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May 2019

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**On The Cover:** After 30 years in storage, the interior and exterior of this 1973 911E were still perfect. Club member Patrick Yanahan oversaw the re-emergence of this jewel.  
*Photo by Neil MacDonald*



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# THE CHICAGO SCENE

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# CORNER ONE

**A** hard, bitter winter—the toughest in decades—has grudgingly passed, followed by an intemperate spring that’s fought to gain a foothold. The promise of summer is close upon us, and with it the driving and competition seasons have now arrived.

In our Region alone this year, there are 24 Club and non-Club events and activities calendared between January and June, and another 24 between July and the end of December.<sup>1</sup> Consequently, there are very few weekends in front of us that don’t involve at least one opportunity to head out and have some Porsche-related fun. This includes getting out on the track or a nearby parking lot autocross course; facing the challenge of deciphering Rallye code on the fly as you wind your way through a Midwest landscape; or lavishing on your own car of cars the attention it deserves to make it look more lustrous and perfect than the day it rolled off the factory floor.

Sometimes, though, you might just want to kick back and take a break from the organized. A backyard barbeque; a pick-up road trip to some place you’ve read about in nearby Indiana, Michigan, or Wisconsin; or a day trip to an eatery someplace south, west, or north of the City. If you’re like me—and in this respect I think you probably are—it’s always better with friends, and I’ll bet that some of your best friends ever are members of this very Club! Down time between Club events doesn’t make it a Porsche-free weekend, so grab the keys and let’s go somewhere.

A couple of weekends ago, for example, a lot of folks and friends attended the Spring Tech Session at John Ruther’s Northstar Motorsports to get a pre-season update on Club driving and safety rules; restock expendables before things get hectic; and frankly, just to get into the P-Car and drive! It was hugs and handshakes all around once there, but as the event wound down, a half dozen of us weren’t quite ready to call it quits. Standing in the Northstar parking lot, we decide to head over to a local joint for a sandwich and a beverage. Rather than just taking the main route through town, though, we opt for twisty back roads, more than doubling what would otherwise have been a quick 10-minute trip on the main route to get there.

Once our eyes adjust to the indoor darkness, we take a table and for the next hour or so, we follow the conversations wherever they go. Towards the end, a fellow traveler on a motorcycle stops by on his way out the door, gives us the nod, and we trade road stories with him for the next few minutes before he’s gone. I have to leave for a previously planned event, too, so I get up and head for the parking lot, but it’s still a 10-mile jaunt to get to the freeway and then home . . .

A cool spring day, miles of rolling back roads, and the raking sunlight of late afternoon; add the growl of a flat six as I work the gears, the confidence inspired by a well-sorted suspension, huge brakes, and taut, responsive steering. The lyrics of a song I listened to many times growing up come to mind once again, and put a smile on my face: “You’re the sun and as you shine on me, I feel free . . .”

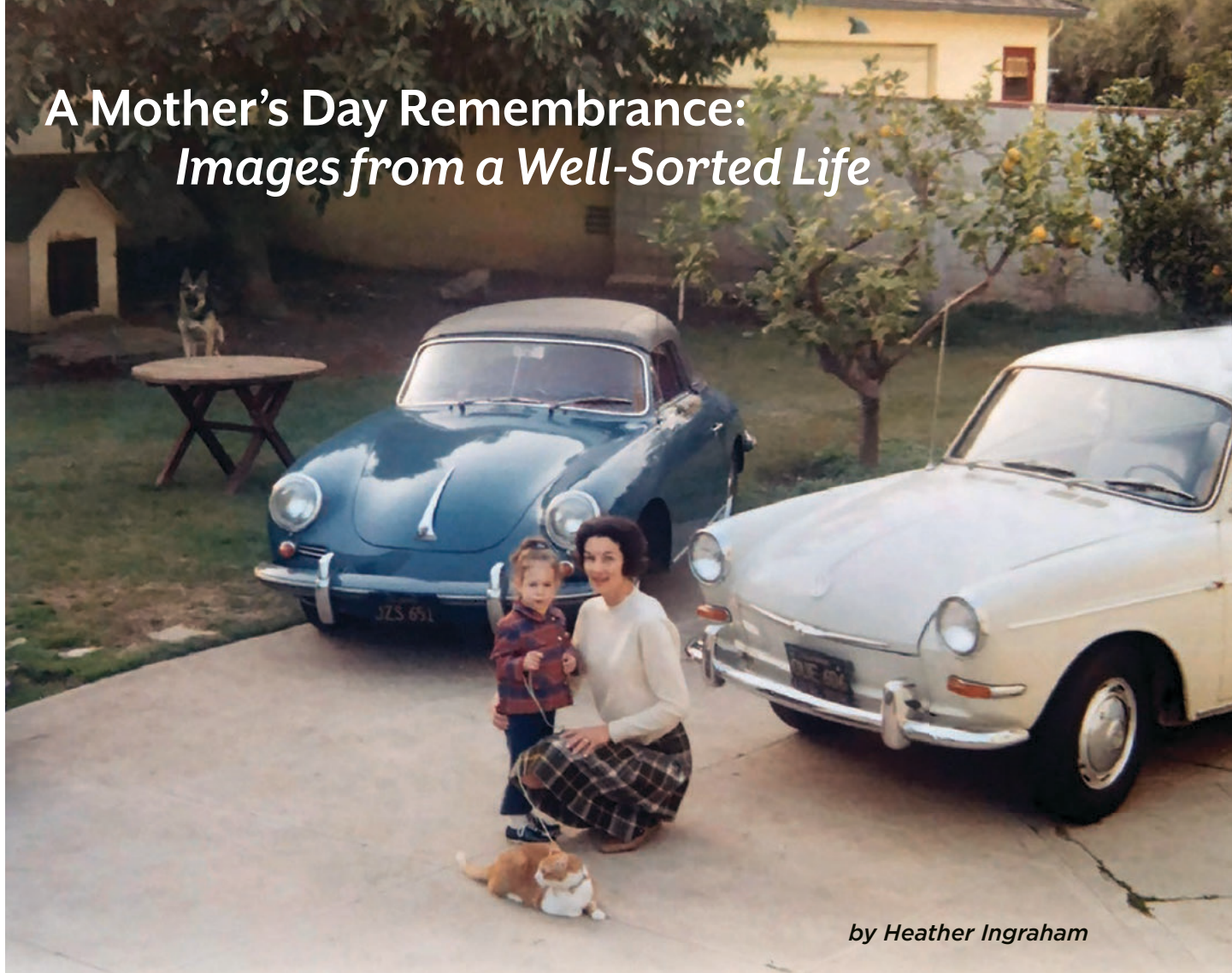
Seize the moment! Make it yours! What a Club!

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

“  
...there are very few weekends in front of us that don’t involve at least one opportunity to head out and have some Porsche-related fun.  
”

<sup>1</sup> This doesn’t take into account the events offered by the other nearby Regions in our Zone. [https://www.pca.org/region-directory?field\\_zone\\_tid=462](https://www.pca.org/region-directory?field_zone_tid=462). Through the hard work of Jack Stephensen (our intrepid Zone 13 Representative) as well as the event organizers in a number of the Club’s disciplines, PCA-Chicago has been making concerted efforts to become more involved with our fellow Zone 13 Regions and their members.

