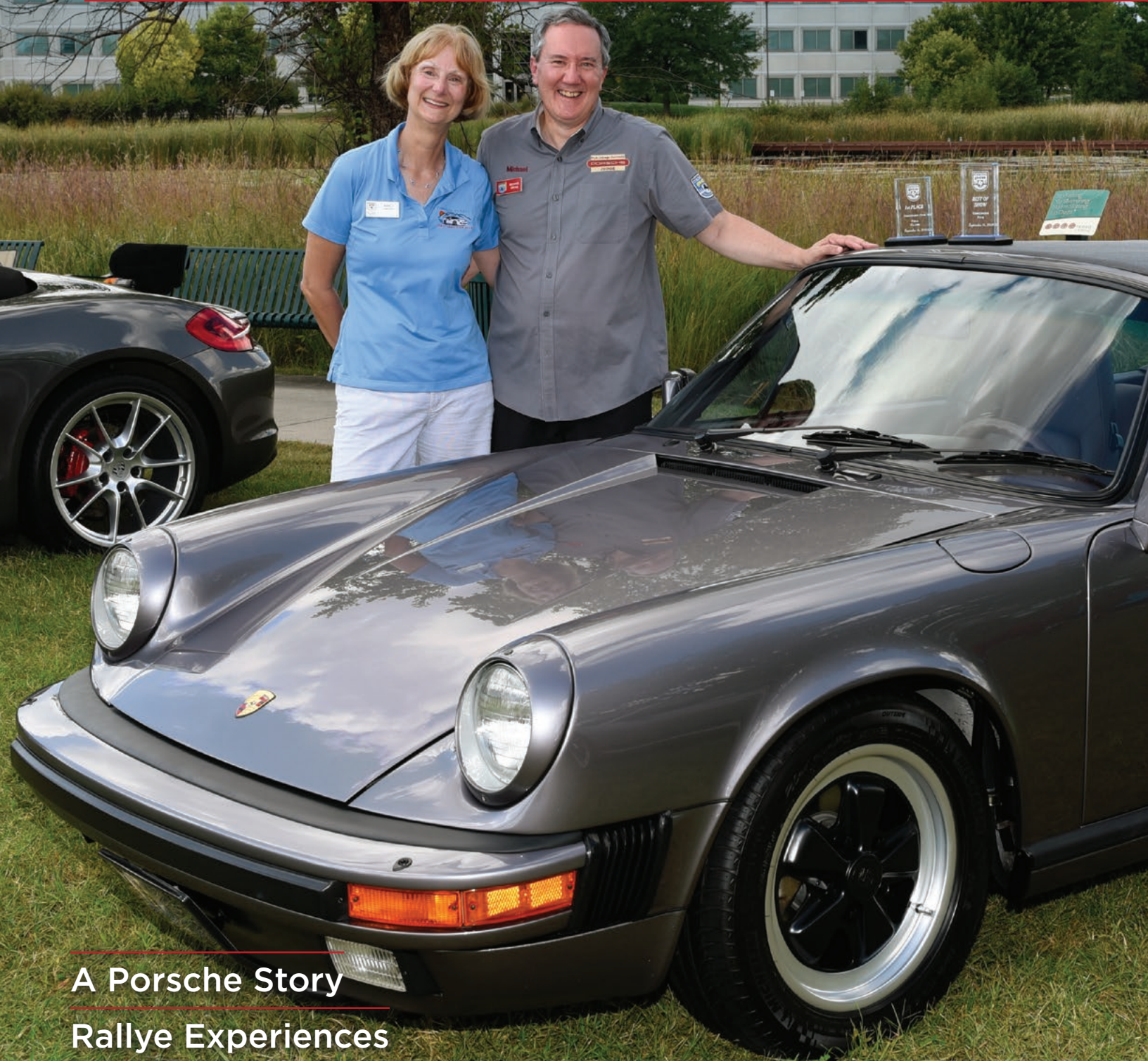


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May 2020

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On The Cover: Nancy and Michael Grove
photographed by Jeff Brown

Top photo: Eva Freund photographed by Neil MacDonald

Bottom left: 2003 Potter's Picnic by Michael Grove

Bottom right: historic photo, PCA-Chicago Archives



THE CHICAGO SCENE

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Trying Times

First, it's my sincere hope that by the time you read this, the worst of these trying times will be over. Next, I'd like to thank all of you and your family members who are first responders: you've put yourselves at substantial risk in protecting us, and have gone well above and beyond to assist those of us who are acutely in need.

In this regard, I'd like to give a shout-out to two Club members I know of who have acted in this same spirit:

- **Andy Bizub**, owner of Midwest Performance Cars in Chicago and in Northbrook, will be donating 5% of MPC's April sales to the local medical community via Project C.U.R.E., which is actively distributing masks and other personal protective equipment ("PPE") to our Chicagoland local healthcare facilities, first responders, and government agencies. In addition, if you or someone you know is serving as a nurse in the vicinity of their West Loop location, please accept MPC's free oil service for the month of May. MPC offers free pickup, sanitizing, and return delivery of your vehicle for any service appointment, abides by CDC guidelines for handling of vehicles, and offers "no-touch" service as well as a pay-by-phone option; and
- **Jack Stephensen**, PCA Zone 13 Representative, past PCA-Chicago President, and Production Manager for ARC Document Solutions, is making masks for first responders, and thus has become a frontline PPE provider.

To date, PCA-Chicago members have donated over \$1,000 to the Chicago Food Depository, and the Club has initiated a virtual fundraising drive to support those in need of food throughout the Chicagoland area. I hope that you, too, can contribute.

In everything that PCA-Chicago does, the health and safety of our members and their families is our principal goal. The Region's leadership is monitoring developments in the coronavirus pandemic to assess the prudence and timing of scheduling upcoming events, but ultimately, it's up to each of us to decide whether to attend an upcoming event. We respect your individual decision-making in this regard, but ask simply that anyone who is feeling ill, please stay at home.

As you'll see from the Club's event calendar that appears elsewhere in this issue of *The Scene*, we've canceled some events, rescheduled others, and will keep you apprised as unfolding events develop. Consequently, please be mindful of the Club's eBlasts and other updates to keep abreast of events as they unfold.

