

THE CHICAGO SCENE

November 2020

Official Publication • PCA-Chicago

A close-up photograph of a driver inside a red open-wheel race car. The driver is wearing a silver racing helmet with a clear visor, black sunglasses, and a white and black racing suit. They are wearing black OMP racing gloves and are giving a thumbs-up gesture with their right hand. The steering wheel is visible on the right side of the frame. The background shows a blurred green field and a white fence.

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AX Season: Wrap-up
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2020 is Winding Down

Well, It sure has been an interesting and challenging year! Once we were actually able to get out and gather safely, though, there were lots of great Club events to participate in. I also had an opportunity to meet lots of new members and enjoy the events that did take place during the second half of the year. Thanks to all of you who volunteered: for your resourcefulness, your creativity, and your efforts to make sure this year's events were safe and enjoyable.

Unfortunately, as you might well have imagined, there will be no Club dinner dance this year. Due to the requirements of social distancing, including headcount limitations and indoor events in particular, there's simply no way to make it work. Hopefully, we'll be in fine shape for the 2021 season, and if so, you won't want to miss the opportunity to gather at the end of yet another successful season. It's a pretty special event.

There can be no doubt that we're experiencing a world in transition. As a result, the need and ability to adapt to changing conditions will likely affect many of the decisions regarding the Club's activities. In very short order, we'll be working to finalize our season plans for the 2021 calendar, which we hope to present at the annual Membership Meeting in January. Needless to say, one of the possibilities currently under consideration for the Membership Meeting involves a virtual gathering, depending on evolving circumstances.

And as for PCA-Chicago's actual events during the 2021 season? It will be a year of transition. For starters, we'll have some new people involved with planning, overseeing, and executing the Club's social calendar. The Road America Team has also retired after many, many years of successful events. Consequently, a new team will be taking over, though rest assured that we plan to continue these nationally-recognized events—Road America Drivers Ed and The Road America Challenge—and the standard of excellence with which they've been run. Over the years, these events have attracted members from around the country and the world, and it goes without saying that the Chicago Region is very fortunate to have Road America available as one of its premier event venues.

In closing, I'd like to thank all of you for your support throughout these (hopefully) once in a century challenges. It's my sincere hope that the 2021 season will be more "normal," including the number and variety of events that we've come to expect during the driving and socializing season. As I mentioned, while we have new people stepping up, it's your continued willingness to volunteer that ensures the successes of the Club will continue; volunteers are the key to the success of the Chicago Region. Your support and input are vital to improve and plan the events that are of interest to all of us.

I hope you have a safe and healthy holiday season, and we all look forward to an exciting 2021. We will prevail and flourish; the COVID-19 pandemic will be defeated. Let's work together to make sure that happens soon.

Be well and stay safe,
Bob Rath



“Your support and input are vital to improve and plan the events that are of interest to all of us.”



TRAC 2020:

by Stanley Sangdahl

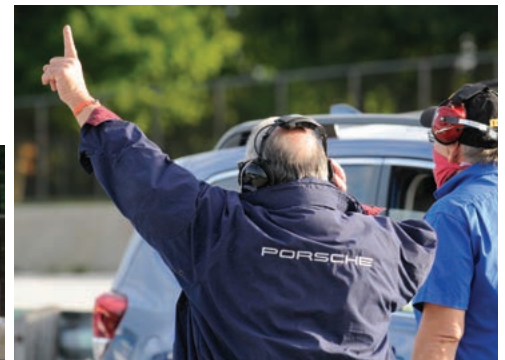
Volunteers Complete Our Recipe for Success

The main ingredients for a great race weekend?

Well, let's start with a world class track at a family friendly venue, add race cars galore, with race teams and drivers who keep safety in mind at all times, add beautiful weather, stir briskly with a heaping helping of volunteers., and . . . !!!!!

Voilà! This year at The Road America Challenge ("TRAC"), our volunteers were once again eager, plentiful, and the icing on the proverbial cake. Given the difficulties we've all faced this year by the ongoing pandemic, we had an impressive turnout of drivers (down a bit), and participants, family members, and friends (all up) who traveled to Road America to enjoy the beautiful weather that helped cook up a fantastic race weekend.

At the outset, the volunteers who worked the Event Registration facilities were kept briskly busy. For safety/social distancing purposes, we reduced the number of open registration windows. Fortunately, the Club decided early in the season to move most of





the registration process online—no walk-up registration permitted—which increased on-site efficiency and decreased the amount of time spent, overall, getting everyone through the doors and on to the paddock and the track! The process ran smoothly, everyone remained in good spirits, and all demonstrated an abundance of patience.

On the track? The biggest challenge to our weekend's volunteers fell to our grid workers, as they tried to fit as many as 76 cars per run group into a grid area with spots for only 70 cars. After a few practice runs the workers and drivers transformed the operation into a well-choreographed dance that saw everyone out of the false grid and onto the track in order and on time.

There were some off-track challenges, even in bucolic Elkhart Lake, far from our own home cities and towns. The in-town restaurants were prudently practicing social distancing for dining in, but also provided varying amounts of out-door seating, which made for a lovely evening. However, our traditional Old Road Course parade from Road America into town and Saturday evening dining *al fresco* at Siebkens, under the tents, were both canceled. Pulling victory from the jaws of defeat, Accumoto Motorsports founder Mark White organized an impressive trackside exhibition of Accumoto-built and prepped race cars,¹ next to which dozens and dozens of attendees dined on carry-out meals provided by Saz's Catering, in Milwaukee, and delivered to the track.

¹ Accumoto's main facilities are located in Waunakee, WI. See <https://www.accumoto.com/#the-racecourse>.

