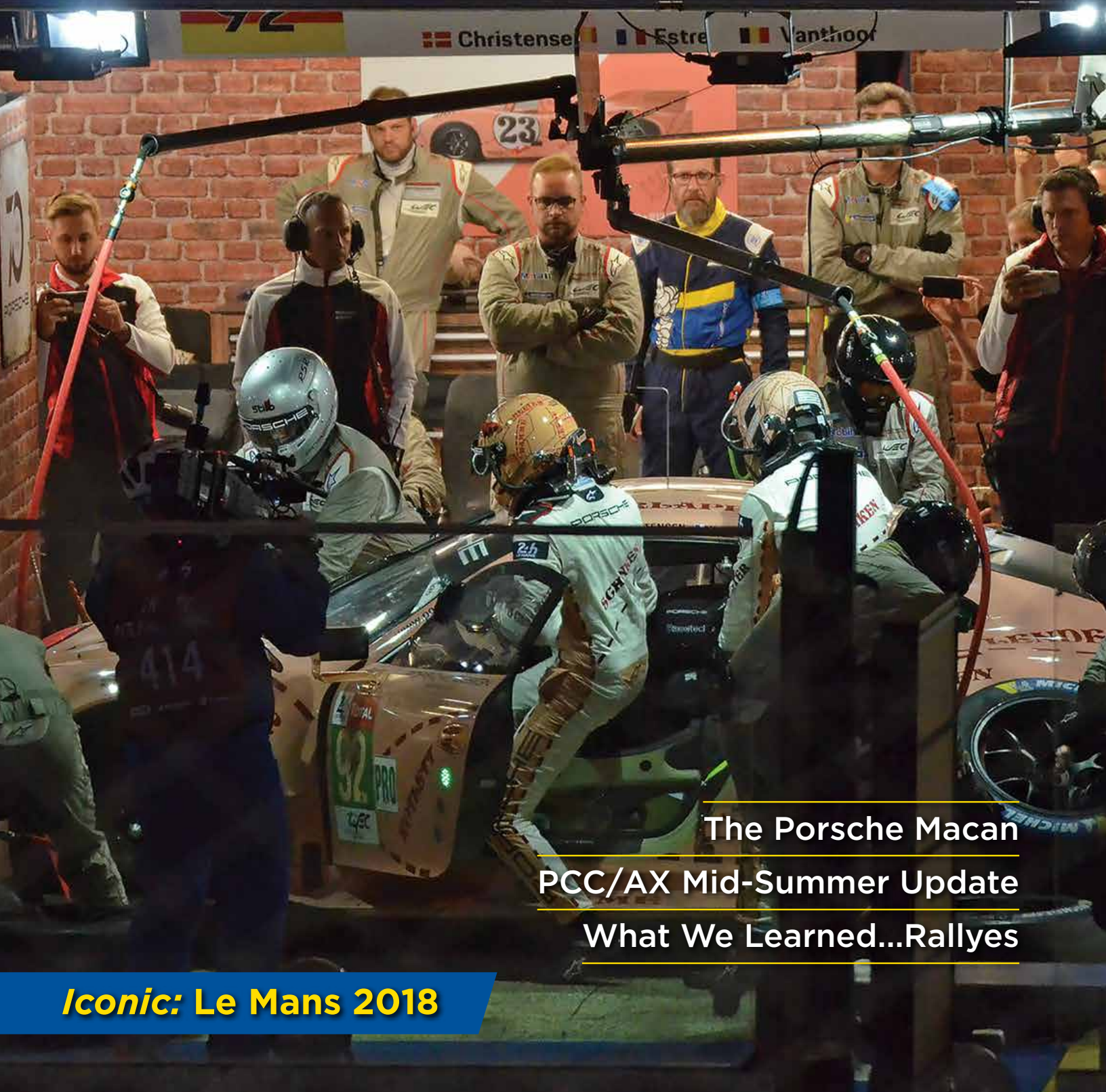


# THE CHICAGO SCENE

September 2018

Official Publication • PCA-Chicago



The Porsche Macan  
PCC/AX Mid-Summer Update  
What We Learned...Rallyes

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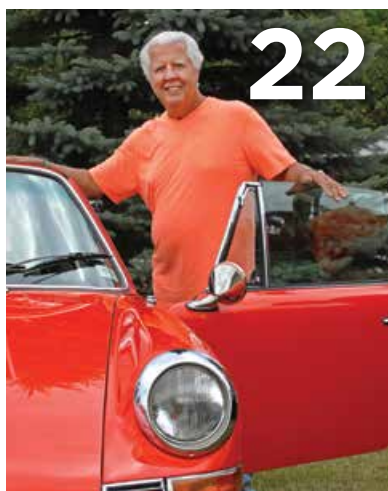
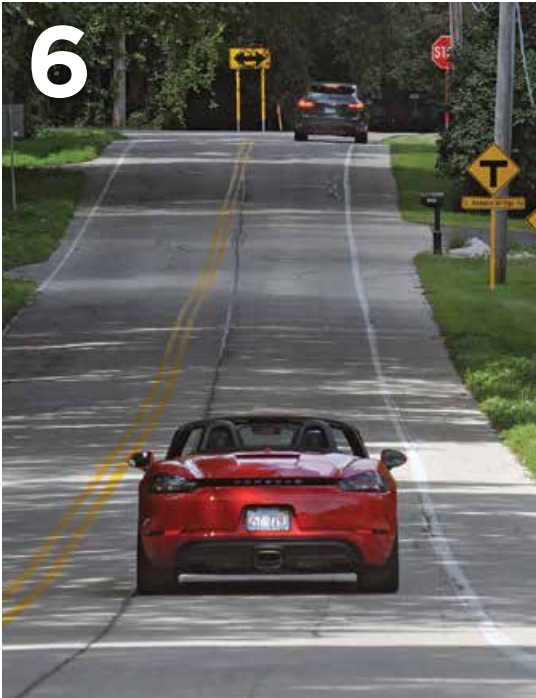
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**On The Cover:** Le Mans 2018 • *photo: Zak Estrada*

# THE CHICAGO SCENE

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## CORNER ONE

**B**y the time you receive this issue of *The Chicago Scene*, the gates to one of the Club's most prominent, complex, exciting, and successful events—The Road America Challenge (TRAC)—will be just hours away from swinging open to welcome its first arrivals. As anyone who has ever participated in or attended a TRAC weekend well knows, however, this event (like all of the Club's other events) is not self-executing, nor does it come together by the casual or last-minute efforts of a few principal players.

