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THE CHICAGO SCENE

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The Spirit that Moves Us

The Chicago Region of the Porsche Club of America has a long and storied history. We're celebrating our 65th year as a chartered region, making us one of the oldest in PCA. Back in 1957 six other regions were chartered along with Chicago. This brought the total number of regions to eight, with all but one being east of the Mississippi. This past year PCA chartered its 147th region, spread out over the U.S. and Canada.

Of course, a club isn't really a club without meetings, and Chicago hit the ground running by holding its first on October 8, 1957, at the Timberidge Restaurant near Kenosha, Wisconsin. Unfortunately, this establishment is no longer in business but I'm sure many of us have driven past as we travel to Road America. Just look to your right as you drive north on I-94/41 past Highway 50 to see Mike's Ale House where the Timberidge was located. At that inaugural meeting a total of 22 PCA members and 24 guests showed up in 34 Porsches and a single Aston Martin, which was directed to the rear of the parking lot. The following month the meeting had 38 Porsches in the parking lot of Hank's Fine Food in Waukegan, showing the strong growth that the Chicago Region continues to this day.

By 1961 the Region membership had grown to 144, with an additional 104 family members. Activities included Potter's Picnic (still being held annually), high speed gymkhana, concours, rallies, driving school, tech sessions, and even a hill climb. Except for the hill climb, these events are still hosted by the Region, with autocross replacing the gymkhana. Back in the day, a social dinner gathering was held after almost every event, exemplifying the social aspect of the Club.

Today with over 3,000 primary, family, and associate members, the Chicago Region carries on the traditions of the early Porsche enthusiasts in the Chicago area. This year we have almost 40 events planned, offering everyone a chance to experience their cars with other owners. The Porsche Club of America was born out of the passion that a few of the early owners experienced with their cars and the desire to share that experience with other owners. The automobile has changed the lives of everyone and Porsche is one of the marques that has made that change a little more special.

I invite all of the Chicago Region members to come out to an event to experience what the Club is about. Even if you don't participate, you'll find a rare camaraderie exists. While the cars might be the focus of our Club, it's the people and their passion about the cars that make belonging worthwhile.

Cheers!
Stanley Sangdahl



We're celebrating our 65th year as a chartered region, making us one of the oldest in PCA.



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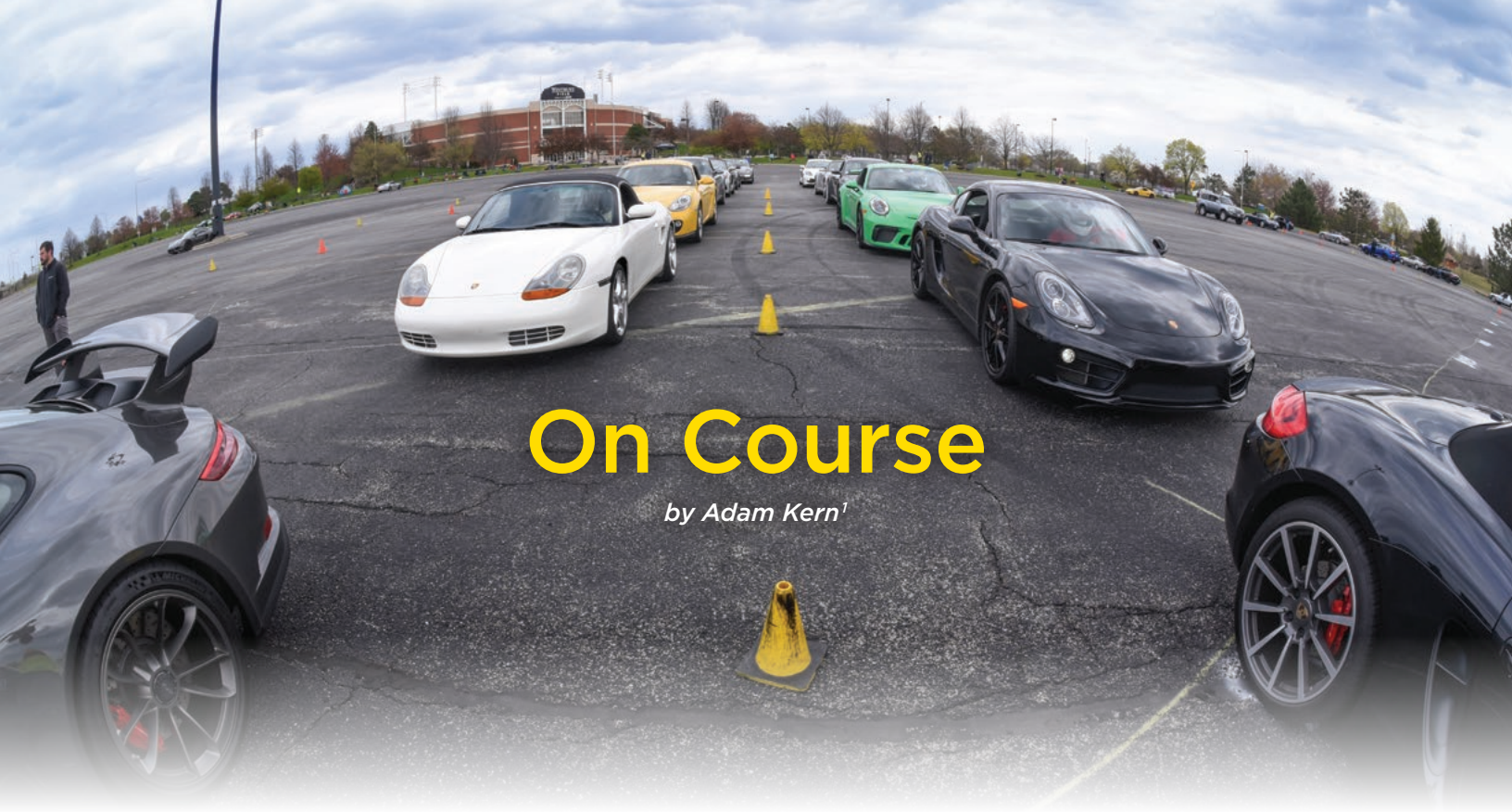
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On Course

by Adam Kern¹

In 2014 the old Maywood horse track used to be one of our Autocross program's many homes. I can vividly remember being there in line for the first time. Could you believe that these wild PCA instructors were telling me to just gun my car in a straight line and when I got near the end of the parking lot, floor my brake pedal as hard as I did for the "loud pedal?" It's all true. This was my first experience with PCA-Chicago Autocross School and I thought to myself "this is awesome!" It was what I was looking for my whole life and just didn't know it.

