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THE CHICAGO SCENE

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So We Begin Again...

By the time you read this, I expect that the outdoor temperatures will be (trending, if not actually) warmer than they are right now, as I sit in near-arctic temperatures writing for this issue of *The Scene*! If you're like me, though, I know you're excited about hauling your Porsche out of hibernation and getting it prepped for a season full of excitement and the opportunity to take advantage of all the exciting activities that we have planned for the upcoming season. While health and safety considerations were central to the Club's decision to cancel January's General Membership Meeting and our February Valentine's Day social, PCA-Chicago's expanded and reformulated Social Events team—Steve Kuk, Bobby Kurek, and Ryan Silvino—have planned a season full of gatherings and get-togethers that I hope you'll be able to attend as we move into the full bloom of spring.¹



One of my favorite upcoming events is the Club's Autocross School, which will be held this year on April 18, rain or shine. As you'll read later in this issue, Autocross is a great way to experience the performance and excitement of a Porsche in a structured learning environment. If you're a bit concerned about testing the limits of your Porsche, this intro to performance driving will teach you how to properly accelerate, brake, and handle your Porsche, first in a classroom, then in individual "skills drills" in an open parking lot, and finally on a safe course marked by plastic traffic cones arrayed across an empty parking lot, all under the watchful eyes of instructors and corner workers. Many of our Club's Autocross season champions, including two of our most recent Women's Champions started at this event and went on to excel as competition drivers.

The Club's Drivers Education Novice Day follows less than a week later, on April 23 at Blackhawk Farms Raceway, the Club's DE home track for over fifty years. Like the AX School, Novice Day includes both classroom and on-track training with experienced Club's driving instructors. This event will take your driving to the next level!

Finally, a reminder: PCA-Chicago's website provides all the information you need to know about the upcoming events and activities. **PCA Chicago Region** (<https://pca-chicago.org>) It was recently upgraded and is not only much easier to navigate and better organized, but it provides much more information regarding the Club's current and upcoming activities, its history, and Porsches themselves. Give it a look, won't you?

That's it for now. As I said above, driving season is fast approaching, so stay healthy, stay safe, and I hope to see you at upcoming events.

Regards,
Bob Rath

“

I know you're excited about hauling your Porsche out of hibernation and getting it prepped for a season full of excitement...

”

¹ Please be assured, though, that we'll continue to adhere to COVID-19 guidance for all events. The even better news on that front is that, for those of us using <https://ClubRegistration.net> to register online for events (and that's most of us for most events), you'll only be asked to sign the Club's communicable disease waiver once for full-season coverage.

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First Outing: A DE Debut

by Anna Skura



Yep, that's me at Blackhawk in 1995, sitting in Uncle John's 944 with Andy's 1995 Camaro Z28 in the background!

On Friday, July 17, 2020, I participated in my first DE event at Blackhawk Farms Raceway. When I think about it, a wry smile comes to my face because I do have a sense of pride, a sense of achievement, and a little sense of disbelief.

My DE experience actually started 25 years ago, when my boyfriend invited me to a Porsche DE event, ironically at Blackhawk. While he (in a 1995 Camaro Z28) and his Uncle John (in a 944 Turbo) were driving, I quickly concluded as a spectator that it was going to be a long, boring day videotaping cars as they came by again and again and again . . . Over the years, though, my boyfriend continued with DE, and as time passed, he became my husband.

Fast forward to 2014. Uncle John, ever a Porsche enthusiast, decided to sell his Boxster and Andy told me he was thinking of buying it. My thought was, "It's a Porsche, it's a convertible, we can

have fun with it," whereas Andy—our purchase was followed shortly by membership in PCA-Chicago—began almost immediately to Autocross and DE.

