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September 2019

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CORNER ONE



My friends, we're now well into the back half of the 2019 season, and the pace of events is breathtaking. Since the July issue of *The Chicago Scene* hit your mail boxes, for example, we've had more two- and three-event weeks than one- or no-event weeks: Autobahn (DE) and Potter's Picnic (social and Concours), which took place early in July, were followed immediately by the Pittsburgh Vintage Grand Prix (driving tour), AX3, and PCA-National's Parade week. The Club's Blackhawk DE3 event, held in late July as Parade was winding down, was followed the next week by our now-annual Ice Cream Social, as well as Rallye 3, and the Zone-supported IMSA races at Road America. Gingerman (DE), the Farnsworth House (social and Concours), AX4 at the Tire Rack, the Geneva Concours Show and Shine, and The Road America Challenge ("TRAC," involving Club Racing, DE, Concours and social) will close out our August events and lead us into September (with five additional events) which, in turn, leads us into the final quarter of 2019. There's something for everyone in the Club just about every weekend, whether formally or informally organized, and when you and your favorite P-Car meet up with some of your best friends ever, what's not to like?

As anyone who's ever been responsible for organizing a Club event can tell you—and has told you over the years, often in this very editorial page!—successfully carrying out an event game plan is only possible because of the sustained commitment of volunteers like you. The Club's ability to develop its future leaders and event organizers is also a critical Club management responsibility, and is dependent on staying abreast of the Club's membership and their evolving interests and concerns.

Several issues ago, I cited the following quotation in discussing the role that you play in building this Club: "When you volunteer, you vote every day about the kind of community you want to live in." And that leads me to this point: at Potter's Picnic this year, PCA-Chicago recognized all of those current members who've been Club members for at least fifty years.¹ It is with great pride that the Club celebrates not only the record of commitment and dedication that these longtime members have shown, but also to inform the efforts of those of us newer members who are only beginning what we hope will be a lifetime of commitment to and accomplishment with this Club.

By the time you read this, TRAC and its concurrent Labor Day Club events will be well underway. The Board will also be continuing its planning for the 2020 event season. This includes efforts by the Board's Nominating Committee to identify a team of candidates to fill those Directors and Officers positions that will be open in the Club's 2020 season. Like most group functions—Club activities included—the game goes better when the team works together. Consequently, the Nom Com's goal has been and will be to present the most effective team to get the Club's work done, both in 2020 and beyond.

For those of you at Elkhart Lake this weekend, have a safe and successful time, and for all of us, whether there or not, just remember: it's the cars that bring us together, it's the people that make it a Club.

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

“
There's
something for
everyone in the
Club just about
every weekend...
”

¹ That event was covered by Patrick Yanahan, himself a long-time member of PCA-Chicago, in an article for *The Chicago Scene* that you can read on page 20.

Out There!

by Anna Skura

After weeks of storms, the rain gave way to sunshine and comfortable, late-June temperatures for Rallye 2, despite a brief midday shower. Twenty-eight teams started the event in Northbrook, traveling north to Lake Forest and then west through Lake County, and all but three teams completed the competition. Everyone, though, enjoyed libations and spirited conversation afterwards at The Lucky Monk!

Rallye 2, themed “Sunday Driving,” offered a more leisurely drive without many traps or tricks. The challenge, though, was managing speed and time delays to ensure a timely arrival at every checkpoint. While the timing component of this rallye challenged even some experienced twosomes, our 2017 Novices of the Year, Les and Caroline Tiechner, had no issues as they took first place. Top novices were Kelly Spillers and Stan Knight; and the top Touring team was Bart and Maggie Surowka.





While creating the Rallye 2 course, Andy and I discovered some great driving roads and added new animal sightings to our rallye encounters. We've sometimes seen deer, wild turkeys, gophers, and chipmunks scurrying across the road; this

time, we encountered a coyote, a rooster, and even saw a fairly large turtle crossing Barrington Road on the day of the event. Just shows that you never know what to expect during a rallye!

Rallyemasters Ron Micek and Martha

Kuffel designed the third rallye, *Holy Moly! Where Are We!?*, which was held on August 4th. Starting in South Barrington, Rallye 3 took teams through the northwestern suburbs, concluding at BBQ'd Productions in Lake Zurich. Ron and Martha's familiarity with the area allowed them to design a course that took us through fabulously landscaped neighborhoods as well as picturesque rural scenery, including a covered bridge in South Barrington. As experienced Rallyemasters, Ron and Martha also included some unusual traps that some teams have not previously experienced and others may not have seen in a few years. After the scores were tallied, Jack Franks and Megan Nogasky came in first; our top placing Novice team was Kelly Spillers

continued





and Stan Knight; and the top Touring team was Peter Austin and Mike Raethz.

