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Potter's Picnic



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Top photo: Autocross 3 by Neil MacDonald
Bottom photo: driving to Mt. Rushmore by Tim Rehbein

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2021... What A Season!

Summer will be ending by the time you read this, but even so, 2021 has been remarkable for our collective efforts to regain our footing and return to some sort of “new normal.” To that end, PCA-Chicago has held a variety of exciting events this year, which leads me to extend a sincere thanks to the coordinators, board members, and volunteers who made it such a successful season. It takes an army to conduct over 50 events per year, and they—*you*—made it happen!

Speaking of which, I'd like to extend a special thanks to Steve Kuk, Bobby Kurek, Jeremy Holleb, and the rest of the volunteers from our immediately-adjacent Regions who brought us together to celebrate the Porsche marque and 25 years of the Porsche Boxster. This multi-region event was so well-received that I foresee a similar event taking place in 2022. Please stay tuned for further developments.

Hats off as well to Porsche Barrington for offering up their showroom facility for the start of two Club Rallyes this season. These events included an excellent breakfast, with the added incentive of having an opportunity to test-drive the Taycan. On behalf of the Club, I'd like to thank this excellent Region sponsor for its generous support.

You may also have heard that PCA-Chicago won a PCA-National 1st Place (Large Region) Website Award, led by Dana Comolli. It's true, so thanks to the Club's website team for their attention to improving the Club's media and communications efforts.

Autocross continues to sell out thanks to the leadership of Adam Kern, his event team, and the outstanding sponsorship of Midwest Performance Cars. If you haven't attended an autocross recently, you should give it another look. The upgrades are apparent!

At this time I'd also like to extend a special thanks to the Club's DE event sponsors: The Porsche Exchange, LN Engineering, Midwest Eurosport, Isringhausen Motorsports, Lake Barrington Motorsports, Race Parts Express, Kurt's German Autowerks, G Design Racing, Northstar Motorsports, R.A. Adams Enterprises, and PressTech Printing. On behalf of the Club, you are an integral component of the Region's successful driving program.

That's it for now. Fall is coming and the number of outdoor activities will decline, but there will be activities throughout the fall and into the winter to keep you engaged. This includes the Club's premier event of the year: the Annual Awards Banquet. Please plan to attend this season-closing event to celebrate all of our accomplishments for 2021.

Until then, continue to enjoy the ride and please, stay safe.

Regards,
Bob Rath



“

2021 has been remarkable for our collective efforts... to return to some sort of “new normal.”

”



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The Tire Rack, AX 3:

All's Well...

by Joe Morsello

Autocross 3 was held at the Tire Rack test track in South Bend, Indiana on July 31st, and I'm here to tell you, it was an action-packed day!

The turnout for a "distant" venue in a foreign time zone (Eastern) was very good. We had a total of 48 competitors who received 12 runs each for the day, which meant not only that the driving-per-dollar ratio was very high, but start box launches within each run group as well as the switches between sessions were handled very efficiently. A shout-out to starters Dan Cubric, Stanley Sangdahl, Chris Carollo, and (with all modesty) to me for the fine work in that regard. While we're at it, let's also thank Club members Adam Kern; Gordon Zhao; Peter, JP, and Elsa Bukantis; and Luke Pavlick from The Tire Rack.

And did I tell you that the competition was also incredibly close? The difference between 1st, 2nd, and even 3rd place came down to

continued



The Tire Rack, AX 3 continued



hundredths of a second in many classes. With great weather and even better attitudes, we all had an exciting time with our fellow competitors, both on and off the track. There was definitely some good trash talk going on in the paddock and the staging lanes as well, but in the end, it all came down to the clock and what each of us could glean from the course and our tires. A few of us (and you know who you are!) had some spins, others hit a cone or two, or



even missed a gate from time to time, but by the end of a long day, we all went home with great memories, slight tans, and a few hard-earned trophies for all of our individual and collective efforts. Nice work, team, and well played.