To increase his "get out of weekend chores" passes (or so I thought), Andy started highlighting all the wonderful activities the Club puts on throughout the year, claiming that there was "something for everyone" on Club weekends. In January 2015, therefore, we attended our first General Membership meeting, and that same year we attended a Rallye School. I'll admit it: we loved it, and we've participated in every Rallye event, every season, since then. We also volunteered to become Rallye Coordinators in 2019.

The following year, Andy suggested I try Autocross, which took a bit more convincing. The School went well but when we started the on-course exercises, I quickly forgot the difference between under-



continued



and over-steering; how to manage weight transfers when braking or turning; there was no way I was going to wait until the third cone before hard braking; and trying to run a full course caused sufficient anxiety that I couldn't get my left eye to stop twitching (we still joke about that one from time to time!). By day's end, though, I was sold, and I've participated in every PCA-C Autocross since then.

At every event (Rallye or AX), my fellow competitors have generously offered advice and encouragement, but my biggest supporter has always been my husband. So, when I told him last year that I felt ready to give DE a try, he was all over it, and just like that I was registered for a Novice Day at Blackhawk Farms.

After checking in and getting "teched" on event day, I felt calm, relaxed, and without second thoughts about what I was about to do.

And when I met Larry, my instructor, we went over what my goals should reasonably be for the day. Our first session gave me a chance to get oriented on the track. Larry had me point out the corner workers each time I spotted them, explaining that for safety reasons it was important to know where they were, what came next, and to make it second nature to check for their signals, if any. Not surprisingly, this proved to be more difficult the faster we drove, so Larry provided additional guidance on each section. While my corners weren't always perfect, I did recognize with increasing confidence why a turn wasn't smooth and how I could correct it next time. So, too, for passing: each successive pass became easier, my confidence grew, and my speed and "situational awareness" while in a group of cars increased. I also began to trust my judgment about whether or not to pass in the first place.





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First Outing: A DE Debut *continued*



As I continued to gain experience throughout the day, my ability to process “inputs” more quickly and accurately increased, which (over time) will help me to continue developing my track driving skills.

Participating in DE last season was a thrill, and I'd definitely recommend it to anyone who wants to find out what makes driving a Porsche so special. Blackhawk is a technical track that requires accuracy to complete fast, safe laps, so high-horsepower cars don't necessarily turn the fastest times. At 1.95 miles in length, you'll also complete a lot of laps in your 25-minute sessions, and because practice makes perfect, you'll typically be back at that same

corner less than two minutes later to try it again. Finally, the Club's knowledgeable and experienced instructors will be there with you, providing real time guidance and feedback.

I'm looking forward to this year's Novice Day, and I hope you will, too. If you do attend, and if you see the stripes of my car coming up fast in your rearview mirror, please point me by! Hopefully, we can get together for pizza and a beverage after the track goes cold so that we can laugh, share stories, and generally just enjoy spending time with a great group of like-minded folks.

I hope I'll see you out there! 🍷



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Our Driving Program: An Update

by John Ruther¹



Much has changed in the world since I wrote my original PCA-Chicago Driving Program overview that appeared in the March 2019 issue of *The Chicago Scene*. Notwithstanding the changes imposed on all of us since last year, the Club's core driving program remains vibrant, solid, and intact.

As I previously explained, safety is the Club's main priority, and in that regard, we want you to feel as strongly as we do about driving safety, no matter what you drive. Consequently, we'll do everything we can to make every event safe for you, your fellow drivers, the corner workers and event support personnel, and the Club itself. This

includes steps undertaken to address the public health and safety issues that are now a part of our everyday lives.

Our track events will look very similar to those we held last summer. Our registration process will be a no-touch process held in separate registration buildings where masks will be worn, social distancing will be observed,



continued

¹ John has been the PCA-Chicago Region's Chief Driving Instructor for 27 years. He and his wife Jeannie are the owners of Northstar Motorsports, located in nearby Lake Barrington, IL. www.northstarmotorsports.com.



and hand sanitizers will be available. Our drivers' meetings will be held in smaller groups where all participants will wear masks and will be spread out at least 6 feet apart from one another. Our classroom sessions will follow these same protocols. In-car instruction will be provided, and both driver and Instructor will wear balaclavas inside their helmets. Although Nomex balaclavas are certainly acceptable, we will provide cotton balaclavas that are yours to keep.