Andy and I would like to thank our co-Rallyemasters for 2019: Stanley and Nicki Sangdahl, Ron Micek and Martha Kuffel, Jack Franks and Megan Nogasky, and Susan Shire and Steve Rosenbaum. It takes an extraordinary commitment to design and pre-run a route, create supplementals, write route and touring instructions, determine checkpoint locations, and locate a dining establishment willing to accommodate unknown quantities of patrons with separate checks, individual needs, etc.! In short order, Andy and I will be seeking Rallyemasters for the 2020 season, and as members of a Club driven by

volunteers, we look forward to helping new Rallyemasters take on this challenge. Please remember, too, that checkpoint workers are also critical to a successful rallye, and finally, let's not forget our scoring team—Sharon and Steve Olson, with back-up by Karen and Jack Stephenson. We thank you all for your

support and involvement.

There are two more rallyes scheduled for this year: "Choose Your Own Adventure Rallye" on September 8, 2019, and our final rallye of the year on October 5, 2019, "North to Wisconsin – Let's Go North, the Rallye is On." Looking forward to seeing you out there! 🍷





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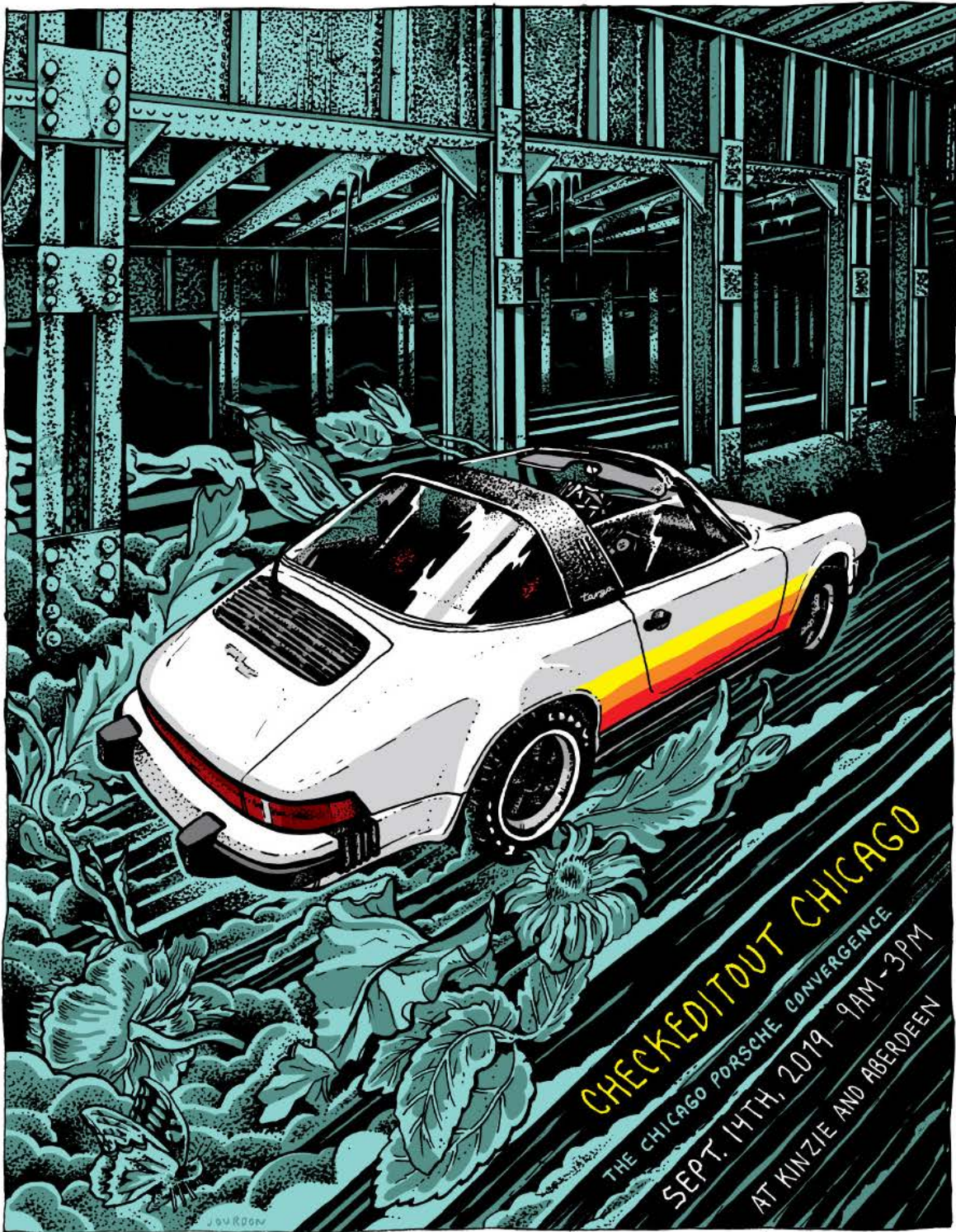
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A HOT TIME WAS HAD: The Summer Driving Tour to the PVGP

by John Diwik

Friday July 19 started early for 65 PCA-C members who met at the Lincoln Oasis–Eastbound in Thornton, IL. The day started a bit hazy and the temperature and humidity were like New Orleans in late August, but after the required document signings, we hit the road. The first few hours were all interstate as we headed east. We made good time (code) and arrived at the Tiffin River Service Plaza in Ohio for a well-timed pit stop. After “resting,” we filled up with premium and hit the road again. An hour later we turned southeast at Norwalk, OH, taking a pretty, rural road with plenty of hills and curves. We passed Summit Motorsports Park, home of Bob Motz, who raced a jet engine powered semi-tractor, then proceeded over hill and dale to New Philadelphia, OH, where we ate a wonderful barbecue buffet at the Hog Heaven restaurant.

