knowledge, and judgment that the full potential of each driver's car can be maximized: to paraphrase another well-known aphorism, it's not just the equipment, it's the driver! Consequently, even in the heat of mid-season competition, knowledgeable Club instructors remain at hand to answer questions, give tips, and reveal their



own individual techniques that not only tap the real capabilities of your car, but translate to increased safety and satisfaction in your everyday driving.

The 2019 AX season is looking better than ever. Alternate venues are in play—we're headed back down to the Tire Rack in South Bend, IN for AX 4, so we add back roads driving and a half-day, mid-summer road trip to season this year's competition. The excitement will be building during the cold season, so start looking now for that new helmet, a harness and track seat, and add a dose of confidence, because the new season will be upon us sooner than you think.

You cannot deny it, your Porsche was born for this, and thanks you with the exhilaration of a great driving experience. So bring it on, because your Porsche is ready to go! 🍷





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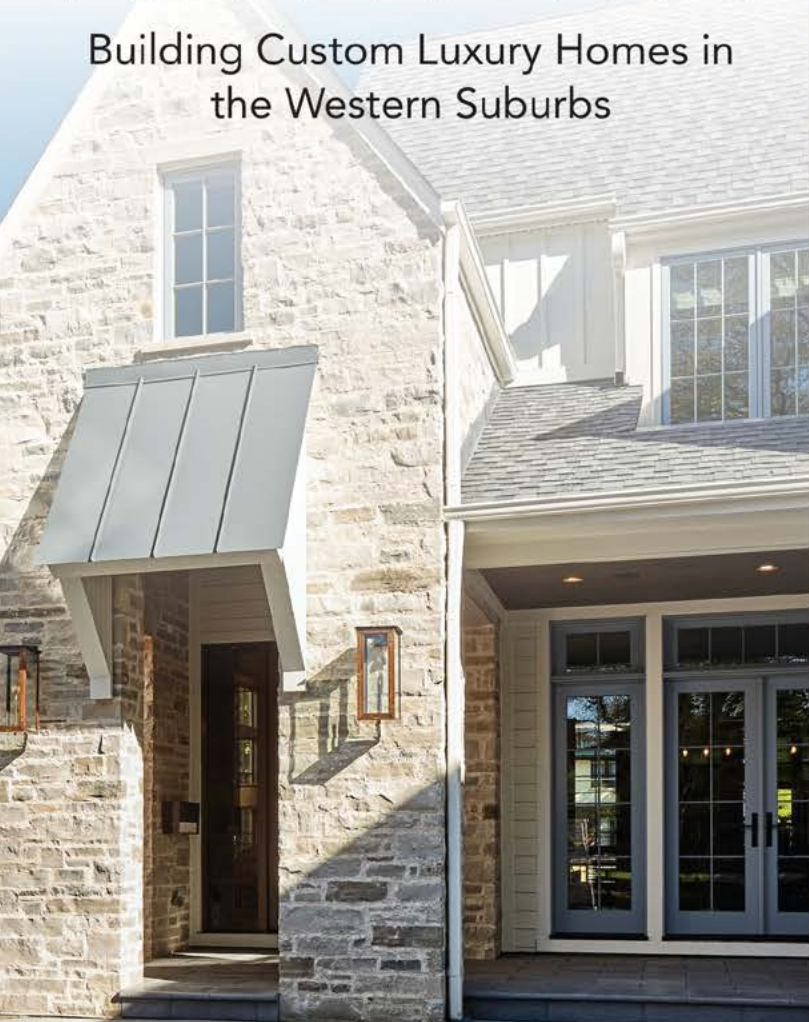
PORSCHE