If you're new to motorsports, the Club has an excellent Autocross program that you really shouldn't miss. The Club's AX School, held this year on April 18, blends classroom instruction and behind-the-wheel guidance that will introduce you to the skills and techniques necessary to handle your Porsche safely at speed.

Less than a week later, the Club will hold its first track day this year: Novice

Day at Blackhawk Farms Raceway in South Beloit, IL on April 23. New drivers will first run low-speed touring laps to familiarize themselves with track "landmarks:" blend lines, corner worker and flag stations, braking zones, turn-in points, apexes and track out points. After that, you'll drive each track session with your instructor until he or she is satisfied that you're able to drive the track safely on a solo basis. Classroom instruction sessions will also be provided, and will cover the fundamentals of track driving, including the Club's safety protocols.

The Club will hold two additional Blackhawk



weekday events (on June 25 and July 16). As before, these events will provide both in-car and classroom instruction. A two-day Oktoberfest weekend on September 25 and 26 will be the Club's traditional end-of-season track event also at Blackhawk Farms. However, this event does not have either in-car or classroom instruction.

Our traditional Road America Drivers Education event ("RADE") weekend, held in Elkhart Lake, WI over Memorial Day weekend will be back for 2021, after missing last year due to the uncertainties of the pandemic. Road America is an internationally-recognized track, and



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Our Driving Program *continued*



the Club's RADE program is intended to help you refine the skills you'll need to safely drive your Porsche at speed. As at Blackhawk, new or "new to Road America" drivers will receive 1-on-1 in-car instruction from experienced Instructors as well as attending Classroom Sessions.

There are a number of additional tracks we use that are easily reachable from virtually anywhere in our Region. This includes the Autobahn Country Club in Joliet, where we'll run an afternoon-into-evening event on July 9. We'll also visit Gingerman Raceway, located in South Haven, MI for a weekend event on August 14 and 15. At this event last year, we also ran a lead-follow session open to "4-door" Porsches such as Cayennes and Macans. Everyone who participated in those sessions loved the

opportunity, with smiles and high-fives all around afterwards!

The highlight of the Club's track events, The Road America Challenge ("TRAC"), is held over Labor Day weekend. TRAC is principally a premier-level, Club Race event, so the DE component is generally open only to more experienced drivers. However, for those Club members who've been diligent about attending track events during the season and who have been cleared to drive "solo" on other tracks should speak to me to discuss this event.

That outlines our track driving program for the 2021 season. As I've said

before, we're very proud of our driving program and even prouder of the safety records of the Club members who participate. If you have any questions or want clarification about anything I've said, please don't hesitate to contact me. I look forward to seeing you out there, and let's all have a great and safe season! 🍷





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The SOCIAL

SCENE

by Steve Kuk,
Ryan Silvino
& Bobby Kurek



by Steve Kuk

I may have confused some of you when I suggested I was stepping down as social coordinator. More precisely, I'm becoming part of PCA-Chicago's Social Team: the Club is so big and its Social aspects so important that we decided to use multiple Social Co-coordinators. To that end, fellow Club members Bobby Kurek and Ryan Silvino both answered the call, so Bob and Ryan, welcome aboard.

The three of us have a year of great events planned, and as soon as the COVID numbers go down we'll bring back some of the Club's favorite venues. We're also considering whether (a) a Porsches & Pastries ("P&P") now on the calendar might be better converted into a dinner at Cooper's Hawk or elsewhere; and (b) how much interest there might be in arranging "day drives" in conjunction with several of our P&Ps. We'll keep you updated on that, so stay tuned.