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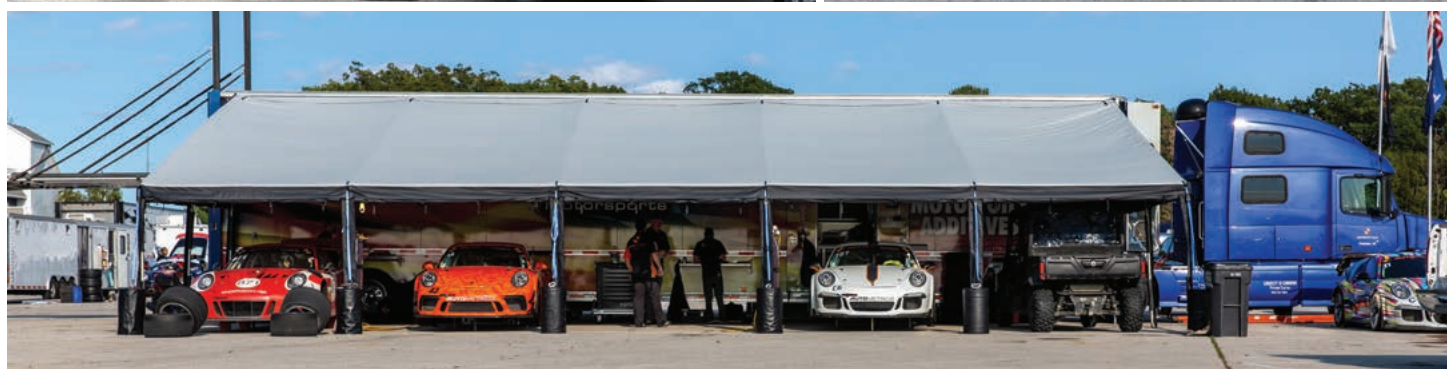
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And the Club Racing? Drivers came from across the country and were treated to perfect driving conditions: cool, sunny, and dry. With 110+ lapping drivers and coaches in two run groups, our Club Racers shared Friday with 115+ DE drivers, also set up two run groups. Saturday featured practice sessions for 150+ Club Racers in two very full run groups (so you know what the gridding was like!). The two Sprint races per run group were held on Sunday, and the weekend concluded on Monday with one Enduro race for each of the two run groups. Whew!

This marks the fourth time I've worked as TRAC's Volunteer Coordinator, and each and every time I look back on a TRAC weekend, I do so with amazement at how cheerfully our Club's volunteers do their jobs, and how many of them continue to step up, year after year, to make TRAC the premier event that it is. To all of you, I thank you on behalf of the Club for your time, your energy, and your great attitude, whether rain or shine. It couldn't happen without you.

Just remember, it's the cars that bring us together, but it's the people who make it a Club. 🍷



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A white vintage Porsche 911 convertible, shown from a front-three-quarter view.A red vintage Porsche 911, shown from a front-three-quarter view. The windshield has 'LOWENBRAU' written on it.The ASE MASTER logo, a yellow circle with 'ASE' in black and 'MASTER' in white below it.

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Rest, Drive, Work, Repeat!

by Justin McKeown



This year has been a trying one, to say the least, but PCA-Chicago members finally caught a break as we reunited for the first Club AX event of the season at The Tire Rack in South Bend, Indiana. In no small measure this was due to the united efforts of our Tire Rack contact, Luke Pavlik; the Club's Autocross sponsor, Andy Bizub of Midwest Performance Cars; and Adam Kern, the Club's AX Event Chair and the organizer of this fantastic event.

The sun was already high in the sky when participants began gathering. The heat continued to build throughout the day, but this didn't seem to deter anyone. To the contrary, there was an aura of excitement and expectation that filled the air. Not only were we all eager to thrash our beloved Porsches at a safe and proper venue, it was even better to gather with folks who many of us hadn't seen since last season's closing AX event. The excitement soon became focused as we transitioned from

event prep—unloading our gear, tech inspection, walking the course, attending the drivers meeting, and sorting the run groups—to competitor mode. And then? Helmets on, flag stations manned, cars queued up, radios checked, a driver in the start box, and . . . it's on!

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Rest, drive, work, repeat; the energy and enthusiasm we shared as we began the morning carried forward throughout the day, notwithstanding the aforementioned heat. Everyone worked efficiently and with a purpose, both in change-overs between run groups, and in shaving lap times. Competition among the different classes was close, too, but at the end of the day, Jim Ptak set the pace, with a blistering FTD of 46.946 seconds. Well done, Jim, and congratulations to all of you who wound up at the top of your respective classes, too.

At event's end, after all the trophies had been awarded and the gear packed up, part of the Club's Tire Rack tradition is to drive the back roads from South Bend to the Illinois border, stopping from time to time for an outdoor sandwich and a tasty beverage, while nevertheless maintaining proper social distancing! These back road treks afford plenty of post-event camaraderie and cool-down, and despite being the first AX event of the season, it was worth the wait.

Living up to PCA's adage, "it's not just the cars, it's the people," the Tire Rack AX proved not only to be a celebration of speed, but also a day of shared passion and friendly competition. Thanks again to all of you who made this event happen, and the same to all of you who participated. I know I'm not alone in saying that we look forward to seeing you all again at Boomer's Stadium next month for the—sigh—season closer. See you there! 🍷





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It's a Wrap! Boomers Ends the 2020 AX Season

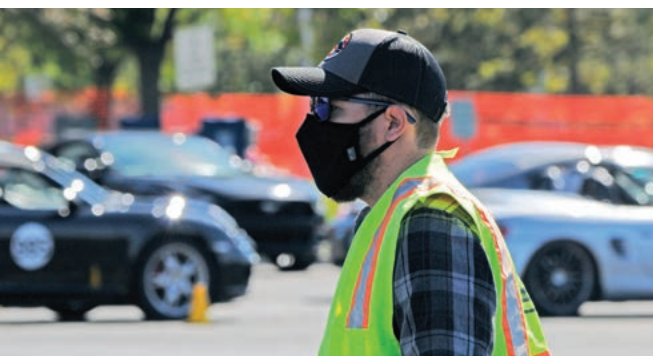
by Justin McKeown



On Saturday, September 19th, members of PCA-Chicago, the Rockford Sports Car Club, and an assortment of SCCA and other marque club members from the greater Chicagoland area all gathered at Boomers Stadium for the second (and final) Autocross event of the 2020 season. With memories of last month's Tire Rack AX still fresh in mind, and many others of us still beaming from the Checkeditout Field Trip a week prior to that, the chilly autumn air confirmed that Fall was just around the corner. Nevertheless, it was an action-packed day in which a remarkable assemblage of driving talent was on display, as driver after driver shredded Shawn Folkes' tight and technical course.