After lunch we headed south to Tappan Lake, which is very long and beautiful, and then continued to “the Twisties:” about 10 miles of roads with insane corners, steep hills, great views, and way too many slow moving trucks, but everyone enjoyed themselves. After rolling into Wheeling, WV, we once again hit the interstate, northeast towards Pittsburg. As we approached, the traffic was brutal, like the Stevenson at 5 p.m. on Fridays. Eventually, though, we came

through the tunnel and there it was: Pittsburgh, in all its glory!

Did I mention that it was hot? Upon arrival, all 65 people tried to register at the same time. Yeah, that didn’t work so well. By the time everyone checked in, most folks were ready for some “Everclear,”

if you get my drift. Saturday came early and it was hot, humid, and sunny. We caravanned to Schenley Park, which is the site of the Pittsburg Vintage Grand Prix, one of only two places in America that have vintage car racing on public streets! Our members were instructed





to stay straight on Forbes Avenue and it would lead them directly to Schenley Park. However, a number of members made a 90 degree right turn to follow a Porsche they thought was also going to the PVGP. Maybe that driver was going to the grocery store, or who knows where, but when the errant entourage eventually showed up, it was 45 minutes after everyone else! No harm, no foul, as

they joined the hundreds of Porsches and Porsche owners already parked on the park's golf course fairway. The Allegheny Region put up wonderful fan-cooled dining tents complete with tables and chairs—no eating lunch in your lap on a bag chair—and the barbecue lunches on Saturday and Sunday were scrumptious. No shortage of food or drinks here, either.

The vintage racing was great, and the road course was less than 100 yards from our parking area. An amazingly diverse group of cars, from Alfas to Triumphs, hustled through the course, and there were plenty of Porsches, too. Did I mention it was hot and humid? Sunday brought some clouds and eventually some thunder storms. The attendance was certainly less than

continued





Saturday, but the number and variety of cars on the fairways were mind boggling! On Sunday evening, the group boarded motor coaches for a trip to the top of Mt. Washington, where we dined at the Monterey Bay Fish Grotto. The restaurant offers spectacular views of downtown Pittsburgh and the convergence of the Allegheny, Monongahela, and Ohio Rivers. A passing lightning storm provided quite a light show, too, and the food and views were outstanding. After dinner, numerous prizes were raffled off and the traditional stand-up comedy act ensued.... Somehow, your master of ceremonies flubbed the "Schnauzer Joke," but after several attempts, it finally came out correctly.

The evening came to a conclusion just after 9 p.m. To say that it was raining when we returned to our motor coaches, though, is like saying that Niagara Falls is a babbling brook. Most attendees were drenched, but we proceeded safely back to The Hampton. Monday morning arrived with continued heavy showers as everyone headed out to their Porsches

for the drive back home or wherever else they were going.

A good time was had by all! In closing, many members expressed that they'd made many new friends and acquaintances during the weekend. Many more advised that they couldn't wait for the Fall tour down the Mississippi. In conclusion, I must reiterate: "It's not just the cars, it's the people." 🍷





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Get Your Shine On: Concours 1 & 2

by Henrique Regina



Concours 1: The Promenade

Our first Concours of the season took place on Father's Day, June 16, at The Promenade in Bolingbrook. The weather wasn't perfect, but it wasn't enough to keep our clean cars from looking their absolute best. Prior to the event, we'd seen record turnouts at the Chili Tasting and Car Care Clinic at The Exchange, as well as at the Concours School we held at Napleton Porsche. I'm happy to report that Concours 1 kept the momentum going, and we had a very solid turnout there as well. There were 23 judged entries, and another four, new-to-Concours members who attended the Coaching Corral program. We also had at least another 40 member cars on display for Porsche enthusiasts to admire, including cars from G Design Racing, which brought out three of their racing cars. As you can imagine, they received lots of attention.

The Concours cars in all the classes were perhaps some of the best prepared group we've ever seen. Contestants have really stepped up their games, such that judging for the top three positions in each class was within a few tenths of a point, which is very impressive.

In the end, the first-place finishers were: Alex Block in Full class, with his 1974 914; Blake Hobson in Touring, with his 2001 911 Turbo; Elizabeth Hobson in Show with her 2016 Macan; and Buz Brown in Exhibition, with his 2003 Boxster S. Please note that by entering her 2016 Macan in Show class, Elizabeth continues to demonstrate that daily-driven, four-door Porsches, with much more real estate to clean, can successfully compete in Concours. Thanks all, for your participation.