On a brighter note, the Chicago Region intends to resume previously-scheduled events as soon as it's safe to do so. To protect all of us, there will be a "new normal" in operational procedures that will be implemented as we go forward together. And once the opportunity presents itself? We'll take full advantage of opportunities to drive our Porsches and interact with our fellow Club members.

Remember, my friends, "It's not just the cars, it's the people." In the meantime, please look out for one another, stay safe, and stay well. We'll catch up later this year.

Regards,
Bob Rath



“

...the health and safety of our members and their families is our principal goal.

...the Chicago Region intends to resume previously-scheduled events as soon as it's safe to do so.

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PORSCHE

A Porsche Story

by Michael Grove



The Grove brothers with their Dad's best friend Geno and his VW race car circa 1972 (pictured l to r: Michael, Rick, Geno Zullo, Jerry, and Tom)

Background

First, a little history is in order. The son of a 42-year veteran of the auto mechanic profession and the oldest of five children, I've been around cars for my entire life. Early on, I began joining my Dad on Saturdays as he headed to his second job at his friend Geno's foreign car repair shop.

This was the early '70s and there was always something unusual inside. It wasn't the long sleek Jag XKEs, the Gullwings, or the large-wheeled MGs that caught my attention, though. What did were the sound of those Porsche engines and their sleek, curved bodies. It was then that I knew I'd one day own one of these German marvels. Besides, if Geno and Dad could race a highly modified VW that threw flames out the exhaust and could be driven on both dirt and asphalt tracks, just imagine the capabilities of a Porsche!

All boys grow up, and though some just dream, others are able to fulfill their dreams. Fast forward 30 years, many cars, and various car clubs later, the story resumes in 2001. At the time I was spending the majority of my weekends at Road America working as an Assistant Race Chair and Registrar with the Chicago Region SCCA. My wife Nancy and I had become good friends with long time SCCA and PCA members

Jerry and Helga Meyer. As a result, Nancy and I began in earnest to look for a solid, clean Porsche that we could use as a weekend driver. One Saturday afternoon, as we were out cruising the suburbs, Nancy shouted, "There it is!" And yes, out front of a local Porsche dealership sat a dusty 1986 Meteor Gray Metallic 911 Targa with burgundy interior and sport seats. A subsequent inspection by Jerry, a test drive, and a Porsche was added to our garage. A dream comes true, and a PCA-C membership card arrived shortly thereafter!

Our PCA Journey Begins

Nancy and I quickly assimilated into the PCA world. Nancy had spent her youth outperforming the guys at the dragstrip, and with my track and car background, we were a perfect fit!



continued

We began by attending Rallies, but (as you may have heard) this can test even the best of relationships. It was at this point that we met active Concours participants Pat Yanahan, Frank Dusek, Ron Bean, and Hank Weil. This was also where we learned the meaning of the phrase, “It’s not just the cars, it’s the people.”

We attended the Club’s Concours School and then began to compete regularly in Club Concours events. Spare hours were spent meticulously cleaning areas of our new jewel that only a Concours judge would think of looking, but over time, our work began to pay off. I became a Concours Judge myself, Nancy and I started attending all of the judged events each season, and eventually, we took a third place for the season, an accomplishment we repeated two additional times as we moved up in the Concours classes.

Twelve years after we’d purchased our 911, “clean” had become an obsession, Nancy was now Concours’ Chief Registrar, and I had become the Concours program chair, following a mentorship with John Diwik and great support by Tom and Barb Stark. An opportunity then arose to acquire a 2013 Agate Gray Boxster S with full red leather interior, and we took it! The Boxster soon provided our driving excitement needs, but as for the 911? She found herself at a crossroads.

The Restoration Decision

We’d always planned to hold this car, but because our current objective was taking the car to a higher level of Concours competition, the decision to restore seemed inevitable.

We started with a basic plan: full paint, freshened interior, and the chassis returned to “like new” status. To achieve that goal, we calculated an end date by which the car could be shipped to the 2015 Porsche Parade Concours competition. We then worked backwards, setting dates by which specific tasks would need to



be completed. A plan now formulated, we delivered our 911 to our project leader, Custom Cars Unlimited, at the end of the 2014 season. We also sent the front seats, center console, and Targa top to Isaac’s Custom Interiors, another small, high quality shop, to provide specialty work. And though I wanted to be as engaged in the process as I could be, I’ve always found that leaving the main work to the professionals is the better course.

In attempting to return the car to its original condition, the best source of information about how to proceed is often the car itself. Prior to disassembly, Custom Cars had taken an extensive collection of pictures that we subsequently used as we formulated our plan. As the work progressed, we also remained mindful that reassembly could not be rushed. And finally, our plan included time for a final post-restoration detailing (thanks to Pat Yanahan here) before our first competition, to ensure that nothing had been overlooked.

The project took approximately nine months from commencement until our arrival at the Porsche Parade in French Lick, IN for the national Concours competition. And the results of our efforts? We were recognized at Parade with a Gmund Award—the highest restoration award issued by PCA—for achieving 298 or more points out of a possible 300, an achievement that far exceeded our expectations. That same season, we won first place at all five of the 2015 PCA-Chicago Region Concours events and first place overall. After taking off the next two years, we resumed competition in 2018 and again took first place at all five events and first place overall, earning a season-average score of 299.7 out of 300. Humbly, but with great satisfaction, this is the only car in the history of PCA-Chicago to win all five Concours events in two separate years.

And what’s next? Now it’s time for Nancy and me to share and enjoy our 911, as all Porsches are intended. 🍷



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PORSCHE



When Directing, Please Refrain from Using Technical Terms Like ‘East’ by Kelly Spillers

The quotation above sums up my mastery of all things involving a map, so imagine my surprise when my Rallye partner, Stan Knight, and I were called to the podium during last year’s Dinner Dance to receive the Thomas R. Harwood Novice of the Year Award for Rallye. That was humbling, since I was convinced that we would be recognized, if at all, only for being “The Most Confused Couple at a PCA-Sanctioned Road Event.”

I can get lost with multiple GPS programs running concurrently on my phone, and I *still* can’t get from point A to B without stalling in first gear. I remain nervous about embarrassing myself in front of my driving partner, and I’m certain (from time to time) that I’ll shame myself in front the seasoned Porsche driving community. Stan, however, is keenly aware of my sense of competition, and knew that if presented with the prospect of a contest, I’d jump. Was he ever right!