# A Mother's Day Remembrance: *Images from a Well-Sorted Life*



*by Heather Ingraham*

**W**e've all seen the ads: the sonorous male voice-over speaks broadly of passion, heritage, and performance, while the visuals portray a father and son sharing a destiny shaped by their Porsche. The 911 roars confidently toward the horizon, a foretelling that the child's future will be both active and assured. These ads do indeed capture the magic of Porsche, and they certainly tug at the heart-strings, but with both Mother's Day and Father's Day in mind, I want to take this opportunity to share with you an alternative narrative.

Back when my parents were dating, Dad, always an enthusiastic driver, drove a Ford Falcon that for its day was relatively sporty. Mom, however, had grown up the daughter of a German-American automotive engineer (given his role and professional history, Grandpa likely carved the full-scale wood and clay models of the Type 542 Studebaker/Porsche project), and she suggested that Dad would enjoy a Porsche even more. Please let me be clear that Mom was no badge-hunter: she knew what a well-sorted sports car felt like, and she knew the Falcon was not it. With Mom's encouragement, Dad soon purchased a lightly used 1963 Oslo Blue 356 Cabriolet S, which became his daily driver for almost 30 years.

I have joyous memories of weekends spent canyon carving above the Southern California beaches, the top folded down, the engine humming right behind my head, Dad rev-matching through the shifts, the whole family smiling. The feel of those canyon roads, the song of the engine, and the smell of oil and leather gave me a visceral appreciation for Porsche, both as a reliable daily driver and as a source of fun, camaraderie, and lasting happiness. We were and are a family of very strong opinions, but I cannot remember a single disagreement while out for a drive in the 356! After Dad passed away in 1991, I got outvoted and the beloved Blue Bathtub was sold, but I never lost my love for Porsche. Thank you, Dad.

The other part of this story, passed down through Mom—who got to ride around in three-time Indianapolis 500 champ Mauri Rose's car when she was a kid—is an appreciation for honest-to-goodness racing. Dad liked spirited driving, but it was Mom who packed the picnic lunches and made sure we took regular outings to Southern California tracks: Riverside for IMSA, Ontario for Indy Cars, Long Beach for F1, the dirt track at Ascot for USAC Midgets. As a result, the racing bug bit my sister hard. While I was still day-dreaming about horses,

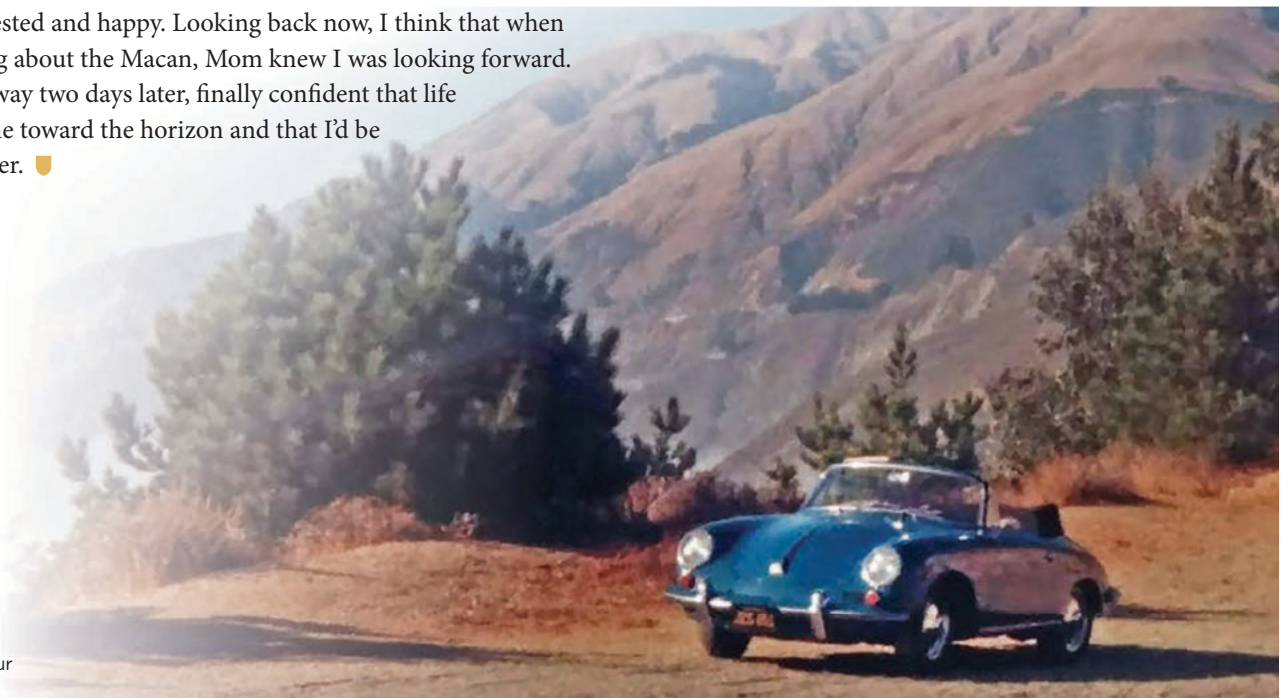


top left: Heather with a photo of Paul Auman at the Studebaker Museum  
left: detail of Grandpa Paul (right) at the Studebaker Museum  
above: Heather's Mom at Christmas 1966  
below: Mom and Dad with baby Mina

Mina committed herself to horsepower, wrenching, and a lot of hard work. My sister is now a two-time SCCA National Pro-Solo Champion (2015 and 2017) and a Queen of the Hill several times over, including Maryhill in 2018, where she posted a new class record in XPL. *Palmares*, Mina, and thank you, Mom.

### **A Valediction:**

Buying the Macan was one of the final things my mom and I talked about. Fiercely independent until the very end, Mom had been encouraging me to read *The Art of Racing in the Rain*, which is only partly about cars and a lot about letting a loved one let go. When I told her about the Macan and how it would allow me to enjoy road trips and camping and spirited roads and still have room for the wolfhound, she was both interested and happy. Looking back now, I think that when I started talking about the Macan, Mom knew I was looking forward. Mom passed away two days later, finally confident that life was carrying me toward the horizon and that I'd be okay without her. 🍷



Nothing smiles like a 356 along the coast at Big Sur



1974 2.7 Euro MFI Carrera  
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Photo by Jeremy Cliff Photography