Concours 2: Potter's Picnic

Our next Concours took place on July 13 at the Fischer family estate in Grayslake, in conjunction with Potter's Picnic. This is always a well-attended event with great food, music, and fun for the whole family. Once again, the turnout for the Concours event was high, with a total of 31 judged entries. Notwithstanding perfect, clear blue skies, however, the high temperatures—consistently in the 90s from midday forward—really pushed our judging teams to the extreme. Their dedication to the program in these challenging conditions was greatly appreciated by all.

The first-place finishers for Concours 2 were as follows: Henrique Regina in Full class with his 2008 Cayenne GTS; John Moore with his 1971 911E Targa; Mark Prescott with his 2012 Cayman R; and once again, Buz Brown with his Boxster S.

For both Concours events this year, participants and attendees have generously entered charity raffles to benefit SparkShop, PCA-Chicago's charity of the year for 2019. Charity raffle prizes in Concours 1 were donated by our friends at Sonax



and included various car care products. Charity raffle prizes in Concours 2 were similarly donated by Dr. Color Chip, with winners receiving coupons for one of their paint chip repair kits.

We hope to see everyone at the next Concours, and please remember to stock up on more Q-Tips! Safety first, after all! 🍷





Down Boca Way: Parade 2019

by Michael Grove

A Family Matter, from 356s to GT3s

by Patrick Yanahan

This summer, the Club held its 61st annual Potter's Picnic, making it the longest, continuously running event in the entire Porsche Club of America. In addition to the crowds of eager spectators and beautiful cars, we had youngsters, parents, and grandparents all gathered together at one time. Reflecting the span of the group and the history embodied by this gathering, participants brought everything from Porsche 356s up to new GT3s, and many cars in between.

The highlight of the afternoon was the presentation of awards to the Club's Emeritus Members, who have been members of this Region for over 50 years. When many of these early members joined the Club, the then-current Porsche was the now highly-collectable and famous Porsche 356. Time passes, cars change, but history is made with every passing year. In recognition of this passage, each honored member received a personally engraved glass memento to honor their tenure, and to thank them for their commitment and dedication.

1959	Bob Gummow	1965	Tom Funk
1960	Richard Bennett	1966	Helga Meyer
1962	Larry Petry	1967	Rod Gustafson
1962	Bob White	1967	Bob Hindman
1962	Wilma White	1967	Bob Hubert
1964	Tom Grunnah	1968	Ron Tanton
1964	Merv Rosen		

As a bit of this history mixed with pride, I should point out that the senior member of this honored group, Robert Gummow, distinguished himself as the winner of the famous Manhattan Trophy, which is awarded to the highest scoring Porsche at the PCA-National Concours. He and his wife Ginny also organized the first 356 Registry Holiday, and were always active and mentors to new members.

Since the 2019 Potter's Picnic took place, the Club has received nothing but thanks from our Emeritus group for organizing this ceremony, and for recognizing their commitment over all these years. In this regard, I'd like to share a passage from one such letter, sent by Rod Gustafson, who said

Thank you for putting together the over 50 group awards and recognition. It was really great and appreciated.

It's been a 50-year journey of passion. A long time love affair with everything Porsche that has had a huge impact on all our lives.

Wouldn't change a thing, except maybe for one of those cars I should have bought years ago!

Thanks all, and remember: it's not just the cars, it's the people. 🍷

A small but dedicated group of Chicago Region members (17 entrants, per the published listing) made the journey from the greater Chicagoland area to Boca Raton, FL for the Club's 64th Annual Porsche Parade. As was expected, the weather proved to be "agreeable" only to well-seasoned Floridians, with temperatures in the 90s and tropical humidity. Nevertheless, the facilities at the Boca Raton Resort were some of the finest we Parade regulars have ever experienced, and (not surprisingly) the staff was extremely helpful and courteous.

Chicago Region members could be seen throughout the week, both participating in and volunteering at the numerous event activities. For example, Pat Yanahan and I provided one-on-one coaching to new Concours participants throughout the day on Saturday and Sunday. We also conducted the Concours 101 classes held Saturday afternoon and early Sunday morning. Chicago Region member Jack Stephenson likewise hosted Sunday afternoon's Zone 13 social gathering in his capacity as our Zone rep. It's great to connect with all of the Region members in attendance, with other Zone 13 members, and with PCA-C expatriates who've moved to other parts of the country; this year's event was no different. In addition, the Parade social events are a fun way to reconnect with those PCA members and friends you only see once a year at Parade.



Photos by Michael Grove



Just over 100 cars participated in Monday's Parade Concours event, and several dozen additional vehicles were highlighted in the event's various historic displays. Chicago Region members also served as Concours judges. The Region was well represented both in Autocross and the week's TSD Rally; please note in this regard that PCA-C member Lee Lichtenstein (driving with a non-Region navigator) and Tom and Ann Snyder took First Places in their respective Rallye classes (see the Snyders' adjacent article for details!).

