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On The Cover: *the Kukundzic family photographed by Jeff Brown.*

Top photo: *by Jeff Brown*

Bottom photos: *by Neil MacDonald*

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Please contact Neil or Dana for information:

Neil MacDonald – fmacdona@aol.com • 312-961-3268

Dana Comolli – dana@dmaxx.com • 847-423-6718



PCA-CHICAGO CONTACTS

Coordinators

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Editor

Neil MacDonald

Contributing Writers

Richard Bennett	James Jacisin
Dana Comolli	Steve Kuk
Todd Conforti	Bob Rath
Brian Dixon	Henrique Regina
Shawn Folkes	Anna Skura
Pete Hackenson	Pat Yanahan

Contributing Photographers

Michael Bene
Jeff Brown
Dan Cubric
Adam Kern
Neil MacDonald
Alan Wagner

Art Direction, Design & Production

Fred Huetter, *Graphic Solutions Inc.-chgo*, www.graphsol.com

Printing

Ed Soske, *Presstech*, www.presstechus.com

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Chicago Region Activities Have Returned

Oh, yes, we're back; most Club activities have returned! As I write this, I'm pleased to tell you that we recently had one of the largest turnouts of any previous Porches & Pastries event. In addition, two recent Blackhawk DE events showed record levels of attendance, and for that, our sincere thanks to event leaders Todd Conforti, Pete Hackenson, Jody Freund, and all the other volunteers and instructors who made it possible to sustain this longtime Club event. In this era of high velocity, high powered, track-optimized street cars, Blackhawk is the great equalizer: an excellent momentum track for Porsche pilots driving rugged, lightweight vintage cars!



Potter's Picnic was also a blast, thanks largely to the Fischer family, Steve Kuk, and all the volunteers who made it happen. As you've already seen on the cover and will read about it here in this issue, it was the kids who energized the event, judged the Show and Shine, and selected the winners.

Since last we spoke, the Club had its first SUV on-track experience at Gingerman Raceway in South Haven, MI, a wonderful resort area with a track that's one of the hidden jewels of the Club's DE program. All who participated in the SUV lead-follow sessions were sporting enormous grins coming off the track, thanks largely to the take-charge leadership of Mark Palmer and event organizers Glenn DeWeirdt and Neil French. We learned from this experience and look forward to building on it for additional full-sized Porsche events.

LATE BREAKING STORY! For the first time in the Club's 63-year history, PCA-Chicago received a PCA-National recognition award: second place in the Porsche Club of America's Public Service category, for our Club's support of the SparkShop program as our 2019 Charity of the Year. SparkShop was founded by Northwestern graduates Tiernan Murrell and Shonali Ditz.¹ Their fine work was brought to our attention by Club member Dana Comolli, who sponsored their efforts and guided them through the year. Tiernan, Shonali, and Dana, you have our sincere gratitude for your efforts to advance this outstanding program. It's been a great honor working with you.

As the Club's 2020 season continues, we must recommit to social distancing and safe public health practices to be able to support our programs and events. Though it hasn't been easy, all of us have been vigilant in adhering to these new protocols. Together, we can make sure that everyone remains safe and healthy going forward. For that, I thank each and every one of you for your efforts to respect the protocols and practices that keep us all healthy.

There are many more events in coming up in September and the rest of the year, as you'll see from the Club's forthcoming website listings and eBlasts. As challenging as this season has been, I've had the pleasure of meeting many of our new members at the events we've held this year. I sincerely hope you'll continue to enjoy both the PCA-C activities that interest you, as well as the ones you're just curious about from reading *The Chicago Scene*.

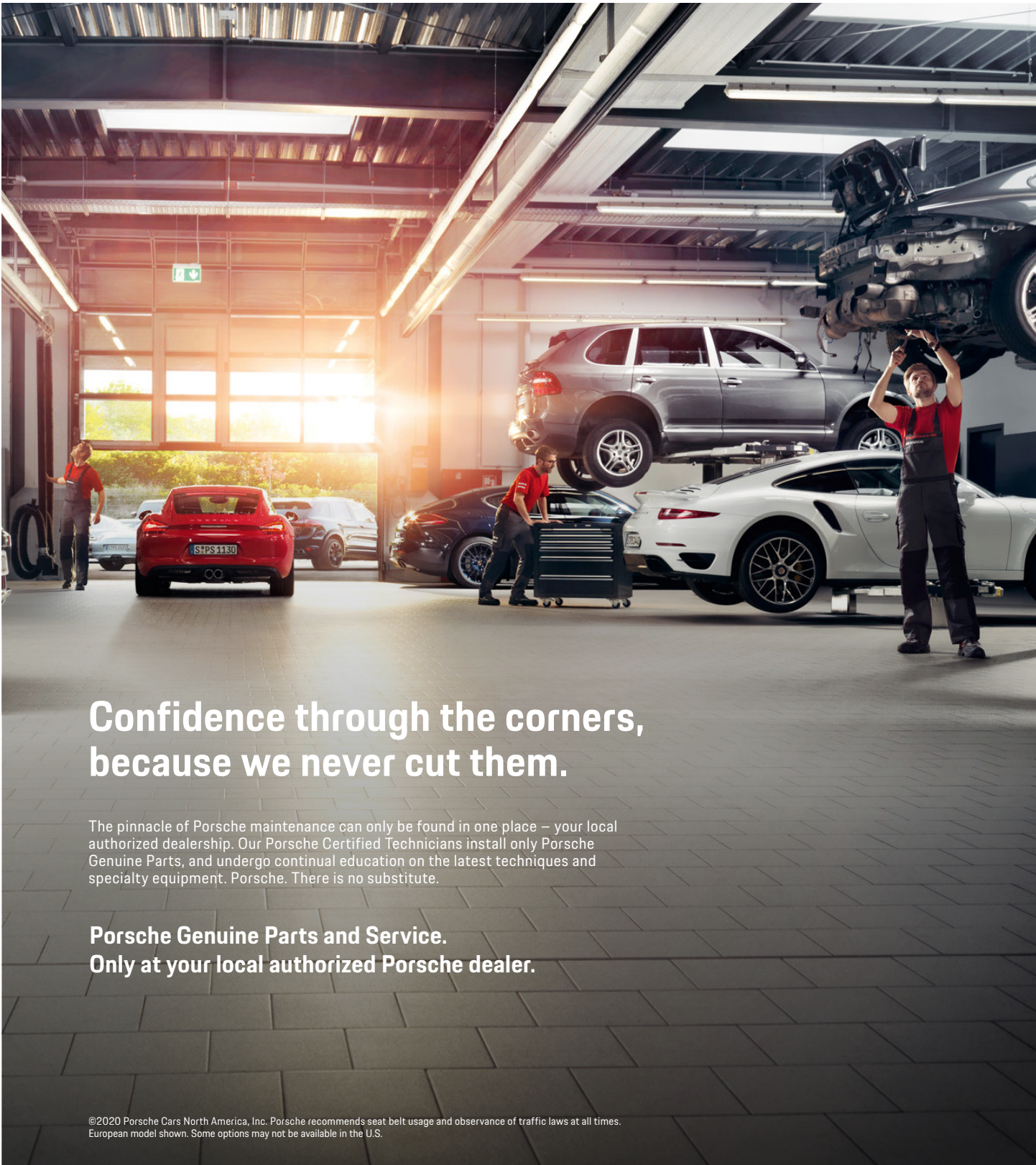
The "new normal" is evolving. Social distancing, face masks, outdoor activities, and—most importantly—respect for each other, no matter what color or origin—which are vital to the success of this Club and its activities. Remember, "It is not just the cars, it's the people," even more so now. We have a great Region and we want to continue to create opportunities for all of us to grow. Your input and ideas are welcome, appreciated, and necessary for our collective growth and health as a Club.