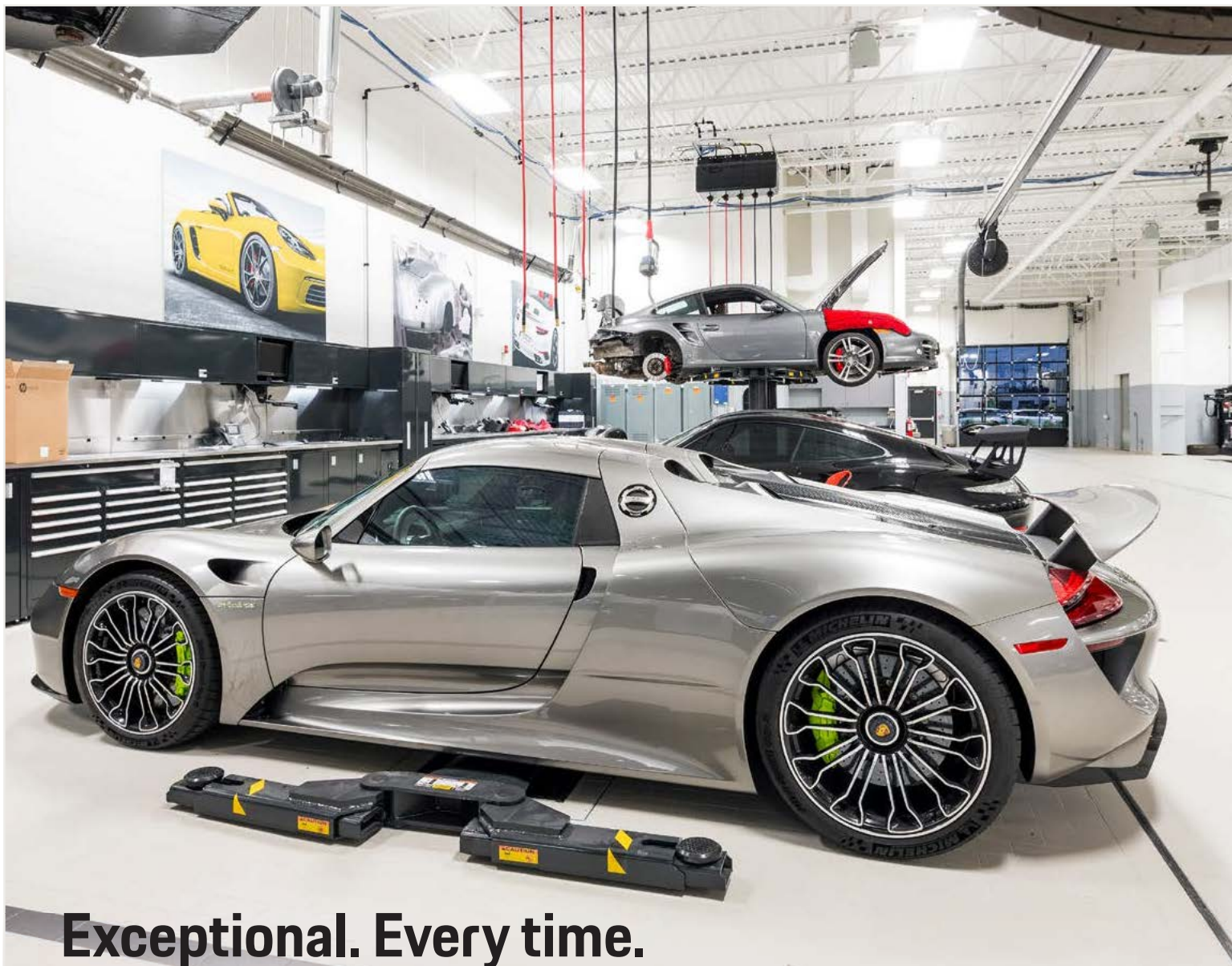


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PORSCHE

The SOCIAL SCENE

by Steve Kuk

A Little Old Business and A Peek At This Year's Events



Last November's P&P No. 6 at Collectors' Car Garage in Chicago

We had over one hundred members (both new and returning) who braved the chilly weather to attend our last Porsches & Pastries for the 2018 Season. Prudently, we decided earlier last fall to hold the event at a venue with spotless and temperature-controlled indoor accommodations! Warmed by donuts and hot coffee (forget the Butzi golf bag legend, it's a little-known fact that the 911 was designed and engineered to hold over 15 dozen donuts and still have room left over for 15 pots of coffee), our sixth P&P of the season brought out twenty new Club members, which is pretty gratifying from the "membership reach" point of view!