We also had a few excellent and selfless individuals who decided to stay after handing out the trophies to help clean

“
The difference between 1st, 2nd, and even 3rd place came down to hundredths of a second in many classes.
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up and close down the venue, leaving it the way we found it. In addition, we were able to help a fellow driver in need of a jump start in the paddock. Even with a jump pack and 2 different cars with jumper cables trying to get the disabled car started, we ended up push-starting our fellow traveler. And yes, I'm here to tell you that you can push-start a GT3 with enough people and the right wheel man. Who knew?! Joking aside, it's reassuring to know that even though we all faced long drives home, a fellow Club member stepped up to be a "wing man" on the drive back, thereby ensuring that a fellow competitor wouldn't wind up stranded at the side of the road, waiting for a flatbed if things took a turn for the worse, electrically speaking.

By the time you read this, our next and final Autocross for the year will have just taken place on August 28th at Wintrust Field in Schaumburg. We're expecting another sold-out event at this venue, so hopefully you signed up quickly. Finally, I hope I saw all of you there, as we closed up another action-packed day and another great driving season with our fellow car enthusiasts!

As they say, (a) all's well that ends well, and (b) it's not just the cars, it's the people. 🍷



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Learning through the Seat of Your Pants

by Heather Ingraham

We've all heard the Porsche tagline that "there is no substitute." That truth extends to learning how to drive one well: there is no substitute for seat time.

I decided to get involved in competitive driving relatively late in life, so there's a lot of catching up to do. For track events, that means getting as much seat time as possible while trying to avoid costly rookie mistakes.

Between the speed, the risk, and the traffic, the first couple of track days can be pretty overwhelming for a novice.

Enter the ridealong!

Riding with an experienced instructor can be a tremendous help in learning a new track, correcting errors, and resetting

continued



Learning through the Seat of Your Pants continued



your brain to read your surroundings at track speeds — without the anxiety new drivers often feel about passing and being passed while trying to learn both line and technique.

Learning to “see” the track is a big deal. A friend recently experienced two epiphanies when riding with a PCA instructor. One is how quickly Porsche ceramic brakes can slow the car — Chris laughed that his eyeglasses would have shot right out of his helmet if not for his visor — and the other is what it’s like to develop situational awareness at GT3 speeds. Chris’s next run in his T5 time trial car was nearly two seconds faster than his previous best, and he credits Barry Fript for giving him new eyes with which to see and drive the course.



And, since maybe not everything goes exactly to plan when out on track, ridealongs can provide useful and panic-free experience for a novice. For me, riding with experienced instructors has allowed me to feel where the rain line is (and isn’t!) without spinning out, get comfortable with that high-speed wiggle under heavy braking, see what it’s like to go off-line for a pass, and discover how calmly one can handle an “off” after ABS failure.



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Being in the passenger seat for each of those situations meant I didn't have to make decisions in that fraction of a second, which left room for my brain to learn without fear and with full openness to the situation. It's hard to retain what you're learning if you're stiff with anxiety, but learning from the right-hand side felt relaxed and amazing. When something eventually goes screwy with my own car, I'll have that experience to help me through it.

Best of all, riding along with a skilled instructor means getting to feel what it's like to handle things *right*. I've



been reading books and articles as much as I can, but some skills that were merely words on a page — throttle steering and trail-braking in particular — now have a specific muscle memory attached to them. It will be a long time before I can demonstrate those skills, but at least now I know what to aim for as I continue to learn.

I am enormously indebted to Glenn DeWeirdt, Barry Fript, and John Westra for their generosity, experience, encouragement, and coaching. Thank you, guys, and happy tracking! 🏁

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Yanahan judging Ed Leed's 356

photo: Jeff Lange

On the National Stage: Concours in French Lick

by Patrick Yanahan

This year the Porsche Parade was held in French Lick, Indiana. Many of our Chicago Region members attended, and several of them competed in the Concours event on a rainy Monday morning. The plan was to show and judge the cars out on the golf course, but bad weather forced all to remain in the parking garage. Not the best conditions for judging very competitive show cars, but everyone was competing under the same conditions. Please note that this was my 26th Parade, and I have never seen beginning competitors prepare at such a high level. Then, however, we have the real professionals, such as . . .