There was a fierce back-and-forth battle between Dan Cubric (No. 66) and Phil Kivarkis (No. 702) as they fought it out throughout the event. Last year's AX season champion Buz Browne (No. 44) also picked it up later in the day, though he ultimately came up short. However, after a class miscalculation was discovered and corrected, Ziggy Hamielec (No. 888) wound up winning the B4 Class. Jacob Greer and Bill "The Reaper" Fitzsimmons (Nos. 338 and 288, respectively) also went at it for FTD, with Bill pulling all stops and coming out on top. Despite this, Jacob and his modified SC were a sight to behold on the track and without doubt, a force to be reckoned with.

continued





Sadly, but understandably, we will not be having year end awards this year. However, we would be remiss to neglect the efforts and skills of those drivers who placed in the top of our two events. And the placings for this year?

- **1st Place:** Bill Fitzsimmons (No. 288)
- **2d Place:** Adam Kern (No. 996)
- **3d Place:** Dan Cubric (No. 66)
- **4th Place:** Stanley Sangdahl (No. 37)
- **5th Place:** Buz Browne (No. 44)

Finally, last year's Ladies Autocross champ Jenna Samp (No. 14), on top of her game, is now able to claim the title of two-time champ, as she prevailed again this season. Congratulations to you all, and know that your exceptional driving did not go unnoticed or unremembered.

This year undoubtedly has been a trying and peculiar time for all of us, but there remains a silver lining: the reminder of quality over quantity has made our brief season a memorable one. Having the opportunity to compete with friends we may not have seen much of lately and pushing our beloved Porsches hard on safe and challenging courses made for an intense



season. Thanks to everyone who pitched in to made these events possible, as well as to those of us who participated; it all added to the excitement and competition.

In closing, please enjoy the upcoming holiday season with your loved ones and don't forget to prepare for next year. It's going to be one for the books, I'm sure! 🍷



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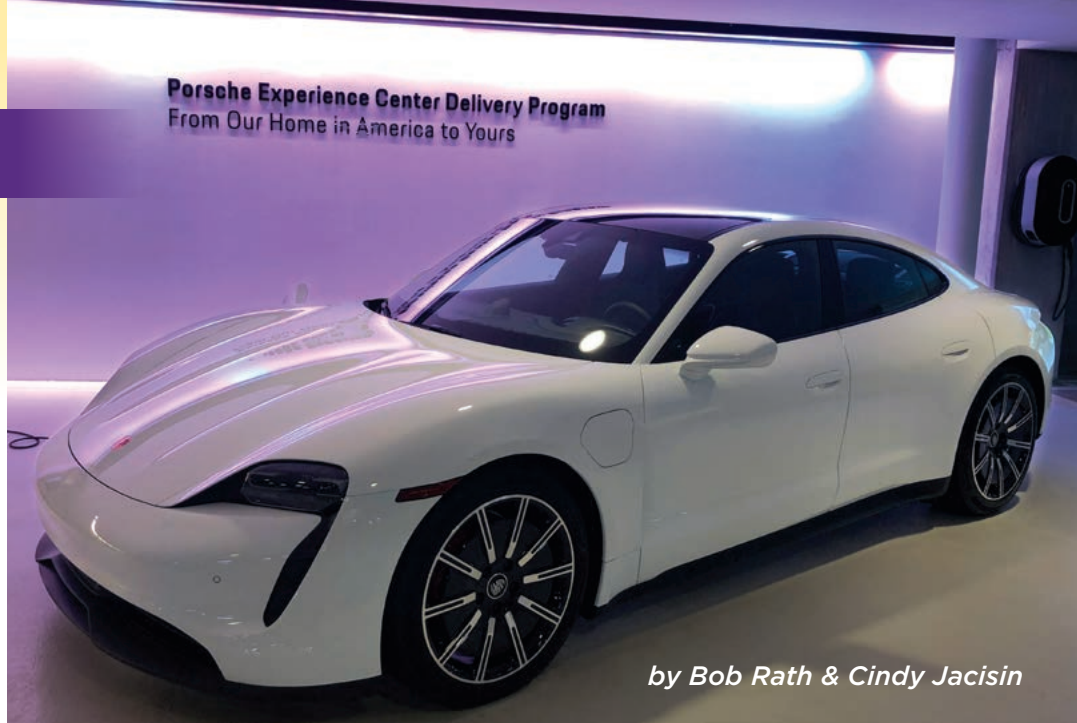
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On the Road

The Unveiling + + + + +

We arrived at Porsche's Atlanta Experience Center late in the morning on July 31 to take delivery of our brand new Taycan 4S, so you know how excited Cindy and I were! Shortly thereafter, however, we found ourselves treated to a private lunch (with server and chef), hosted by Mark Harston from PCNA; how great was that? Later, as we witnessed the unveiling of our new Taycan and memorialized the event by signing the wall, we learned that we were the first to take delivery of a Taycan at the Atlanta Experience Center, though we were Porsche's 1010th delivery there overall.