Guided by CCG General Manager Andrew Vogel, his daughter Ashley, and CCG's Membership Service Manager Aaron Wallace, we toured CCG's spotless facilities. We not only had a great time socializing all morning with one another, but we raised over \$600 for our Club's 2018 Charity of the Year, and—an added bonus—several of our members' cars apparently found new homes during the event. A good time was had by all, and everyone's a winner!



January's General Membership Meeting at the Onion Pub

Did you say "chilly weather?" In what may go on record as the Week of the Polar Vortex Onslaught, nearly 200 members battled the *freezing weather* to attend our first social event of the 2019 season, and to hear what the Club has planned for 2019. We were also treated to a tasty German-theme lunch with brats, schnitzel, sides, and delicious pastries for dessert.

Club President Neil MacDonald, who served as the event's Master of Ceremonies, took the opportunity to introduce the





attending members to our 2018 Board of Directors, our current Board, and presented some 2018 season year-end awards to GMM attendees who were unable to attend December's year-end awards ceremony. He then brought up to the podium each of the Club's Event Coordinators, and asked them to provide information about their events to the membership. Each Coordinator then laid out their plans and events for the year, and believe me when I tell you, with over fifty events on the Club's Calendar for the year, 2019 is shaping up to be one of the Club's best and busiest seasons ever!

You heard it here first: if you can't find some Club-sponsored fun events to participate in this season on virtually every weekend, you aren't looking! Come on out and join us!

Polar Vortex Redux: The Pub and Play in Des Plaines

While "the weather outside was frightful" on what was then one of the coldest weeks on record in decades (see above!), what a fun event this was.

We started at the Tap House Grille in Des Plaines for some great face time socializing and dining with almost two

dozen of our close friends and colleagues. We then drove to the nearby Big Noise Theatre, for their production of Robert Harling's 1987 comedy-drama play, *Steel Magnolias*, which as you know was a hugely successful movie, released in 1989, that starred Sally Field, Dolly Parton, Shirley MacLaine, Julia Roberts, Darryl Hannah, and many others. After the play ended, we participated in a wonderful and intimate cast party /meet and greet with the six members of the all-female cast. Courage to drive at speed into Corner 5 at Road America? Courage to get up on the stage and give it your all for two hours! What a great experience, and we extend our thanks, appreciation, and gratitude to the cast and the Big Noise Theatre for making this the fine evening that it was!

We'll be keeping an eye open for upcoming Big Noise Theatre productions this season, but in the meantime, please keep sending us those great ideas and event venues for consideration in the Club's social schedule. We're a better Club because of the contributions from all of you!

See you soon! 🍷



photo courtesy of: Big Noise Theatre



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PCA-Chicago's 2019 Concours School

by Michael Grove

The Porsche Club of America, Chicago Region (“PCA-Chicago”) will be hosting its annual Concours School on Sunday, March 24th, at Napleton Westmont Porsche’s new, state-of-the-art dealership and service facilities. It’s that time of year when we start getting our Porsches ready for the road or the showgrounds. Whether you’re a seasoned local Concours participant; getting ready to compete nationally at the Porsche Parade Concours; a complete newbie to Concours; or just looking to better understand the car preparation or preservation process, this is the event for you.

The beginnings of modern Concours go back to the early history of the automobile in France, where proud owners of these new methods of transportation would display their cars in what, essentially, were beauty contests. Over time, Concours has evolved into competitive, judged events shared by many automotive marques, and which are popular everywhere, from local gatherings to world-class events. Consistent with this evolution, PCA-Chicago has taken Concours to a point where beginners and national winners have the ability to compete at different levels, with the guidance of experienced trainers and judges. Even brand-new, straight-from-the-factory Porsches have areas that can



Held in 2018 at Pat Yanahan’s private atelier, this year’s School moves to Napleton’s state-of-the-art facilities.



be improved in details that judges will scrutinize: hard to believe, given that the assembly process at the factory is like watching craftsmen at work in a sterile operating suite.