Ed Leed

The restored 356 models are the oldest and, this year, the best prepared. Our own Ed Leed presented his 1964 Champaign Yellow coupe and scored 299.2 out of a total of 300 possible points. In so doing, he won the coveted Gmund Award as well. The car had been sitting in Ed's garage for over 20 years after being involved in a track accident. A few years ago, however, Ed decided to bring it back to its original glory, and did so with the understanding, precision, and respect for the marque that one would hope for in undertaking this challenge.

Two weeks after winning at National, Ed competed at the Antique Automobile Club of America's Grand National Contest in Minnesota, an event known for the rigor of its judging in terms of authenticity, originality, and condition. Although his was the only Porsche entered in his class, the judges (who adhere to absolute, rather than relative standards) nevertheless awarded

him their Club's Senior Grand National Award, which requires a minimum of 390 out of 400 points.

continued

“
Ed Leed ...
scored 299.2 out
of a total of 300
possible points.
”



Parade and AACA champion

photo: Ed Leed

On the National Stage: Concours in French Lick continued

John Moore

John Moore and his son Matthew presented their totally original 1971 Targa that John's father purchased new. This factory Tangerine Targa was a hit with the spectators, who could not believe that this was not only a three-generation Porsche, but was mostly original in terms of its paint, interior and chrome.



photo: Jeff Lange

The Estradas

Eve and George Estrada brought their Pastel Blue, 1970 2.2 L 911S Targa, which they had prepared in the French Lick parking garage the day before the competition. In the Street Class, the Estrada's earned a second-place finish, a fitting recognition for a lovely car.

As we are seeing at our own local Concours, the Chicago Region is turning out well prepared Porsches that do well at the national level. Several of our members judged at the Parade as we are known for our exceptional judges training programs which are recognized throughout the country.



photo: Eve Estrada



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GingerMan, 2021: Another Perfect Weekend

by Neil French

photo: Zachary Stern, Squatch Media



Neil French (l) and Glenn DeWeirdt (r)

PCA-Chicago has hosted late summer DE events at GingerMan Raceway for over 25 years. This year's event, hosted by Glenn DeWeirdt, Mark Palmer, and yours truly, was enjoyed by over 90 cars and drivers with 4 run-groups, including a special Porsche Macan / Cayenne run group on Sunday morning. Add perfect weather (75° by day, 60° by night), and near-perfect track behavior, and what's not to like?

The annual GingerMan DE event has always been one of the French family's favorite events since we first attended back in 2005. What a great venue for families looking for a summer weekend, with its blend of track time, beach time, restaurants, and gift shops, all located

continued



photo: Zachary Stern, Squatch Media



What a great venue for families
looking for a summer weekend...



Photos by Neil French (except as credited otherwise)

GingerMan, 2021 continued



in South Haven, a beautiful south Michigan resort town, with a convenient option to camp at the track. Back in the days when our children, Giselle and Adam, were barely out of diapers, we began camping trackside at GingerMan, and we have fond memories both of fun on the track as well as ice cream and beach sunsets over Lake Michigan. I expect that it won't be too long before the kids and I will be sharing our 911 racecar (the "Blue Bar," right) for weekend hot laps!

Those of you who have driven GingerMan know it's one of the safest racetracks in the Midwest, with three mid-speed straights, plenty of run-off space, and well-distanced Armco barriers to provide run-off room as necessary. This doesn't mean that GingerMan is an easy track, however. Many of us leave the weekend still searching for that perfect racing line on at least one corner (mine is Corner 7) and look to return and conquer next year, and the next year, and the next year.... 🍷



photo: Neil MacDonald

The Frenches' track car, the "Blue Bar"

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The SOCIAL SCENE

by Steve Kuk & Bobby Kurek



Potter's Picnic by Steve Kuk

Potter's Picnic 2021 continued the tradition of being the longest continuously held event in all of Porsche Club of America: this year's picnic makes it 64 years in a row. Once again, the Fischer family were our hosts with the most. Rick Fischer did a lot of the heavy lifting to pull off another great event. We all owe the Fischers a huge round of applause for their hard work providing us with a safe/fun party for all of the 250+ attendees.