And for the future? Towards the close of Parade, PCA-National officially announced that the 2020 Parade will be held in Palm Springs, CA; and that Parade 2021 will be held in French Lick, IN. Stay tuned to your favorite eBlast channel for dates and further details.

See you there! 🍷



Tales from the Alligator Highway

by Ann and Tom Snyder

The Chicago Region's Rallye program has a strong national reputation and fields many competitive teams at such events. While Boca Raton is a long way from Chicago, three PCA-Chicago teams once again managed to "stand and deliver," demonstrating that our reputation is well-earned.

In the Chicago Region, we only use one Rallye class: "Unequipped (aka "Seat of the Pants"). Buying a car with navigation systems, odometers that calculate average speed, or onboard GPS systems can hardly be avoided, but Chicago Region competitors are not allowed to use these tools during our events.

Parade Rallyes are different. Because there are many more cars (and thus types of cars) than at regional events, the use of navigational aids is permitted. Placement in a particular Parade class, however, is dependent on how the car is equipped, whether installed or portable. The top class (R01) allows the unlimited use of such "smart" equipment. Additional classes permit, to varying degrees, more limited ranges and types of navigational aids.

This year's Parade Rallye was a long one (over 4½ hours) that traveled far out into the Lake Okechobee area. It wasn't the most scenic territory, by far, and you couldn't even slow down to look for alligators. Furthermore, because there were very few alternate roads or routes to take a team off course, it was difficult to be tricked into taking a wrong turn and wandering off-course. Consequently, the emphasis this year was on precise timing skills. Given (or perhaps, because of) these restrictions, we're pleased to report that three Chicago teams competed successfully and walked away with trophies and recognition in the following classes:

- Class R03 (Navigation Class, which permits a wide array of navigational aids): Driver Lee Lichtenstein and Navigator Tom Provasi from Loma Prieta Region took First Place;
- Class R05 (Unequipped Plus, which permits the use of a factory installed speedometer and trip odometer that calculates average speed): Driver Tom Snyder and Navigator Ann Snyder likewise took First Place;¹
- also in Class R05, Driver Bob Rath and Navigator Cindy Jacisin took Fifth Place;
- Tom and Ann came in Second Place Overall, and over the course of a four-plus hour Rallye, they were only 19 seconds behind the First Place team; and
- Lee came in Fourth Place Overall.

Finally, we should note that Chicago Region members Jack and Karen Stephensen served as the Rallye Masters and National Rallye Coordinators in cooperation with Rik Larson from California; and Chicago Region member Jim Becker was the Check Point Worker Captain for the Rallye.

Way to go, Chicago! 🍷

¹ Parade competitors must drive Porsches in the TSD Rallye. Because our car wound up in the shop at the last minute, we rented a Boxter from a Florida car rental service, which we're pretty sure is a first for Parade Rallye purposes!

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The SOCIAL SCENE

by Steve Kuk



It's September by the time you're reading this, but it's only lately that we finally caught a weather break. It's making a difference, too: overall social event attendance levels are on track for a record-breaking season!

Porsches and Pastries 3

Labriola Bakery & Café in Oak Brook again proved to be one of the Club's favorite social venues. Not many of you remember our first try this season at LaBriola in April, because the sleet and cold of a spring storm kept almost everyone away. Giving the venue a redo at the end of June, though, was a great idea: we had over 130 members come out in 90+ Porsches, which may be a high water mark for the Club's P&P get-togethers!

As for attendance levels generally, we should also give a big Chicago shout-out to Adam Kern for his social media efforts. An increasing number of people tell us that their attendance was due to noticing the Club's activities on Facebook and other social media outlets. Other folks have told us that they'd been gathering car purchase information on the web, noticed the Club's activities, and decided to come out to talk to our members first-hand about their Porsche experiences to help them with their pre-purchase decision-making. (Note to self: there's a wonderful opportunity here for everyone, so a special thanks to Adam for his efforts.)

Potter's Picnic

Potter's Picnic has been an annual Club event since 1958, and this year's event proved why it has become the Club's premier summer social gathering: perfect weather, dozens of Concours competitors, over 300 Club members and guests (some attending their first PCA-C event), almost 50 pounds of sauerkraut and countless liters of fine German bier consumed, and a special ceremony to honor those current PCA-Chicago Region members who joined the Club by no later than 1969 (see sidebar on page 20), and who thus were celebrating their 50+ Club anniversaries. It was a perfect event, and all I can add is, "Just look at the pictures!"

I'd like to take this opportunity to offer a huge round of applause to the following folks, who made the Potter's event what it is today: event hosts Peter Fischer and the Fischer family; Rip Patterson, Linda Potter Patterson, and upcoming Potter-Patterson family generations; Porsche Barrington, one of the Club's solid supporters and a returning sponsor of Potter's Picnic for 2019; and the innumerable Club volunteers whose





efforts, year after year, make this event possible. On behalf of the Club, our thanks to you.