Open to all PCA members—our pre-event “intel” indicates that quite a number of interested members from regions outside of PCA-Chicago will also be attending—the Club’s 2019 Concours School is an opportunity to obtain information from Chicago Region Club members who are national-level concours judges and Porsche Parade award winners. They will be sharing not only their experiences as *participants* at regional and national events, but also what they look for as *judges* who are responsible for scoring these events. Covered topics will include: each detailed area judged during a Concours event (Exterior, Interior, Storage, Engine and Chassis); a review of specific supplies used to properly prepare these areas; and the appropriate techniques to use in applying these materials or removing them from your car. To make the best and most efficient use of our time together, attendees will be divided into sub-groups that will rotate from workstation to workstation, where each of the individual Concours detail areas noted above will be covered by separate instructors, utilizing various



Porsche models from different eras. Ample time, both at each workstation and collectively as a group, will also be provided to ensure that all attendees’ questions relating to Concours preparation are thoroughly addressed.

Our host for this event is Napleton Westmont Porsche, which has graciously provided us with access to their new and remarkable sales, service, and Classics facilities. This state-of-the-art facility will allow us to have dedicated space for each work station and plenty of seating for everyone during the welcome, introductions, and lunch time. This is a must-see facility for any Porsche owner, whether in the Chicago area or elsewhere. A presentation on the Classics program will also be provided. In addition, representatives from various car preparation suppliers will be on hand to introduce you to their products and answer any questions you may have.

Registration for this event is required at clubregistration.net. Please contact Pat Yanahan (pyanahan@comcast.net) or Michael Grove (mgrovecpa@comcast.net) with any questions. 🍷

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“At Your Service!” Reflections of a Zone Rep

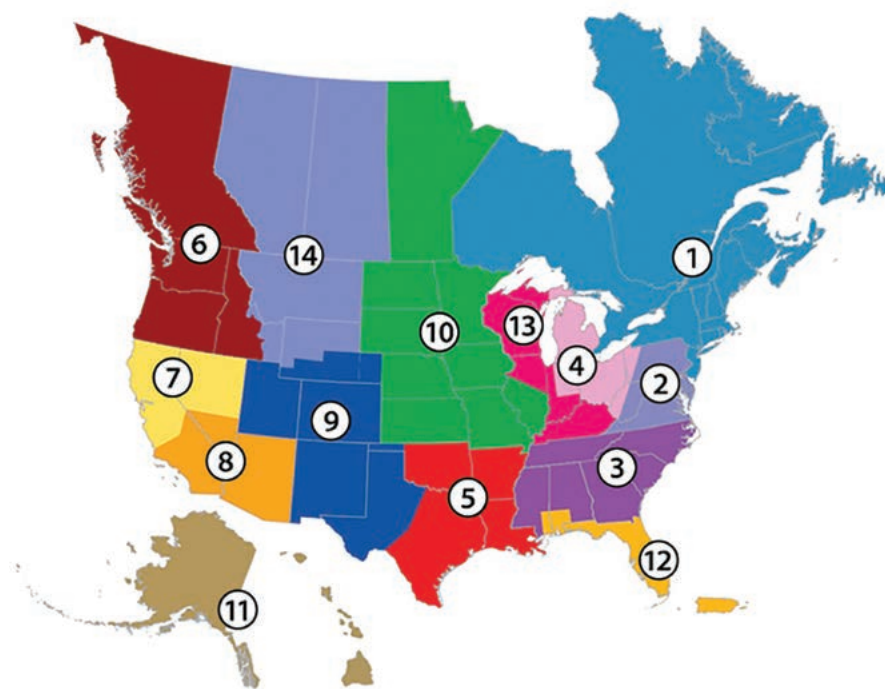
by Jack Stephensen

“Hi, I’m Jack Stephensen, your Zone 13 Representative, and I’m happy to meet you.”

I don’t know how many times I’ve said that as I travel around our Zone, but my statement is usually followed by a quizzical look and the inevitable, “What’s a Zone Rep?” Actually, that’s a great question, and I’m glad you asked, since for some time after I joined the Club, I didn’t know, either.