In addition, Club member Jeremy Holleb has generously volunteered to host a very special Zone 13 Multi-Region BBQ Lunch at the Holleb family farm in Elkhorn, WI on May 22nd. Elkhorn is located just outside Lake Geneva, so we're also extending an invitation to our fellow Zone 13 members who live north of the IL/WI border—the Fox Valley, Madison, and Milwaukee Regions—to join us in a 25th anniversary "Salute to the Boxster." It's been several years since we held a multi-Region event, and we're also limited to just 200 cars, so don't dawdle when you see the event announcement on Clubregistration.net in late March.

Your Social Team is looking forward to a great, fun, and safe 2021.

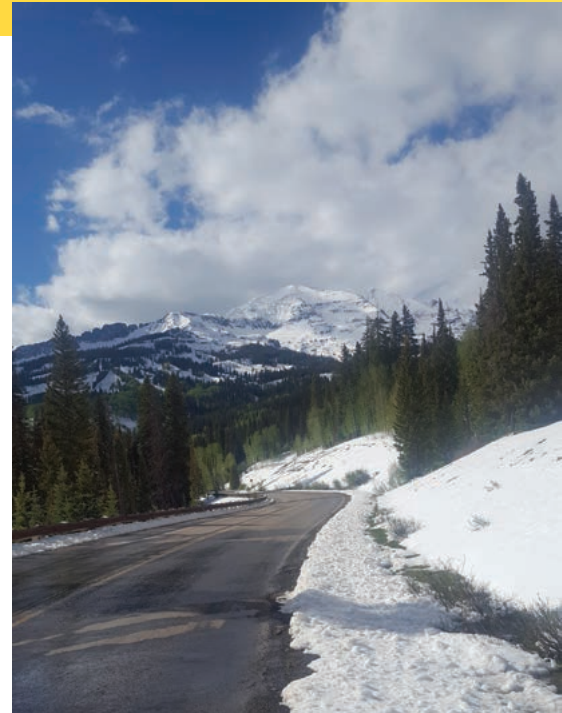
A Social Scene P.S.

I've got just enough room for another episode of PCA-Chicago "Travel Tips."

When visitor and employee attendance at my employer's facility was restricted due to rising COVID numbers, Kathy and I decided to take a road trip. We heard that the National Parks in and around Utah were reopening, so we reached out to PCA-Intermountain Region member Ryan David Bird (a 3rd



continued



generation Club member) who lives in Moab.

Ryan gave us some excellent guidance, prudently recommending that we avoid Zion and the Grand Canyon since they always crowded. Instead, we visited Dead Horse Point State Park and Goblin Valley State Parks.

Ryan also suggested some very exciting back roads that we wouldn't want to miss, so if you're ever in Utah do NOT miss Scenic Route 12. It includes 122 miles of the twisty-est, turny-est, most beautiful roads we've ever been on. There was one section where we were driving on a narrow section on the spine of a ridge with sheer drop off on both sides of the road. Absolutely breathtaking describes it perfectly!

That's it for now. Take care, stay well, and see you soon.

— Kathy and Steve





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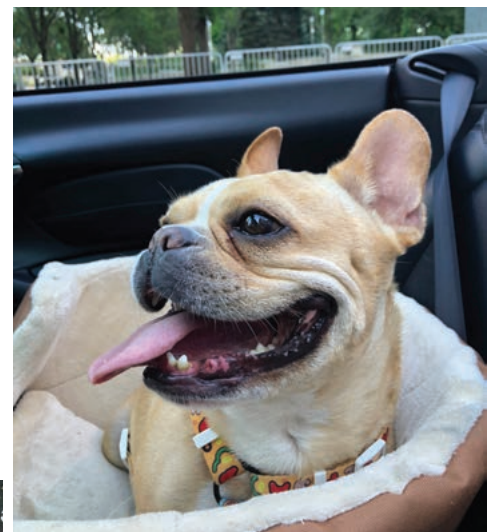
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by Ryan Silvino

Ryan Silvino here from Chicago! I'm a recent PCA member who joined in 2020 and appreciate all things Porsche. My father-in-law is the reason why I'm in love with the brand, but more specifically, a 1966 911 in Polo Red is what got me. After I drove that and a few others I was hooked. I purchased my first Porsche Macan (family daily driver) in 2019, got a little taste of P-Cars, and then a year later purchased my first 911: an '02 996 cab in Seal Grey. I tell my personal 911 story and share others on my IG page @996chi.