Next up was a visit to the Experience Center's test track area for new-car orientation. Our "test mule" for the orientation? A Taycan Turbo S, a car with unbelievable performance, and for the next several hours, we (re)familiarized ourselves with a variety of performance driving techniques, including controlled skids and slides, counter-steering, friction circle steering exercises, and "launch control" starts (the place where an electric car truly exceeds even high expectations, repeatedly delivering 0-60 mph launches in less than 3 seconds, without any degradation of performance). We then put it all together on Porsche's 1.6 mi Road Course.¹ Despite being a heavy car, the Taycan proudly displayed its Porsche heritage: exemplary precision, exhilarating acceleration, and amazing cornering. We can also safely report that on a road course,



by Bob Rath & Cindy Jacisin

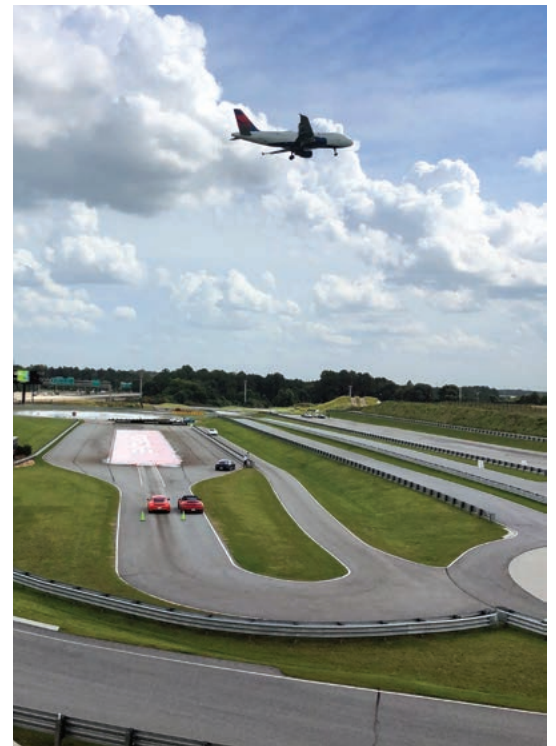
the Taycan is absolutely competitive with any Porsche, then or now.

The Journey Home + + + + +

After completing our orientation session, we went downstairs to pick up our Taycan and start the trip back home.

First stop? Asheville, NC, to visit PCA-Chicago Region alumni David and Diane Angelus. There was no battery anxiety either; because Asheville is only 200 miles away, we arrived with roughly 40 miles left on the battery.

Initially, we plugged into their 110v outlet with the charger in the trunk of the Taycan. This was Friday night; the charger said we wouldn't be charged until Tuesday, so on Monday, we went to Porsche Asheville, where we plugged into their supercharger, enjoyed a cup of coffee, and left 20 minutes later with a full charge.



continued

¹ For those who track your cars, please recall that Blackhawk Farms Raceway is approximately 1.8 miles long, so you can appreciate that drivers at the Atlanta Experience Center are busy the whole time they're behind the wheel. And then imagine that you're on a "track," engineered and maintained by Porsche, and built to its state of the art standards and tolerances! What an amazing experience!



Our next leg was a visit with former Chicago Region members Rich and Susan Laurie in Charlotte, NC. As soon as we arrived in the area, however, we stopped at Hendrick Porsche to utilize their super charger. Hendrick has a beautiful facility, with many interesting displays that entertained us during the wait, so our 30-minute charge zoomed by. Then it was off to visit the Lauries, where we enjoyed a fine evening catching up.

The next morning, we took off for Charlottesville, VA, and this was the first time we had to find a charger to reach our destination. Interestingly, most of the superchargers we found were located at Walmart stores, so we're now happy Walmart shoppers. While recharging, we encountered another Taycan—the first one we'd seen since leaving Atlanta—whose owner was also charging up. Both of us exchanged some opinions about the free charging experience, so we paid \$18.00 to get the next 200 miles.

As we had with our previously leg, we stopped at Porsche Charlottesville as soon as we arrived, to recharge before we

met former PCA-C members Hank and Jolly Weil. While waiting, we lunched at the Tip Top Restaurant, which is owned by a PCA member, who we unfortunately did not get a chance to meet. Once at Hank and Jolly's place, though, we attended a gathering they'd staged to introduce us to some other members of their Region. Later that day, when we went out to pick up dinner, a couple of Hank's colleagues (the joy of a 4-door) had a chance to drive the Taycan. Not surprisingly, they arrived back home with big smiles on their faces. It was a great evening trading stories about our Porches and the events we attended.

Mid-morning the next day, we left to go to Cincinnati. The chosen route was through Pittsburg which was 200 miles out of our way, so we decided to travel more directly through West Virginia. To our concern, we discovered that there are only two supercharging stations in West Virginia, and neither was on our route, and with about 50 miles left on the charge, we started to understand "battery anxiety." Eventually, we stopped in Morgantown, WV and found a couple of 220 volt charging

stations that would have required an overnight stay. Using a different app, we discovered that the local Harley-Davidson dealer had a supercharging station, so after a brief conversation with a service technician, we hooked up and started charging. And a bonus? There was a great restaurant next to the Harley dealer, so we enjoyed a leisurely dinner while the Taycan recharged.

After dinner, we decided to push on, so we wound up spending the night in Cambridge, OH, where, after waking up early and finding a Walmart, the Taycan was fully charged and ready to go, this time to Cincinnati, and then to visit my son and his family in Kokomo, IN. After a pleasant visit, Cindy and I were back on the road, and then on towards Chicago.

In summary, we drove 1,855 miles in 8 days. We visited friends and family along the way, enjoyed some beautiful scenery while experiencing driving in an all-electric vehicle, and only had one day of battery anxiety. The rest of the journey was exhilarating and enjoyable in our new Taycan.

Welcome home! 🍷



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The SOCIAL SCENE

by Steve Kuk



Our 4th Annual Superdawg Ice Cream Social, August 8th

It was our fourth anniversary event at Superdawg in Wheeling and we couldn't have had a nicer day. Hostess Laura Ustick and her whole wonderful team worked very hard to provide a safe, healthy, and welcoming party for those 120 members who came out for a beautiful event.