To the contrary: the success of every one of the Club's events (including TRAC) depends on extensive planning, the coordinated efforts of dozens of contributors, and the commitment and energy of volunteers: lots and lots of volunteers. Whether you're assisting in setting up the false grid at Monday's Club races, tech-checking DE cars or volunteering in the pits, helping with registration or working with PCA-National scrutineers in post-session scaling of race cars, collecting track touring donations to support our charity of the year, helping to coordinate the Saturday parade from track to town, answering questions, giving directions, or any of the other countless—but not thankless—tasks, chores, and duties that provide the infrastructure for this remarkable event: for all of that and more, we thank each one of you who looked for the opportunity to be of service.

PCA-Chicago is a volunteer organization in every sense of the term, and the Club's reliance on its membership to support its events is not limited to Labor Day Weekend. By continuing to support the Club, not merely as event participants but as event volunteers, we ensure that the standard of excellence that we've come to expect—and should expect—of PCA-Chicago's activities is not compromised. This includes, by way of example and certainly not of limitation, the efforts of those who volunteer to work the registration tables and scoring at Potter's Picnic; the Club's concours judges, whose services have brought a widely-acknowledged level of recognition to our Region's concours program; our DE instructors, who selflessly sit in second seats, passing on what they've learned from their predecessors to enthusiasts at the start of their Club commitments; and the corner workers, timing staff, and others who represent (as Scott McClement notes elsewhere in this issue) the very backbone of our events. In acknowledging your efforts, we remind you that none of this would be possible without your time, your energy, and your support.

Finally, it should here be noted that the spirit of service referenced above also extends to and motivates those Club members who have taken (or who contemplate taking) an interest in becoming event organizers. So, too, for those members who have taken (or who contemplate taking) the further step of service as an officer or director of the Club itself. In this regard, I read something recently that struck me as both insightful and appropriate here: “when you volunteer, you vote every day about the kind of community you want to live in.”

***Be a part of it, contribute to it, lend a hand, make it happen, help it grow. It begins with you...***

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

*“When you volunteer, you vote every day about the kind of community you want to live in.”*

# What We Did, What We Heard, What We Learned

by Tom Snyder

Vacations, Porsche Parade, anniversaries, and work assignments often get in the way of the fun priorities – like Porsche events. Ann and I were unable to participate in the *Red Barn Rallye* held on June 24, but we heard it was a lot of fun, with great weather and scenic Wisconsin roads. Twenty-four teams participated, including fourteen Novice teams, eleven of which ran in Touring Class. We also heard it was a quite a learning experience for some of the novices. For example, one thing we learned long ago and the hard way is not to follow blindly the car in front of us; they might be off course or lost (in learning this lesson, we totally blew a rallye leg). We also learned that you can get a maximum score on a leg and yet all is not lost! Because you

start fresh on the next leg, you can still finish with a decent overall score if you stay focused and don't lose heart. And again: if we blew the leg, then chances are good that others did, too (we also heard there were some teams that learned this lesson on Rallye 2).

Thanks to Gary Neal and Bill Corbin from the Windy City BMW Club for serving as Rallyemasters. And thanks also to the volunteers and checkpoint workers who donated their time.



**RESULTS:** Steve and Sharon Gregor Olson won overall. Ian Mast and Tiffany Staffen, who finished in third place, were the Top Novice team, and Carl and Debra Barnes were the Top Touring team that submitted their score.

The *Déjà Vu Rallye* was held on Sunday July 29th, and once again it was a beautiful day. Fifteen teams participated, including seven Novice teams, three of which ran in Touring Class. With its gently rolling and heavily-wooded terrain, Bull Valley was the centerpiece of the event. At one point, Ann and I encountered two deer standing in the road. We stopped and I wish I could have taken a picture ... but hey, we were on the rallye clock ... so I beeped the horn, they ran away, and we were back to CAST. Since Porsche horns are kind of wimpy anyway, rest assured that no deer were traumatized in the running of this rallye.

Thanks to Jack Franks and Megan Nogasky, first time Rallyemasters, for stepping up and volunteering to serve. And thanks to all the other volunteers and checkpoint workers who donated their time.

**RESULTS:** Steve and Sharon Gregor Olson won overall. Ian Mast and Tiffany Staffen finished in second place overall, and were the Top Novice team. (Do you see a trend here?) James Engling and April Stosur, to their apparent surprise, finished as the Top Touring team.

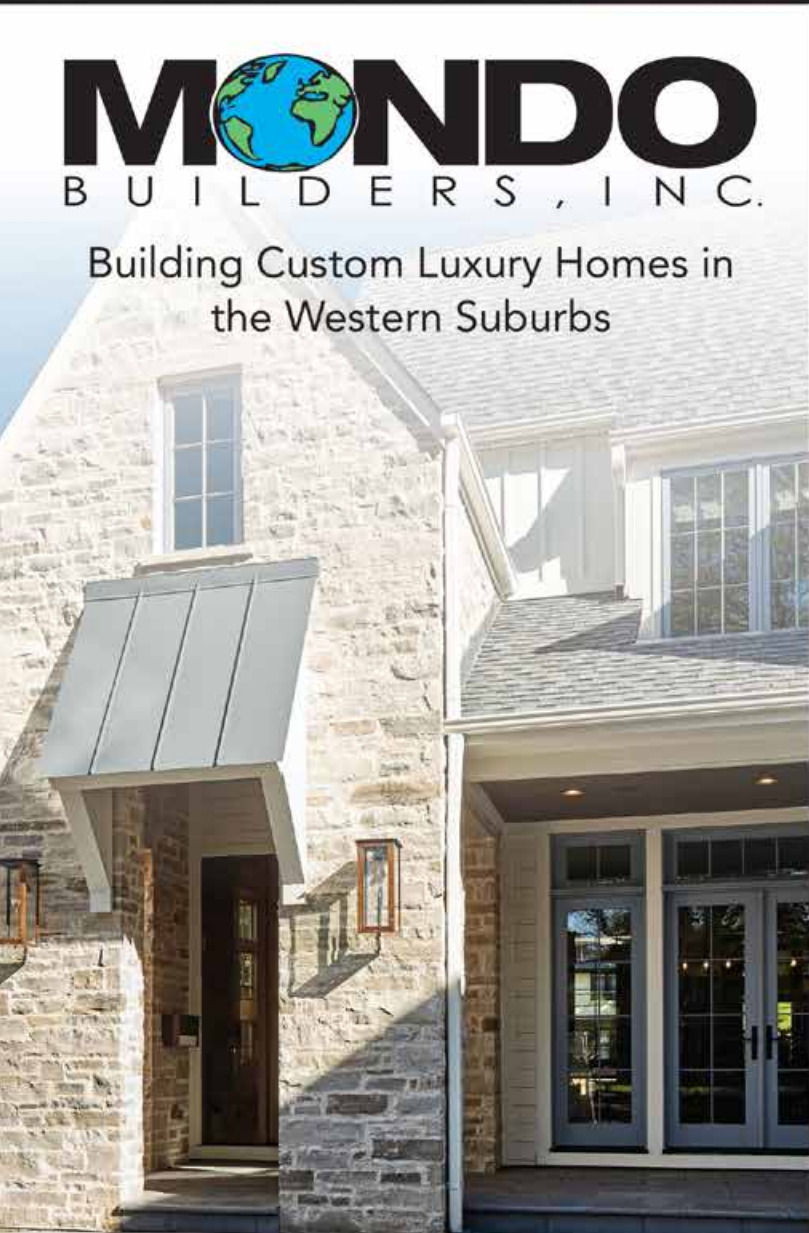
**PORSCHE PARADE 2018 UPDATE:** PCA-Chicago had ten teams entered in three classes of the TSD Rallye, held in Lake of The Ozarks, Missouri, but a total of 149 teams from all across the country had pre-registered for the TSD Rallye.