Stay safe,
Bob Rath

“
For the first time
in the Club's
63-year history,
PCA-Chicago
received a
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recognition
award!

”

¹ <https://pca-chicago.org/scene/SceneMay19.pdf>, p.39.



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GOOOOD Morning, Blackhawk Farms Raceway!



by Pete Hackenson & Todd Conforti

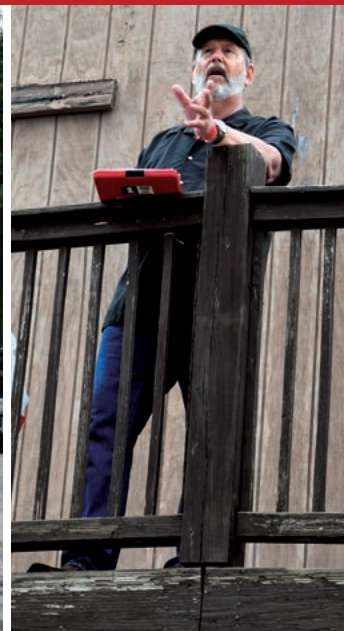
BOOMING out over the track's PA system, that's the way we start our typical DE events at Blackhawk Farms Raceway, but if 2020 has been anything it hasn't been typical!



COVID-19 dashed our hopes for our first track event in April. Traditionally, this event is focused on the new drivers, and it's always been a well-attended event. Though forced by health concerns to cancel the entire event outright, we were very lucky to have a 51-year partnership with Blackhawk leadership, who provided our Club with full credit on the track rental fees. Registered participants either migrated to the June event or were provided full refunds, at their discretion. BHF, you're stand-up folks, and thanks again!

"Hope springs eternal," as they say, but hoping to pick up in June where we'd hoped to be in April didn't pan out. Still deep in COVID-19 rules and restrictions, we found ourselves unable to offer in-car instruction, so all of our registered novices were again offered the opportunity to migrate to the next-scheduled Blackhawk event. However, with the cancellation of our RADE

continued



event at Road America in May, Blackhawk's June event quickly filled up with experienced drivers. As you can imagine, this also put a lot of pressure to develop appropriate safe procedures, both on-track and off.

As for registration, BHF management made several very effective modifications: track-day registration was moved to the self-contained SCCA registration building just outside the main gate. With a single in-here and-out-there flow path, proper social distancing, the use of sneeze panels between registrants and staff, mandatory face masks and gloves, and sanitizer available for all, things went quickly and safely. We also asked all registrants to pre-fill all required waivers, and bring their own pens and masks. As you might imagine, a very few arrived unprepared, but we

got everyone to the final step (a temperature scan) and then through the gates to the paddock areas.

With relatively little effort and good organization, we were able to maintain social distancing for the drivers meetings, which were held by run group. And with a sold-out event, the run groups were full, even during the rainy morning sessions. From lunch on, though, we had a dry track and full participation for all afternoon sessions.

Come the July 17th event, we had perfect weather, so kudos to Club President Bob Rath, who had been placed in charge of weather; nice rebound, Bob! This event was also a little closer to "normal" BHF practices, as we were able to provide in-car instruction for several novices, per the Illinois guidelines for driving

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schools. We also provided balaclavas and sanitized communicators to augment our safe instruction efforts; and Dana Comolli provided an online classroom for all novice drivers two days prior to the event (this, incidentally, was very well received). Finally, Chief Driving Instructor John Ruther held an informal chalk talk with drivers at the Pavilion, which was also very well received.

To those of you who served as instructors, thank you for taking the time to teach your students and convey the passion we all have for this sport. It's your help that makes this event safe and successful.

Tech at both events was handled expertly by Jody Freund and his tech crew, who (keenly aware of COVID-19 issues) had

developed a drive-through routine where very little contact was required and was executed with ease.

continued





In addition to those mentioned above, we appreciate all who volunteered to help out in the registration building, including Steve Mershon, Helga Hausner, Heather Ingram, and Andy Skura.

The June event had over 90 drivers and the July event nearly 80. All participants had fun learning what it takes to

safely drive their car near their limits, and a few drivers even found those limits, with a few “sliders” but no incidents. All OK!

We want to thank our primary BHF Sponsor, The Porsche Exchange, whose support is critical to the success of the Club’s DE Program. The Exchange also generously provided lunches and event shirts for our

registrants. In this regard, thanks and a tip of the helmet to Matt Zaiff, who was on site representing The Exchange.

In closing, thanks to all for all attending. We hope to see you at our last 2020 DE event of the year, a two-day Oktoberfest celebration to be held on September 26-27. See you there! 🍷



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Catching Up with PCA-Chicago Autocross

by Shawn Folkes



Before I talk Autocross, I'd like to say that I hope you and your families are all healthy and safe. We live in challenging times that have touched us all. In the spirit of valuing the little endorphin squirt a fun hobby like PCA Autocross provides, however, and maybe even more so today, I'm going to update you on PCA Chicago Autocross news. And, surprisingly, there's plenty of it, so here goes:

Autocross is Still Coming your Way!

We're all starved for Autocross. Registration for AX 1 started quickly and raised expectations for a record number of participants. Unfortunately, a Boomers stadium conflict (baseball is back for now) forced the cancellation of our event.

However, we still have two AX events planned: August 23 at The Tire Rack in South Bend, IN, and September 19, at Boomers Stadium in Schaumburg. If you were registered for 08/01, you'll be automatically re-registered for 09/19, but please cancel if you can't attend. That's the plan for now, but cross your fingers and we shall see!

continued





New Competition Classes = Better Competition and More Fun

Kudos to Stanley Sangdahl for leading the project to ensure fair and competitive classes. Key decisions, primarily based on PCA-National competition rules, are these:

- Class groupings that remain (mostly) the same:
 - PDK-optional cars will be bumped up one class, and Modified cars will have their own class that will include vintage Modified cars; and
 - most of the remaining cars will be split into classes B3, B4, and B5, competing against like-years of Boxsters, Caymans, and 911s.
- Class grouping changes include the following:
 - the Taycan joins B8;
 - vintage non-modified cars won't be bumped; and
 - T1 and T2 – These new "4-door" classes are dedicated to Panameras, Cayennes, and Macans.

Additional class information is available through PCA-Chicago's 07/24 AX newsletter, or at [Clubregistration.net](https://mailchi.mp/85af7bcd3118/the-2020-autocross-season-is-almost-here-739834?e=1d8c379121) (<https://mailchi.mp/85af7bcd3118/the-2020-autocross-season-is-almost-here-739834?e=1d8c379121>).