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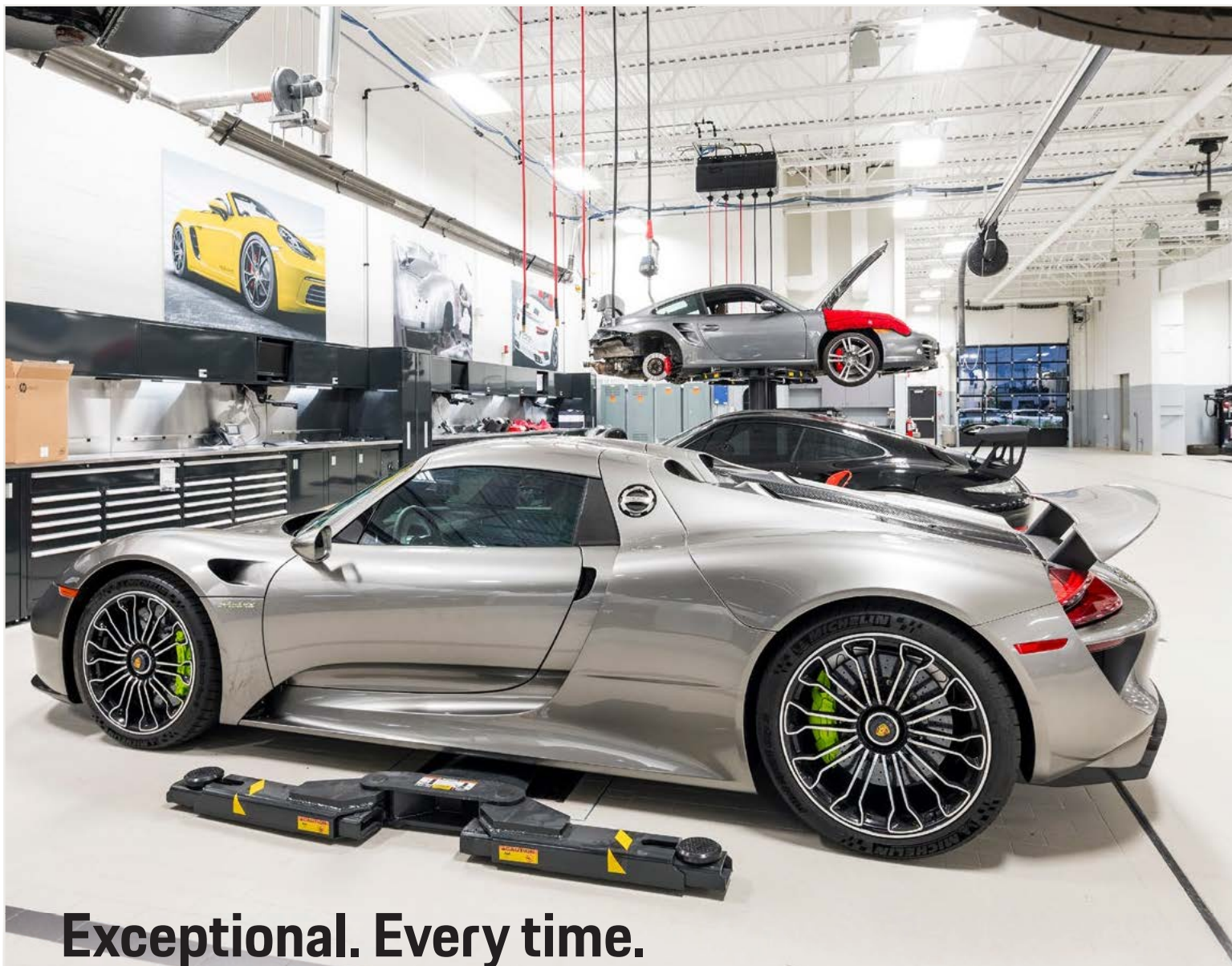
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**PORSCHE**



# Rallye School: **The Fundamentals**

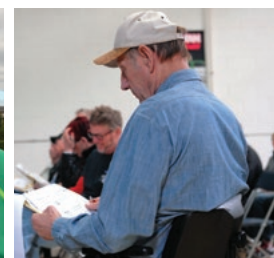
by Anna Skura

**A**LL YOU WANT TO DO IS DRIVE YOUR PORSCHE, and the Rallye flyer says you'll "experience great roads." That scratches your itch, so you and your partner sign up together, arrive at the meeting point on the appointed day, and receive your car number. You chat with other Rallyists, get some quick pointers, attend the drivers meeting, and get your final instructions. Not so tough so far!

Everyone advises that the instructions are simple and not to overthink them, so at your designated "out time," each driver and navigator team heads off. In short order the instructions tell you to turn right "ONTO" Pearl Street, so you do, and very quickly you realize that the flyer didn't lie: you're not only really enjoying the scenery, but the wide open road ahead of you is newly paved. Excellent!

As you continue, you vaguely remember that you have to make right turns at every "T" intersection, but don't quite recall what the "SOR" means. Arriving at a checkpoint, you also notice that some teams are arriving from the same direction as you are, and others are coming in the opposite way. Hmm. The checkpoint staff hands you your checkpoint slip and critique sheet, at which point you remember that "ONTO" was an instruction that you had to apply throughout the leg. Confused and a little frustrated, you wonder how different your drive would have been if you and your partner had remembered the "ONTO" instruction....

<sup>1</sup> For details, please go to Clubregistration.net at [https://clubregistration.net/events/event-details.cfm?event\\_id=9661](https://clubregistration.net/events/event-details.cfm?event_id=9661).





Rallying can be a real adventure in your beloved Porsche, driven on great roads that you didn't even know existed. To most novices and even to some experienced teams, though, Rallying can be intimidating. That's why the Club starts each Rallye season with a school, based on the (proven) premise that a Rallyist, whether new or experienced, can improve his or her performance and skills.

Sol and Beth Snyderman, the owners of Perfect Power in Buffalo Grove, have again generously offered their facility for this season's Rallye School, which will be held on May 5.<sup>1</sup> The School, conducted by Tom and Ann Snyder, is a two-hour overview that introduces driver and navigator to the lingo and the "how to" of Rallying. After the school, you'll participate in a mini-Rallye, which offers you a true Rallye experience, a chance to apply what you just learned, and what you can expect to encounter in a full Rallye.

Attending the Rallye School is not a prerequisite to Rallye participation during the season, but it is highly recommended.



If you find that you're unable to attend, you can still participate in Rallyes during the season, though we recommend that you start by using the Touring Class instructions to learn as you drive. This helps to ensure that you'll stay on course and is an incremental introduction to the art of the Rallye, without the pressure of absorbing and applying all of the rules, terminology, and techniques "on the fly." As you progress, or for those more experienced Rallyists, the Seat-of-the-Pants ("SOP") approach offers full-on competition using instructions that prescribe both your route and your speed from checkpoint to checkpoint for the full Rallye. Scoring for each event is based on the arrival time of each car at each checkpoint along the route, and comparing each team's elapsed time against the official Rallye time. On route, Rallyists will encounter "traps" intended by your Rallyemasters to entice your deviation from the true route, or to proceed at an "incorrect" speed that will throw off your time from the official Rallye time.

At the close of each Rallye, prizes are awarded to the top SOP, Novice, and Touring teams that turn in their checkpoint slips. At the end of the season, the Club issues Overall Awards to the top five SOP teams. Novice competitors, who are eligible to participate in the Novice Class only in their first two years of Rallying *and* who participate in at least three SOP Rallyes, may also compete for the Thomas R. Harwood Novice Rallyist of the Year awards.