Five of our Chicago teams won trophies, and because both Driver and Navigator get their own hardware, the Region hauled a total of ten Rallye trophies back to Chicago. Congratulations go out to Lee Lichtenstein and John Miller (Fourth Place, Class R02 Technically Equipped); Art and Janet Kardatzke (Second Place, Class R04 Unequipped Navigational); Tom and Ann Snyder (Third Place, Class R04 Unequipped Navigational); Steve and Sharon Olson (Sixth Place, Class R04 Unequipped Navigational); and Bob Rath and Cindy Jacisin (Third Place, Class R05 Unequipped Plus). Finally, two hundred twenty four entrants pre-registered for the Parade's Gimmick Rallye, and our own Bob Rath and Cindy Jacisin brought home trophies for finishing an impressive Ninth Place. Whoo hoo!


**NEXT UP:** The *Return to Navigational Harmony Rallye* is scheduled for September 9. It starts in Batavia and ends in Campton Hills. Steven and Sharon Olson are the very experienced Rallyemasters who designed this rallye, and they always provide a memorable event. Excellence is expected! 🍷





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**PORSCHE**

# The Journey, not the Destination

by Heather Ingraham

## Gasping for oxygen in the cold night air, I stopped and balanced against the mountain's steepness.

The sky glittered brightly as “You can’t do this” ran through my head, along with “and you’re inconveniencing your friends.” The dim silhouette of the mountain stood impassive under the moon, offering no hint of either success or failure. I shook my head, waiting for my heartbeat to slow, and let my hand drop to my zippered pocket. The lump was still there.

That lump was the hard plastic key of a rented Macan S. The rental — which I’d nervously insured to within a millimeter of its value — had put a smile on my face throughout the sinuous mountain roads leading to Death Valley and carried me all the way to the trailhead by way of a crumbling dirt track famously subject to erosion, rock fall, washouts, and closures. Delighted at arriving safely with time to pitch my tent in the late winter sun, I took a few photos and prepared my pack for the hike before the rest of the group arrived. Later, I heard them coming for quite some distance — their Jeep audibly spitting rocks and flinging sand — whereas the Macan had calmly and without drama tiptoed up the last two miles of the road. Okay, the off-road button serves a purpose, I noted. The black SUV was so thickly coated with dust that my friends didn’t notice it was a Porsche when they pulled up, and at 2 a.m., when we set off for the long, chilly trek to the top, I smiled inwardly as I passed my secret friend from Germany.

But now I was having doubts. At fourteen miles roundtrip, Telescope Peak (11,043’) stands within my ability and experience level, yet the pace my mountain-dwelling friends had chosen proved daunting. They were set on making it to the top before sunrise; I wondered if I was going to make it at all. But then my hand felt the lump in my pocket. I can’t let you

down, little S, not after you got me all the way to this difficult trailhead. The Macan had proven itself a “can-do” car, and its quiet confidence once again overcame my personal worries. I kept going...

...In the years since that outing, my own Macan S — a Dark Blue Metallic ordered a few months after the Telescope Peak expedition — has introduced me to the great people of PCA-Chicago and a wide range of adventures. My first PCA-C activity was volunteering to work a rallye checkpoint near Galena, where Karen and Jack Stephenson welcomed me to the Club, gave a friendly pat to my dog, and patiently explained what to do with all those slips of paper at a checkpoint. The next adventure was the Fall Scenic Drive to (Death’s) Door County with John and Beth Diwik, where the Macan’s back roads capabilities made my eyes and my smile compete to see which could get bigger. After meeting other Porsche-minded friends on the ferryboat and at the dinner thereafter, I was hooked. I love this car, and this Club!

When 2016 rolled around, I nervously signed up for AX — that is, autocross school. My hands were shaking so badly at the start of the exercises that Stanley Sangdahl had to fasten my helmet for me (how embarrassing!). But positive coaching from folks like Scott Baker and Buz Browne, and support from friends like Anna and Andy Skura helped me settle down, and now I can’t imagine life without AX. I still have a lot to learn, and the Macan can do far more than I know how to ask of it, but I look forward to every opportunity for seat time. Meanwhile, life as a Rallyist and as an Atox-er continues this season, thanks to Tom and Ann Snyder, Phyllis and Cheryl, and most especially, Social Coordinator, Navigator, and All-Around-Good Guy Steve Kuk.

I write this message to you from the mountains of California near Yosemite, where the versatile Macan has made possible yet more adventures: dinner and conversation with a Hopi artist in Arizona; autocross and a night on the town in Las Vegas; another Death Valley excursion that took us from California's lowest to highest paved roads in just a few hours (from -282' at Badwater Basin to 10,321' to above Rock Creek Lake); and exciting explorations in the Eastern Sierra. After thunderstorms and a rockslide buried the pavement, the Macan navigated a rocky, rutted Forest Service road to bring me and my dog safely home. On pavement or off, the Macan gets me to and from work no matter the weather, sticks to mountain curves fearlessly, carries a roofbox when needed or sheds it to do autocross, and transports Karina the Russian Wolfhound in air-conditioned comfort. Even after three years of ownership, I smile every time I turn the key.

And Telescope Peak? Extraordinary. On the upward trek, the moon — so bright we didn't use headlamps — was swallowed by a full eclipse, yielding to the shimmer of the Milky Way. Near the top, with the sky glowing brighter in the east and Badwater turning silver below black mountain silhouettes, I pulled on my ice spikes as the pale moon in the west set behind pink-tinged Mount Whitney. Finally, I rejoined my friends at the top for a hiker's breakfast of sandwiches and granola . . . just a little after sunrise.