Class winners may choose between these three way-cool award options:

- traditional wood/metal trophies;
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New Protocols and Procedures

There are some new protocols and procedures that have been mandated by PCA-National, including the following:

- all participants are required to pre-register on line, and you must pay in advance. There are no walkup registrations permitted;
- the Club requires a communicable diseases eWaiver, which is also available at <http://Clubregistration.net>. An event participant's eWaiver is good for all events this season, so you only need to do that once;
- you must bring and wear a mask, and be prepared to exercise proper social distancing;
- although instructors will be available for coaching, no in-car instruction will be provided; and
- there will be a hard cap of 60 drivers per event. Again, we expect that these events will fill up fast, so act now!

Still Need an AX Fix?

Take a road trip, have an adventure with old friends, or have an adventure making new ones! Recently, six PCA-Chicago members drove to a PCA-Milwaukee AX event at Road America, camping overnight to soak up some of that road trip camaraderie. Adam Kern, Bill Fitzsimmons, Jack Stephenson, Dan Cubric, Nico Anderson and Don Kreienbrink represented our Region well: Adam and Don won their respective classes; and Adam, Bill, and Dan took home 4th, 5th, and 9th fastest times, respectively! The team's crew chief and Chief Safety Officer Neil French also came along to provide insights, guidance, and a hefty helping of adventure. He delivered, too: during the evening, a sizeable tree fell on his tent while he was in it (see bottom left photo). Fortunately, no one was injured, but it just goes to show... something!

In the meantime, the Milwaukee Region has another AX event planned for Sept. 20th, so... road trip, anyone?

Whew! Well, I said there was a lot of news. Now, get out there, drive, and be well! 🍷



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Rallye 1: We're Back!

by Anna Skura

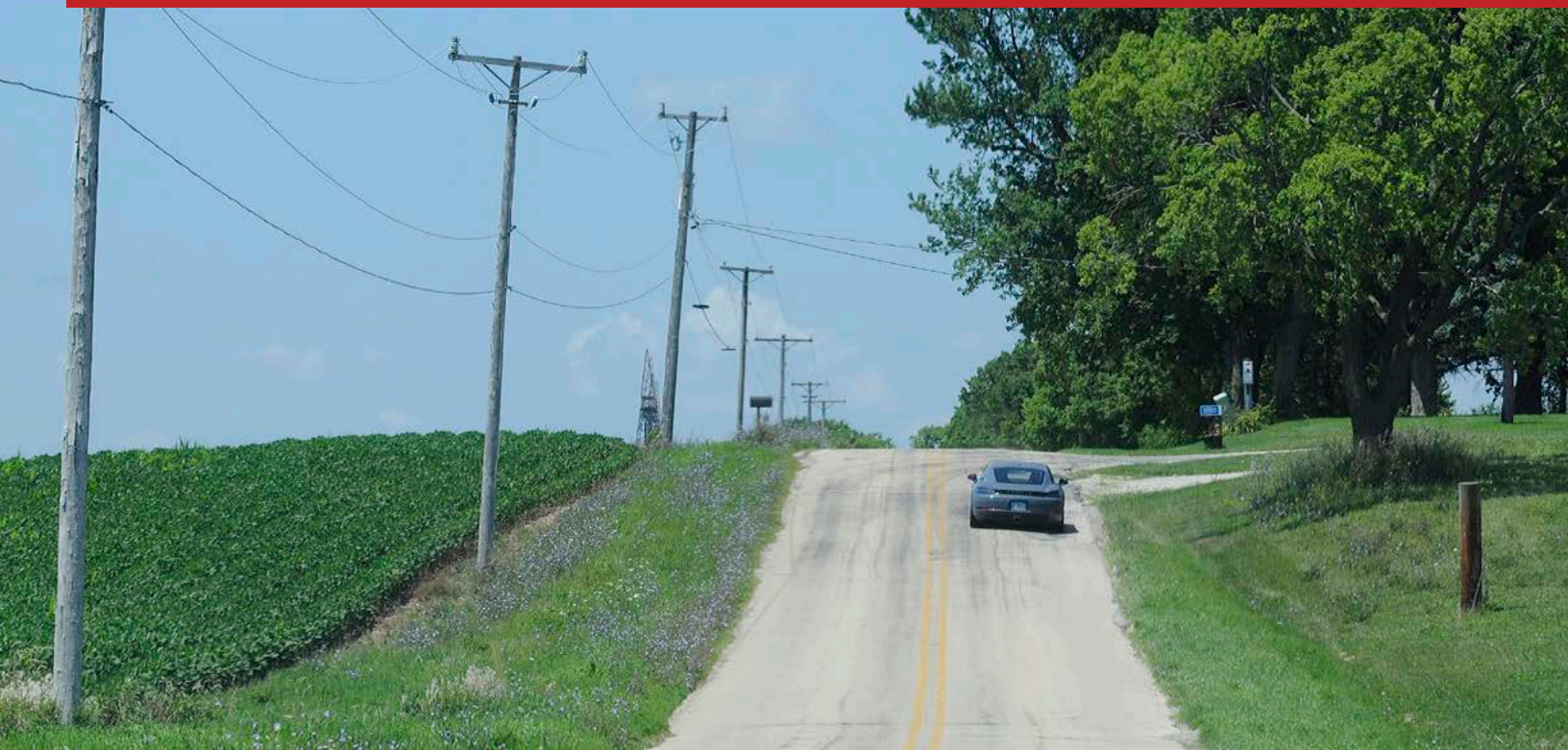
It's been a long wait, but the Club held its first Rallye this year on July 26, 2020, one of the hottest days of the year. A total of 16 cars started the event, 15 finished, and only one team retired; all told, not a bad outcome for a season opener!

Rallyemasters Sharon Gregor and Steve Olson sent teams off from Aurora in their "If, Come, Maybe Rallye," in which eight teams ran in Seat of the Pants Class, and eight teams participated with Touring instructions.

For those of you who are new to this sport, Seat of the Pants Class does not allow the use of any manual or electronic navigational aids. Instead, each team uses a clip board, paper, and pencil for calculations, along with "any device whose sole purpose is to measure time," such as a stopwatch.



continued



In contrast, Touring Class participants receive supplemental navigational guidance in their Route Instructions, and may also use aids such as GPS for additional assistance.

This Rallye offered a taste of everything that comes with Rallying. Two ONTOs kept teams on their toes as they navigated through every intersection,¹ and multiple lettered instructions had teams clamoring to determine which instruction needed to be performed, if any. Similarly, compound instructions had teams performing more than one task and searching to determine which instruction should be performed.

And there were traps, used to induce teams to deviate from the official route. For example, the team of Les and Caroline Teichner



¹ An "ONTO" is an instruction that requires you to turn on the designated road every time you encounter that road. "Right ONTO Smith" requires you to turn right every time you come across a street named Smith *if* making a right is possible.

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had the best scores on two of the legs (28 points in Leg 2, and 4 points in Leg 4); and the team of Andy Skura and I had the best scores on Legs 1 and 3 (19 and 8 respectively). Unfortunately, we two teams fell victim to traps elsewhere on the course, for which we received the maximum number of points on those legs.