What I love about the PCA community is really the people. Sure, it might sound like a cliché, but it's the truth. Everyone in this community shares a common thread and can immediately relate and exchange phenomenal stories and advice, which is something I thoroughly enjoy.



I'm excited to help where I can and to coordinate fun social events for our community. Cheers, and I hope to meet you all soon!

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by Bobby Kurek

I'm Bobby Kurek, and I've been a PCA-Chicago member for the past year. So far, my Club participation has pretty much been limited to our fabulous Porsches & Pastries events. I'm also (and still) a novice driver, but I've tracked my 996 Turbo at Autobahn Country Club a couple times and I also hope to take advantage of the outstanding DE opportunities at great venues that our Region offers.

My love for Porsches began when I was five or six. While watching a TV show, I saw a red 935 slant nose racing a Ferrari 308. My mind was set from that moment on: I had to have a Porsche. Over the years, the turbo has remained the model that was always on my mind. I ordered my first Porsche back in 2007 (a Cayenne), but didn't join the Club because I thought that it was pretty much for

sports cars, and that I and my new Cayenne might not fit in. And can you believe it, over ten years passed before I decided to join.

My first PCA-Chicago experience was the 2020 Porsches & Pastries season opener at Labriola. I remember the first member I had a conversation with was Lee Lichtenstein, who told me all about his limited edition Boxster and a little bit about his own experiences over the years as a Club member.

This year, I volunteered to help Steve Kuk and Ryan Silvino organize the Club's social events for this season, and look forward to meeting all of you over the course of the year.

"All in" starts now! 🍷



2021 EVENT CALENDAR

MARCH

- 3** Board Meeting
- 13** St. Pat's Social, Haymarket - TBD

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

APRIL

- 7** Board Meeting
- 11** Tech Session, Northstar
- 17** Porsches & Pastries, Labriola
- 18** AX School, Wintrust Field
- 23** Novice Day DE 1, Blackhawk Farms

MAY

- 1** AX 1, Wintrust Field
- 2** Rallye School - TBD
- 5** Board Meeting
- 8** Porsches & Pastries 2, Iron Gate Motors
- 16** Rallye 1 - TBD
- 23** Concours School for first timers - TBD
- 28-30** RADE, Road America

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

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Concours 2021 Preview

by Henrique Regina



With a bit of luck, the 2021 Concours season and beyond will be more “event full” and less “eventful” than last year,

but in the meantime, we decided not to hold the Club’s traditional February chili tasting and car care clinic event this year. Instead, our season-opening event, the Concours Novice School, will be held on May 23, and will be limited to just 20 participants who have never attended a Concours events in the past. As in previous years, however, our Club’s Chief Concours Judge Pat Yanahan will thoroughly review the basics of PCA-Chicago’s Concours program and practices.

For those already familiar with Concours generally, we’ll conduct our very popular Concours School on June 13 at Napleton Porsche in Westmont. This event will feature in-depth discussions on how to prepare the exterior, interior, storage areas, engine, and chassis of your car. Participants will also have time to ask any questions they may have



on how best to prepare their cars for a Concours event. Even if you decide not to compete, this school is a great opportunity to learn how to take care of your Porsche and keep it looking its best for decades to come.