That hike proved an apt metaphor: the Macan, like its Porsche "roots in racing" siblings, definitely reaches new heights. Its confident versatility has (as they say) no substitute, and I can assure you it kills bugs fast. So, if your beloved Porsche has more than two doors, I hope you'll bring yours to an upcoming PCA-Chicago event. Maybe I'll see you at The Road America Challenge over the Labor Day weekend, up in Elkhart Lake? 🍷



Photos by Heather Ingraham

# The Porsche Macan

by Kirt Shore<sup>1</sup>



From the outset, the Macan was a focused and purpose-driven project: to be the best sports car in the Luxury Compact SUV segment ever made. Four years later, the Macan continues to lead its segment in all categories, and by the time you read this, the new Macan will have debuted in Shanghai, again raising the bar for the other contenders.

It was in January 2012, at the Detroit International Auto Show, that I received a data book setting out a number of the Company's strategic targets. Under the heading of "New (potential) vehicles" was a project code named "Cajun" (long "a," as in "Ragin' Cajun"), which only later did I realize was an abbreviation of "Cayenne Junior." Here are excerpts from my book: "working title, vehicle will be renamed;" "expansion of Leipzig as a fully-fledged factory, including assembly and paint shop;" investment . . . approximately € 500 million;" "minimum of 1,000 new jobs;" and "planned unit volume: 50,000 per year."

"Ambitious," I thought cautiously, but following its late 2014 debut, sales jumped to 26% of total Porsche units sold worldwide, and by 2017, Macan sales had reached 39% of total Porsche sales. By the time the 2018 reporting period closes, the Macan share will represent an even greater percentage of total sales, as the Macan continues to dominate its market niche.

The Macan model line-up includes the Macan, the "Sports Edition," the "S," the "GTS," the "Turbo," and the "Macan Turbo with Performance Package." Horsepower rises steeply from 252 to 440 across this

(continued)



## Macan model line-up

Models:	Horse Power
• Macan	252
• Macan Sport Edition	252
• Macan S	340
• Macan GTS	360
• Macan Turbo	400
• Macan Turbo with Performance Package	440

no sports car enthusiast will ever again have to give up the excitement of a sports car for something more “practical,” more staid. Macan is that solution.

On behalf of PCNA, I would like

line-up, and the “new” Macan (available next summer, but which you can see here)<sup>2</sup> is even more sharply focused. And as Porsche continues to develop hybrid and electric technology, the Macan may eventually be offered as a full electric vehicle, perhaps sooner than 2025.

Porsche’s goal is to establish the Macan as the 911 of the Compact Luxury SUV segment. It feels lighter, more agile and finely tuned, and is far more responsive than other entries in this market niche. The PDK transmission gives you the performance of

a sports car, and the Macan’s interior space is “just enough,” both for sport driving and for those who no longer need the spacious capacity that the Cayenne provides. As a result, you can still just grab your gear and go—for a competitive day-event, a weekend, or an extended tour.

In this regard, I was quite pleased to see the number of Macans and Cayennes entered in competition at this year’s Porsche Parade. Life is change, but

to thank all of you again for your commitment to the Porsche marque. As you assess your future driving needs, please remember to consider the Macan as a practical and exciting option. As I close, however, I must tell you that there was another code name in the data book (which I still carry): it was “Pajun.”

Can you guess what it stands for? That will be another story, and one for the not-too-distant future, I expect! 🍷

<sup>1</sup> Kirt Shore is a Regional AfterSales Manager for Porsche Cars North America and a long-time PCA-Chicago member.

<sup>2</sup> <https://www.porsche.com/usa/models/macan/macan-models/macan/>

# 2018 EVENT CALENDAR

## SEPTEMBER

- 1-3** TRAC - Road America Club Race & DE
- 1** Concours 4 (held at Elkhart Lake)
- 5** Board Meeting
- 8** Porsches & Pastries 4
- 9** Rallye 4
- 16** Concours 5
- 23** Iron Gate - Cartoberfest
- 29-30** Blackhawk DE 3 - Oktoberfest

## OCTOBER

- 1** *The Chicago Scene* Content Deadline
- 3** Board Meeting
- 6** Porsches & Pastries 5
- 7** Rallye 5
- 12-14** Fall Tour
- 28** Local Tour

## NOVEMBER

- 4** Fall Tech Session
- 7** Board Meeting
- 10** Porsches & Pastries 6

## DECEMBER

- 1** *The Chicago Scene* Content Deadline
- 8** Dinner Dance - Social

For up-to-date details, please check:

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



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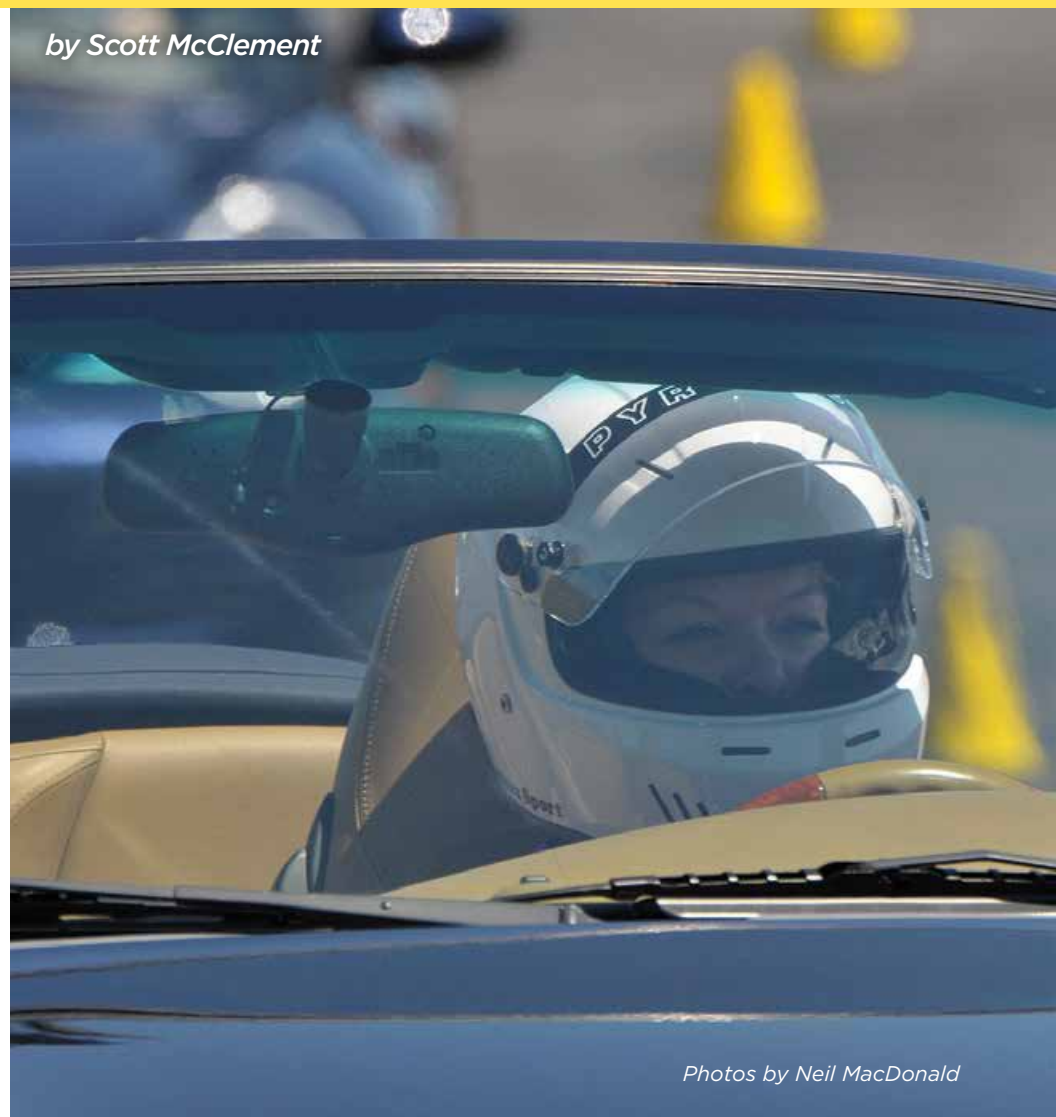
# PCC/AX MID-SUMMER UPDATE