Of the 15 teams who successfully completed the Rallye, the top Seat of the Pants finishers were:

- 1st Place – Ron Micek & Martha Kuffel;
- 2nd Place – Jack Franks & Megan Nogasky;
- 3rd Place – Jack & Karen Stephensen;

and the top Touring Class finishers were:

- 1st Place – Phil & Beth Bates;
- 2nd Place – Roy Hefner & Marena Sabo; and
- 3rd Place – Eric & Kristen Allen

We'd like to thank Rallyemasters Sharon Gregor and Steve Olson for taking on the task of designing this Rallye, and checkpoint workers Lee Lichtenstein, Con and Susie O'Mahoney, and Sal and Lois DeTraglia. Sal and Lois also pre-ran the Rallye. If it weren't for such wonderful Club volunteers, we wouldn't be able to hold these events!

See you at the next one, to be held on August 30, 2020. Additional information for the Club's "Double the Checkpoints; Double the Fun" Rallye can be found at <http://Clubregistration.net> and at PCA-Chicago's website. 🍷

Rallye: A Different Twist

by Anna Skura

On June 22, 2020, six PCA-Chicago Rallye teams travelled to Madison, WI, to participate in an SCCA Time-Speed-Distance Rallye, but with a twist: there were no checkpoint workers, no cars numbered, and no tricks or traps. Instead, there were two transit zones and 76 checkpoints—yep, 76—stretched along an 80-mile route, all tracked electronically.

This "Spring Scamper" Rallye was designed and run by the Sports Car Club of America using the Richta Rally App, which allows a Rallye Master to plan a Rallye route electronically. GPS coordinates corresponding to route checkpoints are stored by the app, which also calculates elapsed time between checkpoints.¹

Prior to the Rallye, each team downloaded the app and signed into the corresponding event database on their smart phones. After a brief drivers meeting on event day, participants were introduced to the Richta App's many features.

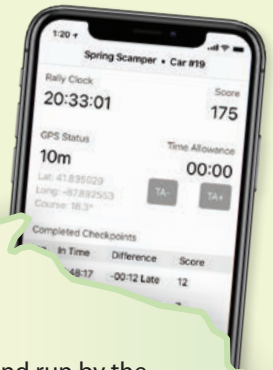
The event itself was straightforward and laid out without the usual traps to induce deviation from the official route. Nevertheless, the route took competitors up, down, and through hilly Wisconsin countryside on roads that felt like riding a roller coaster. The curvy route also made it tricky to proceed at the designated speed limit, requiring teams to oscillate between slowing down and speeding up to compensate for lost time.

As teams traversed the route, the Richta App would "ding" each time a checkpoint was reached, and then calculate the official checkpoint arrival time versus each team's actual arrival time, based on their phone's GPS coordinates. Another benefit of the Richta App is that it automatically informs the Rallyemaster in real time where each team is located on the route, and thus to track—and re-orient, if necessary—any teams that may have taken wrong turns.

Finally, the app provides instant results at the end of the Rallye, calculating each team's score and overall placement. As it turned out, the six Chicago Rallye teams finished in the top eleven places: Maggie and Bart Surowka took the top spot; Karen and Jack Stephenson placed fourth; Steve Rashbaum and Susan Shire placed sixth; Jack Franks and Meghan Nogasky placed eighth; Sharon Gregor and Steve Olson placed tenth; and my husband Andy and I finished in 11th place.

The Richta App injects modern technology into these competitions, offering an alternative to the traditional Rallye format while still keeping it fun, exciting and challenging. In that spirit, PCA-Chicago members Jack Franks and Megan Nogasky are designing a Richta Rallye event for August 30, 2020. Additional information for their "Double the Checkpoints; Double the Fun" Rallye can be found at <http://Clubregistration.net> and at PCA-Chicago's website.

Please join us for the Club's first-ever Richta Rallye and see how much fun it can be! Remember, though, online pre-registration is mandatory; same-day event registration will not be available. See you there! 🍷



¹ <https://richtarally.com/>.

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The SOCIAL SCENE

by Steve Kuk

Potter's Picnic



Earlier this year, the Club was not at all sure about whether or how we were going to go forward with our events, and as you well know, several of the Club's favorite events were cancelled, though some were merely rescheduled. All up, though, the Club's Board made its decisions based on the best info available at the time, and in keeping with the thought, first and foremost, that our members and guests had to be safe.

One event the Board did not want to see cancelled, if possible, was the great and long-running tradition of Potter's Picnic. Cautiously, the Board decided early to take a wait and see approach (as time for the event grew closer) to judge how things were developing from a safety standpoint, both in our region and elsewhere. And to his credit, Rick Fischer of Fischer Motors stepped up as this year's organizer and agreed to carry the torch.

In keeping with the Club's "safety first" mantra, Rick suggested several procedural changes and tweaks to accommodate social distancing and other safe gathering protocols. The first challenges were the tent and table arrangements: the size of the tent and the number of picnic tables were dramatically increased, but the size of the tables and the number of people at each were decreased, to give



¹ See <https://pca-chicago.org/scene/SceneJuly19.pdf>, at p.5. This annual gathering is not just PCA-Chicago's oldest continuously held event, it's the longest running event in the entire National organization: 63 years, without a break. Yeah, baby!

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1974 2.7 Euro MFI Carrera
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Photo by Jeremy Cliff Photography



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everyone more elbow room and to spread everyone out. Rick also asked—politely, of course!—that attendees wear masks whenever possible, and to their credit, our picnickers did a great job keeping each other safe in that regard. In addition, the Club encouraged preregistration (at <https://Clubregistration.net>) to register, pay, and sign the e-waivers remotely, as a way to avoid waiting in long, slow-moving lines on site to get into the event.

And once in? Feeding everyone was the next challenge. First, Rick suggested that we do away with the usual shared potluck part of the picnic to further keep members and guests safe. A long-time Club racer, Rick also thought that most of the Club members were familiar with the track practice of



using colored wristbands to differentiate between run groups. Consequently, the event staff handed out different colored wristbands to our guests, and called a different “run group” up to the serving areas every half hour to pick up the super excellent barbecued brats and chicken, along with yummy sides and watermelon. Rick also had a great trick up his sleeve for dessert: a Good Humor truck, so that attendees could pick from a large number of individually wrapped frozen dessert treats!





Because there was no Concours event scheduled for Potter's this year, the last fun change was having kids and families participate in an informal, People's Choice "show and shine" contest to award those lucky owners whose cars looked "the best." Everyone had a great time voting with multicolor flags to pick their favorite cars in a variety of different categories. And don't forget: our own John Ruther brought out his band—Pipe Dream—to roll with some rockin' good tunes.

Cancelling the picnic would have been difficult, but I'm very proud that the Club did everything it could to keep this annual tradition alive and safe for the nearly 200 attendees who participated. Rick, we owe you a huge "thank you."

