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Top photo: Road America by Michael Bene

Bottom center photo: Multi-Region BBQ by Michael Bene

Bottom right photo: Social Scene by Jeff Brown

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THE CHICAGO SCENE

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Shared Experience

Summer has arrived and the number and pace (quite literally) of the events hosted by the Chicago Region have picked up significantly. Compared to the 2020 season, which was lost to the pandemic, it's easy to see that we're all anxious to get back to normal and enjoy not just our cars but the company of the people who share these same interests. While it is the car that offers the opportunity for us to gather as a group, it's the camaraderie brought about by the shared experience that makes the Porsche Club so special. The list of activities offered by PCA Chicago is long and checks off all of the boxes in the PCA toolbox, which is something not every region can accomplish. We're able to do this, in part, due to a large population of members and, more importantly, because of the work of the many members who volunteer their time and efforts to organize and run our events. The shared experience not only of participating in a Concours, Rallye, Autocross, etc., but in working at these events strengthens the bonds of friendship that lead to lifetime relationships with fellow PCA members.

It took me 50 years before I discovered the special feeling one gets from driving a Porsche. As soon as I got behind the wheel, I found it to be the most engaging automobile that I had ever driven. Because a Porsche is all about performance, the natural path is to seek opportunities to exercise and explore that performance. That's where the Porsche Club of America comes in. At our very first Club event, which was an Autocross, my wife and I felt welcomed, with many members quick to offer advice even though we were directly competing with one another. This is indicative of the special camaraderie that's part of the PCA experience.

When our children were young, we always volunteered to help in their activities. It therefore felt natural to do the same with Chicago Region events, where we found another aspect of the Club that helped strengthen the bonds of friendship with the other volunteer-participants. It's these shared experiences, whether participating, volunteering, or both that make the PCA more than just another car club.

Remember, it's not just the cars, it's the people.

Stanley Sangdahl
President, Chicago Region



“
...it's the camaraderie brought about by the shared experience that makes the Porsche Club so special.
”



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PORSCHE



AX: How I Get There

by Jenna Samp



From before the start of an Autocross day to the end takes preparation and focus. I start by swapping the Michelin Pilot 4S tires for the Bridgestone RE-71Rs, check the pressures and adjust as necessary. Prepping the car helps to set a proper mental tone for the next day, as does looking forward to a fun day on course. I go through my plastic storage bin that fits perfectly into the storage well my car: tools, detailers, chalk, racing shoes, helmet, tire pump, the Club’s AX Tech Sheet, and similar necessities. Each person I’ve met in AX packs different “necessities,” depending on their car and their level of preparation. Why? Because rain or shine, we’re going racing!

At the track, I continue prepping the car as I wait for “Tech”—a/k/a Buz Browne—to give me the thumbs up. At this point I walk the track, attempting to mirror on foot my planned drive of the day’s course. This helps me visualize the drive itself, identifying which spots will be the most challenging. Walking the course with other competitors is also important: listening to their thoughts and plans gives me an idea of how to test their limits and my own.

continued



photo: Neil MacDonald



Did I mention how helpful your fellow AXers can be? Depending on whether I drive first, work, or rest, I make sure to watch the other run groups: this provides insight into how to approach the inevitable “problem” spots. And if I’m lucky, The Reaper or Gordon will let me hop in: if I can see where they’re “pushing” the car, I’ll get a G-force layout of the course itself.

Once it’s my turn to drive, I try to stay focused, knowing my first run won’t beat a record, but will help to decipher the course layout. Stanley enjoys my centimeter-by-centimeter crawl to the start line, bringing me into alignment within the first part of the course. I confirm that PSM is off and the tail is up, thus decreasing drag. At this point, I also try to control my breathing, since my adrenaline is high as I wait for the starter to yell, “Hit it!” Some cars utilize their launch control, others may not have this feature, but it’s important, no matter what, to hit it hard as you come out of the box.

My focus as I drive is on looking outward and being in-sync with the car. I’m sensitive to how it’s reacting—to a sharp turn, a Chicago box, a Slalom, or other obstacles—while making sure I’m looking down the course. After a run my pit crew (a/k/a “Dad”) and I chat about how it went, how the car looked. I check my tire pressure, knowing



“...did I mention how helpful fellow AXers can be?”

continued



their warm-up is dependent on the weather and the track. If I need to let air out I will, though this is a point where many AXers may differ in their ideas about whether the tires should be set based on back versus front PSI levels. While that might take some experimenting, chalking your tires can help you figure it out.