As a Porsche newbie, I’d only been behind the wheel of my Cayman four times before our maiden Rallye. Thankfully, the Club offers a crash course

continued on page 12



left: Kelly Spillers (l) and Stan Knight (r) accept Rallye awards at the 2019 Dinner Dance.

above: As it is with everything Porsche related, so it was here: “Excellence was Expected!”



PORSCHE

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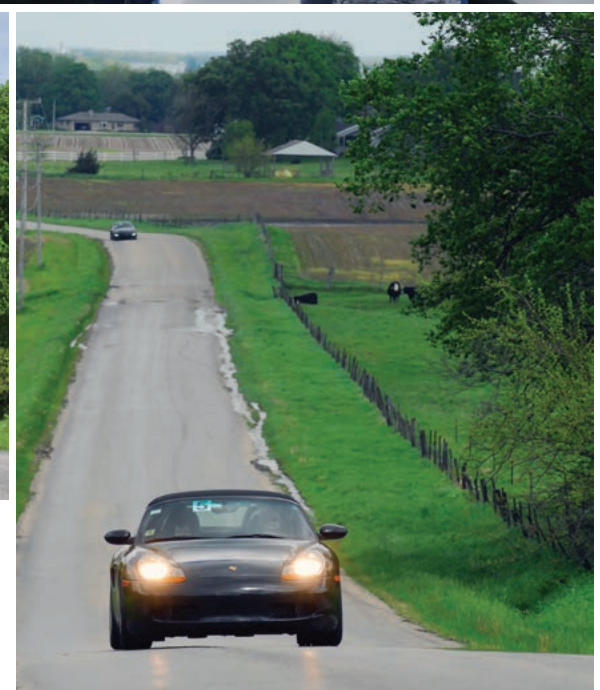
When Directing, Please Refrain... (Rallye) continued

(no, not “crash” course!) on the terminology, objectives, and techniques of Rallye competition. Though initially daunting, the in-class lessons proved priceless once underway, and armed with clipboard, highlighter, and class notes, the terms “cast,” “onto,” “redundant,” and “odo leg” soon started to sort themselves out. And by the time we arrived at the final waypoint, we realized that we were hooked! We *also* prudently decided to switch roles: I took over driving responsibilities, and Stan became the navigator, checkpoint liaison, and doler-outer of snacks, refreshments, etc.

Much to my delight, he also proved to be a skilled driving instructor. I learned how to improve my skills behind the wheel, and also to trust and have confidence in what a great machine I own. Driving my little 987 on the twisty back roads showed me its capabilities, earned my confidence that it will respond precisely (for better or worse) to my inputs, and surprises me regularly with its engineering and mechanical prowess. This has helped to hone my own abilities.

While the Rallye course invited me to explore my Porsche’s handling, it also provided wonderful benefits on a personal level. Rallyes present a constant opportunity to practice remaining patient and respectful to one another, and at the same time, demands that we stay focused, supportive, and understanding in the face of some pretty frustrating circumstances. And all of this playing out against some of the most killer scenery and coolest after-event pubs and restaurants in the Midwest.

And so, as we sit at the commencement of the 2020 driving season, waiting as we all are for the “normalcy” of life to return, Stan and I look forward eagerly to enjoying the things and the people we are passionate about. More importantly, we also recognize how happy we are to have taken a chance on this most peculiar of driving competitions. We can hardly wait for this season to begin! 🍷



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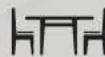
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Parts, Stories, and Camaraderie by Michael Grove

Andy Bizub and his team at Midwest Performance Cars in Northbrook once again did a great job in hosting the 2020 PCA-Chicago Swap Meet, which took place on March 7th.¹ As I sit here in front of my computer forming my thoughts, I realize that it was one of the last early opportunities this season for the Club to gather as a large group. It was a good time, and it certainly won't be the last one, but in the meantime, as always, prudence dictates that safety comes first!

Ostensibly, the intent for all of us had been to find good homes for some Porsche-related "rarities" sitting around the garage. Candidly, though, we mostly just enjoyed the camaraderie of getting together with our fellow Club members. With spring fast approaching, we discussed plans for the upcoming year, exchanged stories of how each of us had acquired the various items we'd brought to swap, and generally shared our passion for all things Porsche. Automotive parts of all types were arrayed on the tables, as were numerous books and periodicals from all eras, model cars and toys, shirts, tires, and wheels: all were ready for the picking.

continued



¹ <https://mpcnorthbrook.com/>.



And by noon? Over 100 of us were either taking home something “new to me,” or leaving with less than we’d brought. Club President Bob Rath also brought a large assortment of shirts and other items for raffle prizes, with all proceeds going to our charity of the year for 2020: **Automotive Mentoring Group** (“AMG”), a not-for-profit organization dedicated to working with young, at-risk women and men to impart the art and science of automobile restoration.²

In closing, a hearty thanks goes out to Adam Kern and Michael Grove for coordinating the day’s events, another tip of the hat to all of you who attended, and a special thank you to the team at Midwest Performance Cars for hosting another fine event. 🍷



² <https://www.facebook.com/Automotive-Mentoring-Group-189970774406311/>;
<https://automotivementoringgroup.wordpress.com/>;



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Some Reflections on Club Autocross

by Shawn Folkes

I have a feeling I'm a little “different” from many PCA members, or BMW club members, or Miata or Corvette Club members for that matter.

You see, I've never been brand-loyal, whether to Porsche or to any other brand. Many of my friends are brand-loyal. In fact, one of my best Autocrosser friends once told me, “Shawn, I'd rather lose in my Corvette, than win in your Porsche...!” My response? “Well, I hope you enjoy losing, then!”

As some of you know, I've Autocrossed a fair amount, and I've been fortunate to have owned a number of really fun sports cars: a first gen RX-7, a Nissan Sentra SE-R, a third gen (twin turbo) RX-7, a 2001 Boxster, a BMW 335i, a C5 Corvette Z06, a 2011 Boxster Spyder, and a 2016 Cayman GT4.

Now, I didn't list the cars above to brag; those who know me, know that's not who I am. I listed them to make a point: no matter what car I buy in between, I keep coming back to Porsche!