See you at school! 🍷

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### 2019 911 GT3 RS

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Black/Black  
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### 2017 911 Turbo S Coupe

8K mi - PDK - CPO  
Black/Black & Beige  
\$165,900



### 2014 911 Turbo S Coupe

21K mi - PDK - CPO  
GT Silver/Black  
\$124,900



### 2010 911 Carrera 4S Cabriolet

15K mi - Manual  
Black/Black  
\$75,900



PORSCHE



## A P-Car Swap Meet: The Whole is Greater...

by Michael Grove

**While it would be ambitious indeed to characterize it as the “P-Car Swap Meet of All Time,” or even the “Midwest P-Car Swap Meet of All Time,”** PCA-Chicago Region Club members did a bit more (quite a bit more) than simply spending the morning swapping car parts. Organized and held by the Club for the first time in years, the PCA-C Swap Meet for 2019 took place on March 2 at Midwest Performance Cars in Northbrook, and was hosted by Andy Bizub and his MPC team.

A sold-out event at thirty-three spaces, Club members set up their sales tables to display a substantial range of slightly (but respectfully) used Porsche parts and related *automobilia*, much to the delight of over 130 attendees. Although participants were intent on finding a good home for those hard-to-let-go items no longer in active use, Club members once again enjoyed the many benefits of a fine cup of coffee and the camaraderie of other PCA members, both from our Region and elsewhere: the event brought together PCA members from throughout Illinois, Indiana and Wisconsin! Throughout the morning, then, members enjoyed catching up after the long, cold winter months; discussed plans for the upcoming season; and shared stories of how they had originally acquired the various items for sale that morning.

**Back to business:** Porsche parts of all types were on display, as were numerous books and periodicals from all eras, model cars and toys, signage, shirts, engines and blocks, and a substantial assortment of tires and wheels, all ready for the picking. No surprise, then, that by noon, most members were either taking home something “new to them,” leaving MPC with less than they earlier had arrived with, or at least were leaving with a different assortment of items than they had earlier arrived with!

PCA-Chicago social coordinator Steve Kuk was on hand to thank everyone for their attendance, and provided a number





# MIDWEST


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of freebies for those in attendance. The Club also took the opportunity to extend a special thanks to Adam Kern and your humble author (!) for coming up with the idea for the swap-meet and coordinating the event. Finally, it should be noted, based on an informal survey, that the vast majority of those in attendance enthusiastically supported the idea of having a swap meet again next year, since we *know* that this year's event was only the tip of what's stashed away in our collective attics or garages.

Again, a hearty thanks to everyone who attended, and also to the team at Midwest Performance Cars for their generous hospitality. 🍷





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## Tradition. Refined: **PCA-Chicago's 21st Anniversary Concours School**

*by Michael Grove*

On Sunday, March 25, the Chicago Region Concours team held its annual Concours School for the twenty-first consecutive year, and it was bigger, more diverse and yet more focused, and better attended than ever before. We placed our emphasis on the proper techniques and supplies to clean all areas of a Porsche in preparation for a Concours, and our hosts, Napleton Westmont Porsche made available to the Club their new, state-of-the-art facilities, thus providing a perfect venue to discuss and explore these matters.

Event co-organizers Pat Yanahan and I welcomed a group of over 80 attendees that included Club members and guests from the Chicago Region, as well as over a dozen members from the Milwaukee Region, who drove in for the event.<sup>1</sup> Our presenters and their event topics included John Diwik (engine cleaning); Ron Bean (interior preservation); Alex Block and Henrique Regina, our 2019 Concours Co-Chairs (storage areas and chassis preparation, respectively); and Pat Yanahan (exterior preparation and restoration). After a brief overview

<sup>1</sup> On behalf of the Club, Pat and I would like to extend a special thanks to PCA Zone Representative Jack Stephensen for promoting this event throughout our Zone 13; and to Club members Nancy Grove and Barbara Mashburn for handling the on-site registration and orientation logistics for our participants; the event could not have gone as smoothly without your participation!

of the day's goals, attendees were asked to select one of three tracks, each consisting of three 45-minute sessions for the morning's events:

- by far the largest group, the Beginner track sessions focused on preparing attendees for what to expect prior to, during, and following a judged Concours event, including the judging process and score sheets in particular. Beginning attendees also took part in sessions on exterior, interior and storage area preparation;
- Intermediate track attendees were guided by experienced Concours competitors, who provided more detailed presentations on the preparation and display of a vehicle's engine, exterior, interior, and storage area; and
- Advanced track participants had the opportunity to explore, in a more free-ranging and active Q & A format, advance techniques, processes, and considerations regarding chassis and engine preparation, with an additional choice of focus on exterior, interior, or storage area prep.

In all sessions, participants were actively engaged with their presenters and with each other, once again demonstrating the willingness—even eagerness!—of PCA members to share their knowledge and to promote the inclusion of new participants in the Club's events.



Thereafter, we reconvened for lunch and an opportunity to mingle with other members and guests. Led by longtime Napleton team member Kerry Terlep, Napleton Westmont Porsche staff specialists Dan Petry and Dan Shelton discussed the new facility, services available, and their specialty program areas: Porsche Classics (Dan P.) and Porsche Classics Parts (Dan S.). Longtime PCA-C member Kirt Shore of Porsche NA also provided a corporate-level overview of the Porsche

*continued*



## Concours School continued

Classics program and its operation in conjunction with the Porsche Classics facilities in Atlanta and Los Angeles.

Pat and I then made a special series of presentations to those PCA-Chicago members who've earned Concours Judges certifications: Alex Block, Beth Diwik, Nancy Grove, Adam Kern, James Kutill, Van Larson, John Moore, Tom Mott, and Tim Rehbein. In addition, the following members were recognized for earning their Chief Class Judges certifications: Frank Dusek, Jim Kutill and Henrique Regina. Finally, Pat received a special "Doctor of Concours Science" Certificate from the Concours team. We concluded with a Q&A session, thus ensuring that participants obtained all of the information they needed and were clear on any points discussed earlier.

On behalf of the Club, Pat and I would like to extend a special thanks to the Napleton Team for their graciousness and hospitality, and thank them for providing some special raffle gifts for the event. Pat and I would also like to thank the Region's Concours team for their professionalism, knowledge and willingness to share their passion with their fellow Club members and guests.