This year brought back the tradition of holding a Concours event in conjunction with the Picnic. There were over 20 of the cleanest cars in all the land going head to head. It was great to have them out there as inspiration to all of us on how to care for our cars and make them look their best.

We also need to thank Linda and Rip Patterson for all of the

years of helping to entertain our future Club members, *i.e.*, our little Porsche Picnickers. Kathy and I have always been so busy at the picnic that we never really noticed how much fun the

continued



photo: Michael Bene



Pattersons provide for our kids and grandkids. This year was very different, though; we brought our granddaughter Ellie, who had so much fun that she's already told her parents she needs to come back next year. Bring your little ones next year and you will see for yourself how much fun they'll have!

We did have a storm come in this year, just as we were doing the raffle. A few people got wet, but we received no reports of anyone one being flooded out! And speaking of the raffle, we need to thank this year's Club Charity, Crushers Club, members of which came out to meet our members and who volunteered to help sell and call off raffle tickets.

Finally, great music was provided by PCA-C Club member John Ruther and his band, Pipe Dream. Thanks Pipe Dream for the great tunes.

That's it for now. Take care, and see you soon!
- Steve and Kathy 🍷



photo: Neil MacDonald





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Blackdog by Bobby Kurek

The recent Porsches & Pastries at Blackdog Speedshop in Lincolnshire was a success. Over 250 attendees and their beautiful Porsches filled the lot and the street of this new venue for speed. To make things even better, we had a preview of the new Taycan Gran Turismo Sport and that was a hit. I had members coming up to ask where the car was, before it had even arrived. Thanks a lot to Adam Noderer for bringing the car out for all of us to see.

Blackdog Speedshop has an amazing 25,000 sq. ft. facility to showcase the work they do, including the cars they actually

race. From their trophy room, to their sales area, to their service area, and their race garage, the space was immaculate.

I was a little nervous about the turnout, I must admit. Why? Well, Blackdog is a new venue I brought to the Club and this was the first Porsches & Pastries I put together on my own. It was great to see the interest and great to see you all. And a big PCA-Chicago shout-out to all of you for your support and attendance! 🍷



2021 EVENT CALENDAR

SEPTEMBER

- 3-6** TRAC - Club Race / DE, Road America
- 4** Concours 3, Elkhart Lake
- 8** Board Meeting
- 18** Concours 4 / Oktoberfest, Glendale Hts.
- 19** Rallye 4 - Gurnee
- 25-26** Blackhawk 4, Oktoberfest

OCTOBER

- 2** Porsches & Pastries 4, Olson Motorsports, Downers Grove
- 3** Concours 5, Randhurst
- 6** Board Meeting
- 10** Rallye 5, TBD
- 15-17** Fall Driving Tour - The Hocking Hills

NOVEMBER

- 3** Board Meeting
- 6** Fall Tech Session - TBD*
- 13** Porsches & Pastries 5 - TBD*
- 20** St. Patrick's Day Social, Haymarket Pub & Brewery*

**Date is tentative*

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/event-schedule/>



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Rallye Three: Hidden Gems

by Jack Franks



The Club's "Hidden Gems" Rallye took place on August 1, 2021, following a delicious breakfast provided by event sponsor Porsche Barrington. Thirty-two Richta Rallye checkpoints later, several teams had scored perfect "0-point" legs, which is quite an achievement, believe me!