Why do I keep coming back? There's something about Porsches that's special. My best and favorite car among all the cars I've ever owned was my GT4. Sometimes I would just walk down to my garage, turn on the light, ... and sigh. It was beautiful, extremely fast, made the most amazing sounds, and put a huge grin on my face every time I pressed the start button and left the driveway, no matter what kind of day I'd had up until then.

Which brings me to the PCA, and more specifically PCA-Chicago Autocross events. What PCA autocross means to me is that every

continued





event is a celebration. Although we all try hard to win—and that’s fun, too—it’s less about winning than it is with some other clubs, and more about celebrating that shared love we have for the Porsche ethos/spirit. Everyone there is always in a great mood, and seems to feel the same way about Porsches as I do. And, I feel fortunate to be among you and accepted by my fellow Club members, even though I haven’t always owned a Porsche.

After we put this current health situation behind us, and when you come out to your next Autocross, please look me up. Let’s stand around in a parking lot together and talk Autocross. Let’s look at your car and mine. And, most importantly, let’s celebrate that day! 🍷



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The SOCIAL SCENE

by Steve Kuk

Thoughts about a Very Special Club



Since a few of the events we'd planned for the early part of the season have been pushed back, I'd like to share with you how my wife Kathy and I became members of this great PCA Region, and how special it's been to be a part of it all. I'd also like to mention our plans for a possible summer tour, but stay tuned for further developments.¹

Back in 2013, Kathy said Happy Father's Day to me and told me to start shopping for my last Father's Day present. That gift led me to a young man in Madison, Wisconsin who was selling his 2003 911 Targa because his parents had asked him to return to India to run the family business. One of the smartest things we did was to follow his advice, which he imparted to us as we

were pulling out of his driveway: whatever you do with your purchase, join the Chicago Region.

We joined PCA-Chicago the same day that we bought the car, dropping off a check for our Club fees at the Membership Coordinator's house on our way home (thank you Nicki and Stanley). Although we didn't know at the time how lucky we are to live in the Chicago Region, it didn't take long to find out. The same day we joined the Club, we were invited to attend the WeatherTech Open House and car show event the very next day (thank you Sharon and Jim). At that event, everyone we met shared with us their passion for their cars, and what being a member of the Club meant to

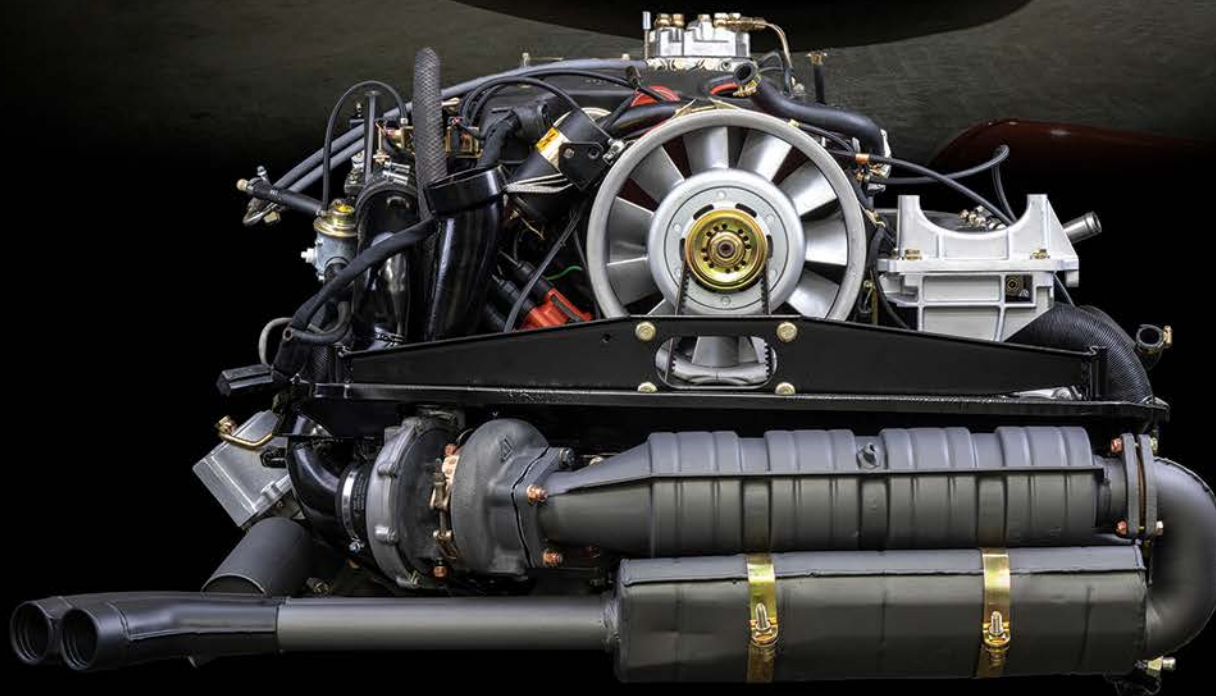
continued on page 24



¹ We'd hoped to attend this summer Palm Springs Parade and to take a 16-day, 6,000 cross-country trip to visit nine national parks, but current events overtook our plan. Oh, well, better luck next year, and we'll see you later!



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them. Looking back, it's amazing how welcome our fellow members made us feel, right from the beginning.

Since then, we've tried out nearly every discipline the Club has to offer, and have concluded that Concours is the best fit for us. After a slow start (rusty lug nuts) at the Long Grove event, we've climbed the Club's Concours ranks, including showing our car at our first Porsche Parade, which that year took place in French Lick, IN. Kathy and I are proud of how well the car shows, notwithstanding over 100,000 miles on the odometer.² The next Parade we attended was up in Spokane; we didn't show the car, but

I was a Concours judge at the event. On the way back afterwards, Kathy and I drove up and through the Canadian Rockies, and hit four national parks on our way back home.

Several of our Club friends have invited us to participate in an annual but informal Club ritual: attending the Rolex 24 Hours of Daytona in January. We've been down there several times, witnessed firsthand some great racing, and without exception, have met great Porsche people every time we've been there.

Two common elements of all of our journeys have been the great Porsche people we've met along the way, and how



² John Diwik's fabulous Touring events, both summer and fall, have helped to add more than a few miles on the odometer.