by Scott McClement

We've had great participation this year, with roughly 60 participants at each of our Precision Car Control / AX events. Of these participants, there have been approximately 10 at each event who are attending our program for the first time. This is great for "growing" the program, and it speaks well of how we're doing that we're able to attract new drivers.

You may sense from our last Chicago Scene article that we've been looking closely at what we do and how we do it. To that end, we've made some significant changes already, and will continue to refine our processes throughout the season. We're still looking at some issues with transferring on-line registration information into our timing software, but on-line pre-registration has helped significantly. We no longer manually input participant information, collect event fees, or assign numbers on-site overall. By managing participant information, payment, and number assignments through *Clubregistration.net*, we've been able to significantly reduce the amount of incorrect information in our timing system. Again: less down time sorting out problems, more fun time on the course!

And more good news: an increase in the number of participants means an increase in the number of participants to assist as corner workers, starters, and timing-related volunteers. In particular, we need to give a shout-out to Dana Comolli and Steve Miller, who really stepped in and learned how to set up the timing equipment and run the software. Time keeping is the backbone



Photos by Neil MacDonald

of our events and directly affects participants' experiences and satisfaction levels. Pete and JP Bukantis have reliably managed the timing responsibilities at our events for as long as I've been a member, and were really the only ones with the experience and knowledge to confidently manage that process. Now that we also have Dana and Steve, we're increasingly confident that we can reduce the burden on Pete and JP by using Dana and Steve as additional time keeping resources for our events.

Two other people who have also been particularly helpful this year and

who should be recognized are Adam Kern and Joe Morsello. Both Adam and Joe have helped in a variety of ways, doing everything from schlepping gear to assisting in event management. Thanks again to everyone who has volunteered to help out; it is greatly appreciated.

Switching gears, you may be aware that there was a noise-level complaint earlier this year by a resident in the Boomer's stadium area. As you can imagine, we want to do everything we can to remain in good standing with the Village, as this is an ideal location for our events. Once the issue was brought

to our attention, we imposed and now enforce a decibel-level limit on cars running at our events, and in both instances where participants exceeded the noise limits, both drivers were very understanding and accommodating. Since then, there have been no further issues with noisiness.

There's a wide variety of experience

among event participants: from bone-stock novices to SCCA regulars. Having said that, whether it's your first event or your 100th event, every driver starts the day not knowing what the course will be. It's therefore exciting to see the competition and participant enjoyment as everyone significantly improves throughout the day. Many individual

factors come into play to increase performance and decrease overall times, but those who best strike the balance between speed, precision and car control are the ones with the fastest times.

*If you haven't been to one of our events, or haven't been out recently, please come and join us for some fun!* 🏆



top: Bob Rath tears it up in Number 365.

above left: Buz Browne through a left sweeper in his red Boxter.

▲ above: Tom Goulding waits in the starting queue in Number 162.

◀ left: Triple birthday celebration for Heather Ingraham, Mark Winders, and Scott Baker.

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 White/Luxor Beige  
 \$94,900



### 2014 Boxster S

7K mi - Manual - CPO  
 Sapphire Blue/Blue  
 \$55,900



### 2016 Cayenne Diesel

32K mi - CPO  
 White/Luxor Beige  
 \$59,900



### 2018 Cayman S

2K mi - PDK - CPO  
 Agate Grey/Black  
 \$75,900



### 2007 911 GT3 RS Coupe

18K mi - Manual  
 Arctic Silver/Black Leather  
 \$159,900



### 2014 911 50th Anniv. Ed. Coupe

7K mi - Manual - CPO  
 Graphite Grey/Classic Int.  
 \$129,900



### 2011 911 GT3 RS Coupe

2K mi - Manual  
 Oslo Blue/Black  
 \$309,900



### 2013 911 Carrera S Cabriolet

29K mi - PDK - CPO  
 Agate Grey/Platinum Grey  
 \$77,900



### 2017 Cayenne Platinum Edition

14K mi - CPO  
 Jet Black/Black  
 \$61,900



### 2017 911 Carrera S Cabriolet

4K mi - PDK - CPO  
 GT Silver/Black  
 \$117,900



### 1996 911 Turbo Coupe

36K mi - Manual  
 Black/Black  
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# On the Show Field: *A Concours Update*

by John Blyth, *Concours Event Chair*

**It is hard to believe** that Concours 1 and 2 are not only “in the books,” but the days already are starting to get longer, and by the time you read this note, Concours 3 will be complete as well. Come September, however, we expect that a goodly number of you will be strolling (beverages in hand) down the Lake Street promenade in beautiful downtown Elkhart Lake, competing or observing our Club’s Concours 4. On behalf of all of the Club’s Concours participants, we extend to you our warmest welcome, and invite you to join us!

The season got off to a great start on Father’s Day at The Promenade in Bolingbrook, with a great turnout despite

the 95 degree weather. Apart from the Concours participants, many other Club members turned out to show off their cars, be part of the fun, and socialize with other members. The general public also joined in with lots of families and car enthusiasts marveling at the line-up of beautifully prepared Porsches of many vintages. It was a glorious kick-off to our Concours season.