The other day in a conversation with PCA Autocross regular Bill Fitzsimmons (the Club's 2021 Men's Champion), we were discussing how much we wished someone had introduced us to Autocross much earlier, perhaps as early as when we got our

continued



photo: Neil MacDonald

¹ Adam is the PCA-Chicago Autocross Chair.



photo: Neil MacDonald



driver's licenses. Lucky for you, though, I'm here now to introduce you to the wonderful world of Autocross and our AX school (the "School").

Let's start with who should attend. Our School is open to all Club members and their guests, and Porsche ownership or use is not required, but it's always encouraged. The School is the perfect time for you to get well acquainted with your car in a safe environment, where you'll be encouraged to find the limits of your car in a controlled setting, i.e., something you should not do on the street but which will be applauded here.

“Our School is open to all Club members and their guests, and Porsche ownership or use is not required...”



photo: Neil MacDonald

Our School is nothing to be intimidated by, nor are we here to create the next Formula One champion. We are here to help you understand your car and give you a small taste of what a regular season Autocross event is like. To that end, we'll have three exercises that will help you accomplish this goal, as well as a classroom session lead by Dana Comolli.



Dana Comolli reviewing the physics and strategy of high performance driving.



photo: Neil MacDonald

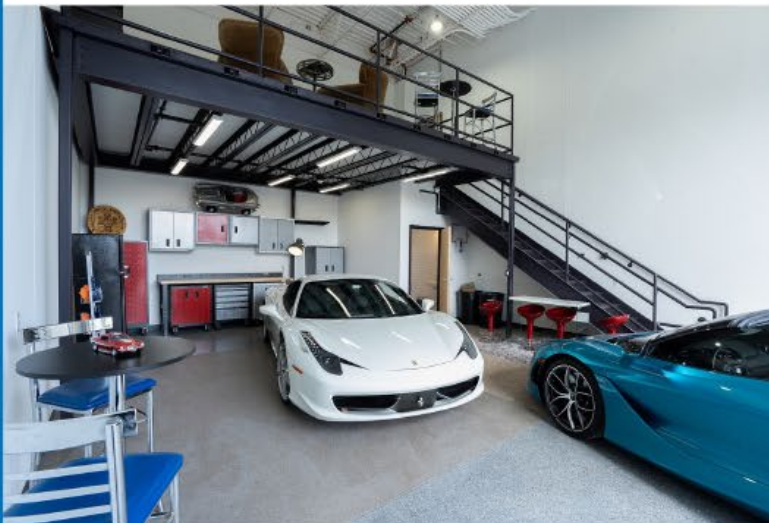
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I've been a part of Autocross for nine years now and I can assure you we have some of the most welcoming and knowledgeable member-volunteers you could hope for. When we were getting our own first shots at "seat time," we all learned so much. We know that you, too, will feel the same way, and will only want more. And finally (for now), the Autocross School is open to you for as many times as you'd like to take it. Myself, I did it four times!

See you on course.

– Adam 🍷



Photos (left column) by Neil MacDonald



photo: Pete Bukantis

AUTOCROSS: Fun By Numbers

by Pete Bukantis

2021, 19, 18, 71, 1, 23, 19, 356, 31, 718, 28, 90, 2, 14, 2, 14, 288, 100, 2022. Random numbers or special code? Lottery treasure or bills that you owed? These numbers hold a secret presage, give me a minute to reveal their message!

A scary thing lurked around every corner, 2021's hope COVID could soon be a goner. April 18th brought the training event. Breaking quarantine drew 71 students, anxious to drive and "kill some cones," the wonderful spring weather offered the jones. Pupils and Porsches and instructors abound, mixed tire squealing with glorious exhaust sound.

The Autocross season started May 1st, the spring winds arrived with a 23mph burst. Equipment and cones were blown to-and-fro, nobody cared, they just wanted to go. The hustle and bustle of an exciting event, cars zigging and zagging, look out for that tent! I want to say red but alas it was black, a 997 conquered the track.

Competition continued on June 19, a 356 enthralled geezers and teens. Among a group of modern cars, its lines were special, its gait relaxed with attitude vestigial. Everyone there was on the wheel, margins drew thin with all the zeal. Things were getting serious run by run: 2 seconds separated positions 8 thru 31. When the event was over and we pulled the plug, success to a grey Cayman and a guy named Doug.

July 31st brought a change of state, the Tire Rack track is always top rate. All were excited for the distant locale; relatively low attendance, 51, was the rationale. Along came a Spyder and you can guess the rest: the entire field was put to the test. Dedicated pavement made the course exciting, the attending driver skill had competition fighting. As the end drew near the picture was clear: arachnid or gator, whose time would be greater? 3 tenths of a second divided the duo, a battle royale, white Spyder one, red Cayman zero.

A return to Illinois on Aug 28, the final event was set to be great. The weather added its own little quips: temps in the 90s, pavement that slips. Ending at 2, brutal was the sun. Nothing was lost, we had 14 runs. The cars were now quiet and the venue was still. 2 champions were crowned: 14 Jenna and 288 Bill.