2020 EVENT CALENDAR

MAY

2 AX 1 (Sponsored by Midwest Performance Cars), Boomers Stadium – Pending/TBD

9 Porsches & Pastries (Iron Gate) - Not a Club Event – Pending/TBD

22-24 RADE

29-31 Summer Driving Tour

30 AX 2 (Sponsored by Midwest Performance Cars)

JUNE

7 Rallye School – Pending/TBD

13 Porsches & Pastries 3, LaBriola Café (Pending/TBD)

14 Rallye 2 – Pending/TBD

21 Concours 1 (The Promenade)

26 BHF Novice Day

Important: Due to current state public safety concerns, please check the Club's latest eBlasts and the website for updated information



For up-to-date details, please check:

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



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Take care, and we look forward to seeing all of you this season.

— Steve and Kathy 🍷

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Self-Help: A Data Primer

by Dana Comolli



Each time you head out on the track you should have at least one goal (but no more than three) to work on. An instructor generally sets the goals of the session for you. What do you do when you've progressed beyond having an instructor with you at all times?

Many drivers approach this in a haphazard manor, using lap times as the primary indicator of improvement. While lap times do provide an objective measure of speed around the course, they do not provide any indication about why you were faster on one lap versus another. They also do not provide any actionable information that can be used for improvement.

This is where using data comes in. Data provides objective information on your driving and can guide specific actions to improve it. I will show you how to use the simplest data, the speed trace, to identify the information needed to develop an action plan for your next time on the track.

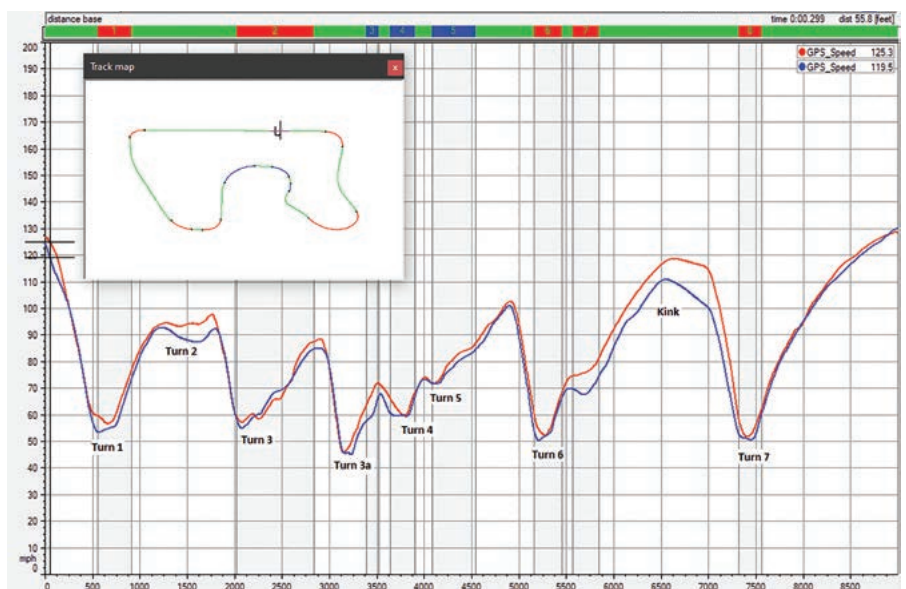
For this example, I used AIM's SoloDL and their Race Studio Analysis software, although any similar device and application

will work. The data is from two laps at Blackhawk during our 2019 Oktoberfest event.

The Speed Trace

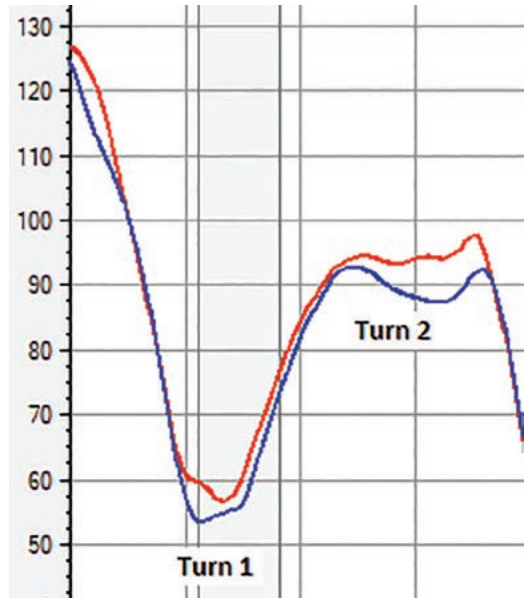
A speed trace is MPH over distance. A track map is overlaid to provide a reference for where the values at the cross-hairs on the trace are in relation to the track. The red lap is about three and a half seconds faster than the blue one.

continued





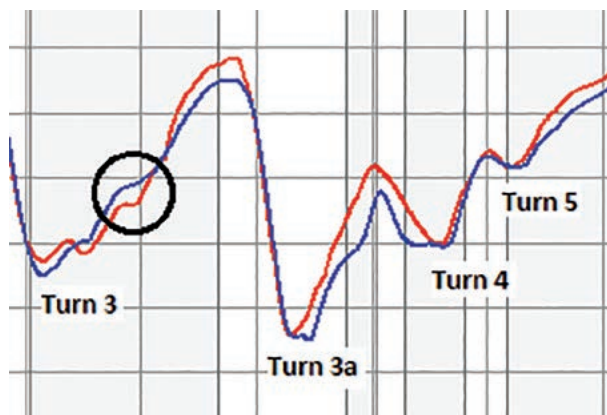
Turns One and Two



At Turn 1 the red lap trail-braked into the apex and the blue lap over-slowed. You can tell by the shapes of the curves: the red lap's rate of slowing is reduced, whereas the blue lap continued its steep reduction in speed and then had to speed back up before the apex.

The difference for Turn 2 is that the red lap used maintenance throttle and the blue lap either fully lifted or brushed the brakes. You can see the impact of this as a considerable (> 5 mph) difference in speed through this section of the track.