With this level of continued member involvement, PCA-Chicago's Concours program is sure to continue its legacy as a national leader in the preparation of contestants and judges for regional and national events. Congratulations, ladies and gentlemen, and thanks, all, for a rewarding and successful event! 🏆



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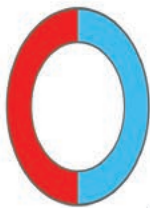
**...participants were actively engaged with their presenters and with each other...**

”





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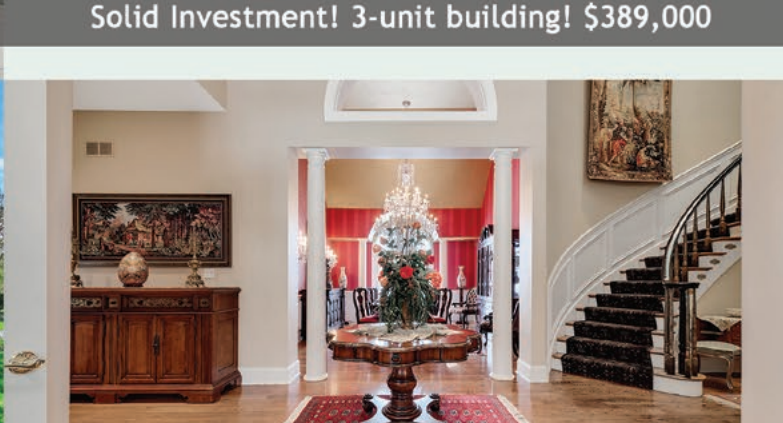
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# The SOCIAL SCENE

by Steve Kuk



We thank two Saints for giving us great excuses to attend two wonderful, recent social events!

## Saint Valentine's Evening

Saint Valentine gave us another reason for a romantic evening at Cooper's Hawk Winery in Arlington Heights on February 17th. While the bad weather kept a few members home, the ninety members who did come out enjoyed having the private Barrel Room downstairs all to themselves.

The evening began with a happy hour that featured delicious appetizers, delightful spirits, lovely wines, and good friends, as new and old Club members got a chance to mix and mingle during the pre-dinner festivities.

After the happy hour we all made our way into the large dining room where we had 10 large romantically decorated tables. The Cooper's Hawk staff brought out platters of very tasty treats and a rich, satisfying dinner, finished off with a wonderful salted caramel crème brûlée and coffee for dessert.

While the tables were cleared for the dessert course, we had a chance to make some announcements and do a raffle, but with a twist: the winners were asked to grab the

microphone and tell a little about themselves and their cars, how long they have been members, and what activities they do with the Club, a fun way to get to know one another a bit better. We then topped off the romantic event with a recollection of Laima and Carl's engagement announcement the last time we were at Cooper's Hawk, two years ago, and their reenactment of their engagement kiss from that moment.

As I close this coverage, I need to thank Barb and Tom Stark, Laima Virsinskas and Carl Armand, Cheryl and Mark Prescott, and Anna and Andy Skura; without their collective help I would not have been able to put the finishing touches on our dining room!





## Saint Patrick's Day

Saint Patrick may have driven the snakes out of Ireland, but his special day gave us a great excuse to hit the Haymarket Brewery in Chicago. An acknowledgement that everyone is Irish on St. Pat's day, Club member John Neurauter offered us the use of his festive microbrewery as an event venue. We took him up on it, and locked down the private backroom pub for a St. Patrick's

Day dinner. Accompanied by a rich selection of Old and New World beers and ales, John's chef rose to the occasion by putting a great St. Pat's buffet together, including lamb stew (truly fabulous!), lamb shoulder, and corned beef & rye with Irish stout mustard, pickled onions. Don't miss this one next year, my friends! 🍀



## 2019 EVENT CALENDAR

### MAY

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

### JUNE

- 1** Autocross 2
- 8** Homewood Social
- 16** Concours 1
- 21** Blackhawk 2
- 23** Rallye 2
- 29** Porsches and Pastries 3

### JULY

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

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



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# A Taste of Chili...

by Henrique Regina

On February 24, less than a month after some of the coldest Chicago weather in more than 20 years, we were all looking forward to some rising temperatures. And how better to meet our expectations than with a bowl of the hottest chili, or better yet, several delicious bowls to warm things up. That's what happened at this season's first Concours event, The Chili Tasting and Car Appearance Clinic, held at the Porsche Exchange in Highland Park. Their ultra-modern service area offered a great location to host our event, and the showroom contained lots of Porsches to dream about buying. The chili tasting event has always been popular, but it appears that the word really has gotten out to the members of the Chicago Region: this year, we had a record turnout with 145 members, an incredible 27 different chili recipes and 4 edible art entries.

The judges had a gastronomical time trying all the great recipes, including the hottest, the beaniest, the meatiest, the veggiest, and the newest category: non-traditional. This new category was introduced to bring out the most creative chefs among the Chicago region chili connoisseurs. While all entries were amazingly tasty, in the end we did have to choose the gold, silver and bronze medals in each category. The gold medal winners were:

- Hottest** – John Diwik
- Beaniest** – Barb Stark
- Meatiest** – Pamela Brundage
- Veggiest** – Darlene Holik
- Non-traditional** – Rita MacDonald

For those who left a little room for dessert, there was plenty to choose from to satisfy their cravings for sugar. Among the offering were various chocolates and the 4 entries in the edible art category, which included a Porsche logo brownie, cookies, a Porsche 1970 917LH race car livery cake, and a 911 shaped cake. The winner for the edible art category was David Richter.



The chili tasting and edible art contest was just the beginning, as we also had a one-hour Car Appearance Clinic taught by two of our experienced Concours judges. With spring approaching and everyone preparing to take their Porsches out of hibernation from their long winter rest, it was the perfect time to learn a few tricks from the experts. There were two separate sessions covering the exterior and interior of the car. The first session (covering the exterior) was presented by Michael Grove, who has won multiple first place awards with his 911 Targa. This session included a demonstration of using polishing compound with an orbital polisher to remove swirls and light scratches from the paint. Alex Block graciously offered his 968 for the demo, as it had just the right amount of imperfections on the right front fender to show what could be done. Now that front fender shines like new.

The interior session was presented by Ron Bean, another of our senior Concours judges and a multiple Concours winner in the Chicago Region. Ron presented an array of products to use in cleaning and maintaining the interior to look like new. As Ron pointed out, it's important to use the correct product



for each interior part being cleaned. Consequently, an interior detailer, a leather cleaner, leather conditioner, vinyl and rubber cleaners and conditioners, an Alcantara cleaner, a glass cleaner, and of course the very versatile Simple Green are all used to keep the interior looking Concours ready.

It was a fun day and a good opportunity to meet up with Club friends to catch up on current events and to plan out this year's Concours season. I would especially like to thank our hosts at The Porsche Exchange for helping make this such a memorable and enjoyable event.

This Car Appearance Clinic presented just a quick overview of some techniques and products that can be used by the Concours participants or those wanting to keep their cars looking perfect. For a more detailed course on how to clean and prepare your car for participation in Chicago Region Concours events, attendance at the Concours School is the way to go. This year the host for the Concours School was Napleton Porsche, which was held at their brand-new facility in Westmont. You'll find a full recap of the Concours School elsewhere in this issue, so please stay tuned. 🍷



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# VIRTUAL

**A**s I trudge up the basement stairs in a post-event wash-out, leaving behind shards of ego and beads of sweat, my wife Lisa asks, “How’d it go?” “It” being the ePodium PCA iRacing Series, staged that week at Lime Rock Park.

*by Eric McHugh*

Hmm, how DID it go? Do I mention the amped up adrenaline high just before the start? The complete exhaustion at the end of the race? The hours of practice that precede every event? Or do I just cut to my latest event demise? I opt for the latter; with just three laps left, the rear of my Cup Car had gotten loose while trying to avoid a spin right after The Uphill....