To begin, you’ll need some background about how the Club is organized. The Porsche Club of America (“PCA-National”) is a national organization that is currently made up of 145 individual Regions that cover the 50 states, Canada, and Puerto Rico. Each of the Regions is chartered by PCA-National but operates under its own by-laws. The individual Regions are then grouped into Zones. Under this system, our Region, the “Porsche Club of America, Chicago Region,” is a member of Zone 13, which is made of Regions that stretch from the Upper Peninsula of Michigan, through Wisconsin, Illinois, Indiana, and into Kentucky (https://www.pca.org/region-directory?field_zone_tid=462). At present, there are 14 Zones that make up PCA-National.

Currently, Zone 13 has a combined membership of over 6,100 members, organized in Regions ranging in size from 150 members (Southern Indiana) to 3,300 members (PCA-Chicago).



So, what is the purpose of a Zone Rep? To quote from “The Zone Rep Guidelines” (Dec. 2016),

the Zone Reps are a bridge or liaison between the National and local organizations, working on behalf of the Regions and their members to enhance the membership experience, and to avail the Regions of opportunities offered through PCA. . . .

The Zone Reps . . . communicate the Region’s interests at the National level as appropriate[,] . . . [and] communicate and clarify National issues, discussions, and policies/procedures to their regions. The Zone Reps are responsible for assisting the Regions in any way they can (advice, counsel, and guidance, not micro-management) and should help to ensure the general welfare of each Region in their Zone. As a communications conduit, Zone Reps inform the regions about changes in National procedure or policy, and, in the other direction, keep [PCA-National’s Executive Council] apprised of any issues, problems, or the general “mood” of the Club that is relevant at the National level.

What this means as a practical matter is that your Zone Rep is the interface between your Region’s management and events, on the one hand, and PCA-National’s responsibility for adopting national policies and procedures —event safety standards, junior drivers, or insurance coverage procedures are fine examples—that affect all Regions but which could have unintended consequences, whether regional or national, if not carefully thought out, or handled differently from Region to Region. The Zone Rep is the communications link that keeps this system working.

Consistent with these responsibilities, I travel frequently to events held by each of the eight Regions in our Zone, and make it my duty to meet with and speak to as many great Porsche Club members as I possibly can. My responsibilities also include



Porsche factory star Patrick Long and three-time Le Mans class winner Tom Kimber-Smith at Road America's Porscheplatz to meet with and answer questions from fellow Porsche fans and PCA-Chicago Club members.



lending assistance in organizing and staffing Porscheplatz and Club Race events hosted within our Zone (<https://www.pca.org/porscheplatz-frequently-asked-questions>), both of which are held at Road America, in Elkhart Lake, Wisconsin. These are both great events to attend, and you'll no doubt be receiving a number of requests (some from me!) to volunteer at both of them.

Like other Zone Reps, I also participate in monthly conference calls during which the Executive Council (the "EC") reports on national-level Club matters. The EC updates the Zone Reps about any issues, programs, or evolving directives under consideration, as well as providing reports on upcoming events. The Zone Reps, in turn, pass this information to the Region Presidents and Region membership. At separate gatherings, the Zone Reps also have an opportunity to discuss among themselves any issues or matters that may be common to the Zones as a whole.

“
The Zone Rep is the communications link that keeps this system working.
 ”

One of the key administrative responsibilities of a Zone Rep's job is to host each Zone's annual Presidents' Meeting. All the Region Presidents are expected to attend these meetings, or to send another Officer to attend if the President him- or herself cannot attend. The goal of these meetings is to bring the Region Presidents together to discuss both the successes and the challenges that every Region faces, and to share thoughts and ideas in how best to address them. One member of the EC also attends each Zone's Presidents' meeting, with the broader goal of strengthening the bonds between Regions within each Zone, as a means to ensure an even better experience for our individual Regions' members.