I didn't forget the ladies all this time, I couldn't figure out how to get them to rhyme: Jenna, Kathleen, Robin, Ashley. Elsa, Katherine, Dominique, Kelly. Pamela, Mari, Elizabeth, Mary, 12 fierce competitors in the fray, thanks for coming out to play.

Based on the numbers, I think you can see, 100% fun is an AX guarantee.

Now for the final message to you: make a plan to join us in 2022. 🍷



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Pikes Peak, Colorado

15 days, 11 States, and 5,000+ miles in a Boxster

by Michael & Nancy Grove

We began in April 2021 planning a road trip that would take us to a large part of the country, a few National Parks, and a couple of bucket list places. Although we chose the last two weeks of September 2021 to undertake this epic adventure, we finalized our routes and accommodations early, as lodging in the National Park areas was already hard to come by. We also decided that our 2013 Boxster S in Agate Gray with full Carrera Red leather interior would be our primary transportation. As it turned out, over 90% of the miles logged were driven by Nancy while Michael navigated, just like our early Rallye days with the 911!¹

“It’s a big, beautiful country out there, and it’s waiting for you to enjoy behind the wheel of your Porsche.”



Yellowstone National Park



Hwy 50 Austin, Nevada

Our route first took us from Illinois through Missouri and Kansas to our first “destination:” Pikes Peak, CO (1½ days). Michael drove the leg to the summit, a bucket list check mark on that one, but definitely not a trek for the faint of heart or large SUVs.

From there, we traveled to Moab, UT, to visit Arches National Park (1½ days), an off-road adventurer’s paradise, gorgeous sunrises, and overall, an area we will definitely revisit. Next up was Placerville, CA via U.S. Route 50 over Echo Canyon (the Nevada leg is known as

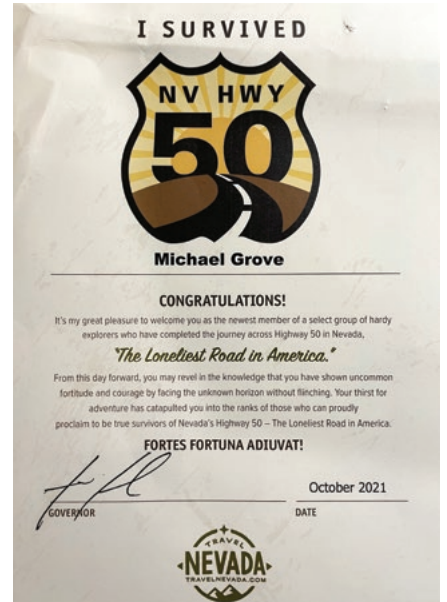
“The Loneliest Road in America”), two days of flat open roads punctuated by narrow mountain passes, ghost towns, historic mining communities, and the Sierras. Once in California we headed into El Dorado County (birthplace of the

¹ See <https://pca-chicago.org/wp-content/uploads/2020/08/SceneMay20.pdf>, at p.7.

continued



Grand Teton National Park



- ▲ Nevada Hwy 50 - No survival skills needed this time on this 287 mile journey
- ▼ Bonneville Salt Flats - Speed records, just straight and flat

California gold rush) for a family visit, the California Capital Airshow (a must-see for historic military aircraft enthusiasts), and three days of touring and wine tasting in the nearby California vineyards.

From the Sacramento Valley we pushed northeastward towards Salt Lake City via the Bonneville Salt Flats (1 day), another bucket list item for which we should have allocated more time, given that they were doing organized speed runs out on the lake bed when we arrived. "Alt-planning" led us northward through Idaho to Jackson Hole, WY (½ day), yet another destination requiring more time next time: this old cowboy town has much to offer, with great restaurants, the Million Dollar Cowboy Bar, and the nearby (and magnificent) Grand Teton and Yellowstone National Parks (3 days). Given this area's diverse wildlife and unique natural wonders, we suggest that a





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Arches National Park



Afton, Wyoming

“proper” experience of the region would require no less than a week’s stay. The last leg of our trip took us through the South Dakota Badlands, Iowa, and on to Illinois, an abbreviated leg because of recent family visits to the Mt. Rushmore area (another “must stop” destination).

Throughout, our Boxster performed flawlessly and was a pleasure both to drive and as a passenger/navigator. In this regard, although we experienced a couple of nine-plus hour driving days, we both truly enjoyed all of our time in the car. It handled the long flat stretches of road, some with higher speed limits; the high elevations; and especially those magnificent mountain passes where the PDK really shined.

It’s a big, beautiful country out there, and it’s waiting for you to enjoy behind the wheel of your Porsche. 🍷



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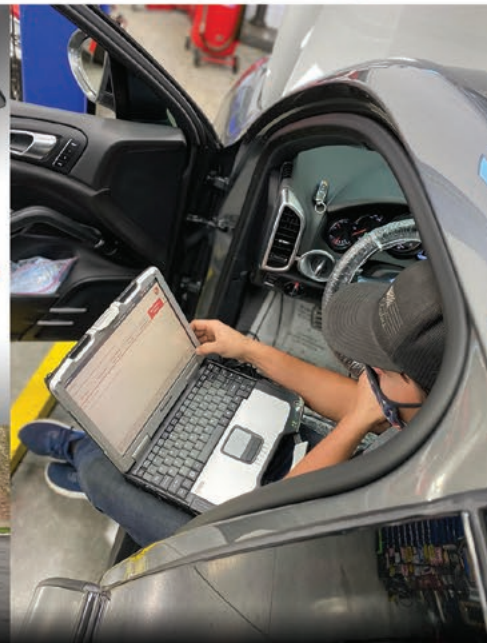
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The SOCIAL SCENE

by James Drury & Mark Prescott



St. Valentine's Day

by James Drury

Why do we celebrate Valentine's Day? Every February across the country, candy, flowers, and other gifts are given to loved ones all in the name of St. Valentine. But in Chicago, the Porsche Club uses Valentine's Day to kick off a new year of driving fun, meeting new people, and enjoying all things Porsche (though, as an aside, here in Chicago we also know Valentine's Day as the day Al Capone "vanquished" his rivals).