PCA-Chicago has developed one of the best judging programs in the country, so for those of you who want to

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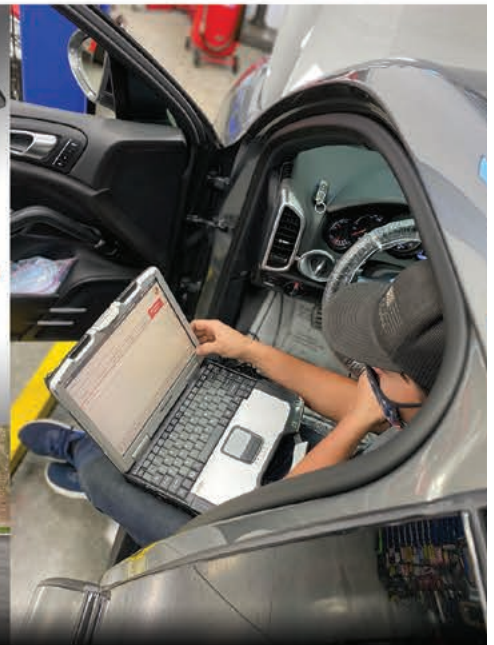
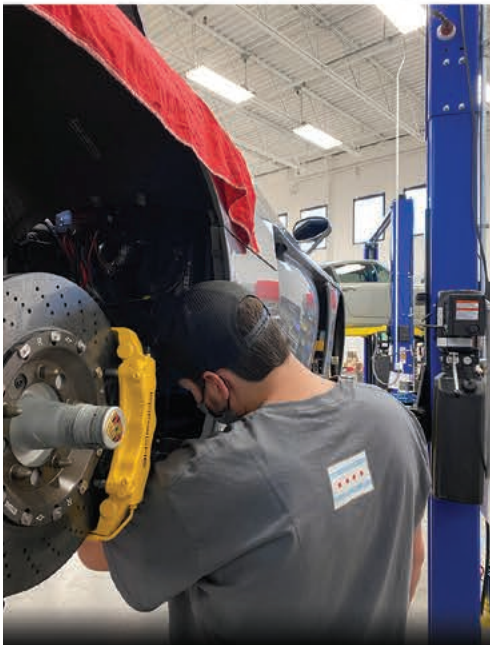
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Concours 2021 Preview continued



become certified Concours judges, we're holding a Judges School on June 26. Although this year's Judges School will be a virtual event, we'll offer the same in-depth discussions as we do in our "live" Concours events.

Our current plans are to stage five Concours events this year, all at locations with plenty to do in addition to the competitions. Our first event will be held on July 23 at the Fischer estate, during Potter's Picnic. Concours 2 will be held at The Promenade, a perfect suburban venue in Bolingbrook on August 8. The third event will take place at Elkhart Lake, WI during the Club's Labor Day weekend celebration at Road America. Our fourth Concours event for the season will be held at the Glendale Heights Oktoberfest on September 12 (though the date has not yet been formally set). Finally, Concours 5 will take place at the Randhurst Village shopping center in Mount Prospect on October 3. Due to health and safety guidance, online pre-registration and event payment at <https://clubregistration.net/> is mandatory for these events.

In wrapping up, we hope you'll join us even if you won't be competing. These events are great Porsche-centric social events, and you can also pick up valuable tips on keeping your Porsche looking its best. Please look for all the latest details on PCA-Chicago's website, located at PCA Chicago Region (<https://pca-chicago.org>). 🍷



Double Double? Yes, Yes!

by Jack Franks

The Club's second Rallye in the abbreviated 2020 season, held on August 30, was the "Double the Checkpoints, Double the Fun Rallye." Why "Double the Checkpoints," you ask? Instead of our usual 4-5 checkpoints, we had 14. And in April 2019, a group of PCA-Chicago members traveled to Madison to participate in an SCCA-organized Tour Rallye that had 56—yep, 56—checkpoints. How did we do it? Here's how.* Richta Rally has developed a series of smart phone applications to set up and manage Rallye events.¹ The *Rally Master* app is used to set up a Rallye: placing checkpoints at specific GPS locations, designating the behaviors (speed up, slow down, turn, etc.) called for when reaching a waypoint, and calculating the exact time for each leg and overall. And because GPS waypoints are electronic, checkpoints can be set anywhere along a route, without the need for a proximate staging area to transition between successive legs. In our Rallye, we could (and did) place checkpoints at intersections or next to stop signs, while others were located along the road course itself, permitting teams to "check in" while travelling at speed to the next waypoint. No checkpoint workers, no special Rallye clocks, no hectic checkpoint scrambling to record each team's in/out times!