And that's that, so take care, be safe, and see you soon! 🍷

2020 EVENT CALENDAR

SEPTEMBER

- 4-7 TRAC (See sponsors on page 19), Elkhart Lake
- 19 AX (Sponsored by Midwest Performance Cars), Boomers Stadium
- 19 Porsches & Pastries, Plainfield
- 26-27 Blackhawk DE (Sponsored by The Exchange)

OCTOBER

- 3 Porsches & Pastries, TBD
- 4 Rallye

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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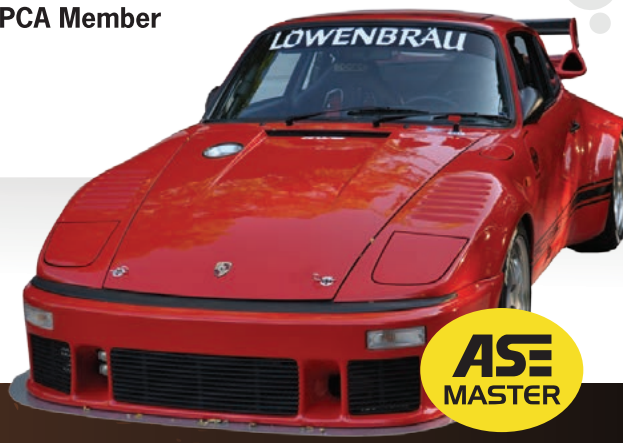
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Potter's Picnic: An Outsider's Perspective



by Brian Dixon

I say “outsider” because on paper, I’m not a PCA member, but in reality and in spirit, I feel very much a part of the Club. A few years ago I was invited to a Porsches & Pastries by a friend named Rita. She found out that I had a love of cars, and without hesitation told me I’d have a great time at the event. The forecast, though—snow and unseasonable cold?—hmmm; things weren’t looking so good for my first PCA-Chicago experience.

I drove to Labriola in Oak Brook thinking I’d find an empty lot, because this sure wasn’t car show weather. I apparently didn’t know the personalities of Porsche owners. Even with the bad weather, I was greeted with a dozen or more Porsches. Huddled in groups around the cars, people were talking and laughing like it was a beautiful day. “Ok, this is different,” I said as I stepped out of my car.

Rita and her husband greeted me, and right away introduced me to just about everyone. The view of the cars was great, but the conversations and friendliness are what I remember best. I went home with great car stories, but an even greater appreciation for how genuine and friendly

everyone was. We were all car people, so it made sense, but this isn’t always the case; I won’t call anyone out, but not all car clubs are this friendly to “outsiders.” I’ve been to other events for other marques; if the exchange begins like this—“So, which one is yours?” “None, I’m just visiting and looking.”—it’s usually followed up with . . . silence. This has never been the case at a PCA-Chicago event, though. It’s typically “Well, we gotta get you into one, then!” (Thanks, Dan!) I also never feel like I was being judged for not being a Club member when I’m at PCA-C events. It’s a great feeling, like I’ve always been a part of this group!

So, let’s move on to the reason for this article. Potter’s Picnic is

the longest running PCA-Chicago event in the United States. The Concours (and this year’s less formal Show and Shine) is held on several beautiful acres of land in Grayslake, Illinois. A grassy field surrounded by trees and next to a small

continued on page 32



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body of water is the best showcase for Stuttgart's finest products. A very reasonable fee gets you a wristband, giving you access to various types of German beers and sausages. Guests typically bring salads, pastas and desserts for a pot luck approach, though as Steve Kuk explains elsewhere, accommodations were made this year for health and safety reasons. You won't—and I didn't—go home hungry or thirsty either way, though.

Live music fills the air, and as you wander around the show grounds, you'll find that all types of Porsches—356s, 914s, 911s of all models and configurations—are on display, from daily drivers to pristine show cars. The huge variety of types means everyone will see something that makes them stop and stare. I was there the year that the GT4 had just been released. Though they were rare, to say the least, there were no less than three to gaze on at Potter's!



As was the case in my very first PCA-Chicago experience, though, the people are the reason why you'll keep coming back. Their vast knowledge of cars in general (and Porsches in particular), their down-to-earth friendliness, and their lack of an attitude or snobyness make it the greatest. On multiple occasions, I've asked questions that have led to hour-long conversations. And by getting to hear peoples' stories, it's clear that their enthusiasm runs deep.

Come for the beautiful cars, stay for the great experiences. As they say, "It's not just the cars, it's the people!" 🍷



Notes from a Long Road¹

by Richard Bennett, PCA-C Class of 1960

The Chicago Scene is the best it has been in my 60 years of reading it. I'm still a printed page guy, so maybe we have a good web site as well. I wouldn't know...

...I'm sorry, I was on a trip in my Cayenne during Potter's Picnic [in 2019]. I would have liked to be there.

I have a little over 231,000 miles on the Cayenne now.

—Rick Bennett, 22 May 2020

On my way home last week I stopped at a motel in northern Wisconsin. Imagine my surprise when I got ready to leave the next morning and discovered a 912 parked next to my Cayenne. This car was identical to my second Porsche, same color, same interior. The only difference was I had added outside mirrors on both front fenders. I had also added seat belts. How far we have come in 50 years! ...

My first Porsche was a 356B Reutter coupe. Every one has been better than the one before. All had at least 100,000 on the odometer when I got a new one, but this is the first with 200,000. ...

...I am afraid the photos are not up to the current standard for *The Scene*, but you are free to use them if you wish, as well as my letter. I miss the roster issue of *The Scene*.

It was fun to look through and see names I still remembered. ...

...I remember [the car's "official" color] as Ivory. I think the German was *elfenbein*. Sort of like elephant bone? It was 53 years ago! Somebody probably has a brochure of what colors were offered in 1967, but I don't. There were not as many choices as there are today. Most Porsches were silvermetal. This was back when we used to blink our headlights at each other when we met on the road.

—Rick Bennett, July 24-25, 2020 🍷



¹ Please see <https://pca-chicago.org/scene/SceneSept19.pdf>, at p.20, for coverage of PCA-Chicago's Emeritus Members Recognition ceremony, held on July 13, 2019, at Peter Fischer's family estate in Grayslake, IL, in conjunction with the Club's annual Potter's Picnic.

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Every Channel Tells a Story, Don't It?

by Dana Comolli



In my previous articles, I've discussed how data use can inform and improve your driving. To date, I've focused on three data channels: Speed, Lateral Acceleration, and Longitudinal Acceleration, all of which are accessible without having to port into your car's controller area network (the "CAN bus").

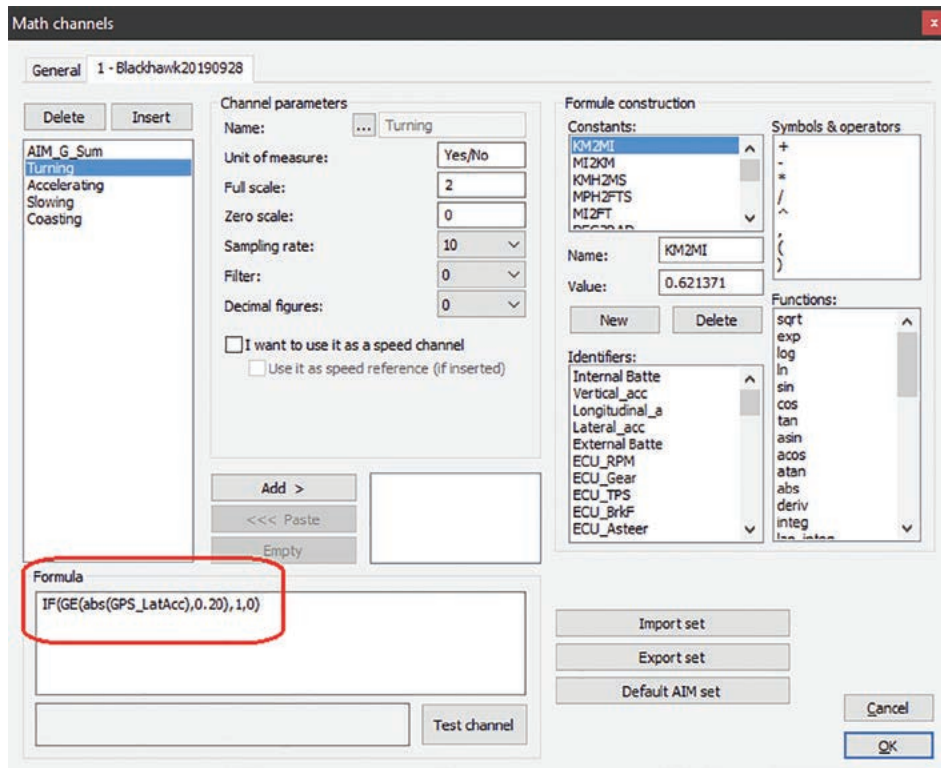
We now consider Math channels, which can be used to derive new information from existing channels. More specifically, we'll consider how to tell when and where you're on the accelerator, slowing, turning, or coasting.