I hope this brief article helps to explain the role of PCA-Chicago's Zone Rep. I also hope that as some of you move into leadership positions within the Club, you'll consider volunteering to serve the Club in this key administrative role. As a former PCA-Chicago Club President, it has been an honor for me to continue to give back to the Club from which I have received so much, so thanks for the opportunity! 🍌

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1 of 13 worldwide
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2019 EVENT CALENDAR

MARCH

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

APRIL

- 7 Concours Judging School, Fluid Union
- 13 AX 1, Boomers Stadium
- 26 Blackhawk Farms DE1 Novice Day
- 27 Porsches and Pastries 1

MAY

- 5 Rallye School
- 11 Iron Gate (Guests)
- 18 Porsches and Pastries 2
- 19 Rallye 1
- 24-26 RADE, Elkhart Lake

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

SPRING TECH SESSION – Safety & Preparation

March 31st • 11:30 AM – 4:30 PM

Only \$5 Per Person, Kids under 12 Free

LOCATION:

Northstar Motorsports

28144 W. Industrial Ave, Suite 108,
Lake Barrington, IL (847) 304-5515

The **2019 Track Season** is about to begin and it's important to make sure that both the car and driver's equipment are all up to the job. This Tech Session will feature a discussion of the following:

- List of items to have checked on your Porsche before the driving season starts.
- Preview new products for 2019 from Alpinestars, Arai, Bell, Cobra, OMP, Pyrotec, Pagid, Recaro, Sabelt, Schroth, Sparco and Stilo.
- Review of the Tech Form and a mock tech inspection for new drivers.

Best of all – Northstar will be offering the Attendees a 10% DISCOUNT on ANY purchases this day only (some exclusions apply), including the new SA2015 helmets. Special pricing on Hans devices (5% Discount) and Pagid brake pads (15% discount).

John Ruther: our host, owner of Northstar Motorsports, and Chicago Region Chief Driving Instructor, is a Grand Am, IMSA, Daytona, Sebring, and PCA Club Racer. John will be on hand to discuss equipment, requirements, options, what works and what doesn't.

Other Experts – PCA Chicago Region: Experts covering Track, Autocross, Drivers Education, Racing and Porsche set-up will be on hand to shed light on questions you have that they have come up against previously. Knowledge is KEY and it is well shared within our PCA Chicago Region community.

Preregistration is not required but please preregister at Clubregistration.net. It would be appreciated so that we may give preplanning numbers to our Hosts: Northstar; John and Jeannie Ruther.

We all look forward to seeing you!

Questions? Call Jody Freund (847) 609-4265 (before 9:30 PM please) or write to pca.chicago.tech@gmail.com

FEATURING

- New products from Alpinestars, Cobra, OMP, Recaro, Sabelt, Schroth, and Sparco.
- New Snell SA2015 helmets from Arai, Bell HJC, Pyrotec & Stilo.
- Pizza, beer, wine & pop!
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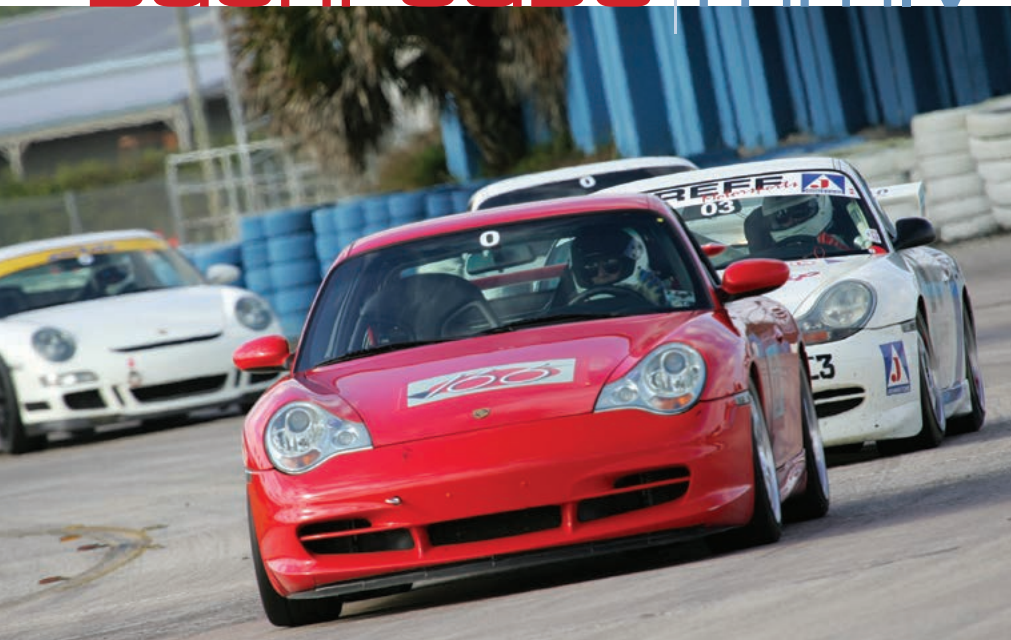
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What happens when your flagship, your most outrageous supercar, the one that has achieved instant name recognition with a single word—"Turbo"—is now considered a little *too stylish, too comfortable, too (gasp!) safe?*