The Richta *Competitor* app is used by the teams competing in a Rallye. Using GPS coordinates, *Competitor* tracks each



car's precise location and calculates time and distance from waypoint to waypoint. This, in turn, permits *Rallye Master* to calculate each team's scores immediately, as they cross each checkpoint.

There's also a very handy map feature that displays where each car is on the route. If a team is wildly

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* Dear readers, because of event coverage gaps, we went to the archives for some of these pictures. See you out there this season, though!

¹ <https://richtarally.com/>

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◀ Endangered species? Yes, possibly! With digital / GPS waypoints, there's no need to staff each waypoint station with a group of volunteers to record check-in times, calculate penalties, etc. Fun in the sun, sure, but not so much in the rain or cold.



off-course, a quick phone call from the Rallye Master can provide quick directions to put them back on track. While we encountered a few minor challenges as we familiarized ourselves with the process, overall we were excited to employ these new Rallye tools and are looking forward to holding more Richta-based Rallye events going forward.

As to the Rallye itself? We started off in Crystal Lake and quickly found ourselves in rural McHenry County, driving the lovely roads through Bull Valley, Union, and Marengo. The weather was perfect and the roads were twisty, with a good mix of slow and fast legs from checkpoint to checkpoint. There were some traps on the route, such as asking teams to pause at roads that didn't exist, performing actions when the instructions contained only part of a word on a sign ("Smith" versus "Smithsonian"), or being instructed to change speed at "Walter Rd" when the road was actually named "Waller."

For pandemic-related reasons, unfortunately, we had to omit the post-event dining, so we ended at the same place where we began, and completed the scoring almost immediately, once the last team had arrived. Just like they said it would! 🍷



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Porsche Manufacturing: The Way We Were

by Patrick Yanahan



What unbelievable technological changes we've seen in Porsches over the decades.

To produce these phenomenal, ever-beautiful, state of the art machines, the manufacturing advances and quality improvements have necessarily pushed the limits of what is possible. Nonetheless, the phrase “state of the art” must be qualified with an “as of today.” What good fortune, therefore, that we have a chance to look back in time through the eyes of fellow Club member Jim Kutill, who made three trips to the Stuttgart region with his wife Laura in the mid-eighties. And unlike the secrecy and security protocols of today, where cameras and cell phones must all be surrendered before entering the factory, Jim was able to bring his 35 mm camera with him, photographing both with abandon and with impunity! Join us now, on Jim and Laura’s visits . . .

1. Where do we go first?



The bus tour really got exciting as Jim and Laura approached Stuttgart, and of course the famous Graf Zeppelin Hotel (then a 4-Star venue) was a great base to relax and await the upcoming tours. On the bus the next morning at 8:30 and through the main Werks 1 gate at 9:00, they received a welcome talk,

followed by a factory tour, and then lunch with the workers in the main canteen. After lunch they toured the Porsche Museum and then a bus to Ludwigsburg so that those picking up cars could complete their paperwork.

2. The Porsche Salzburg 917 winner of the 1970 24 Hours of Le Mans.



3. Jim Kutill in the original Porsche Museum in 1985. (top photo)

Compared to the acreage—over 100,000 square feet—in Porsche’s current facility, the Museum in 1985 was the size of a large garage. Nevertheless, it was impossible for Jim and Laura to take it all in!