The food and music were as tasty as ever, and the parking lot was full of eighty gorgeous Porsches and one Corvette, which belonged to my cousin Phil; Phil and his grandson both had a great time and were impressed by how friendly everyone was. Who knows, he might even have seen the error of his ways. LOL!

Over the last four years this event has been the launching pad for over 100 new members, who subsequently joined the Club after attending this event. Whether it's the ice cream, the "snobby verboten!" viewpoint of our members and Club, it just comes down to this: our Club is so friendly and welcoming, and I'm so glad that Club Member Tom Stark gave me the idea for this venue back in the beginning.

A sign from above that we need to keep this event on our calendar for the years to come? When I went to pay at the close of the event, the receipt number for the Club's portion of the treats was #911. Hmmm, better follow the guidance!



continued on page 26

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Plainfield Porsches & Pastries, September 19

This season, our Porsches & Pastries events could not find a home due to last minute cancellations for health and safety reasons. Kathy and I continued to hope we could find a venue, and finally decided to look for a venue closer to home. With the help of Janet at the Village Hall, Police Commander Zach Zigterman, and Krema Coffee House owner Kacie Wadycki, here in Plainfield, we pulled a rabbit out of a hat and got done in just two weeks what it normally takes much, much longer to organize. And a double luck-out? After looking at all of the miles we put on our 911 running all over Chicago for the 60 events we have hosted, the Club agreed to host a venue not in the Northwest Chicagoland area, but at a venue much closer to our own home.

We had 110 members and 80 Porsches come out on a cool/sunny September morning. My cousin Phil with his Vette came down and was a big help to us with the raffle. I wouldn't be surprised to see him at our next event in a Porsche. I heard many compliments on how cute Plainfield's Lockport Street is and everyone had a great time.

We also had a Special Guest of Honor who attended the Plainfield P&P: Club Member Candyce Jones. The September 2020 issue of *Panorama* had a 12 page article devoted to Candyce and her beautiful Sepia Brown '73 911S, and Candyce got a chance to tell us in person about the 2 years it took to pull the article together. Briefly, editor Rob Sass of *Panorama* and Candyce spoke before the 2018 Lake of the Ozarks





Porsche Parade about the possibility of doing the article, but at the event itself, they got together after the Concours for a 4:00 a.m. photo shoot at a nearby gravel pit, where (with *Panorama* photographer Randy Wells), they waited for for the early morning light and the gravel to make the car jump off the page. It then took another year to finish putting the article together, so please take time to read the article word for word.

In closing, a huge thanks to Kacie and her great team for the special yummy menu they put together; they worked very hard to serve us quickly and safely.

Again, we're proud to be members of this great Club with great people like Candyce. See you soon! 🍷

2020 EVENT CALENDAR

NOVEMBER

14 Porsches & Pastries, Labriola Café

DECEMBER

1 Happy Holidays!

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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Checkeditout: A Chicago Field Trip

by Eliot E. Dam

Checkeditout Chicago was launched in 2017 from a suggestion by the late Karsten Aufgebauer that an urban Porsche street fest might bring enthusiasts together in a wholly new way. Literally “one who builds things,” Aufgebauer’s legacy has been honored through two landmark summer events and the creation of an inclusive and supportive community throughout the midwest and cross-country.

At its core, Checkeditout Chicago is about connecting each of our automotive passions and histories to create a rich

new set of experiences. It was therefore in perfect keeping that on a hospital drive-by to send well-wishes to Checkeditout board member Jenny Rhoades, I should strike up a conversation with founder Adam Kern about how a property rich in motorsport history might hold a key to safely getting the community together on the original “Check20” date of 9/12 despite public health emergencies and limited event-permitting in the City of Chicago.

My family has lived in Long Grove, IL for 75 years. On our property,

my grandfather Edward Herman Wachs III restored many beautiful prewar cars which he used to tour the world with other collectors. He also raised his son, Eddie Wachs, there. Eddie would go on to compete in TransAm, CanAm, and other SCCA classes and race at LeMans. He ultimately formed a team with the late Paul Newman that still competes in Formula 3 in the Regional Americas

continued on page 30





This was as fitting a tribute to the original Checkeditout inspiration as any of us could have imagined. 🍷



Championship. Today, the property is also the headquarters of my new venture, Roads United, which in 2021 will offer midwest car collectors concierge-level road adventures and related services across the U.S. This place has always been about bringing car people together to create something new.

The event on 9/12 achieved that and more. After a morning preview at Midwest Performance Cars' new location, 50+ Porsches and owners braved the rain to drive 35 miles to a large open field where participants could roam and discover their candy colored cars hiding in wildflower and prairie grass framed galleries. As the rain subsided, taco trucks arrived, and Oktoberfest beer tents unfurled. As the sun set on an afternoon of much needed relaxation and renewed connections, bonfires were lit, tents were pitched, and we were all reminded that our Porsches are simply vehicles for unlocking new experiences and personal connections.



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A Tale of Two Track Days

by Heather Ingraham



It was the best of track days, and... it was the best of track days!

Friday, July 31: Autobahn South

Even though I had butterflies, it felt good to be back at Autobahn Country Club. In 2019, I had begun dabbling in TrackSprint at Autobahn with the Tri-State Sports Car Council. Run under SCCA time trial rules, TrackSprint carves out a competitive niche between Autocross (standing start, timing beams, one car at a time) and the higher-risk, higher-dollar elements of track events. To my surprise, the Macan and I trophied at our first TrackSprint, and several events and an unexpected class-championship jacket later, I was completely hooked.