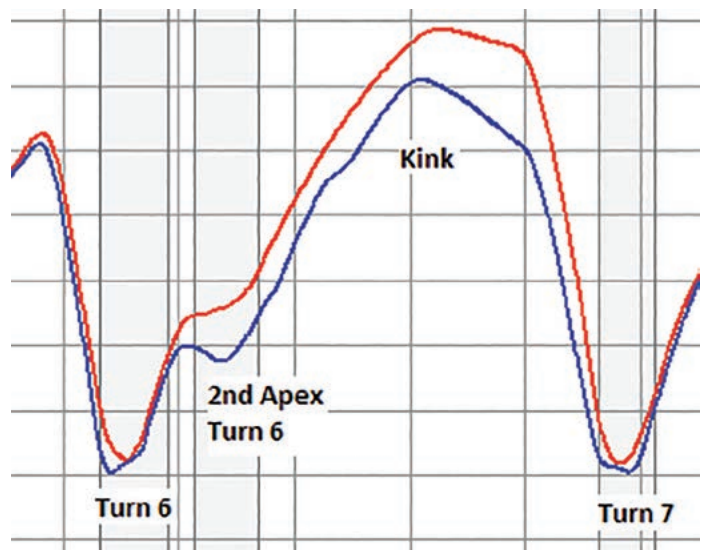
Turns Three through Five



This sequence represents almost 1.5 seconds of the difference between the two laps. What did the red lap do differently? First, the blue lap over-slowed into Turn 3, but a significant difference is the area identified by the black circle. Here, the red lap lifted enough to get greater rotation so it could get on the accelerator earlier and harder; this results in a considerable increase in speed going into Turn 3a. Then, exiting Turn 3a, the red lap was very aggressive to Turn 4 where the blue lap lagged getting onto the throttle and then slowed prematurely

into Turn 4. The red lap was also much more aggressive on the exit from Turn 5.

Turns Six through Seven



Turn 6 is another example of the blue lap over-slowing and the red lap using trail braking, but what it also shows is a difference in handling the second apex of Turn 6. While the red lap accelerated aggressively to the turn-in of the second apex and then lifted, the blue lap slowed significantly, placing itself at a speed deficit to the red lap that carried through the entire back straight. This deficit was then compounded by braking into the kink rather than lifting as the red lap had done. Reviewing the video of these two laps showed the blue lap was much closer to the kink's apex curbing forcing a greater reduction in speed.

In Turn 7, the red lap shows a smooth transition from braking to back on the accelerator where the blue lap appears to coast or lightly brake through the turn and then gets to the accelerator later.

As you can see, a lot can be gleaned from using even the simplest of data, which can provide you with specific goals for improvement in future sessions. This is a much more effective approach to improving your driving than focusing principally on lap times. 🏆

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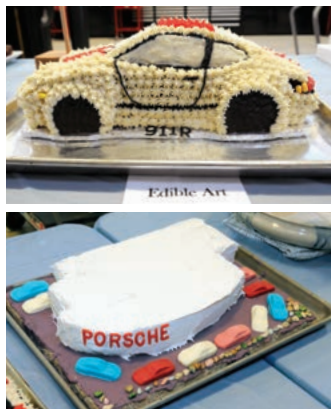
Good Times, Great Chili, and Car Care Excellence

by Henrique Regina

It was February 23rd, and unlike last year, the weather was much more “Porsche friendly,” so it was no surprise that the 2020 Concours season was off to a fantastic start with another record-breaking event. This year’s Chili Tasting and Car Care Clinic was hosted once again by our good friends at The Porsche Exchange in Highland Park. We had 173 club members attend, an increase of 19% over last year’s attendance. Everyone was able to enjoy some of the seventeen different chili entries in all the categories—hottest, meatiest, veggiest, beaniest and non-traditional. A group of six judges had the taste bud fulfilling task of choosing the winners in each of the chili categories and who, in the end, were as follows:

- Dan Cubric – **Hottest**
- Tracy Rootham – **Meatiest**
- Pam Torchia – **Veggiest**
- Bob Dabbert – **Beaniest**
- Jen Bricknar – **Non-traditional**

The great tasting chili wasn’t the only competition for the day. In addition, there were eight edible art entries which were some of the most creative we’ve ever seen, taking this competition to new levels. Those who left room for dessert enjoyed some very artistic baked goods that included cakes in the form of a 911R, The Porsche Exchange building, the Road America race course, a Griot’s Garage logo, and a yellow Porsche on a race track. The winner of the edible art contest was Joe Stiefel.



Photos by Neil MacDonald

continued on page 33



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The chili and edible art were only the beginning of the day's fun. Members also toured the showroom and among the usual 911, Panamera and Macan models was the all new Taycan Turbo S. We sure hope to see a Taycan at future concours events soon. However, the main event for this year was our special guest, Rod Kraft from Griot's Garage, who discussed the many aspects of detailing a car. He also demonstrated the proper use of an orbital polisher with various Griot's products, from correcting compounds to glass cleaners. Participants were able to ask many questions and benefited from a quick overview of some techniques and products that can be used by the Concours participants, or those simply wanting to keep their cars looking showroom perfect.

Rod brought some Griot's Garage samples to hand out, and a product giveaway was raffled off, with the proceeds going to Automotive Mentoring Group, our Region's Charity of the Year for 2020. Other prizes included some



special hot sauce, which goes great with chili, that was donated by Concours judge Tom Mott.

It was a fun day and a great opportunity to meet up with Club friends, to catch up on past events, and plan out this year's Concours season. I'd especially like to thank our hosts at The Porsche Exchange, as well as Rod Kraft from Griot's Garage, for helping make this a memorable event.

For those of you who are looking for a more detailed course on how to clean and prepare your car to participate PCA-Chicago's Concours events, attendance at the Club's Concours School is the best way to go. Unfortunately, concern over larger social circumstances forced us to cancel our March 20th Concours School, which we had planned to hold again at Napleton Porsche, in Westmont. We had also invited special guest Ray Shaffer, Porsche Classics Development Manager to speak at the School, but we're still hopeful that we can reschedule this event for later this year, when things settle down.

In the meantime, please stay safe, continue to enjoy your Concours-clean Porsche, and don't forget to observe proper social distancing! 🍲



Safety, First and Foremost: Northstar Tech Session *by John Ruther*

In retrospect, Sunday, March 15, is likely to be one of the Club's last large gatherings for the immediate future, due to COVID-19 considerations. Though the Club's well-attended spring Tech Session proceeded as planned, a prudent and responsible travel moratorium by Bell Helmet precluded a scheduled representative from presenting to our group. As always, though, we thank you guys for putting "safety first!"