The top of the Porsche food chain was always the 911 Turbo, a car as much about art as performance. Considered by many as the greatest sports car of all time, the Turbo lifted the game and forever raised the supercar bar. But by 2004, the outrageously wide body flares and the signature whale tail were gone, as were the days of snap turbo lag, instant oversteer and the concentration and reflexes necessary to keep both tires and steering wheel in full lock to counter-lock in order to maintain the actual direction of travel as intended.

Though still atop the supercar performance pyramid, but now with a computer-controlled AWD system in charge, anti-lock brakes, stability management, cruise control, an effective climate control system, navigation, and supple leather covering every surface, the Turbo had gone stylishly upmarket.

For those looking for that old time Porsche adrenalin rush they apparently had only one option, and that was to contact Alois Ruf for the type of raw, visceral bite they were looking for. And perhaps more importantly, would be willing to *pay* for.

If sending car bodies out to RUF was not enough of an impetus to keep customers walking into the showroom, then perhaps another signal was: the growing American market for real track time toys for enthusiasts with growing disposable incomes. Porsche had always touted its track superiority and its roots-in-racing DNA, even if they were no longer supporting a factory effort. Perhaps, then, a purpose-built, *track-focused* car for the faithful could bring these demanding customers back in-house and restore the halo, if only in driver involvement. And if it also meant some were destined for the boutique collector who would never turn a wheel in anger, all the better.

In 1999 Porsche rolled out a new nameplate with its first generation, water cooled 996 model range. Focused on racing, the model stripped out—or more aptly, never added *while still charging more*—items that added weight to the car. Sound deadening was almost all completely removed, as were the rear seats, rear speakers, a sun roof, and air conditioning, though some could be added back as no cost options. And unlike previous lightened 964 versions that were more marketing hype than real performance models, this one packed a punch by adding something. And that something was a complete race engine from the track for its pedigree.

The GT3.

In 2004:

- The Google initial public offering raises US\$1.67 billion
- President George Bush beats Democratic challenger John Kerry to claim a second term
- Mark Zuckerberg launches Facebook as a social networking site open only to his Harvard College roommates and friends
- Martha Stewart is convicted of obstruction and sentenced to five months in prison
- Oil prices peak at just over \$50.00 a barrel and then retreat
- The Boston Red Sox win the World Series for the first time since 1918
- The National World War II Memorial opens to the public in Washington D.C.
- Janet Jackson's nipple is exposed by Justin Timberlake during 2004's Super Bowl halftime show creating a new American catch phrase: "Wardrobe Malfunction"
- Britney Spears married high school friend Jason Alexander (not the Seinfeld star) for nearly an entire weekend. (55 hours)
- America wears Lance Armstrong Cancer Awareness 'Livestrong Bracelets'
- The audience at Oprah's "You Get a Car" episode each had to pay \$7,000 in taxes or forfeit the gift
- A man gained 25 pounds in 30 days eating only McDonalds food. It took him 14 months to lose the weight

Average House: \$274,000

Average 2 Bedroom Rent: \$1,650

Average Income: \$45,800

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In Movies: *50 First Dates, Dodgeball, I Robot, National Treasure, Mean Girls, Ocean's 12, The Incredibles*

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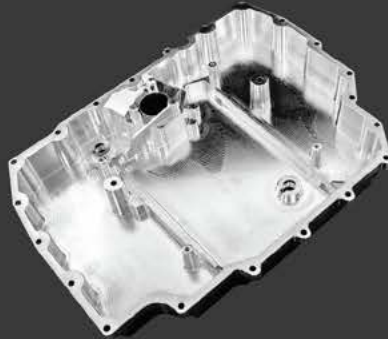
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