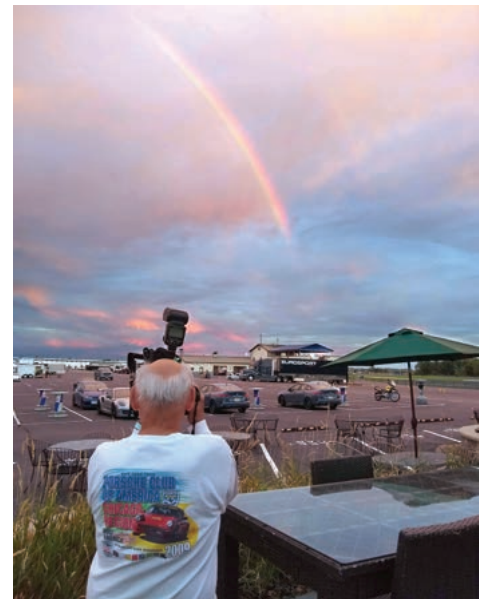
But I still hadn't been out on track with PCA.

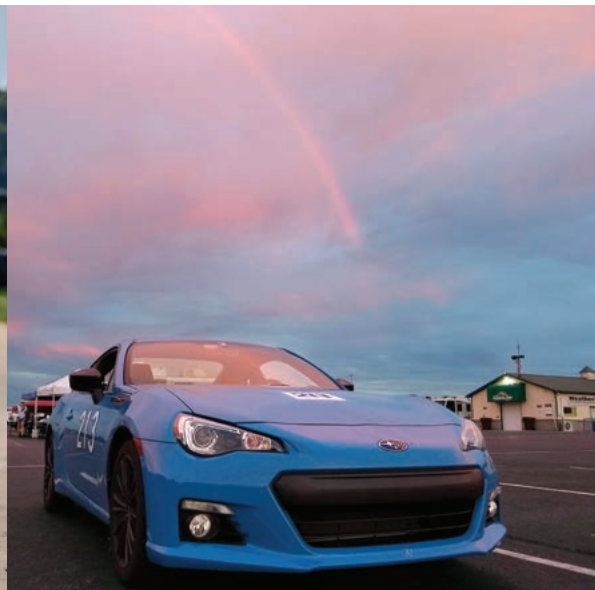
Fast forward to July 2020. The rules hadn't changed, but a sports car joined the stable over the winter, and while my Subaru BRZ is down on horsepower and torque compared to the Macan, its small stature (unlike the Macan) qualifies us to run on track during PCA-Chicago HPDE events. Finally!

Starting with a fun and informative drivers' meeting, everything about the day felt good. The Porsche faithful radiated the quiet intensity of enthusiasts gathered for a day of performance driving. I quickly pulled my helmet on, and like every HPDE newbie, admired my first-ever "track group" sticker on the windshield.

Throughout the day, John Westra extended a warm PCA welcome and calmed my butterflies. He understood whatever I was trying to ask and how to answer it. His advice helped me see the track, suggested some landmarks to look for instead of staring at the apex cones, and emphasized the importance of watching my mirrors. And wow, fast Porsches sure can fill your mirrors! Happily, everyone finished shiny-side-up and full of smiles, and a double rainbow illuminated the evening as we enjoyed a sociably-distant boxed dinner over laughter and great stories.

continued





Sunday, August 16: Gingerman Raceway

A crisp breeze marked the outing to Gingerman and a new adventure for PCA-Chicago: for the first time, the Club was allowing SUVs on track. Rather than a true HPDE, where helmets and tech inspections might create barriers to participation, our Sunday-morning session offered an introductory taste of the track, and we Macan and Cayenne enthusiasts ate it up. After all, we bought our Porsches to drive with gusto, and with (controlled) gusto we did!

A slow lead-follow taught us to spot the corner workers and pay attention to flags, and subsequent lead-follow laps let us find the (SUV) driving line and enjoy whatever Porsche magic allows large vehicles to stick like magic in the curves. Folks

who'd never had a chance to drive on track were discovering just how fun, how fast, and how capable our vehicles are, and nobody tipped over. Thank you, Glenn DeWeirdt, for making this happen. Our feeling of celebration was as bright as the August sun, and we all hope this will become an annual event.

Two different tracks, two very different cars, one great club: PCA-Chicago!

P. S. I'd like to close by saying that none of this would ever have been possible without Toby and Bonnie Duckett. Their warm welcome at Road America Drivers Education and their encouragement that I try the touring laps are just a small sample of the many gifts they have given me and so many other PCA members over the years. Thank you. 🍷





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Are You Afraid of Rallyes?

by Steve Rashbaum

Does the idea of driving a Rallye frighten you?

If so, this may ease your fear and encourage you to participate.

A Rallye is a competitive event. It challenges competitors to drive a prescribed course in an exact time. The winning team (driver and navigator) will arrive at the end closest to the perfect time.

Over many years of trying to convince our friends to Rallye, the answers we have heard most often are “we get/got lost” or “too confusing”.

The Region has two different types of Rallyes. The first is a “navigational” Rallye. In this type of Rallye, the Rallye master employs “traps” to take you off

the prescribed route. These traps are not designed to get a team “lost” but rather have them accrue more points than they would have if they had driven the perfect route in the perfect time. This type of Rallye is for those who enjoy the challenge of deciphering the route instructions.

The second type of Rallye is a “timing” Rallye. This Rallye does not have any traps but rather challenges the Rallye team to keep on time. If you know right, left, and straight you’ll be fine. You’re

continued



Are You Afraid of Rallyes? continued



given the speed (CAST) at which to drive. You're told when to pause (in case you're caught at a traffic signal). The prescribed route is explicit directionally so no one gets "lost."

The Duckett Rallye, run on Oct. 4th, was a timing Rallye. The distance was about 50 miles and took about two hours, after which the participants enjoyed a tasty, COVID-safe beverage. The Rallye began in

Lincolnshire and wound its way through the Northwestern suburbs. There were both beautiful roads and scenery. No one got lost, all participants finished, and everyone had a good time.



So, let us reassure those who have tried a Rallye but not enjoyed it and those who are afraid to try it for the first time – pick a timing Rallye. Going forward, we'll let you know in advance which ones are which.