For the first time in many years, however, the weather forecast—heavy showers throughout the day— was not kind to us for our annual Potters Picnic and Concours 2 event, which took place on July 21. Given the bleak prediction, many

members and attendees simply (and understandably) elected to stay home rather than braving the elements. To our subsequent delight, the showers held off after early-morning sprinkles, and we had a very successful and fun day. The Concours line-up was great, and with over 30 cars competing, we wound up with some very close results. As always, Peter Fischer did an amazing job preparing the show grounds and adjacent properties. He has always been a gracious and generous host, and this year was no exception: fantastic brats, sausages, and fine German beer. Once again, a memorable day of

great cars, food, and fun.

Despite this summer’s weather challenges (hot and cold, wet and dry), it has been very rewarding to see such numbers of new participants in the Concours program. We have also welcomed a new group of certified judges this season, who have embraced their roles and who add increased depth to our judging cadre. Our goal this



year has been to make the Concours program more fun, bring in new participants, and continue to encourage the participation of our core enthusiasts. We have been successful in achieving these goals, because we have a great team that works hard every season to make the program a success. In particular, we would like to thank Tom and Barb Stark who take care of the registration desk and oversee the all-important event scoring and tabulation obligations. We would also like to acknowledge Pat Neisen, who has generously volunteered to assist us with the general organization of our overall program this year. Though he is not a Concours participant, he has nevertheless been a fantastic asset to our team. And finally, a special thank you (as always) to Pat Yanahan and Michael Grove, both of whom work tirelessly to support the Club's Concours program.

If you have not participated in or attended a Concours event, then why not try it? Not only would we love to see you, but there are many folks ready, willing, and able to assist. Please join us, and we'll see you there! 🍷



## Porsche Parade: Update 2018

by Michael Grove<sup>1</sup>

The Chicago Region once again demonstrated that when Parade comes to the Midwest, they know what it takes to bring home the awards, and how to volunteer to make an event successful: in this regard, there were approximately 100 PCA-Chicago members in attendance at this year's events.

Parade activities (official or otherwise) typically start early, as competitors arrive to begin their pre-competition preparations. As in prior years, our Region organized a series of member presentations to offer guidance on the art and skill of Concours prep, and no fewer than eight of our attendees received first place awards in their respective classes.

Sunday afternoon's Welcome Party was very well attended. Not only did the dinner provide a great opportunity to socialize with other Club members, but the Welcome provided Porsche with the opportunity to officially unveil its new MissionE, which continued to draw large crowds when the car was displayed at the Concours field.

The Chicago Region scored well all across the event disciplines.<sup>2</sup> Our home grown PCA-National representatives were also quite visible throughout the week: Cindy Jacisin (National Secretary) could be seen cheering on our Region members; and Jack Stephensen (Zone 13 Representative) and his wife Karen were also very busy with Rallye responsibilities.

Congratulations to all of you who won awards, to those of you who participated in a competitive event, and a big PCA-Chicago "thank you" to everyone who volunteered to make this another successful Parade. Well done Chicago; it's not just the cars, it's the people. 🍷



Photos by John Rotterman, Jeff Lang, Jeff Brown & Neil MacDonald

<sup>1</sup> A more comprehensive version of Michael's article has been posted on the Club's website, which you can access at <https://pca-chicago.org/cms/concours> —The Editors.

<sup>2</sup> The placement listings are from Porsche Parade's official results for Chicago Region members, and can be found on the version of this article posted on the Club's website.



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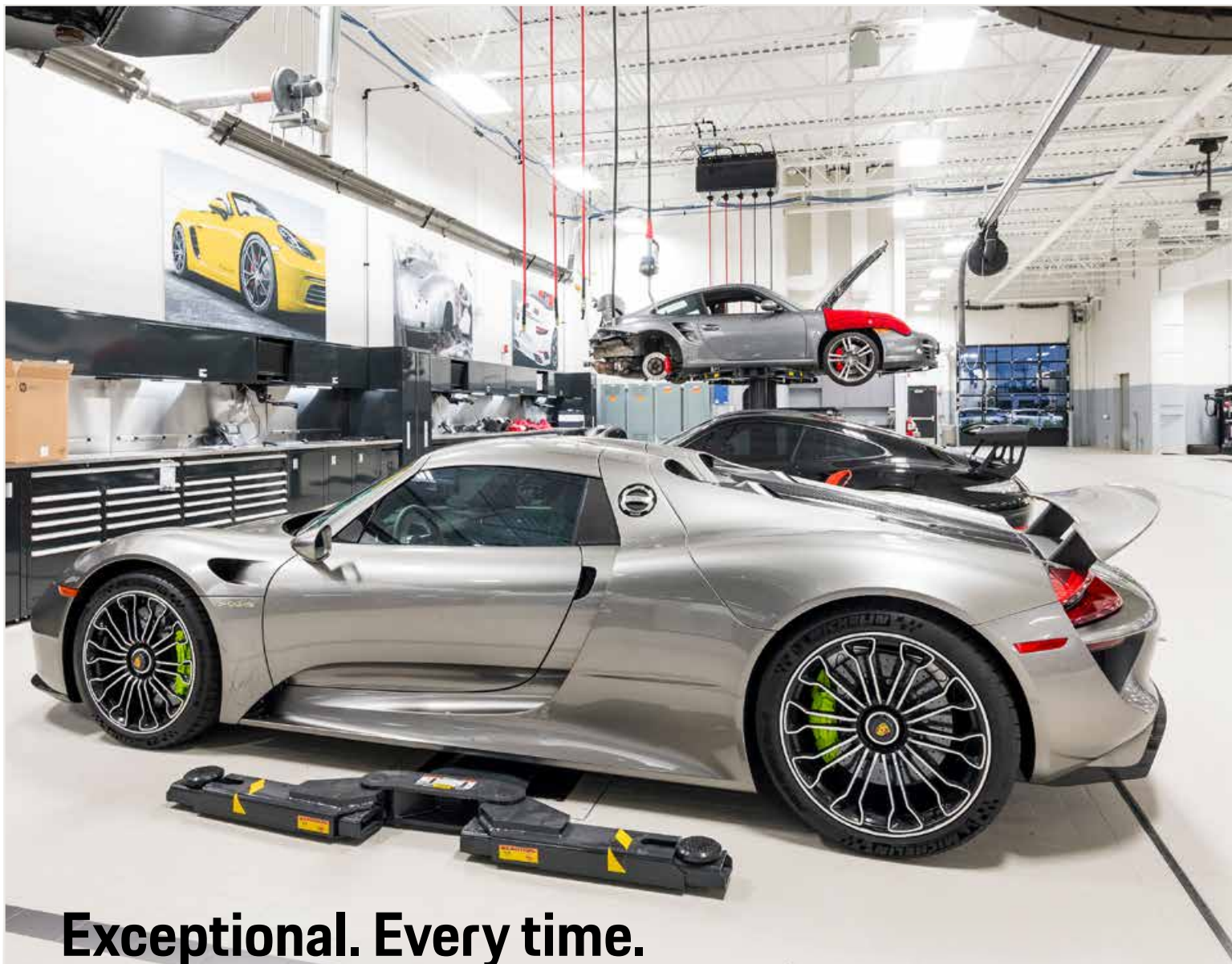
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**PORSCHE**

# The SOCIAL SCENE

by Steve Kuk

Photos by Jeff Brown,  
Jeff Lang, Steve Kuk  
& Neil MacDonald



I hope everyone has been having as much fun at our events this season as I have!