Once again I'll be using AIM's SoloDL and their Race Studio Analysis software, though any similar device and application will work. The data will be derived from the same two laps at Blackhawk Oktoberfest 2019 that I used for the previous articles.

Math channels are measurements you define that use other channels as input (data from the car or other math channels) that you reprocess to create new information. **Figure 1** shows the definition of a Math channel called "Turning" which is set to 1 when the car is turning and 0 when it is not. This is

derived by looking at the GPS Lateral Acceleration channel: if the absolute value is greater than or equal than 0.20g it sets the value to 1, indicating a turn, otherwise it is set to 0. I've highlighted the formula portion of the definition for clarity.

continued



Using the GPS Longitudinal Acceleration channel allows me to define a Math channel that indicates when the car is Accelerating (a value greater than or equal to 0.05g) and one that indicates when it's Slowing (a value less than or equal to -0.05g). By combining these newly defined Math channels, the result is a read-out that indicates when the car is "coasting," i.e., a state where the car is not slowing, not accelerating, and not turning. The formulas are shown in **Figure 2**.

Accelerating

```
Formula
IF(GE(GPS_LonAcc,0.05),1,0)
```

Slowing

```
Formula
IF(LE(GPS_LonAcc,-0.05),1,0)
```

Coasting

```
Formula
IF(GT(Slowing,0),0,IF(GT(Accelerating,0),0,IF(GT(Turning,0),0,1)))
```

Figure 2 - Accelerating, Slowing, and Coasting Math Channels

Now that these channels have been defined, they can be applied to graphs and track maps to gain a better understanding of your actual inputs as a driver. **Figure 3** shows these and the underlying measures on a single chart of one lap.

Using a track map augmented with the data values is where this really becomes instructive. There are three places where I was coasting (labeled 1, 2, and 3). **Figure 4** shows a track map that shows where they occurred. Location 1 shows I was a little slow getting to the brake going into turn 6 and location 2 shows trepidation going into the kink. This was the last lap of the session and location 3 is where the cool-down lap started.

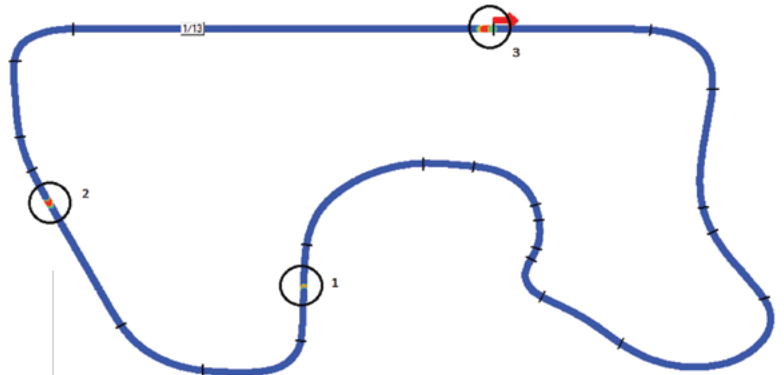


Figure 4 - Coasting

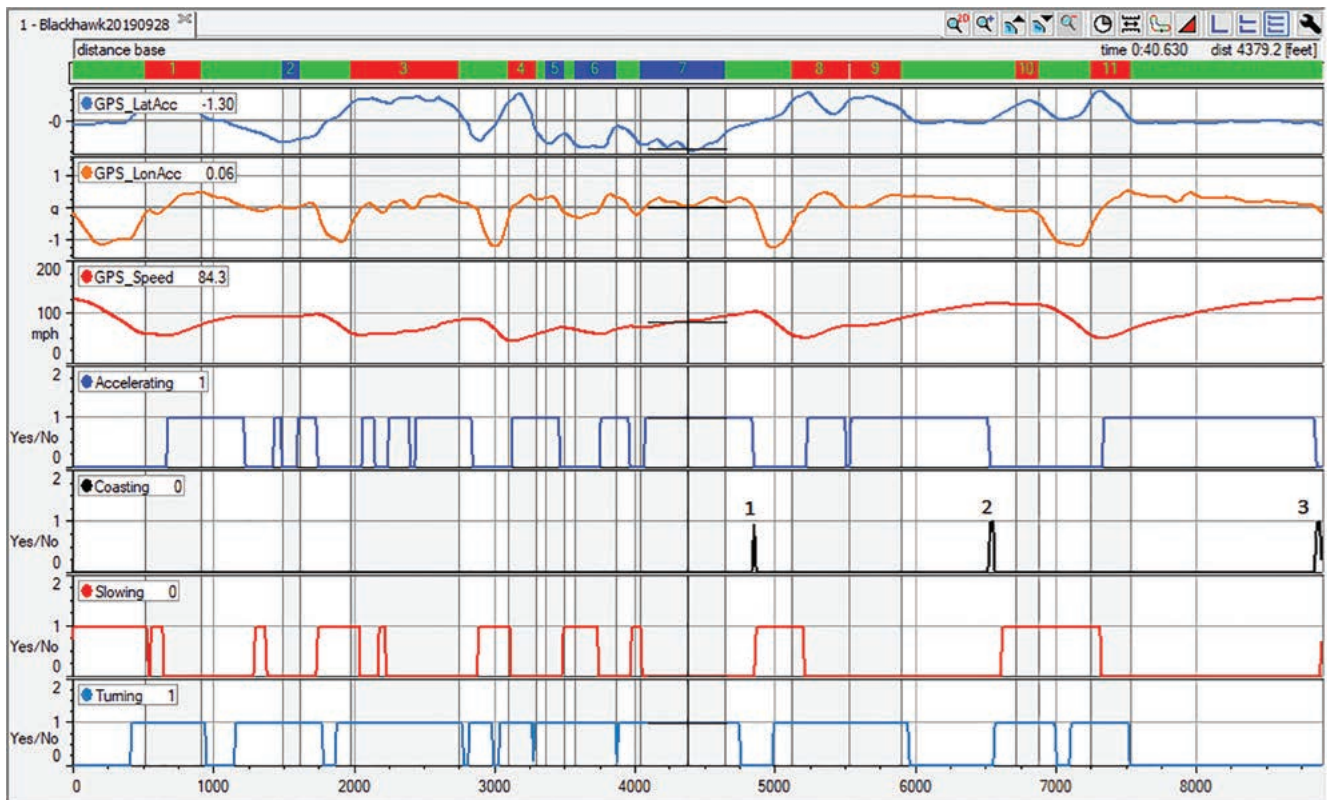


Figure 3 - Charted Values

continued on page 39

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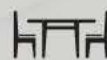
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Analyzing this data, you can compare laps to look for clues as to why one lap was faster than another. **Figure 5** shows the same two laps I've used in this series (the outer lap is the faster of the two); the map is configured to highlight slowing in Blue and accelerating in Green.