I repeat: Rallyes are not scary! Questions? Contact participants or the Rallye coordinators. We look forward to seeing you next year. 🍷



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Oktoberfest 2020

A “No Frills” Finish Is Not a Bad Thing!

by Dana Comolli



Driving in utter darkness through the empty expanse of Northern Illinois between Chicago’s north shore (where I live) and Blackhawk (where I was going), I wondered what a “No Frills” Oktoberfest was going to be like.

Normally, I head out the night before, not being one who likes to rise early enough to start driving at 5 in the morning. Given the uncertainty around the COVID-19 situation, though, I decided to minimize the variables: one night (Saturday) in a hotel was going to be enough for me.

This was my first event of the season under COVID rules, but not for the Club. Todd, Pete, Jody, and the rest of the PCA-C and Blackhawk event staff had the “How to Run a DE Event in the Age of COVID” playbook down pat. Social distancing, masks, streamlined check-in and tech area processing, and extra spacing in the paddock made for an environment where it was much easier to feel safe. Even the cars were socially distancing in the Tech line!

For once it didn’t rain on Saturday or Sunday, and whether it was the lack of the pig roast or concerns about COVID, the somewhat reduced attendance at this year’s event meant those who did attend had plenty of clear track; the cooler temperatures also meant that the cars were very happy, too.

I’ve been pretty careful this year, but candidly, I was thrilled to be out here, spending a couple of days at the track catching up with other members, former students, finally meeting folks I had only met on “Zoom” (behind the mask, though, who really knows?). And, of course, driving.

Maybe it was the social distancing or maybe it was the lack of frills, but one thing that did strike me was the interest

by participants in drivers education, especially how to effectively handle the challenges presented by some of Blackhawk’s corners and corner combinations.

My track talk session was well attended (more than a dozen participants), but I and other instructors spoke with many drivers, throughout the event, all of whom were eagerly looking for tips and guidance on how to handle the track’s challenges. During my driving sessions, I also saw folks observing from the bleachers at Turn 4 and at various flag stations throughout the course. From what I heard, the work paid off, as many folks told me they were smoother and faster than at prior events.





As I drove off of the Blackhawk grounds on Sunday, headed home, I reflected that, yes, while this was not the Oktoberfest I'm used to, it was rewarding and fun, just the same. My hope, too, is that some of the administrative changes, like on-line waivers and much faster Tech processing, will become permanent, since they streamline the entire process.

I also left with the satisfaction of knowing that even though the pandemic is likely to still be with us for some time, our HPDE events will be back and will remain strong. Even assuming that HPDE in the spring is a "No-Frills" event, I still can't wait. See you there! 🍷

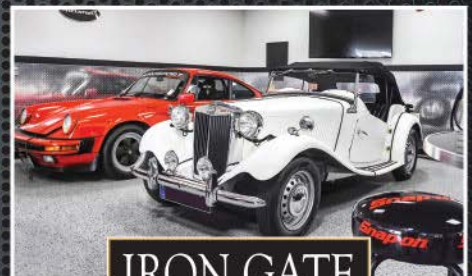


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We Traded in Our Old Website and Got a New One

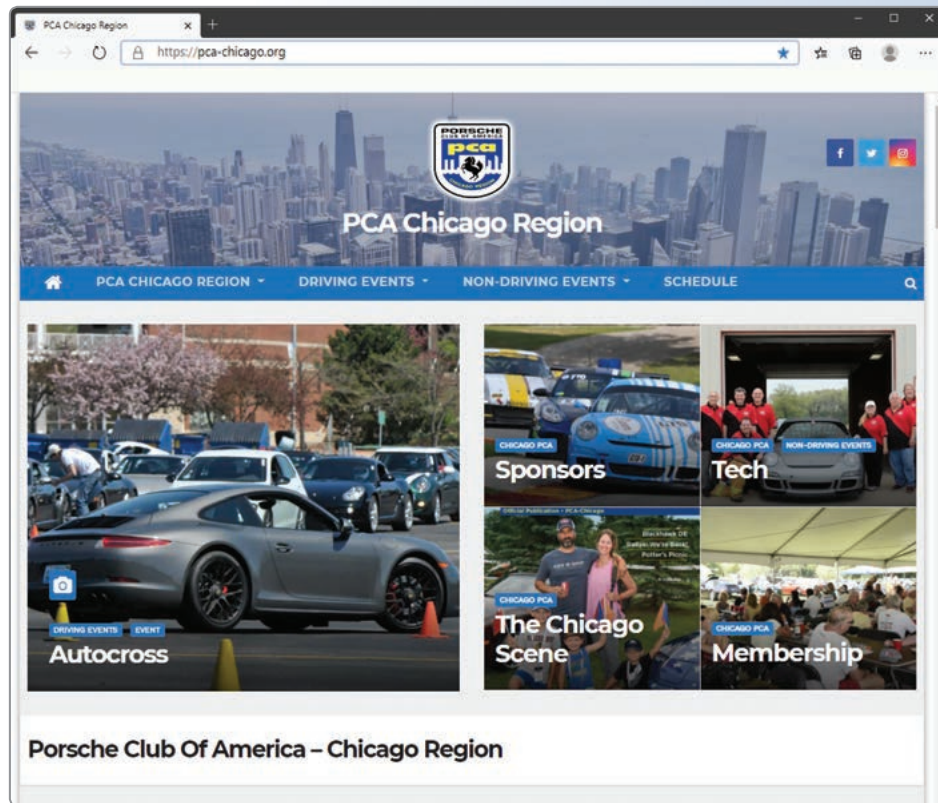
by Dana Comolli

On November 1, 2020, PCA-Chicago Region will take delivery on our new website. It's been under development for some time, but now it's being officially launched. It will still be located at <https://pca-chicago.org>, but when you go there, you'll see a completely re-designed site that's more visual, is mobile device friendly, and contains a much wider range of information for (and hopefully, from) our members.