The first leg took us across Lake Barrington and through some beautiful roads that led to Island Lake, Wauconda, and then towards Fremont Township. This is what "Hidden Gems" was all about: there are fun and challenging

continued

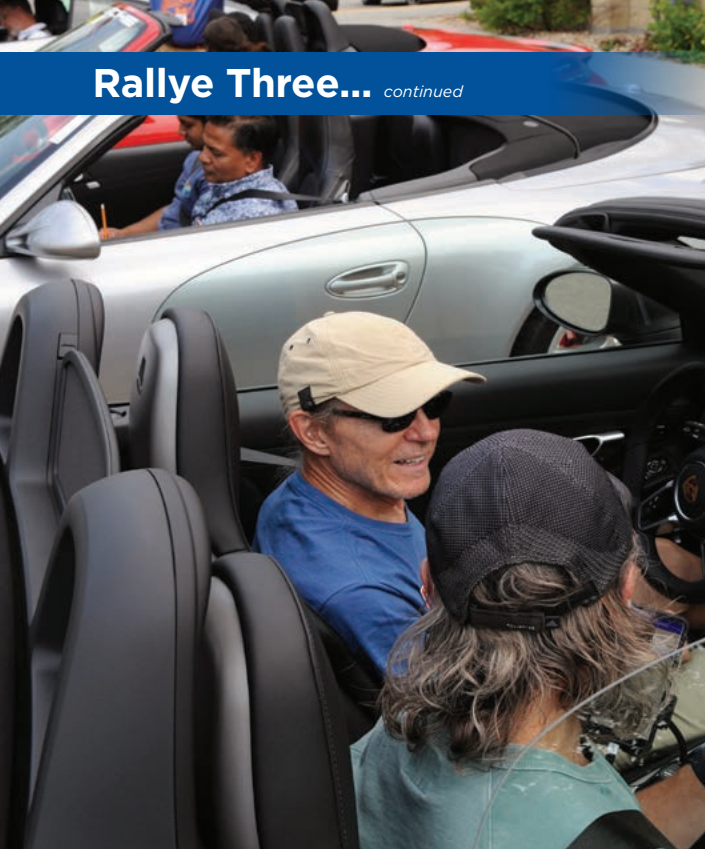


“

...there are fun and challenging roads in our own suburban back yards, without having to travel to far away places to find them.

”





roads in our own suburban back yards, without having to travel to far away places to find them.

The “trap” (i.e., trick) for the first half of Rallye 3 was an instruction for teams to continue straight, without identifying the instruction as “redundant.”¹

The second half of the Hidden Gems route had additional tricks, but none as

nasty as the “continue straight” trap. For example, there was an instruction to “turn right after cemetary,” that turned on misspelling the word “cemetery.” Nearing the end, teams also retraced a portion of an earlier route, which lulled several teams into concluding erroneously, “There can’t be any checkpoints here. We’ve already been down these roads!”

Because, however, the Richta app allows a Rallyemaster to activate or deactivate a particular waypoint based on the time of day—e.g., Waypoint 30 might not become activated until after 1:30 p.m.—teams had to watch their speed closely. This didn’t put teams off-course, but it did put timed checkpoints in places where they had already been!

continued on page 34



¹ If a “redundant” instruction isn’t specifically marked as such, the instruction can’t be followed. Here, because “continue straight” is what teams on this stretch of road would do anyway, even without the instruction, the lack of a “redundant” identifier means that teams were *not allowed* to continue straight, and therefore had to turn, thus incurring or avoiding a time penalty of up to 1.5 minutes.

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Sounds like fun, yes? We thought so, too!

The top three touring teams were:

- Ken and Becky Marshall, with 486 points;
- Alyssa Suriano and Jenny Hondros, with 595 points; and
- Robin and Pete Johnson, with 920 points

The top three SOP teams were:

- Steven and Sharon Olson, with 291 points;
- Stanley and Dominique Sangdahl, with 458 points; and
- Jack and Karen Stephensen, with 502 points.

Finally, Chris Costis and Shannon Lange were the top-scoring Novices, with 840 points.