Optimistically, Lisa responded, “That’s ok, you’ll do better next time. It’s just a game!”

Sigh.

## A Slippery Slope

A PCA-Chicago member for about six years now, I started in Autocross. I was hooked from the outset, but I wanted Lisa to be involved, too. We attended some social events, then tried our first Rallye, where we did well and had a great time; and then secured a first place finish in our second Rallye. Even with all the summer fun, though, we do live in Chicago, and that means the number of events declines substantially in winter. What to do, then, to keep sharp in the off-season? For me, virtual racing was the answer.

A ‘net search of “best racing simulation” quickly identified iRacing

as one of the top programs, and further research showed that even pro drivers utilize it as a training tool. I needed gear—a basic steering wheel and some pedals, to start—so I found someone selling a Thrustmaster steering wheel and pedal set with a frame. I did the deal, took home the gear and hooked it up to an old laptop. After plopping our daughter’s old pink bean bag chair behind my new “control center,” I signed up.

My inaugural sessions were frustrating. After countless spins and crashes at some of the most prominent (virtual) racetracks in the country, I began to network in earnest with other PCA-C iRacers. To my delight, they were happy to offer advice about driving lines, hardware, strategies, and how best to manage this slippery slope! In this regard, the single purchase that brought about the most “immersion,” was also the purchase that triggered my biggest investment avalanche (because I had to upgrade everything else again to run the VR system): the Oculus virtual reality headset system. Cha-ching! Like I said, a slippery slope....

## You Are Invited...!

Fast forward one year, I hear through the grapevine that PCA, in conjunction

with iRacing, will be sponsoring a virtual racing series for Club members, and only the 60 fastest and safest drivers nationwide will make the cut. Wow! The first track will be Laguna Seca, and because it’s unfamiliar to me, I cash in weeks of “spouse points” to practice every night getting ready. Even then, it was only just before the deadline that I was finally able put together the required 10 crash-free laps. I then pressed the “submit” button, and....

... and then I’m in, and I get my car: a 911 GT3 Cup Car, Number 11, orange and black livery, sponsored by [www.RadiatorGrillStore.com](http://www.RadiatorGrillStore.com). For the next eight Friday nights, I’ll be iRacing at some





of America's greatest road racing tracks, all from the comfort of my own home! How VERY cool is that?!?!?

## I Qualify...

Of the 60 competitors in this series, the top 30 each week participate in the broadcast carried on the ePodium Sports YouTube channel. Qualifications take place just before each race. The first out-lap is about getting the tires "warm" (an iRacing computer model sets maximum available grip for track/tire conditions). Heart rate up, focused, I take it easy, remember the line, hit the apexes, good exits, and then ... BAM! Last corner, first lap, I drop a tire off-track, negating the entire lap. The second lap, though, is much better—I'm near my best time, so I've qualified for the broadcast—and my next two laps are even better, moving me forward on the grid.

## ...and then it's Green, Green, Green!

We begin with a rolling start, and coming around the last turn or two, the voice in our headphones from the tower advises, "Get ready to go green!" Adrenal gland opens, focus sharpens, shallow breathing, and I am *hyper* alert! Over the engine din, a gentle reminder floats by—races aren't won in Turn One, but they most certainly

can be lost—and yet we all still scramble for position. Going into Turn 1, it's an absolute madhouse, but I, too, push for that inside line, all the while "aware" that there are cars inches from me on every side...

The fourth PCA iRacing track was Watkins Glen. We raced the Classic Boot configuration, and my race did not start well. Hit from behind on the first lap, I spun and avoided the wall, but went from 15th to DFL just like that! Shake it off, hammer down, and by turn two, I'm starting to overtake cars again, diving down inside and then cutting back underneath. By mid-race I'm back up to 17th, now behind a competitor I recognize from prior races. He's a fast, clean driver and I want that spot, but I need to avoid the "target fixation" that often overtakes inexperienced racers like me! "Hit your marks, Eric, don't fix on his car!" I notice that I'm significantly quicker than he is in a couple of sections. Hanging back to confirm that perception, I stay as close to his rear bumper as I can. I get a good run on him uphill into the Esses and move to take the inside line at Corner 5, but abort the move and have to tuck back in behind him to complete the turn.

All the while, I'm starting to notice that his tires are going away and that he's

understeering in the corners. The Glen has a tight Turn 9 that's slightly downhill, which can lead to understeer and then sudden oversteer if you abruptly apply the throttle. Keeping close, I see him start to go wide, and with just enough space to stick my nose in, I make the pass and gain the position! Now I just need to hold him off!

"Only two more laps to seal the race, Eric, so keep it clean, avoid mistakes." Of course, because I'm thinking about mistakes, I made some, and because my own tires were going away, I braked too late in Corner 1, causing lock up, and because 991.2 GT3 Cup Cars don't have ABS, I had less grip as the tires "liquefied." Meanwhile, my colleague closes in, looking for an opening, and with only 21 corners left to take 16th position, he's only +0.344 seconds behind me, far too close for comfort. And yet I was able to hold him off, and that's how we finished!

Despite the frustrations, it was a good race for me overall. And you know what? At the end of the day, it's true: it's not just the cars, it's the people! 🏆

*Our thanks to the following folks and organizations for their assistance in making our coverage of this event possible: Doug Atkinson, PCA Sim Race Series Administrator; the Podium eSports Broadcast Team; Jim Henig, PCA Marketing Director; Robert Forsyth, Webmaster; Ryan Carignan, PCA Club Racing Advisor, and Vu Nguyen, PCA Executive Director.*



# BEING THERE

by Dr. Joseph Stiefel

**T**he very first PCA event I ever attended was a Club race at Road America, back when some members would bring out their 956s and there was an entire class of 356s! As a member of several regions over the years, I've been involved in autocross, HPDE, Concours, and driving tours. While I've raced on-track in non-PCA events, I have yet to take the plunge into PCA Club Racing. Consequently, I was thrilled when I heard about the PCA Sim Racing Series.

My history with online racing and race simulations goes back 18 years, when there was barely enough internet bandwidth available to get eight or nine cars together on the "track." Neither did we have any structured method to actually organize a race; instead, one person would share his or her IP address, at which point we'd all manually enter the destination address into our own computers.

As with real racing, the virtual experience is driven by changes in technology. The advent of the iRacing platform now permits racing against dozens of competitors simultaneously, on tracks that are laser scanned to include every bump and camber change experienced on the real circuit. The track surface even changes with the amount of use the driving line gets, reacts to simulated changes in the weather, and will get marble build-up off of the racing line. Similarly, many drivers (me included) use pedals that are adjustable to simulate different racecar types; the steering wheel I use likewise generates enough torque, through an industrial motor connected to its own computer, that should you leave the course and head toward the tire barrier, you'd be well-advised to let go of the steering wheel before impact.

The cars we run are 991 Cup cars that are modeled from the real cars. On circuits with long straights, aerodynamics play a role and you can gain an advantage in the draft. Although we run a "fixed" setup in this series, we can adjust the brake bias in real time, and damage from contact, also modeled in the simulation, can result in everything from an adverse camber change to an undriveable car.