Superdawg Ice Cream Social

On August 3rd, we packed the Superdawg parking lot with Porsches for as far as you could see for our 3rd annual Ice Cream Social. We had over 100 members come out to the Wheeling Superdawg to share the day with friends and family, and there were several first-time Club event attendees and new members at the event, too. I'm sure we all did our part to prove that it's not just the cars, it's the people.

Once again, thanks for all of your wonderful event suggestions and help; and thanks to Porsche Barrington, whose sponsorship helped to make this event possible!

Folks, this is a volunteer Club, and these events are only successful because you all pitch in to make it happen! Thank you, and see y'all at the next one. 🍷



2019 EVENT CALENDAR	
SEPTEMBER	
1-2	TRAC, Elkhart Lake
7	Porsches & Pastries 4
8	Rallye 4
15	Concours 5, Glendale Oktoberfest Social
21	AX 5
28-29	BHF Oktoberfest
OCTOBER	
6	Porsches & Pastries 5
6	Rallye 5
18-20	Fall Driving Tour
NOVEMBER	
3	Fall Tech Session
9	Porsches & Pastries 6
DECEMBER	
7	Dinner Dance

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

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Welcome to My (PCA AX) World!



by Shawn Folkes

INTRODUCTIONS

My name is Shawn Folkes. I first joined the PCA almost 20 years ago, and I've owned several Porsches in the meantime: a 2001 Boxster, a 2011 Boxster Spyder and my current car, a 2016 GT4. I've been Autocrossing for over 30 years, and have been an Autocross instructor for much of that time. I've also trophied at the SCCA National Championships in Lincoln, Nebraska.

Adam Kern asked me to summarize our Club's AX2 and AX3 results, and to provide a few Autocross insights along the way. OK, let's get started!

AUTOCROSS #2 HIGHLIGHTS

After Adam asked me to design the AX 2 course, I decided that a more "open" course, with multiple line choices and deceptive visual elements—essentially a mini-road course—might be fun. Apparently it was: Gordon Zhao edged Adam Kern in Adam's own B4 Cayman S by .04 seconds (yes, you read that right – 4 hundredths!) and Eric McHugh triumphed in B5 by .05 seconds!

FTD (Fastest Time of the Day) was a back-and-forth battle between Doug Metzel and me, but I finally edged out Doug for the win by .1 second. That's tough competition, but we play to win!



AUTOCROSS #3 HIGHLIGHTS

Stanley Sangdahl designed a terrific course for our July 20th AX which featured a challenging sequence of sweepers, slaloms and offsets that required multiple runs to master.

Trophy winners included Brian Jackson in Vintage, Jack Franks in B1, Buz Browne in B3, Gordon Zhao, again edging his car's owner, Adam Kern, by .08 seconds (wow – can you guys get any closer?!), Bill Blumthal in B5, me in Combined 1, Joe Battista in his wicked fast 1973 911 in Combined 2, and Jenna Samp, for the second straight AX, leading the pack in Ladies – good job Jenna!

FTD (a high Autocross honor) once again featured an all-day battle between Joe Battista, Chris Dvorak and me. Joe, in second place before his last run, calmly took his car back out . . . and laid down the day's fastest time, by .2 seconds. Better bring your A-Game!

continued on page 32



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AUTOCROSS ESSENTIALS – AN FTD WINNER INTERVIEWED

What makes a driver fast? Is it the car? Tires? Suspension setup? Driver?

In an interview earlier this year, I asked multiple FTD winner and longtime Club member Doug Metzel these and other questions. Here are some of his responses:

1. **Focus on the driver, not the car.** Driver skill contributes the most to the outcome, maybe as much as 80%. Ask yourself what you can do better (lines, making the course flow, etc.). Changing suspension setup or tire pressures comes later, after a lot of experience. For now, the “nut behind the wheel” is where you can make the best adjustment. This is a good thing, too, because it means most of what makes you fast is under your own control, and isn’t expensive to fix!
2. **Walk the course, several times, by yourself.** Quietly focus. Walk it exactly where you think your position in the driver’s seat will be, on the line you’ll use.
3. **Brake hard and early for sweepers.** This loads the front tires, giving you more turn-in grip, and allows you to drive the car around the corner under more power.
4. **Trust the car.** It can do more than you think.

Thanks for these great tips, Doug!



COME OUT AND JOIN US

Autocross is one of the most fun and educational things you can do with that amazing Porsche that you keep in your garage. Autocross culture is also known for its camaraderie, *e.g.*, an Autocrosser’s first instinct after a really fast run is to run over to a friend, who’s likely also their biggest competitor, and tell him or her the secret to getting faster!

Come out and introduce yourself to us. Experienced Club members will be glad to have you ride along, coach you, or both.

That’s it for now. Your Porsche is calling your name, so get out there and drive! 🍷





Orange Crush and Threading the Needle

by Heather Ingraham

With a tip of the hat to Shawn's expert advice, I'll simply note some of what I have learned while competing with my Macan S, the only car I have ever autocrossed. What I have to share may not constitute "advice," but I hope it will encourage other Macan and Cayenne owners to come out and try an event or two. (You *know* you want to!)