4. A lightweight aluminum coupe from the 1950 24 Hours of Le Mans.



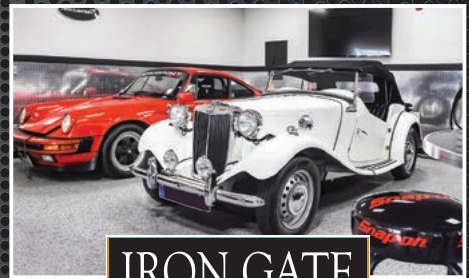
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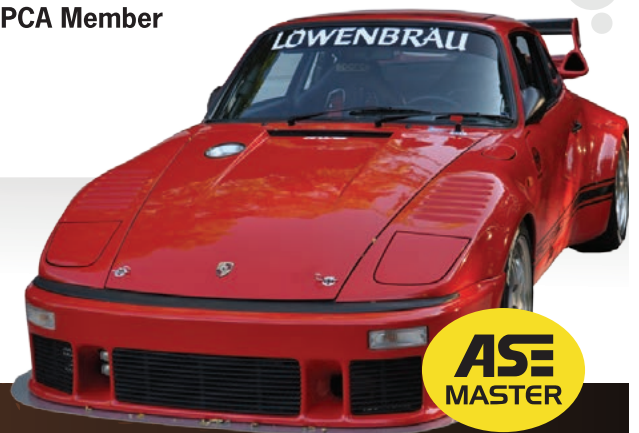
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5. The engine assembly scene is from the 928-engine line. (above left)

The group's Weissach tour proceeded along the boundaries of main assembly areas. Here, worker uniforms were color coded: blue overalls for the assembly crew, green for quality control, and red for engineering. What is remarkable is how much hand assembly was required for a "production" car. Unlike today, where robotic carts deliver parts and sub-assembly units "just in time" to assembly workstations, 1985 team members pulled needed parts by hand out of nearby bins and added them, one-by-one, to each engine.

6. These are turbo rear fenders. (above right)

Here, we're looking down a shell line adjacent to the body assembly line for 911 and 930 models. Bare shells were pulled down from above, and rear fenders were added. Depending on the build sheet, fenders came out of different racks. Never did the assembly crews talk to us; they watched us come and go, but were serious and all business as they conducted their tasks.

7. Interior assembly line (below left)

These red cars were located at the start of the interior assembly line, where wiring harnesses and dashboards were installed. The chassis were placed on wheeled carts that were pushed from station to station as the cars were being built.

The second day of the Kutills' tour was spent at Weissach, Porsche's R&D facilities. The day's events also included hot laps around the test track. After lunch at the facility's canteen it was back on the bus to Ludwigsburg, to see the Euro delivery cars lined up.

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When asked about the most memorable aspects of his Stuttgart trips, he said without hesitation that the "most memorable" part was clearly the technology-packed 959, the prototype for which had been shown at the Frankfurt Auto show the prior year. The car pictured above was then on display in the lobby of the Ludwigsburg facility, and Jim beamingly explained that he and Laura had been offered a chance to sit in this car, which to this day remains behind velvet ropes at the current Porsche Museum. During one of our 1985 Weissach trips, we also found ourselves at the Werks 1 test track, waiting our turn as passengers for hot laps with the test drivers. And while waiting, we also saw a silver 930 turbo with a twin turbo setup, which we assumed was a test mule for the 959. And who was driving? Helmuth Bott, the Porsche board member in charge of research and a personal friend of fellow PCA-C Club member Bob White.



8. Tom and Judy Grunnah accepting their special order 930



Here, Tom and Judy Grunnah and their son Tommy (crouching in the passenger door well) from the Chicago Region are inspecting

their special order 930: an all-white car with all white leather interior. By the end of the trip, however, Tom was expressing concern because the light reflecting off the white dashboard and up to the inside of the windshield was blinding!

9. Porsche's Taycan Assembly line today. 🍷



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