I don't think anyone is surprised by the competitiveness of the races in this series, and the very first race at Sebring helped to set the pace. I was fairly competitive during practice, but fell short in qualifying and missed the cutoff for the "A" heat race by a few hundredths of a second. However, I did go on to win the "B" heat race by a big margin.

Eric and I are doing pretty well overall, and have received quite a bit of airtime; the races are broadcast live on YouTube and the recordings are available afterward. As a result, I've received many comments from family and friends about the professionalism of the broadcasts, which are covered in real time by three commentators and various invited guests from PCA. After the race, the podium finishers are interviewed, just like on cable TV.

As with actual racing, I've had equipment issues from time to time.

At Lime Rock Park, for example, I found myself with nowhere to go on a Lap 1 incident that put me in the pits for 10 minutes with repairs. Eric, however, had a strong run and ended with a mid-pack finish. Nevertheless, he and I swapped misfortunes at Watkins Glen. During the practice sessions, we were running very similar times and qualified side-by-side on the grid. If you've ever been to the Glen, you know that Turn 1 can get exciting, and unfortunately for Eric, he was hit on the inside of Turn 1 during the start, which put him out of the running. Nevertheless, I was able to pull out a ninth place overall.

The races have been incredibly close and remain competitive to the last turn of the last lap. This is unsurprising, given that the field is made up of real Club racers, professional racers, and long-time sim racers. Everyone is getting faster, too! As we head into the second half of the season, we're starting to get to know each other and our driving styles. Undoubtedly, that familiarity will improve the racing.

I've certainly made some new friends in the virtual paddock, including fellow members of the Chicago Region. What a great Club, and what a great opportunity it is to participate in all of this. 🍷

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# SparkShop! PCA-Chicago's Charity for 2019 by Dana Comolli

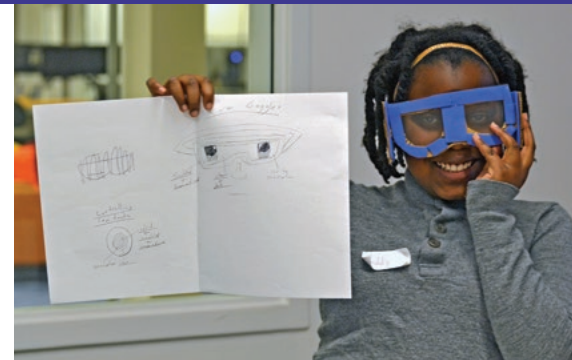
PCA-Chicago's Charity of the Year for 2019 is Chicago-based not-for-profit SparkShop, a STEM-based education program (science, technology, engineering, and mathematics) directed towards 4th and 5th grade students. SparkShop was founded in 2017 by Tiernan Murrell and Shonali Ditz, who graduated as engineering majors from Northwestern University.

As undergraduates, Tiernan and Shonali joined an intercollegiate design competition called Formula SAE,<sup>1</sup> and once out of college, both worked for Chicago-land manufacturers designing car parts and developing laser machinery. By 2016, not only had they formed a lasting friendship, but they had taken cross-country road trips to see stage rallies, the Indy 500, F1 races, and a "24 Hours of LEMONS" race. Notwithstanding her professional obligations, Shonali also served as a volunteer crew chief for several amateur stage-rally teams competing at the 2015 California

Rally Series and the 2018 Rally America National Championships.

Tiernan and Shonali loved their professional work, but were struck by the lack of diversity in their field, so in 2017 they decided to use education to address the issue. By exposing young students to the aspects of engineering, manufacturing, and problem solving that brought them to engineering initially, SparkShop's goal was to transform elementary school classrooms into engineering labs where students could participate in a mix of experiments, discussions, and problem-solving exercises, all age- and standards-appropriate to 4th and 5th graders.

SparkShop provides all of the machinery, teaching tools, and consumables needed to operate its program regardless of preexisting school resources. The six session curriculum typically begins with two 90-minute workshops led by Tiernan and Shonali. After these sessions, the students' existing teachers lead the remaining lessons, connecting engineering activities to the humanities, such as social studies, language arts, and fine art. This interdisciplinary approach engages all types of learners and



shows teachers how to integrate engineering concepts and problem-solving techniques into their "normal" curricula. "Our goal is to ensure that students' first experiences with engineering gets them excited about the opportunities of the STEM curriculum and generates the enthusiasm and confidence they need to succeed," says Tiernan.

Often, the schools that can benefit the most from STEM programs have the least funding. Donations from PCA-Chicago members therefore will go to SparkShop's scholarship fund, which provides needs-based discounts to make SparkShop programs accessible to every school, regardless of resources. Committed to teaching at least 50% of their programs at no cost to schools, SparkShop has reached 1000 students to date, and hopes to build the community support and infrastructure to double its outreach in the upcoming school year!

As gearheads themselves, Tiernan and Shonali are totally excited to be partnering with PCA-Chicago, and look forward to meeting our members at Potter's Picnic, track days, and other events this season. See you out there! 🍷