In closing, a big thanks to Susan Shire and Steve Rashbaum for pre-running the event; to Nellie's in Palatine, for hosting our after-event dinner; and to Porsche Barrington for providing us with breakfast and space for our pre-event Drivers' Meeting. 🍷





Olsen

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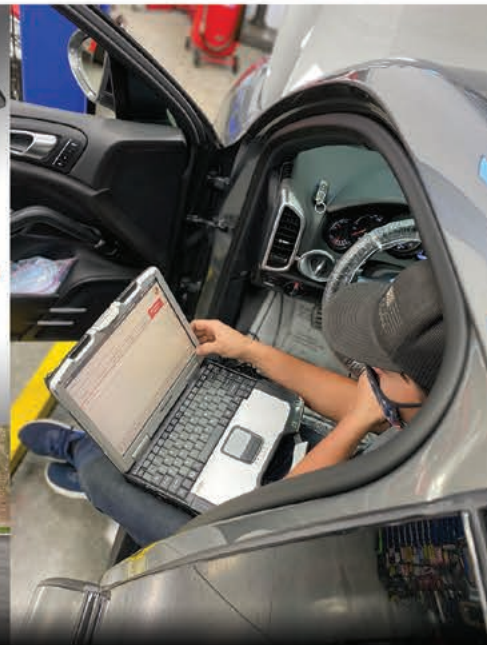
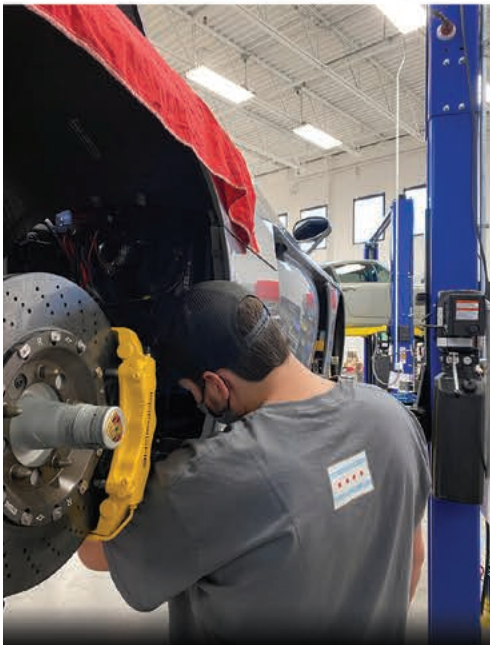
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A Tale of Two Yellow Porsches

by Tim Rehbein



Tim and Judy

In 1977, I bought a new Porsche 924.

I was looking forward to acknowledging other Porsches on the road and perhaps even joining the PCA, but apparently (and unfortunately) not every Porsche owner was as outgoing about the joys of owning such a wonderful car as I was. . . .

Fast forward to 2014, my wife Judy noticed an article in the paper about an upcoming PCA Concours in nearby Long

Grove. Judy wanted to go, but (recalling the above-referenced “snooty” experiences) I was less enthusiastic. Nevertheless, “Nothing ventured, nothing gained,” as they say, so we went. And as we approached the Concours venue on event day, one of the participants approached us and guided us as to where to park. “Hmm,” I thought “this is starting to look different than expected,” but when a second person came running up, asking all sorts of questions about the 924 and requesting (respectfully) whether he could look at the interior and then the engine, I was both impressed and flattered: someone was putting the car on a pedestal, a stranger who looked at my car the way I looked at and felt about my car! And that’s how we met Pat Yanahan.

After our first “real” introduction to PCA-Chicago, we joined the Club and met a lot of very friendly, down-to-earth people. We also sampled each of the Club’s various activities, deciding that we most enjoyed Concours, social activities, tech sessions, driving tours, and TSD rallies. And when we brought our 924 on a tour to Galena, the car was welcomed as the oldest car there... and also the slowest! Porsches were passing us left and right on those twisty turning roads, and even the sweep car passed us! We decided that taking a 44-year-old car on any more long distant trips was not a good idea.

With input from a number of our new PCA friends, we decided to buy a 2016 Cayman in racing yellow, the same color as our 924. When much newer, the 924 had visited most states in the Union and three Canadian provinces, much of it hauling our camping stuff in its roomy hatchback. Not to be outdone by the 924, however, the Cayman has been stretching its legs from the beginning: a 1200-mile trip to Minnesota and the Michigan UP; a 2200-mile driving tour to North Carolina; a 2500-mile trip

continued



Pat and Tim

Photos by Tim Rehbein

A Tale of Two Yellow Porsches *continued*



Mr. Presidents, here we come

to attend the Canadian Grand Prix and tour Quebec; and more recently, a 2300 mile tour with the Milwaukee Region that took us to the Badlands of South Dakota, Mount Rushmore, Custer State Park, and Devil's Tower in Wyoming. The trip included

some of the most beautiful and demanding roads we've ever driven, though Judy got to see much more of the scenery than I did, focused as I was on making sure we didn't become part of the scenery.