Since last we spoke, the Club held a very special Porsches and Pastries (P&P) in Homewood, south of the City; a Send Off event in Oak Brook for those traveling to PCA-National's Parade in Lake of the Ozarks; and our Club's biggest social event of the season: Potter's Picnic.



The July 7th P&P was our well-attended send-off (125 of us!!) for approximately 100 PCA-Chicago members who attended this year's Porsche Parade. The bon voyage must have brought good luck: PCA-Chicago competitors brought home a record number of trophies in Concours, Rallye, and Autocross.

Our Homewood P&P was a fun day, with over 65 members and 45 cars showing up for a Farmers Market and a local artist's mural walking tour through the downtown area. Our guide, Allisa Opyd, the Homewood Event Manager, gave us a personal tour of the Richard Hass murals that adorn this picturesque township. On the way, Eric Crump of the Homewood-Flossmoor Chronicle stopped by to meet our members and find out about our Club and its activities. His article, *Drivin' the Dixie meets Porsches & Pastries to Give Homewood Abundance of Classy Cars*, can be found here: <https://hfchronicle.com/photos/2018/jul/04/drivin-dixie-meets-porsches-pastries-give-homewood-abundance-classy-cars>.





Potter's Picnic also turned out to be another memorable party, despite the morning's iffy weather. Nearly 200 members came out for a great day filled with tasty food and beverages, camaraderie, and a raffle to support of our charity for 2018, 826CHI (<https://www.826chi.org>). Furthermore, nearly 30% of this year's Potter's crowd were attending their first Club event. Once again, the Club owes a huge "thank you" not just to Peter Fischer for his generous hospitality, but to all of you who volunteered to help make the event go so smoothly.

### On the Horizon: Next Year's Events

We're running out of room in this edition of *The Social Scene*, but I want to remind you that I am open to your suggestions for next year's events; the majority of our most intriguing proposals come from members like you! For example, one Club member suggested that we stop by to see a production of *Steel Magnolias* in late January. We will meet at a local restaurant for an early dinner, see the show, and have a dessert "meet and greet" with the cast afterwards.

The Kane County Cougars likewise want us back (it's been over 7 years since we were last there), so look for an exciting day at the ballpark early next May. We also want to thank the Cougars for a very generous donation of tickets to support 826CHI (<https://www.826CHI.org>), our charity of the year for 2018. For those who attend next year's game, we will have preferred parking, two hours of food and drink, and one lucky member will throw out the first pitch to start the game, so now's the time to start warming up your arm.

In closing, let me just leave you with some "teasers" for future-event proposals we've received: a polo match and wine tasting in Oswego; an Oktoberfest Concours event at the world famous Mies van der Rohe-designed Farnsworth House on the shores of the Fox River; a Porsche swap-meet at a venue overlooking Lake Michigan, and more Mix and Mingles throughout the season.

That's it for now, but in the meantime, don't forget to have fun, and remember: it's all about the people! See you soon. 🍷





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by Patrick Yanahan

# ICONIC: The 24 Hours of Le Mans

## Over 40 years ago, the movie *Le Mans* was released

and immediately became every Porsche owner's favorite film of all time. Being a Porsche owner myself for over 40 years, I've noticed that in almost every racing-related conversation, going to the 24 Hours at Le Mans stands high on everyone's bucket list. During those same 40 years, I've traveled extensively throughout Europe and made friends with fellow car enthusiasts in many nations, one of whom (a racer in England named Peter Walters) triggered my jealous emotions to go to the 24 Hours of Le Mans and take along people who would share the dream.<sup>1</sup> Once Peter and I committed to this project, however, it took over a year of meticulous planning for us to work out the logistics and design a timetable that would maximize the experience for every participant. I believe we succeeded!

After "crossing the pond" from Chicago, we allocated three days

in England to have some uniquely continental experiences while acclimating to time differences. This included a stop at Bletchley Park, the now-famous facility where the British broke the German Enigma code; a trip to Duxford, one of the largest air museums in the world; a pub-style beer or two in Peter's neighbor's garage, which was filled with rare collectable Bugattis; and a visit to the Morgan Motor Company factory, where wooden chassis and hand-formed metal bodies are still the norm.

Forward, days later: across the Channel at Le Mans itself, we stayed in a "camping area" at the Porsche Curves. While technically this may have been "roughing it," we not only had excellent food, ultraclean facilities, and seats in the grandstands adjacent to our campsite, but a real shared experience with 250,000 of our closest racing friends from around the world! Our journey was doubly rewarded because Porsche won

twice: the 2018 911 RSR program earned both GTE-Pro and GTE-AM titles!

As is often the case, the LM GTE-Pro class was the most hotly-contested class at Le Mans. With six manufacturers competing, Porsche brought four "works" 911 RSRs to challenge for top honors. Cars 91 (in Rothman's livery) and 92 (in Pink Pig livery) were campaigned by the FIA World Endurance Championship (WEC) arm of the factory program; cars 93 and 94—each in modern factory livery—were run under the IMSA WeatherTech Sports Car Championship CORE Autosport-led effort.

After close racing all night, the No. 91 car (Lietz-Makowiecki-Bruni) finished second to the No. 92 car (Estre-Vanthoor-Christensen), a stunning outcome! Technical problems with Car 93 (Pilet-Bamber-Tandy), however, caused the team to lose 25 minutes, ultimately leaving them in eleventh-

<sup>1</sup> Mr. Walters subsequently became Pat's business partner. —The Editors.



## Being There: Notes from an Interview

A father and son trip to Le Mans was a “once in a lifetime,” Porsche family dream come true, explained Jim and James Kutill during a post-event interview with this author. After the trip was announced, both Jim and James were absolutely enthralled by the opportunity, and were the first to commit after the event was announced. Asked later for their impressions—even weeks after their return from the race—James was as animated as his Dad: “‘Exciting’

place overall. Similarly, Car 94 (Dumas-Bernhard-Müller), was forced to retire during the night with suspension damage. Nevertheless, with firsts in GTE-Pro and GTE-Am, Porsche extended its lead in the Drivers’ and Manufacturers’ classifications of the FIA WEC World Championship.