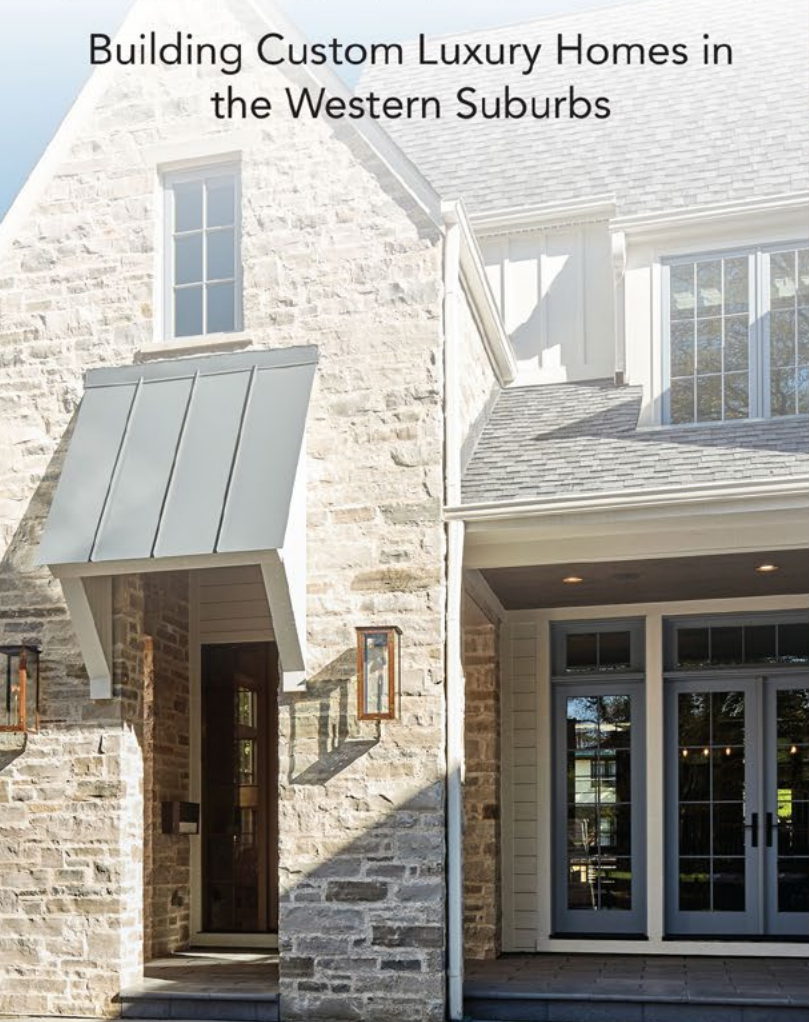


<sup>1</sup> "Formula SAE" is an engineering competition in which teams of college students design, build, test, and race an open-wheeled race car. [https://en.wikipedia.org/wiki/Formula\\_SAE](https://en.wikipedia.org/wiki/Formula_SAE). As competitors, Shonali joined the frame team, where she welded the steel space frame for the car and designed its brake system; Tiernan joined the suspension team, where she manufactured the car's hubs using both a manual lathe and a computer controlled machining tool.



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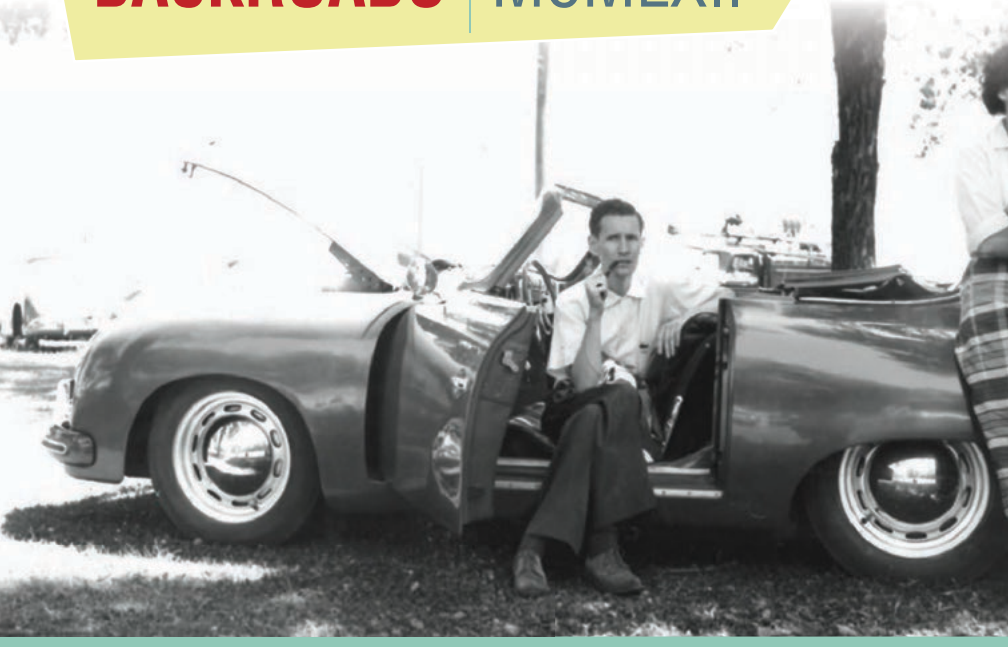
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Going through the Club's rich archives, it strikes me that these photographs are as much the compositions and unintended commentary of an era, a catalog of stylizations and attitudes of periods in time, as much as they are moments captured in time.

When I look through these archives, I often wonder about the senses that these images cannot capture: the seasons, the warmth of the sun, the smells in the wind, the sounds we cannot hear in the background. What was it like to *be there*?

Before selfies, before digital cameras, even before your phone was mobile, let alone also a camera, there was a time when knowledge of shutter speed, aperture, and your film's ASA were critical to the ability to capture an image. At that time, the world was largely captured for us in continuous grainy tones of black and white.

The biggest change in the feel of our archives was the sudden switch to color, thanks to the increasing availability of a "faster," more light-sensitive film emulsion from Kodak known as Ektachrome. Far less vivid than Kodachrome (arguably the finest color film ever made), Ektachrome was nevertheless color, and far easier to use.

With apologies to songwriter Paul Simon singing about the advantages of Kodachrome for the non-professional photographer, I submit for your consideration the song you cannot get out of your head,...

**"Kodachrome and those nice bright colors,  
that gives us the greens of summers,  
makes you think all the world's a sunny day.  
Oh yeah.  
I got a Nikon camera, I'd love to take a photograph.  
So mamma don't take my Kodachrome away."**

I wonder what *our* images will look like, will be viewed on, when shoe boxes, perhaps when mobile phones, no longer will hold them. What will they *feel* like, 60 years since this image was developed, displayed on this page....

Maybe Paul Simon didn't get it quite right after all. Maybe *"everything doesn't look worse in black and white."*

# '62

## In 1962:

- ▶ The first Wal-Mart is opened by Sam Walton in Benton, Arkansas, the first Kmart is opened in Garden City, Michigan, and Motel 6 opens in Santa Barbara, California
- ▶ Marvel's Spiderman superhero makes his first appearance in comics. Another Superhero, John Glenn, orbits the earth in *Friendship 7*, and the Space Needle opens in Seattle for the World's Fair
- ▶ A sultry Marilyn Monroe serenades President John F. Kennedy, and is found dead just 3 months later
- ▶ *The Beverly Hillbillies* debuts, *The Dick Van Dyke Show* debuts, and Johnny Carson takes over as host of *The Tonight Show*

### Chicago Region membership:

Climbs to 83 members

**Yearly inflation rate:** 1.20%

**Year end close, Dow Jones**

**Industrial Average:** 652

**Average cost of new house:** \$12,500.00

**Average income per year:** \$5,556.00

**Average weekly take home pay:** \$94.87

**Average monthly rent:** \$110.00

**Tuition to Harvard University:** \$1,520.00

**Average cost of a new car:** \$3,125.00

**Eggs per dozen:** \$0.32

**Gas per gallon:** \$0.28

## Best Quotes from the Dawn of the 1960s:

*"I admire your courage, Miss...? Trench, Sylvia Trench.  
I admire your luck, Mr...? The name's Bond. James Bond...."*

— Sean Connery in *Dr. No*

*"The most beautiful makeup for a women is passion. But cosmetics are easier to buy!"*

— Yves Saint Laurent

*"We stand today on the edge of a New Frontier—the frontier of the 1960s—a frontier of unknown opportunities and perils—a frontier of unfulfilled hopes and threats...."*

— John F. Kennedy

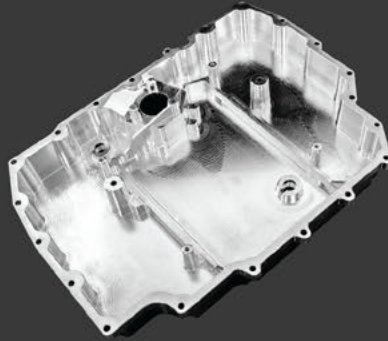
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