Calling an audible, I stepped up to handle the presentation and the Q&A that followed. First, we discussed the merger of OMP Racing and Bell Helmets, two companies that have been at the top of their respective markets for years. Their merger was announced at this year's Performance Racing Industry Show in Indianapolis, and in my view, this will be a great thing for our industry. We'll now have the largest manufacturers of racing clothing, harnesses, seats, gear, and racing helmets under one roof. Both companies will keep their individual identities despite their common ownership.

Speaking of which, the new 2020 Snell helmet certification changeover

was projected to occur (with new helmets available) in the October-December 2020 timeframe. Taking into account current trade and safety concerns, however, the change is likely to be pushed into 2021. As soon as I receive updated information about this I'll be sure to let everyone know.


There are lots of other new products for the 2020 driving season. This includes new seats and harnesses from

Sabelt as well as updated head and neck restraints from HANS and Schroth. Northstar also added a new brake pad line called Endless, which will perfectly complement our PAGID line of brake pads. Endless has a significant amount of racing success in long distance races like the 24-hour races at Le Mans, Daytona, Spa and the Nurburgring, as well as the 12-hour race at Sebring. In addition, Endless makes a complete line of high



¹ Previously, Porsche specified Castrol SRF for use in their race cars, but for almost two years, Castrol SRF has not been available.

continued on page 36



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performance street pads, and even several street/track combo compounds. These street oriented pads are notable for their very low noise and low dust.

Endless also makes a great racing brake fluid called RF650. This super high temperature racing brake fluid is now used as factory-fill on all Porsche factory-build racer cars (Cup cars and RSRs), and is also used by the Mercedes AMG Petronas F-1 Team.¹ One thing that RF650 has that no other brake fluid can match is its lack of compressibility when it gets very hot. That means the pedal won't get spongy, which translates to much more driver confidence. Short story shorter, with RF650 in our cars, we're in some pretty good company.

And speaking of the 2020 season, there was quite a bit of discussion about expiration dates on 6-point harnesses used in PCA Drivers Education events. PCA National now uses the expiration dates that are on all 6-point harnesses. All of the belts that Northstar sells are FIA certified and are good for 5 years from the date of manufacture. All FIA certified belts are made from polyester, and Northstar carries Sabelt and Schroth harnesses. Please note that the other certifying body recognized in the U.S. is SFI, and their certification is good only for two years from the date of manufacture. These belts are made from nylon, which doesn't last as long as polyester, resulting in a shorter

usable life. When you buy your next set of harnesses, make sure you check the price differences between an FIA and an SFI certified harness. Usually, the FIA harness will be a much better value.

After the Q&A session that followed my presentation, the Club's Tech Chairman, Jody Freund and his Tech Team outlined the Tech process and procedures for all of our track events

going forward. You'll be hearing more about that as the season moves forward. I think we all had a great time and it was certainly good to see everyone again! Hopefully, by this time next year, the pandemic will be vanishing in the rear view mirror, and the Club will have returned to its full schedule. In the meantime, we hope all of you and your families stay safe and healthy. 🍷



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1988 Porsche 924 S
34K mi., Collectible
\$14,500

Fine Car Care

by Pat Yanahan

Exterior

This is the first of a series of articles on how to care for the cosmetics of your Porsche or other cherished autos in your garage. You don't have to be a Concours fanatic to enjoy taking care and enhancing the beauty of your fine automobiles. There are many options available to you and we will present our favorites based on what has worked for several years. Porsches have phenomenal paint systems and even old paint can be brought back to show condition with care and use of the right products and techniques. Before you start this journey make the investment to have the dents removed from the sheet metal.

A couple of basics include don't believe those TV commercials you see on cable at 2:30 in the morning. Secondly always try something new on your partner's car before tackling the Porsche. There have been fantastic advancements made in car-care product chemistry over the last few years. Most of the major brands are good so pick one and standardize on that line of products. The chemistry is designed to work together and polymer chemistry locks the products together for a very durable and flat surface. Expensive products are not necessarily the best and we will address that issue.

It is not the wax that makes the car shine, it is the flatness and cleanliness of the paint surface that act like a mirror to reflect the light. The illustration shows how light comes to a surface in nice parallel lines. If it hits a non-flat surface the reflections are diffused which makes the surface look dull. The key to a great shine is perfectly clean and totally flat layers from the paint up to the flatness of the wax.

The wax is a protectant not something that make the surface shine. To get the surface perfectly clean you must firstly remove all of the old wax and dirt from the surface. Wash this time only with a liquid dish soap that has detergent content. Using a lubricant such as spray detailer or speed shine along with an auto detailing clay will take off all of the previous wax and surface contaminants. Just keep the surface wet as you are rubbing with the clay. This is much like clay we played with as kids. Keep rotating and kneading the clay to a clean area. If you accidentally drop it – throw it away since the contaminants will scratch the surface. You can do a Porsche in less than 30 minutes so this is not a big task. Now that you have a clean surface it is time to polish which is the most important part of the task. If there are bugs or road tar (or paint) you can use Simple Green or Würth Citrus Degreaser which will not harm the paint surface.

If the surface is without scratches and is just slightly oxidized then you can use a mild polish and apply by hand. If it is scratched or full of tiny swirl marks like a spider web then you will have to move to a more aggressive approach. These micro-spider scratches (holographic scratches) are the result of commercial car washes, dirty rages or water that grinds the dirt along the surface. Even experienced detail shops are guilty of inflicting damage. They can be taken out but with great care and practice. 🍷



Let me share my favorite products based on experience and without any commercial affiliation.

P21

This is a hand-applied product that has both a polish and separate wax that has both long lasting qualities and is very easy to apply and remove. One of the basics when bringing any rag or applicator to the paint is to move with the way the wind travels over the car rather than a circular motion. This includes routine washing.