The history of "Valentine's Day" is largely a mystery, but February has always been a month of romance and rejuvenation. St. Valentine's Day combines remnants of both Christian and ancient Roman tradition. Pope Gelasius declared February 14th St. Valentine's Day around 498 A.D. In the Middle Ages it was believed in France and England that February 14th was the beginning of birds' mating season; this added to the idea that the middle of February should be a day for romance.

I think it should also be a day to think about that first drive of the new season, or the first wash after a long winter's rest on a battery tender. For PCA-Chicago this year (as in past years), we used our Valentine's Day social to catch up with members we hadn't seen in a while . . . like years! Discussions about



continued





what events we'd thought about attending in 2022; trips we're planning with our Porsches; but mostly, just interacting with like-minded Porscheheads, talking and laughing again. Standing in circles, as we humans do, talking again with good friends is great fun. Discussions about Rallies, Autocross, Concours, Road America, Parade could be heard throughout the room.

Once again, consummate host and former Social Scene team leader Steve Kuk put on a great show; thank you, Steve! Stanley Sangdahl, our new President, announced upcoming Club events for the season and urged everyone to read his Monday Morning

Report, which we all receive by email at the commencement of every week. Those of you who attended the Club's Valentine's celebration also noticed that Stanley had his arm in a sling, which begs the question: who's typing the Monday Morning Report? (Thank you, Nicki.) While Stanley's injury was not Porsche induced, his torn rotator cuff will definitely prevent him from starting as quarterback for the Bears this coming fall.

In the meantime, I look forward to seeing everyone again at upcoming Club events, or on the road in our cars . . . ; our P-Cars! 🍷



General Membership Meeting

by Mark Prescott

As is tradition, we had around one hundred and forty Club members kick off the year with our annual New and General Membership Meeting on January 23. This year was also the first meeting hosted by our new Club President, Stanley Sangdahl, who provided the group with an overview of PCA-Chicago and its place in the PCA-National firmament. He also extended a hearty welcome to new and long-time Club members to our group. If you weren't able to attend, we're proud to tell you that our Region ended the year with an all-time high of 3,717 primary and affiliate members. Way to go, Chicago!

continued on page 22





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President Stanley Sangdahl addresses the Club's guests at this year's General Membership Meeting.

After Stanley's introductory remarks, each of the Club's event coordinators for this year made short presentations about the wide variety of social and competitive events that the Club offers its members and guests. Events planned for this year include a high performance Drivers' Ed program, Club Racing, driving tours, Rallye, Autocross, the Club's Tech Group, Concours, and social gatherings, a/k/a "The Social Scene." Even if you can't be there for every event, these events are regularly covered in our Club's



magazine, *The Chicago Scene*, as well as on our website, <https://pca-chicago.org/>, so you can keep up that way.

Again this year, The Onion Pub and Brewery in Barrington Lakes hosted and served up their fine spread of Bavarian food and beverages. Thanks to those of you who were able to attend, and if you couldn't make it to this one, please don't be shy about volunteering in any way you can; the more help the merrier! 🍷



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Lessons Learned

by Andy Bizub

I acquired my first Porsche in 2006. It was a 1988 turbo, black over linen with the tall-g geared 4 speed transmission. It had about 52,000 miles on the clock and apart from a new radio head unit and upgraded steering wheel, it was unaltered. I bought it from a PCA member in Denver who had meticulously cared for the car. Four years down the road, values had just started to creep upward along with the mileage on my 930,



“ For me, the value in a Porsche is the experiences it conveys, and my best experiences involve driving. ”

and I became hesitant to drive it lest I run up the odometer “too much.” I decided to sell it, received a few thousand dollars more than I paid for it, and bid it adieu as it left the U.S., bound for its enthusiastic buyer, at the time the Lithuanian ambassador to the United Nations in Geneva, Switzerland. He registered it as a diplomatic vehicle (emissions laws prevented a normal registration for that model year) and proceeded to drive that car the way I should have: frequently, and with élan. We’ve stayed in touch to this day, and I am so happy that this perfect 930 found a wiser owner than I was at the time.



Selling the 930 prematurely, however, taught me another lesson that has stayed with me: I alone determine the value of my Porsche. Since the turbo, I have owned eight more Porsches. That is not a boast, it’s a confession, and I must

continued

add that I have a very understanding spouse. Five of those vehicles had more than 100,000 miles under their wheels when they came into my possession, and they've brought me the most pleasure because I never again hesitated to take the car. To this day, I still own three of them, and I drive them everywhere. The roadgoing experiences that I have been blessed with have brought value beyond dollars.

My latest acquisition is another 1988 model, this time a naturally aspirated cabriolet. With 104,000 miles and an unsuitable aftermarket tea tray spoiler, this car has already served double duty. The spoiler became my new wall art when I returned the rear decklid to stock form. I also have some bespoke parts coming from CarBone in Poland to bring a personal feel to the car. I look forward to doubling its current mileage over the next few years.



◀ This Chicago Skyline decklid grill was produced by CarBone Liveries in Lodz, Poland. With additional interior parts being made, it will turn this Porsche into a Chicago-themed, bespoke 911.

Despite the 4600 miles and 7-hour time difference between Chicago and Lodz, the creative design and production process with CarBone was very easy. All communication took place via email with ideas, images, and proofs quickly exchanged and approved. I was looking forward to working with CarBone because of their reputation for high quality work that befits the Porsche automobile.

For me, the value in a Porsche is the experiences it conveys, and my best experiences involve driving. You have surely heard the adage, "he who dies with the most toys, wins." I prefer this version: "he or she who hits the exit ramp with the most miles . . .!" 🍷

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The home at 945 Old Green Bay Road in Winnetka was designed by renowned architect Don Erickson. The Cayman GTS 4.0 is unmistakable.