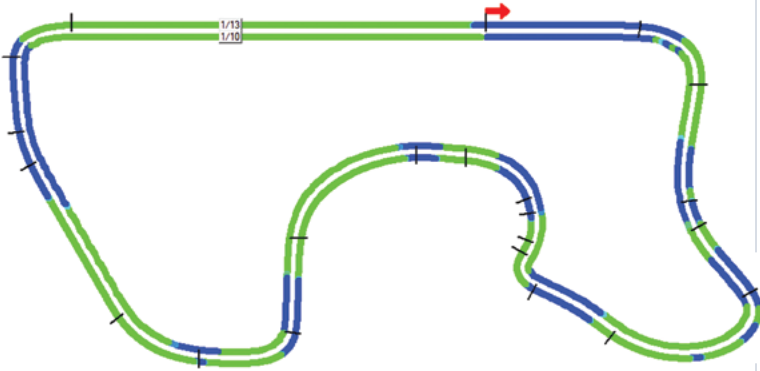


Figure 5 - Accelerating and Slowing

You can see as we go into Turn 1, the slower lap over-slowed and had to get back on the throttle. The slower lap also slowed all the way through turn two and again over-slowed into Turn 3. In contrast, the in the faster lap, I trail-braked all the way to the apex and then was back on the gas. The speed trace in **Figure 6** is another view of this comparison.

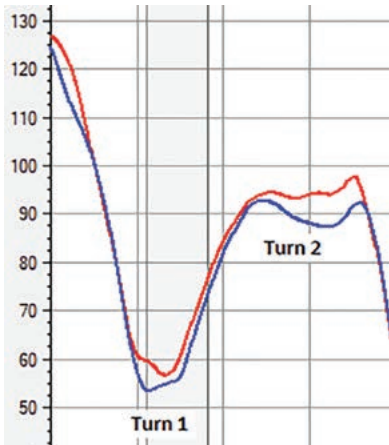


Figure 6 - Turns One and Two

In addition, you can also see where I lifted near the end of Turn 3 in order to get some rotation, which permits earlier acceleration through the esses. The speed trace in **Figure 7** confirms this analysis (the circled area of the graph is the lift).

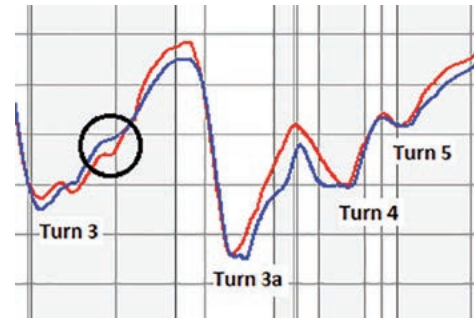


Figure 7 - Speed Trace, Turns 3 through 5

Turn 6 shows better use of the brake going into the turn, combined with a lift near the second apex during the faster lap. The slower lap again over-slowed into the turn and again mid corner, resulting in a speed deficit all the way down the back straight. Finally, the faster lap also braked later into Turn 7 and accelerated earlier onto the front straight. The speed trace in **Figure 8** backs this up.

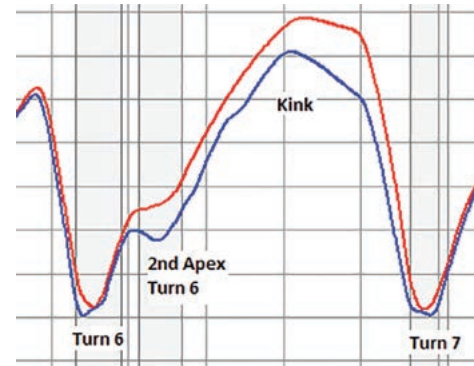


Figure 8 - Turns Six through Seven

In closing, Math channels provide another way to visualize the data collected during your sessions, making it easier to analyze what you're actually doing on the track, learning from it, and helping you plan your goals for your next sessions. 🍷





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PORSCHE CLUB OF AMERICA MEMBER

by Pat Yanahan

Engine

All that grease, oil and dirt in that dreaded cavern called the engine compartment just looks like too big a project to take on. Well, it is big, but once you do it, it is relatively simple to maintain. On the older Porsches you can see the engine and get your hands inside. With the newer 911s you have to take off fans and plastic covers to get to them. And the Boxsters are even more challenging, but it can be done. I have enlisted experts who are both local and national Concours winners who share similarities on how and what products to use. If you're serious about cleaning the engine it is best to take it out completely. 356s, 912s and older 911s take about 45 minutes to remove the engine. Newer models can vary up to 90 minutes. We have several professional mechanics in the area who can aid you in this process and it is worth the time and money to do it safely and correctly. If you don't want to go to this extreme it can be cleaned with small hands and small cleaning tools. Always wear eye protectant and gloves. The first challenge is to remove the dirt and grease. The philosophy on the correct cleaning product is not to use household cleaners but rather the serious professional stuff. If the engine is out you can replace the decaying foam firewall sound barrier.

John Diwik leads us in the recommendation of the Wurth Citrus based Degreaser that is eco-friendly, easy on the hands and the driveway. It smells like oranges and removes grease, grime, dirt and factory cosmoline. This product is safe for most surfaces and won't harm paint. It can be used full strength or diluted as the application requires. It just needs to sit for about ten minutes to do its magic. He likes to use it with a soft cloth or brush to get the embedded dirt, grease and cosmoline free from the surfaces of the engine. Where Oil-Flo Solvent Cleaner (Titan Labs) takes cosmoline off immediately, Citrus Degreaser might take a few applications to get the same result. Hank Weil's suggestion is to change cloths often so that you clean up the mess and not spread it around. Make sure you remove all residue with clean rags. He's not a fan of using a power washer on the engine, but he has had success having an engine steam cleaned.

We all recommend Simple Green All-Purpose Cleaner (Sunshine Makers) as a good all-purpose cleaner for rubber, plastic and metal surfaces. It can be sprayed full strength on the wiring, hoses and other components. Agitate the surfaces with a soft brush after spraying, it helps to loosen the dirt. Once the cleaning process is completed, the soap residue and dirt can be misted off with distilled water or lightly sprayed with a hose.

Underside of Engine

If you don't have access to a lift for underside cleaning, you can use a jack, but absolutely stabilize the car on jack stands and blocks of the proper load carrying capacity. Eye protectant is mandatory when lying under your Porsche.