Buying our Cayman really kick-started our involvement in the Club, allowing us to do many things or travel distances that we didn't feel comfortable doing in Old Yellow. The Cayman has also helped us to meet new Club friends and bolstered existing relationships. It's not just the social aspect that the relationships provide; we've also been amazed at the amount of knowledge that many of the members have, how willing they are to share it, and even their willingness to work on each other's cars.

We're very active in the Chicago and Milwaukee Regions and have made great friends in each, but these friendships don't form themselves. You've got to get involved in different activities, introduce yourselves to as many people as possible, and work at forming and maintaining relationships. In just a few

short years, though, we've totally changed our minds about the Club and now call many of its members our closest friends.

Our only regret is that we didn't join the Club a long time ago! 🍷



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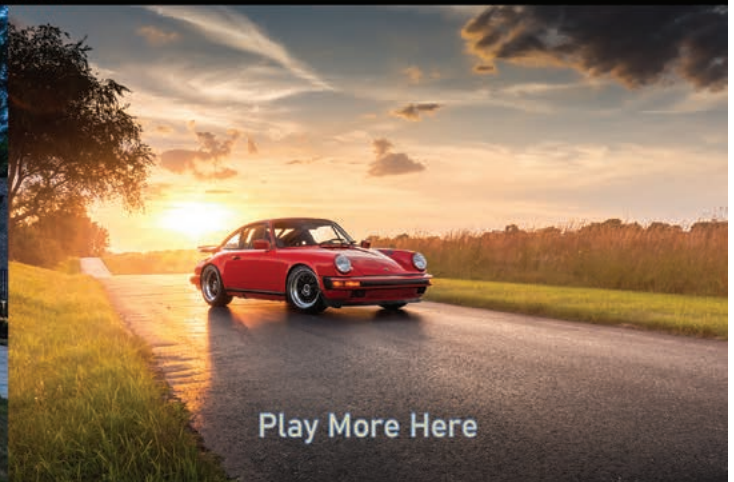
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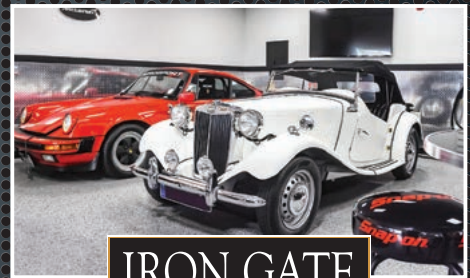
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Good Things Come ...

by Lee Lichtenstein



PORSCHE CLUB OF AMERICA



photo: John Miller



photo: PCA-National

“Good things come to those who wait!” It had been 3 years since I last competed in a TSD Rallye with John Miller, my good friend and a seasoned navigator. John sold his Illinois house and moved to Florida shortly after the 2018 Ozarks Parade, and since the Chicago Region had just switched from traditional, manned checkpoints to the Richta Rally App version for its Rallye seasons, my local participation switched from competing to volunteering.

When the opportunity arose to return to French Lick this year, however, John and I once again jumped at the chance to join together for a week of competition and relaxation. We had Rallyed together at the 2015 French Lick Parade, where we finished 2nd (of 5) in class, 6th (of 136) overall, and 1st (of 6) in the Chicago Region. This year, our return resulted in another 2nd (of 13) in class, 12th (of 94) overall, and 1st (of 8) again in the Chicago Region.

John asked me to pass along the following: while his desire to pursue year-round car activities is ideal in the Sunshine State, Illinois is not without its own appeal. He regularly returns to visit family and friends, and takes in an occasional car show. He specifically asked that I point out that the Miata he drove up here is a “bridge” vehicle until he finds a real sports car he likes. 🍷





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