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Ok, so the car is just for attention, but if you're looking for a home that's as special as your Porsche, let's talk. I help clients buy and sell amazing modern properties designed by architects like Don Erickson, Keck & Keck, Dennis Blair, Schiller & Frank, Don Tosi, Tivadar Balogh, I.G. Colburn, Henry Newhouse II and more. This spectacular home at 945 Old Green Bay Road in Winnetka was originally designed for photographer Dick Boyer, and is now available for the first time in more than 40 years. Sadly, car not included.



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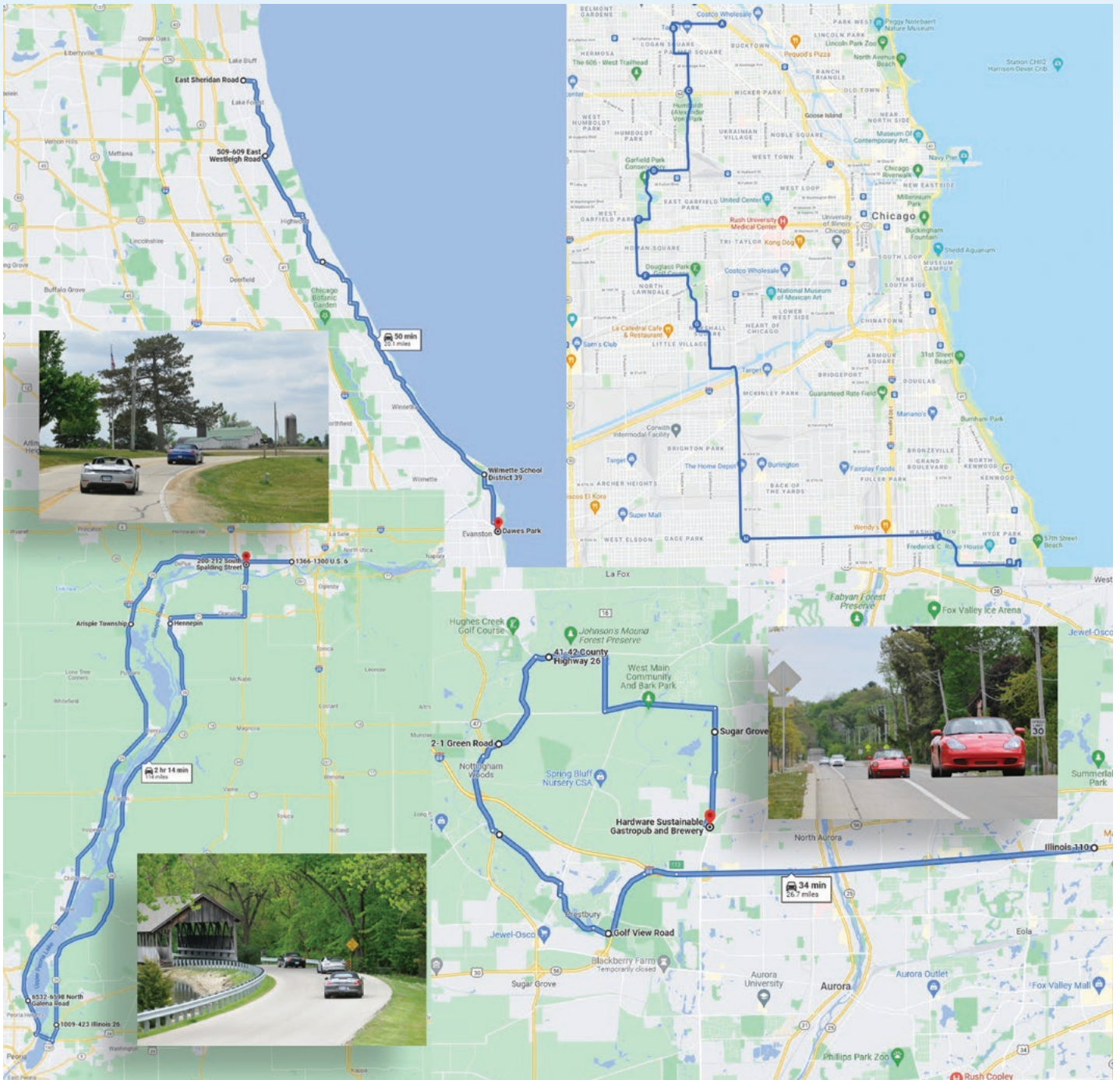
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All Gassed Up and No Place to Go?

by Dana Comolli



Have you ever found yourself ready to go for a drive but not wanting to go where you've been before?

Or maybe you want to explore some other area around Chicago but wish you knew the best route to take (i.e., no traffic, good roads, interesting sights, etc.).

If this sounds like you, then you'll like the latest section of the Region's website we call Great Drives, <https://pca-chicago.org/great-drives>. They're a collection of Chicago-area driving routes for Club members to enjoy, whether

scenic, interesting, sporty or just to provide a reason to get out and drive.

Individual routes are available in a variety of formats. When possible, we also include a link to Google maps; always provide written instructions in PDF format; and downloadable files are provided in some of the more common formats that work with mapping applications or hardware that you may already have.

When you've got that itch to get out and drive, check out the site and find a new place to go. 🍷

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2021 911 Targa 4S Heritage Design Ed. – Iris Blue with Beige & Black interior, 114 miles, 7-Speed Manual.

2020 Cayman GT4 Clubsport Trackday – White with Black interior, 1,420 miles, and PDK transmission.

2019 911 Turbo S Coupe – GT Silver with Espresso interior, 27,713 miles, PDK trans., and CPO warranty.

1998 911 Carrera 4S Coupe – Arctic Silver with Black interior, 72,746 miles, and 6-Speed Manual.

2017 911 Targa 4S – Black with Espresso interior, 20,090 miles, PDK transmission, and CPO warranty.