Michael Grove counsels that the underside is as important as the top, so use the same attention to detail and look at all nooks and crannies. Stiff bristle bathroom/kitchen brushes works great for



Finishing assembly of cleaned engine and painted sheet metal

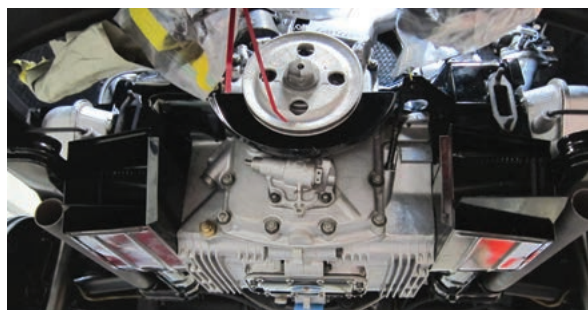
initial underside cleaning. Lacquer thinner can be used for removing old sprayed on clear coat (use sparingly and with caution). Mask off and use plastic to protect surrounding areas when using aggressive cleaners or water. Hank Weil recommends wearing clean white cotton gloves after the initial cleaning to prevent parts getting dirty again. Use clean cloths and shop rags for every cleaning. Michael Grove cleaned his engine case with commercial aluminum cleaner. It gets into the porous surface and brightens to "as new" condition, as shown in the accompanying photo. Several good brands are available, including products from Wurth.

Ron Bean uses Sonax Car Wash to clean painted metal surfaces and then dresses with Griot's Speed Shine to maintain these surfaces. He also uses WD 40 on CAD plated parts, i.e. hood latches, hose clamps, etc.

John Diwik also recommends Instant Shine Aerosol Detailing Spray (AR Supply, Inc.) as a great detailing spray that can be sprayed on wiring, hoses, plastic housings or anything plastic or rubber. Just spray it on and wipe it off; it leaves the area looking like new. You can spray hard to reach area and just leave it. Whenever possible, wipe it off afterwards, so the area doesn't look too shiny. For the same reason, this product should not be used for tires or interior plastic components.

The hardware can be Cadmium Yellow Zinc, nickel, chrome, or stainless steel; you can clean, replace, or re-plate. New metric hardware and re-plating companies are right here in Chicago. The older 911 fans and housings will never look good. Just clean and do not coat or paint. The muffler high temperature exhaust paint, in the correct factory grey is available from Stoddard, or you can ceramic-coat the exhaust manifolds in the correct color. Some judges will catch this and take points off.

This is a big project but worth the effort, though these were just the highlights. You can contact any of our experts or call and I will give you more details, products and sources that are reputable.



Bottom view of reinstalled engine

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 Total Prepaid Finance Charge & Required Deposit Balance \$ _____

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- Not so tranquil, The Who's Pete Townsend uses his guitar to hit Abbot Howard Hoffman (a/k/a Abbie Hoffman) over the head as he jumps onto the stage at Woodstock.
- The Pontiac Trans Am debuts, *Sesame Street* airs, the first edition of *The Godfather* is published.
- In Chicago, it's the Days of Rage, and The Chicago 8 are prosecuted for inciting riots and violence against police. The John Hancock Building opens, the Cubs collapse, and Illinois adopts its first state income tax.

Music: The Beatles record *Abbey Road*, their final album together. The Doors, Led Zeppelin, Janis Joplin, Jimi Hendrix and The Who define the end of a turbulent decade.

Movies: *The Battle of Britain*; *Butch Cassidy & The Sundance Kid*; *Easy Rider*; *On Her Majesty's Secret Service*; *Paint Your Wagon*; *Midnight Cowboy*; *The Italian Job*; *The Love Bug*; *True Grit*.

Photography, by its nature, was invented to capture life, but it wasn't until decades and decades after its invention that the medium became capable of capturing such slices in fractions of a second. Some of these moments, plucked from the chaos of life with such grace, structure, and luminescence, have become art—have become timeless. Sometimes, though, it's the empathy, the emotions they evoke, the relationships we've known, that resonate in pictures. Even the image that accompanies these current musings permits the telling of such a story: beyond the dry record of a commercial transaction, it falls to us to imagine how this nascent story of ownership and adventure will unfold.

On its face, this image reveals little more than the cold, hard numbers and terms of a contract. A closer look, however, suggests a commitment to time, the stability of currency

values, and a promise. The year is 1969 and the car, Serial Number 451392, is even then a three year old Porsche. First brought to the market in 1964, this type is either a 2.0 liter flat six 911 or the nimble flat four 912 that was intended to use up the surplus parts from the 1.6 liter 4 cylinder engines of the aging 356 series. (Note also that in 1966, both versions were produced as a hard shell coupe or the revolutionary open-air Targa.)

The roads that Mr. W. R. Gritzmach and his Porsche thereafter may travel are not the express point of this picture; the moment that Mr. W.R. Gritzmach assumed responsibility for Serial Number 451392 is precisely the point. Thirty-six payments of \$122.91 to the South Works Employee Credit Union. The cost of money and the assumption of an extended and significant financial obligation, like the monthly numbers

continued

on this sales contract, are not necessarily inconsistent with the largely emotional—i.e., primal—decision to buy a Porsche in the first place. Also not inconsistent with this decision is the simplicity of a one-page, one-signature purchase agreement versus the *folio* of paperwork that Porsche Financial Services thrusts upon us today. Note further the cost of a three year old Porsche 911/912, compared to that of the average American annual income; the cost of a new house; the price of a brand new 1969 Toyota, or the average monthly home rental of someone contemplating the purchase of a 3-year old Porsche in 1969.

The weight of the financial obligations incurred by Porsche ownership in these times may or may not have changed during the course of the preceding 51 years. The passion for these cars has not. 🍷

Best Quotes of 1969

"I gave up women and alcohol. It was the worst 20 minutes of my life."

— George Best

"That's one small step for man. One giant leap for mankind."

— Neil Armstrong from the surface of the moon.

"They're not scared of you. They're scared of what you represent..."

— Easy Rider

Butch Cassidy: **What's the matter with you?**

Sundance Kid: **I can't swim.**

Butch Cassidy: **Are you crazy? The fall will probably kill us!**



Living In 1969:

Annual inflation rate: 5.46%

Unemployment: 3.4%

Year end Dow Jones Industrial Average: 800

Average income per year: \$8,500

Minimum wage: \$1.60/hr.

Average cost of a new house: \$15,500

Average monthly rent: \$135

Cost of a new Toyota Corolla: \$1,950

Eggs per dozen: \$0.62

Loaf of bread: \$0.23

Gallon of milk: \$1.10

Pound of sugar: \$0.12

Postage stamp: \$0.06

Gas per gallon: \$0.35

Movie ticket: \$1.42



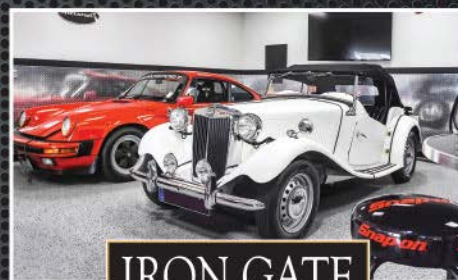
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Giuseppe "Joey" Buonsante was the Parts Technical Director for the 2013 Rolex 24 Hours of Daytona Class Winning Cayman.

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