When I first started, I was convinced that I couldn't possibly fit my big wide vehicle through those tiny little cone "gates." I never worried about spinning, but I sure did worry about crushing those bright orange sentinels in the slaloms. For my first two summers, I used to hold my breath and try to make myself smaller in the driver's seat as we squeezed past them — as if that would help! But course walks taught me to trust that my car can thread the needle. It can!

When I was brand new, I spent my time between runs watching people running parts of the course where I was getting lost.



Eventually however — and, conveniently, at an event at the Tire Rack headquarters in South Bend — some torn-off tread blocks suggested that it was time I learned the basics of tire management. The more aggressively you dive between those cones, the more tire management becomes important.

I now have a really good air gauge and a beefed-up portable compressor, both of which see a lot of use. Where some drivers "air down" a bit before their session, I almost always "air up." In heavy cornering with a lot of sidewall, I find that higher pressures keep the Macan from knuckling over, which significantly shortens the life of the tire and offers exactly zero grip advantage. There's no tread on the sidewall!

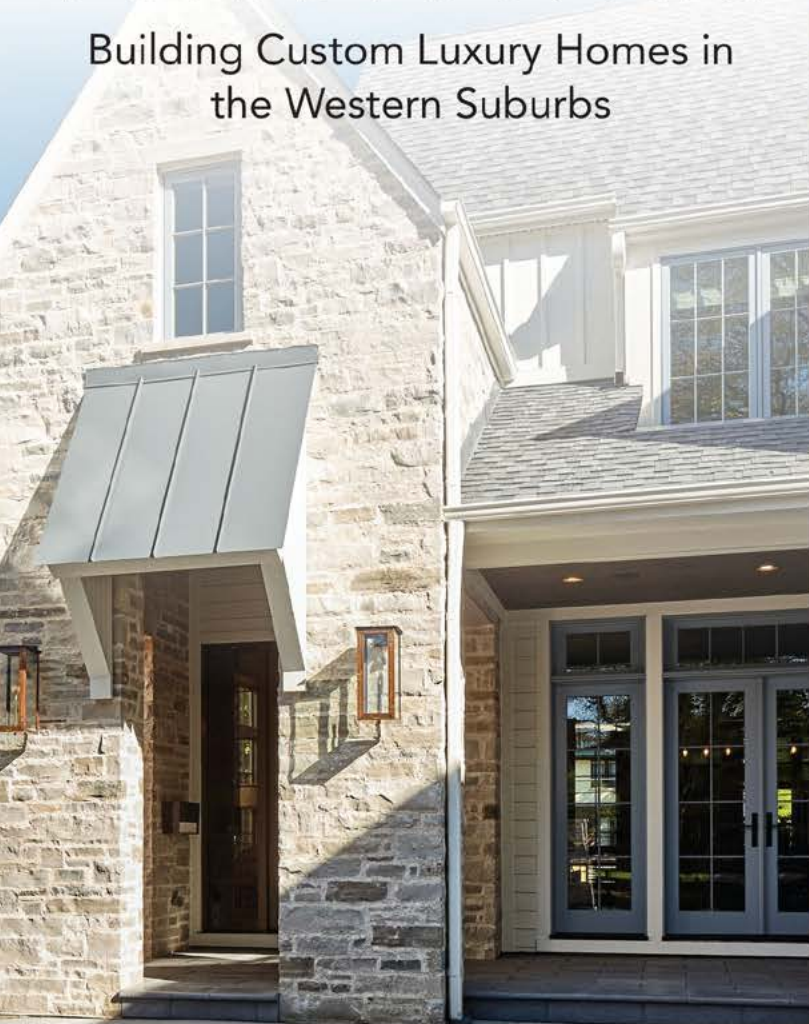
It is true that the Macan is bigger than the average AX steed, but the fun quotient of autocross knows no bounds. Photos from this year's Precision Car Control Clinic prove that you're out there, fellow Macan and Cayenne owners. Why

not come to the next event? I promise you that yes, your car *will* fit through the cones; no, no one will laugh at you; and truly, you owe it to yourself and to those fine Porsche engineers to learn what you and your Macan or Cayenne are capable of achieving. You will also find yourself warmly welcomed by new friends at the next Club autocross! 🍷



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Everyone's a Winner: Our 50th Season at Blackhawk



by Dana Comolli

PCA-Chicago's June 21 and July 26 Blackhawk DE events celebrated the Club's fiftieth year at this 1.97 mile jewel of a race track, located where the Rock River crosses the border of Illinois and Wisconsin. Close to two hundred drivers ranging from experienced Club racers to thirty first-time drivers enjoyed perfect driving weather while attending this event.

Legend has it that back in 1969, Dan Gallagher organized the first Blackhawk DE event. In those days, members of the Chicago Region came to test their skills and their cars on Wednesdays, since many of the members were doctors and dentists and they didn't work on Wednesdays. The tradition of mid-week Blackhawk events continued until 2012, when track days were moved to Fridays.