2016 911 Carrera 4 GTS Coupe – Agate Gray with Black interior, 9,557 miles, and 7-Speed Manual transmission.

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PORSCHE



Concours 2022: A Gleaming Season

by Barb Mashburn, Alex Block,
Jim Dorfman, and Henrique Regina

The Concours program is back to a full schedule of events this year that will include some exciting changes. We'll begin with our traditional Chili Tasting and Car Care Clinic on February 27 at The Exchange in Highland Park. This popular event combines a social gathering, cooking, food art, and a thorough introduction to car care products and techniques.

On March 20, we'll hold a full Concours School at Napleton Porsche in Westmont, that provides an in-depth review of "show car" care, preservation, and competitive presentation. A short month later, on April 24, we'll hold our Concours Judges School at Midwest Performance Cars, in Northbrook. Even if you don't want to be a Concours judge, this is a great way to learn about what judging entails and how to prepare when competing in formal Concours events.

New This Season

There will be three traditional Concours events this year, but with a difference—an Exterior Only Class has been added—beginning with our June 26 Concours 1 at The Promenade, in Bolingbrook. On July 16 we'll hold Concours 2 in concert with the Club's oldest event: Potter's Picnic, in Grayslake, IL, at the Fischer family's estate. The third and final Concours will take place in Elkhart Lake on September 4 in front of Siebkens Resort. Be sure to attend this event and see all the race cars parade from the Road America track to the Concours location in downtown Elkhart Lake at the close of Saturday's track events.



A new Show and Shine event series has also been added to our Concours calendar. Show and Shine has been warmly accepted as a casual, fun, and family-friendly format, so plan to stop by to display your Porsche and share your story with other PCA members in a relaxed social setting. All you have to do is clean the exterior, glass, and wheels and then show up! You'll gain valuable insights from the Club's national Concours judges who will share their Concours secrets. Ribbons will be awarded by the concours judges for the top three places in each Show and Shine category. There will be additional awards, too: People's Choice and Kids' Choice, and we'll have opportunities for kids to judge, too!

Our first Show and Shine of the season will be held in conjunction with the Porsches and Pastries at Labriola Bakery Cafe in Oak Brook on April 9, and we'll wind up the season with a combination Show and Shine, family picnic, and Porsches and Pastries gathering. This grand closing will take place on September 18 at a scenic Long Grove site generously provided by PCA-Chicago member Eliot Dam and family.

Don't forget to check the PCA-Chicago website for more information about our upcoming Concours program, additional events, and to learn about the other exciting user-friendly changes to the Club's Concours Program. <https://pca-chicago.org/event-schedule/>.

We look forward to seeing you! 🍷



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Rallye School: The Art and Science of Rallye

by Anna Skura

Ever wonder what a Rallye is? Want to learn the basics of Rallying? Want to polish up your Rallye skills? Then join us for PCA-Chicago's Rallye School on May 1, 2022 at 8:30 AM at Midwest Performance Cars, located at 1848 Holste Road, in Northbrook, IL, 60062.

PCA Chicago has adopted a new format for Rallying, using the Richta app.¹ This application eliminates the need for checkpoint workers and provides teams with instant feedback as they cross each checkpoint. It's also an exciting way to Rallye, so please join us to experience the fun your Porsche was designed to provide.

And the cost? A mere \$30.00 registration fee per team, which consists of a licensed driver and a navigator, both at least 18 years of age. Pursuant to the Club's safety rules, no additional passengers will be permitted to ride along, nor will we partner individual attendees to run in the practice Rallye. Individual registrants may, however, attend the Rallye School for a \$15.00 registration fee.

Following the school, we'll hold a practice Rallye beginning at 12:30 PM, which will give you the opportunity to practice and develop your newly acquired Rallye skills. By long-hallowed tradition, the Rallye will conclude at a local restaurant to announce placements,



to permit new Rallyists to question their more seasoned colleagues, to share hints and experiences, and to relax and enjoy each others' company.

Current Rallye General Instructions & Rallye Classes, Notes & Definitions are available via clubregistration.net.

You can also register for the Rallye School at www.clubregistration.net. See you there! 🍷

RALLYE SCHOOL
May 1, 2022, 8:30 AM
Midwest Performance Cars
Northbrook, IL

¹ Richta Rally | Apps for Time Speed Distance road rallies (<https://richtarally.com/>).

SAFETY TECH SESSION at Northstar Motorsports

April 3 • 11:30 AM – 4:30 PM

Only \$10 Per Person, Kids under 12 Free

The **2022 Track Season** is about to begin and it's important to make sure that both the car and driver's equipment are all up to the job. This Tech Session will include

- a discussion of items to have inspected on your Porsche before the driving season starts;
 - a preview of new products for 2022 from Alpinestars, Arai, Bell, Endless, HJC, OMP, Pagid, Pyrotect, Recaro, Sabelt, Schroth, Sparco and Stilo; and
 - a review of the Tech Form and a Mock Tech Inspection for new drivers.
- Pizza, beer, wine & pop!



John Ruther

Owner, Northstar Motorsports: John is PCA-Chicago's Chief Driving Instructor as well as a Grand-Am, IMSA, Daytona, Sebring, and PCA Racer. John will be on hand to discuss equipment, requirements, options, and advice on what works and what doesn't.

Other Presenters

PCA Chicago Region experts will cover Track, Autocross, Drivers Education, Racing and Porsche set-ups, and will shed light on questions you have that they have come up against previously. Knowledge is well-shared within our PCA Chicago community.

Best of all, Northstar will be offering attendees a 1-day only / 10% DISCOUNT on ANY purchases, including Snell SA 2020 helmets. Special pricing on Pagid brake pads (15% Discount).

The cost is \$10 per adult, kids under 12 admitted free, and your donations go to PCA-Chicago's Charity of the Year. Preregistration before March 28th is appreciated so that our Tech Coordinator, Jody Freund, can get preplanning numbers to our hosts at Northstar Motorsports.