Menzerna

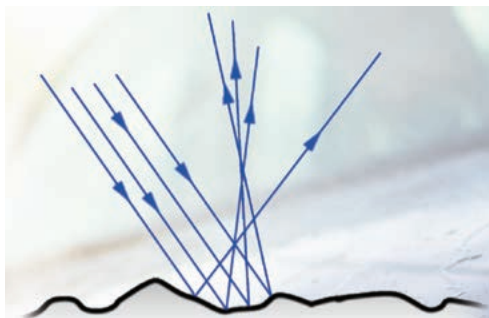
This is a high quality German product which requires a RA machine. A rotary action orbital polishing machine allows us amateurs to do professional polishing without the fear of burning the paint. A standard rotary polishing machine in the hands of a beginner will sometimes burn from the edges of the pad. This RA system is great for bringing a good surface to a high level of shine without a lot of work.

Maguire's

This company has been around for a long time and was acquired by 3M a few years ago. The recent transfer of new polymer technology to the car care products has been noticeable. Maguire's has developed a micro-fiber based correction system that removes the micro-scratches and then bonds a wax to the finished surface. I attended their training seminar a few years ago and was amazed at how even heavy scratches were removed with a little patience.

Würth

This is another German company whose products are used by the professional automotive trade. A new line of polishes is available in different levels of aggressiveness and a wax that bonds to the surface. This produces a high gloss appearance that is the best I have tested. The Würth representative guided me through restoring the 25 year old paint finish on my 356.



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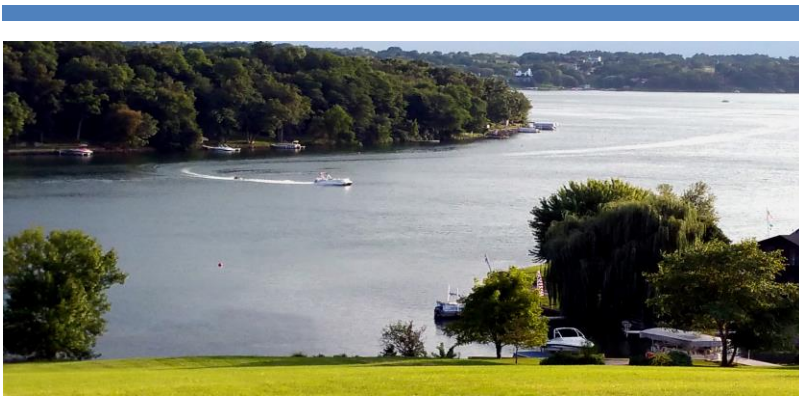




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Photos Without Captions

Some of the very best photographs have no need for captions. With the very best, you are there, though without smell, warmth, or feeling of bone-numbing cold. Case in point: Lewis Hine's photographs of iron workers building the Empire State Building, metal lunch boxes open, drinking hot coffee from thermoses as easily as if they were on a park bench instead of 77 floors above the street. And others: "John John" Kennedy's tiny hand raised in salute to his slain father; the "tank man" showdown in Tiananmen Square; first responders raising the flag before the ruins of the World Trade Center.

Times change, perspectives and values blur, but pictures of winter *always* look different when viewed in the mists of spring. Photographers capturing life at 1/30th of a second invite us (require us?) to complete the story. What might have been seen then as commonplace or mundane now takes on a different tone, one that makes us laugh, sigh, gives us pause, or cringe. Other things *Americana* that once seemed normal may now seem odd, puzzling, jarring, or even absurd: smoking in airplanes, lawn darts at picnics, drinking out of a garden hose, or cars without seatbelts or air bags.

Submitted for your consideration: expecting ice on lakes in winter. And not just ice, but ICE, so thick that it could support the weight, not just of a car, but which could support dozens of cars! And not just any cars, but *Porsches!* Who was the first to suggest that members should drive their Porsches—their second largest investment other than their homes—on water that remained in a solid state only because the ambient temperature stayed sufficiently low, and for a sufficiently long period? What was *that* Board of Directors meeting like? A proposal by a Region member is approved and promoted to the general membership as an *Ice Gymkana*? Even more surprising is that a sufficient number of Chicago Region members actually agreed: "Yeah, that sounds like a good idea, I'll go. We've got insurance, right? I'll be back in a few hours."

As late as 1977 (as the new-to-market 924 in these photos suggests), an event that demanded from participants the same skill set that makes a good pilot seemed like a sufficiently rational and fun idea, paired with an unwillingness to imagine what could really happen.... *There are cones out there for control, after all...!*

What this scenario doesn't depict (purely for spatial considerations) is the importance of remaining hydrated. Even in winter, the need to maintain adequate hydration levels is well-documented in the bar of the Lake Lawn Lodge on Lake Delavan in southeast Wisconsin between run groups.

Facebook has no patent, copyright, or trademark on documenting activities where no words or captions are needed. The audience size says it all. 🍷

BEST QUOTES OF 1977

"There is no reason for any individual to have a computer in his home."

– Ken Olsen, President of Digital Equipment Corp.

"May the Force be with you." – Obi-Wan Kenobi

"Please accept my resignation. I don't care to belong to any club that will have me as a member." – Groucho Marx

IN 1977

Technology from 1977:

- On the back of a NASA-modified Boeing 747, the space shuttle *Enterprise* is released for flight testing and glides back to Edwards Air Force Base in California.
- The Global Positioning satellite System ("GPS") is initiated by the Department of Defense.
- The first commercial flights of the 1,354 mph supersonic Concorde begin.
- The first medical use of Magnetic Resonance Imaging ("MRI") scanning begins in hospitals.
- The Atari 2600 home video game console is introduced.
- The Apple II home computer is introduced.

Music: The Clash, *The Clash*; The Eagles, *Hotel California*; and Fleetwood Mac, *Rumours*.

Movies: When *Star Wars: Episode IV—A New Hope* and *Saturday Night Fever* theaters' tickets sell out, movie goers watch *Smokey and the Bandit*, *Annie Hall*, *A Star Is Born* (again), and *The Deep*.

Living in 1977:

- Federal Reserve interest rate:** 7.75%
- Yearly inflation rate:** 6.5%
- Unemployment:** 6.4%
- Year end Dow Jones Industrial Average:** 831
- Average annual income:** \$15,500
- Minimum wage:** \$2.30/hr.
- Average cost of a new house:** \$54,750
- Average monthly rent:** \$240.00
- Cost of a new BMW 320i:** \$7,990
- Eggs per dozen:** \$0.82
- Loaf of bread:** \$0.36
- Gallon of milk:** \$1.68
- Postage stamp:** \$0.13
- Gas per gallon:** \$0.65
- Movie ticket:** \$2.32

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