The track layout was different back then, too. Turn three (the carousel) fed to a straight that went directly to Turn 4. This was changed because cars heading into Turn 4 had a tendency to go off the track and head into the

bleachers. To slow down the ever-increasing pace of the cars, the straightaway was replaced with the current configuration of esses and the hard right-hand turn known as Turn 3d. The original configuration can still be seen from an aerial view of the track (bottom of facing page).

What continues to make Blackhawk such a great DE venue, even after all these years?

- A picturesque location with a tree-covered paddock, located within easy reach of the Chicago area.





- A technical track that stresses technique over horsepower when it comes to lap times.
- Great corner workers who provide feedback to the classroom instructors to help our students improve.
- Clean and well-kept facilities that makes the overall experience a pleasure.
- A track length of a little under two miles means more than sixty laps for the average driver during an event.



Imagery ©2019 Google, Map data ©2019

After fifty years of organizing Blackhawk events, PCA-Chicago once again showed it knows how to run a DE. The June 21st Blackhawk 2 event proved the old adage that everyone loves a deal: in celebration of the Club's 50th anniversary at BHF, PCA members received a 50% discount. The result? More than 120 folks attended the event and were greeted by perfect driving weather. Processing that many cars through tech in a timely manner is no small task; neither is fielding nearly thirty instructors, but that's what happened. With that many cars, the Club used its four run group format to ensure that everyone had access to as much clear track, and therefore as much fun as possible. From the smiles on the faces in the afternoon novice classroom session, I can say that at least for the new drivers, that was the case.

Blackhawk 3, on July 26th, was the day before the SCCA regional division races. Several of the entrants for the regionals decided to use our event as an opportunity for a test and tune day before the races. The result was one of the widest arrays of cars we've seen at an event: nine Ford Spec Racers, four Mazda Miatas, some American muscle, and a Lotus, along with our typically diverse mix of Porsches, including two 991 Cup Cars. Altogether, there were 68 entrants, with seven new drivers, spread over our standard three run group configuration. One of those new drivers had a 991 Cup and yours truly was his instructor. That resulted in something you don't see every day at a DE: two Porsche GT3 Cup cars lapping lead-follow in the Novice run group. The other unique experience was sharing the track with the Formula Fords. These purpose-built race cars are built low, so low that if they're beside you, they're invisible! That made for some interesting passing in the yellow and black/white run groups, I can assure you.

As July winds up, our Blackhawk DE event days remain a perpetual favorite with the members. And don't forget, Oktoberfest brings us back for two days at the end of September, bringing our 50th year at Blackhawk to a close. 🍷



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In 1981:

- Ronald Reagan becomes President. Shortly thereafter, Iran releases 52 American hostages who had been held hostage for 444 days.
- The air traffic controllers' strike causes chaos in the U.S. skies. The strikers are promptly fired.
- DeLorean introduces the DMC-12 "sports car," and ends production 22 months later. Four years later, the car stars in the movie *Back To The Future*.
- The first flight of the Space Shuttle Columbia, and the Boeing 767 makes its inaugural commercial flight.
- American Airlines introduces Frequent Flyer Miles, which can be redeemed through a new medium called the Internet.
- The Aids virus is identified.
- Post-it® Notes from 3M, which can be placed on IBM's first PC with Microsoft software.
- The world's fastest train, the French TGV, connects Paris and Lyon.

Culture

Born in 1981: The first American test tube baby. Also born are Britney Spears, Paris Hilton, Nicole Richie, Justin Timberlake, Roger Federer, Serena Williams, Alicia Keys, Natalie Portman, Jessica Alba, Ivanka Trump, Jared Kushner, Ilhan Omar, Megan Markle, and Amy Schumer.

Movies: *Raiders of The Lost Ark*, *The Cannonball Run*, *For Your Eyes Only*, *An American Werewolf In London*, *Stripes*, *On Golden Pond*, and *Chariots Of Fire*.

Music: Everything from Blondie, Roxy Music, Adam & The Ants, Queen, and David Bowie to Sheena Easton, Dolly Parton, and Olivia Newton John with "Physical."

Federal Reserve interest rate: 15.75%

Yearly inflation rate: 10.35%

Dow Jones Industrial Average year end close: 875

Average yearly income: \$21,500

Minimum wage: \$3.35/hr.

Average cost of a new house: \$78,500

Average monthly rent: \$315

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Best Quotes of 1981:

"I rarely wear underwear, but when I do, it's usually something unusual."

– Bill Murray

Marian: *You're not the man I knew 10 years ago.*

Indiana Jones: *It's not the age, it's the mileage.*

"In Czechoslovakia, there is no such thing as freedom of the press. In the United States, there is no such thing as freedom from the press."

– Martina Navratilova

New York Yankees manager Bob Lemon was asked if he was scared when Milwaukee hit a long drive in the eighth inning of the deciding game in the American League playoff.

"Only the laundryman will know how scared I was," said Lemon.

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