Where?

Northstar Motorsports
28144 W. Industrial Ave, Suite 108
Lake Barrington, IL (847) 304-5515

When?

April 3, 2022, from 11:30 a.m. until 4:30 p.m.

Contact:

Jody Freund at 847-609-4265
or pca.chicago.tech@gmail.com.





SparkShop 2022, 2.0!

by Bob Rath

SparkShop has returned as the PCA Chicago Region Charity for 2022. Since 2017, their mission has been to inspire and mobilize the next generation of engineers, innovators, entrepreneurs, and manufacturing leaders. SparkShop continues to provide immersive engineering education as a way to empower 4th and 5th grade students who may not be aware of potential opportunities as future engineers. SparkShop transforms school classrooms into engineering labs and work spaces where students can get their hands dirty, ask questions, develop critical thinking and problem solving skills, and learn about new career opportunities.

To that end, SparkShop

- encourages creativity at a young age;
- develops student interest in pursuing an engineering degree;
- encourages underprivileged students to discover and explore opportunities to pursue engineering careers;
- creates an understanding of the fun and challenges that engineers experience;
- provides a sense of accomplishment at a young age; and
- rewards creativity and creates a sense of accomplishment at a young age.

Despite the challenges imposed by COVID-19 on schools and educational facilities, SparkShop founders Shonali Ditz and Tiernan Murrell seized the opportunities presented by remote learning to refine their curriculum, increasing their cumulative reach to more than 4,000 students

across dozens of schools in the greater Chicagoland area since 2017. As a result, students are getting a seven-fold increase in the SparkShop curriculum activity levels compared to their pre-COVID model.

The Stats

Seventy-five percent of SparkShop participants have never participated in a STEM program (“science, technology, engineering and mathematics”). Nevertheless, in 2021, SparkShop

- reached 1,141 4th & 5th graders in an effort to tap the diverse backgrounds and voices needed in the future of engineering and technology, including
 - 22% English language learners;
 - 87% low-income students;
 - 94% non-white;
- partnered with 36 teachers at 14 schools spread throughout Chicago;
- developed 95 new lesson plans;
- engaged 200 volunteers;

continued



Photos provided by SparkShop



SPARK SHOP

- challenged and encouraged students to be creative and innovative; and
- provided entry level STEM education, thereby opening doors and identifying opportunities that otherwise might have gone unnoticed and unused.

Not only have SparkShop's classroom and remote-teaching models been embraced by teachers and students, but SparkShop has been a huge hit within PCA-Chicago.

To that end, Shonali and Tiernan were proactive in identifying fundraising and Club activities, and utilized the relationships they formed within the Club to increase participation overall among Club members, their families and the community more generally.

Unless students are exposed to STEM projects and models, they typically don't consider those careers, and thereby

inadvertently sell themselves short. Without college students who are interested in STEM subjects, in turn, STEM-focused employers have a limited pool of new candidates to fill their open positions. SparkShop's goal is to catalyze interest in these areas and develop future engineers and scientists for the betterment of all. 🍌

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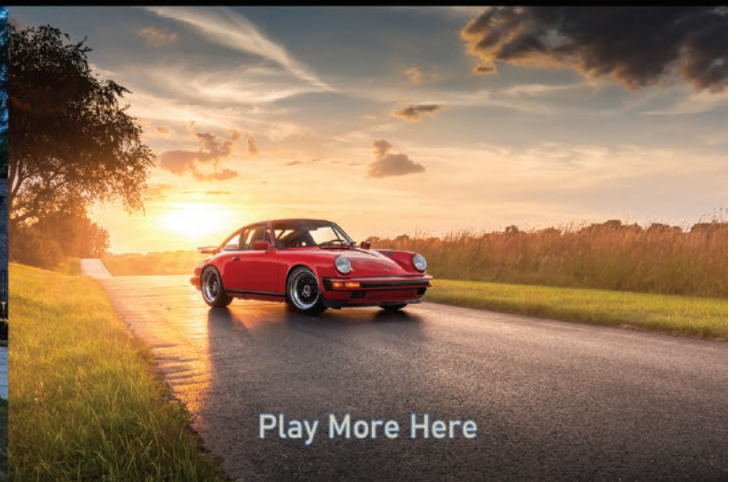
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In Passing: February 1998

“We were so young... If I remember correctly, the purpose of the article was to ‘push’ the websites (both the Region and National), as it was a new concept for the Club. Up to that point, the main source of communication was the print magazine... Now, many Regions have only a web magazine.”

– Susan Shire, Former Editor, *The Chicago Scene*

Aungahh!

The 951 is tucked away in the garage behind the snow shovels and Steve can't find any new motorsports on TV. So, when you can't drive your Porsche, what do you do? Well, we've been 'driving' the Internet and we've found some interesting places to spend time. Certainly this is not a complete list, but rather a place to start. As always, if you have Porsche-related addresses that are not listed below that you believe the other members would find informative or fun, please send them on to us at any of the addresses listed in several places in this magazine. We have not listed magazine web sites (*Car and Driver*, *Road and Track*, etc.) or the web addresses for the various 'special interest' clubs.

Some web pages we like are:

Chicago Region at <http://www.mcs.net/~bman/pca>. Our WebMaster Chuck Bittman has updated our page and will soon be adding even more coverage of recent events, pictures and links to other pages.

Porsche Cars North America at <http://www.porsche.com>. The marquee web page.

Porsche Club of America at <http://www.pca.org>. National's web page contains region listings and links as well as connections to other neat stuff: parade and club racing, among others. It is interesting to check out what the other regions are doing as well as their web sites.

PCA Club Racing at <http://www.pca.org/clubrace>. Direct address of the Club Racing web site. The calendar listed is constantly updated and information is available as

to what is club racing and how to become involved.