After the close of the race we returned for several days to decompress in Paris, though in typically French fashion, our wind-down included a high speed open car tour in antique Citroens 2 CV, after which our young drivers gave us a quick orientation to the City’s major hot spots, so we could return on our own, after hours. During our motor tour, we were stopped briefly by the police because of our cars’ wild paint jobs and wilder drivers, but after a brief “to-and-fro” between our new French friends and the local gendarmerie, we were released once they understood this was a “private” tour.

*Vive le France!*

is not a strong enough word to describe the constant buzz, from the start flag dropping to the international audience, and the sensory overload for two solid days.” As true citizens of the world, Jim and James simultaneously monitored the World Cup on TV while they watched the race and socialized with members of the Porsche Club of Great Britain, which was sharing the campground with our group. The common enthusiasm for Porsches and the race was a catalyst for immediate bonding with the PCA-Chicago members long into the night. Ambassadors of our City and our Club, indeed!

Jim was just as excited as son James, and made some interesting observations: “It was a real-time sprint race for 24 hours. For a while, it looked like it was Ford vs. Porsche, but at the end, the 911 RSRs were simply well-oiled machines. The sound of the various types of race cars also was distinctive, and you could certainly tell the Porsches from the competition; after a while, you could tell what was coming down the track. And with over 250,000 spectators, it was exceptionally well-organized, and security was low profile but on the spot in those few incidents where fans got over-enthused. The retail shops were everywhere but Porsche ran out of merchandise. Next time we’ll go a day early!”

And there will be a next time!



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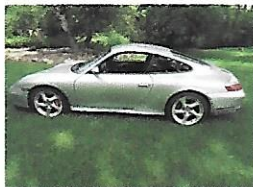
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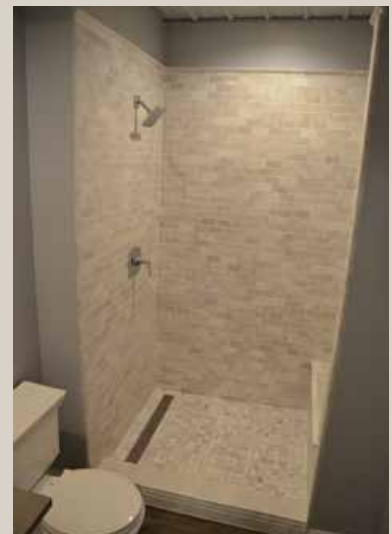
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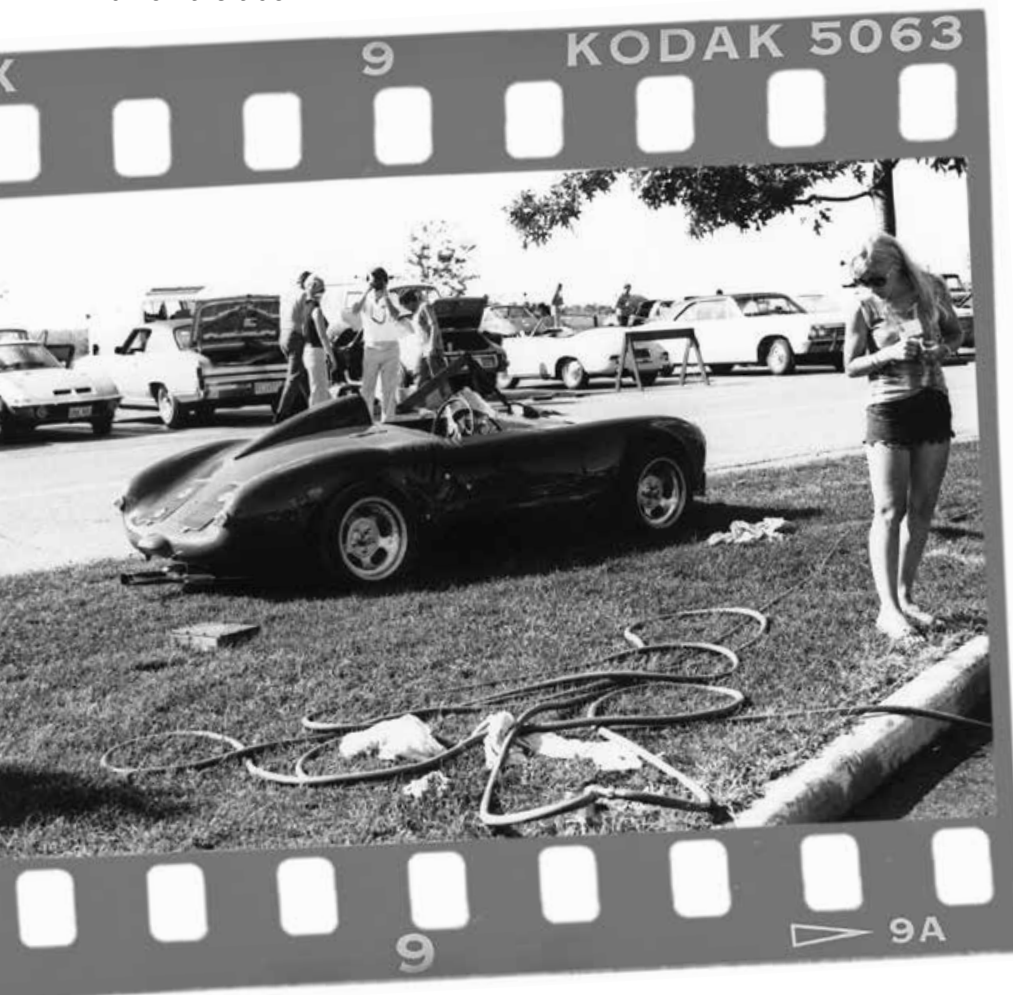
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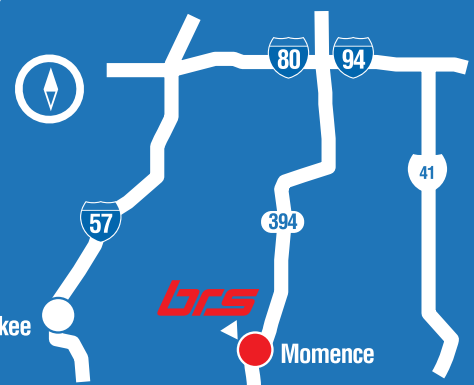
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