Our vision for the website? It will serve as the primary location for information about Club events, educational items, sponsorship, and historic information. We contemplate that the website will work in conjunction with and complement our social media program, which will provide a constant stream of Club consciousness rather than serving as an anchor of information.

In addition to the features our site has traditionally offered (information about the Club, its activities, its competition disciplines, and a calendar of upcoming events), the new site will provide:

- interest area-specific educational articles and videos;
- featured Scene articles and article-related links;
- AX, Concours, Rallye, and Club Race results;
- Board meeting minutes;
- centralized access to all Club forms and files;
- the consolidation of the previous, separate photo site with the new website; and
- the consolidation of content from our Facebook site and other sites such as E-Brake News and the Porsche newsroom.



The Club's new website will also provide more prominent visibility for those sponsors seeking additional exposure to the Club's membership.

Coming in 2021, the site will add classified ads for local members as well as links to The Mart on PCA-National's website.

Finally, administrative support and guidance for the site has been expanded beyond a solo "webmaster" to a small team of editors to ensure that the site stays current, vibrant, and coherent. If you're interested in becoming part of this team, please contact me at dana@dmaxx.com. We have the need for both technical and non-technical people; training will be provided! 🍷

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Meet Ed Crawford and Pat Corrigan at Road America in 1959. Their discussion, though lost in time, is not the point of this *Backroads*. It may be about knocking down a cone in an Autocross run on the circuit, or perhaps the line through Thunder Valley towards Corner 13. Similarly, it may even be about brake dust scored at a Concours, or entering a Rallye check point backwards. Though the conversation is lost, what strikes me in this photo is hidden by what the Porsche Club does best: it brings people together and creates lifelong bonds. All through the purchase of a car. Which begs another question: how is it that everything looked so much, well, *cooler and stylish* in 1959?

Everything has a shelf life, an expiration date. And knowing when to leave the party is very important to me. *Backroads* is written to be viewed as where we were, where we have been. But the journey is so much more interesting when viewed through the windshield for what's ahead of the next corner, instead of what's behind in the rearview mirror. And this image reminds me that this Club has given me better friends than I deserve. So as the journey on this road reaches its destination, perhaps this will help with the challenges that lie in front of us all.

*May the road rise to meet you.
May the wind be always at your back.
May the sun shine warm upon your face;
the rains falls soft upon your fields
and until we meet again,
May God hold you in the palm of His hand.*

'59

Introduced in 1959:

- ▶ The Xerox model 914 copier is introduced, with a single green "on" button and a fire extinguisher labeled the "Scorch Eliminator."
- ▶ American Airlines introduces the first transcontinental flight of a Boeing 707.
- ▶ To promote safety, the FAA establishes a mandatory retirement age of 60 for pilots.
- ▶ In more lasting safety news, Volvo introduces the 3-point seatbelt.
- ▶ Joseph Armand Bombardier introduces the Ski-Doo snowmobile.
- ▶ Honda introduces motorcycles to the U.S. market.
- ▶ The board game *Risk* debuts along with the *Etch A Sketch*.
- ▶ Ford wins a battle with Chrysler to use the name Falcon.
- ▶ A former U.S. Marine in Moscow declares he will never return to the U.S. His name is Lee Harvey Oswald.
- ▶ NASA introduces America's heroes, the Mercury 7 astronauts.
- ▶ Mattel introduces *Barbie*.
- ▶ Alaska & Hawaii are our 49th & 50th states, and Oklahoma ends prohibition.

Movies:

Ben Hur, Some Like It Hot, Sleeping Beauty, North by Northwest, The Mummy, Pillow Talk, Rio Bravo, and Journey To The Center of the Earth

TV:

Dennis The Menace, Gunsmoke, Rawhide, Maverick, Wagon Train, The Twilight Zone, 77 Sunset Strip, The Untouchables, and Perry Mason. Rocky the Flying Squirrel, Bullwinkle J. Moose, Huckleberry Hound, and Bozo. The Price Is Right and Bonanza are filmed and produced for the new-to-market color televisions.

continued

Music:

"Love Potion No. 9," "The Twist," "Mac The Knife," "Smoke Gets In Your Eyes," and "Venus."

The day the music died: Buddy Holly, Ritchie Valens, and The Big Bopper die in a plane crash.

The Rat Pack first appeared, with Frank Sinatra, Dean Martin, Sammy Davis, Jr., Peter Lawford, and Joey Bishop.

Best Quotes of 1959

"It's not how long you wait, it's who you're waiting for."
— *Some Like It Hot*

"Real diamonds! They must be worth their weight in gold!"
— *Some Like It Hot*

"Go on, take a bite." — *Snow White*

"How does a man like you get to be a sheriff?" — *Rio Bravo*

"I could use a drink. A pint of bourbon will do."
— *North By Northwest*

"Men make history, not the other way around. In periods where there is no leadership, society stands still."
— *Harry S. Truman*

Go n-éirí an bóthar leat —
May you succeed on the roads ahead.

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Year-end Dow Jones Industrial Average: 679

Average income per year: \$5,250

Minimum wage: \$1.00/hr

Average cost of a new house: \$12,500

Average monthly rent: \$70.00

Average cost of a new car: \$2,200

Transcontinental flight, N.Y.C. to L.A.: \$301.00

The Lincoln penny replaces the sheaves of wheat: \$0.01

6.5 ounce bottle of Coca Cola: \$0.05

Eggs per dozen: \$0.50

Loaf of bread: \$0.20

Gallon of milk: \$1.01

Pound of ground coffee: \$0.37

Kellogg's Shredded Wheat: \$0.18

Gerber's Baby Food: \$0.10

Can of Campbell's tomato soup: \$0.10

Kraft American Cheese: \$0.45

Postage stamp: \$0.04

Gas per gallon: \$0.25

Movie ticket: \$1.00

Private 4 Year College: \$1,510

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