1998 Parade at Steamboat Springs at <http://www.pca.org/parade>. Direct link to the parade info web page with almost everything that you need to know about Parade: calendar of events, things to do in Steamboat, when and how to register, etc.

North American Motorsports Pages at <http://www.na-motorsports.com>.

A web page dedicated to motorsports that has a Road Course section where you can find many tracks listed. The individual track listings link to a track article, often featuring maps, a hot lap, and the history of the track. It is possible to spend a great deal of time visiting this web site.

PorscheFans at <http://www.porschefans.com>.

PorscheFans^(m) is a group discussion carried out via e-mail (often called a "listserv" or just "list") to a large group of interested Porsche owners. This is subscription site.

Northstar Motorsports at <http://www.northstarmotorsports.com>. John and Jeannie Ruther's web page for their Northstar Motorsports also has tech tips, product information, and one of the best listing of links to other auto/Porsche related web sites that we've seen.

We did go to Siebkens for the New Year's Eve Party. It was a fun evening with good Porsche friends and some rowdy "townies" who got more friendly as the evening went on. The dinner and accommodations at Siebkens were very nice, the band loud enough for a New Year's Eve Party, plenty of champagne at midnight, and unlimited strong coffee, 'headache cures' and breakfast 'goodies' the next morning.

As we drove by the track we were surprised to see that it was plowed. (Last year it was not and looked so silent and still: no whining engines and screaming brakes to shatter the winter peace.) We foolishly hoped that it was being used by snowmobiles and that we could

get in on 'the action'. No such luck! Given the mild winter, work was being done on the track. (Wonder if they were having backhoe races up the main straight when no one was watching?)

A gentle reminder that our copy deadline is the 10th of the month. Also, if we run your picture (or your car's) and you would like to have the original, please call and we'll set it aside for you. We are always left, at the end of the year, with many pictures of members and their cars. We will bring them to the next several events and you may look and take any you wish.

Speaking of events, while it is difficult not to be able to drive the 951, there are certainly enough Club events to keep us busy until it's time for the first driving event: the Rallye on April 19th. We urge you to attend all of the upcoming 'schools': Concours on March 8th, Rallye on March 22nd, the Safety Tech Session on April 5th, and the Drivers' School on May 3rd. There is a great deal of expertise in our Club on all of these subjects and members willing to share and teach.

Myra Knoblauch was lined up some terrific social events for 1998, some old and some new. Bowling and dinner was great fun last year and we're glad to see it repeated this year. The new St. Patrick's Day Party on March 15th should be a great time to be Irish (real or 'for the day only'), play billiards, enjoy good food, libations and good Porsche friends.

We'll see you at Cafe 36 where we'll sing Happy Birthday to Steve, at NuVision Entertainment Center for bowling and dinner, and most definitely at Napleton for the Concours School, Chili and Edible Art affair.

Happy Valentine's Day!

Steve and Susan

Aungahh (a-úun-gaaa), n. [Skip Barber Racing School]. *The sound of the motor of a car as the clutch is depressed, the brakes applied and the throttle "blipped" to effect a heel and toe downshift.*

Page 3

Chicago Scene February, 1998

Briefly Brenkus

By the time you read this, our first two events of the year will be history. Tobogganing isn't looking too promising this Tuesday evening with January temperatures of 53 degrees. It's almost warm enough to take the Porsche out, except the 911 is at the shop and only George Weathered is brave enough to drive it on the street (ask him to tell you that story), and the 944 is "tucked away." (Note: True to form, Chicago weather dumped some snow but not enough on the south side to carry off the tobogganing.)

Nick and I received our Club Racing license renewals in the mail today with the 1998 schedule enclosed. There are 23 scheduled events for the year, with 4 more possible late entrants. That means we could be racing every other weekend! It does amaze me to see how quickly this series has grown in its few short years of existence.

While we were unable to attend, I understand the New Year's Eve party at Siebken's was a lot of fun. Great food surrounded by Porsche friends in Gallagher's favorite saloon. We'll be there to bring in 1999!...

...Well, Nick and I are headed off to Daytona to cheer on John Ruther in the 24 Hours of ... I understand from John and Jeanne that Mexican restaurant we went to last year after the race will allow us back again: big mistake on their part! We'll report on that event and others in the next newsletter.

Susan

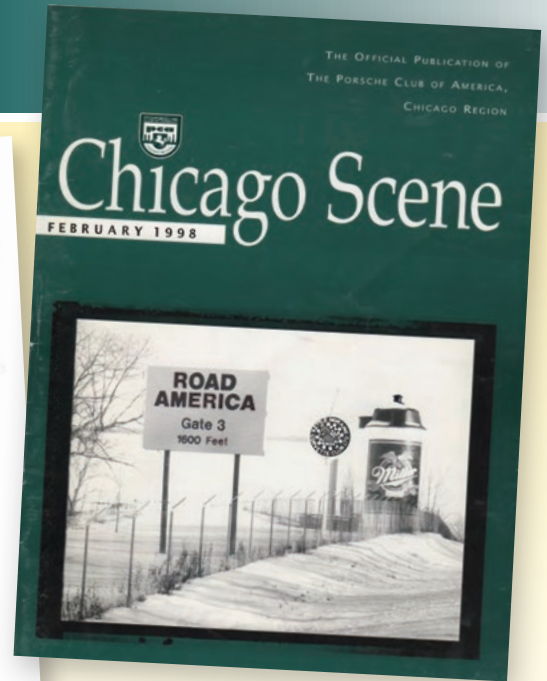


President Susan and 'First Dude' Nick Brenkus.

Photo by Steve Rashbaum

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Chicago Scene February, 1998



"Nick and I received our Club Racing license renewals in the mail today with the 1998 schedule enclosed. There are 23 scheduled events for the year, with 4 more possible late entrants. That means we could be racing every other weekend! It does amaze me to see how quickly this series has grown in its few short years of existence..."

- Susan Brenkus, Former President



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