Occasionally, some of my good friends will ride along to get me to push the car even more (did I mention how helpful fellow AXers can be?). There are many factors necessary to be competitive at Autocross, but your mindset must be that you can *always* improve



photo: Neil MacDonald



photo: Neil MacDonald

your time, push a little harder, but always in a safe environment and, most importantly, to have fun. I know as soon as I get it in my head that I'm not doing well, it shows on the track because I might get stuck at a certain time, or lose my composure on course.

I've learned a lot from my AX compatriots, all of whom are very competitive. Yes, we sometimes glare at one another, and yes, we sometimes give each other a hard time, but ultimately we do these things to make us all better. Seen that way, Autocrossing just five to six times a season isn't a ton of repetition, so when you're out there, you need to have fun and enjoy your car. 🍷



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PCA-Chicago's Novice Drivers Ed. Program

by John Ruther, Chief Driving Instructor



For those of you who are new to motorsports, or new to Porsche and who want to find out what makes these cars so special, PCA-Chicago's high performance drivers education events ("HPDE") provide a perfect way to see what the excitement is all about.

All told, the Region organizes eight to ten HPDE events per year, beginning with our Novice Day event at Blackhawk Farms

Raceway, in South Beloit, IL. This year's opening BFR event made extensive use of classroom sessions as well as pre-event orientation Zoom calls to introduce new track drivers to track driving. Event co-leaders Dana Comolli and I covered the fundamentals of track driving, from appropriate seating position, driving the proper line, appropriate braking procedures, and situational awareness, including proper passing protocols.



continued

Novice Drivers Ed. Program continued



The next HPDE event on the calendar is the Road America Drivers Education event (“RADE”) which traditionally takes place at Road America over the Memorial Day weekend. A pre-track drivers meeting is held on Thursday evening to introduce our students to their in-car instructors, and serves as an important refresher for the topics covered at prior events. Only when



photo: Michael Bene



photo: Michael Bene

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photo: Michael Bene

an instructor is satisfied that his or her student can safely drive Road America without in-car feedback is the student allowed to drive solo.

The Club holds a second Road America event over Labor Day weekend, which is a combination Club Race and HPDE event. Because many of

continued on page 16

“

...they're an outstanding opportunity to learn how to drive your Porsche the way it was designed to be driven.

”



Getting Started: A Novice Instructor

by Ellyana Rogenski



from l to r: Rich Hill, Elly, and her dad Ian Rogenski at Blackhawk Farms DE 2.

About four years ago my dad came to me with the chance of a lifetime: he offered to find me a 987 Cayman to drive on the track for the non-race drivers education events if I would come with him. I said, “heck yeah!,” and he finally found my car (#525): a 2008 987 base Cayman!

Track driving requires that you understand and have respect for the risks involved, but teaches you how to manage them safely. As I drove the different tracks in the Region, I sought out as much guidance as I could, not just for going fast, but also for going safe. I therefore worked hard to make

continued on page 16



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Novice Drivers Ed. Program *continued*



our instructors race at this event (“The Road America Challenge,” or “TRAC”), there is limited instructor availability. Nevertheless, TRAC is an outstanding opportunity to see so many great Porsche race cars from all over North America, as well as being able to drive in one of the two HPDE run groups. If you plan to drive in the DE sessions at TRAC, you should have participated in at least one of our Blackhawk events and the RADE event beforehand.¹

If you haven’t yet participated in any of the Chicago Region’s HPDE events, they’re an outstanding opportunity to learn how to drive your Porsche the way it was designed to be driven. We’d love to have you join us. 🍷



¹ PCA-Chicago also holds annual HPDE events at GingerMan Raceway in South Haven, Michigan; and Autobahn Country Club, in Joliet, IL. Both events (which will be covered in greater detail in upcoming issues of The Scene) include limited in-car instruction, but typically have no classroom component.

Getting Started: A Novice Instructor *continued*



sure that my track lines were not only fast, but safe and appropriate for each driving session.

My enjoyment for the track inevitably led me to becoming a DE instructor. It’s extremely rewarding to provide guidance that will help another driver to improve her or his skills and judgment. I was one of the DE instructors at Road America earlier this season. Road America has always been one of my favorite tracks to drive, so naturally I jumped when the opportunity to instruct came up. To see my student enjoying himself and gaining confidence on the track was gratifying. Teaching at Blackhawk was great, too: it’s a very technical, 1.8 mile track that requires your constant attention for what’s coming up next.

At Porsche Club events we teach people how to love their cars, test their limits, respect their fellow drivers, and experience the thrill of every track you drive. So how does it feel when your student gives you a grateful “thanks” at the end of a session? It’s wonderful!

I hope we’ll see you at the next one. 🍷





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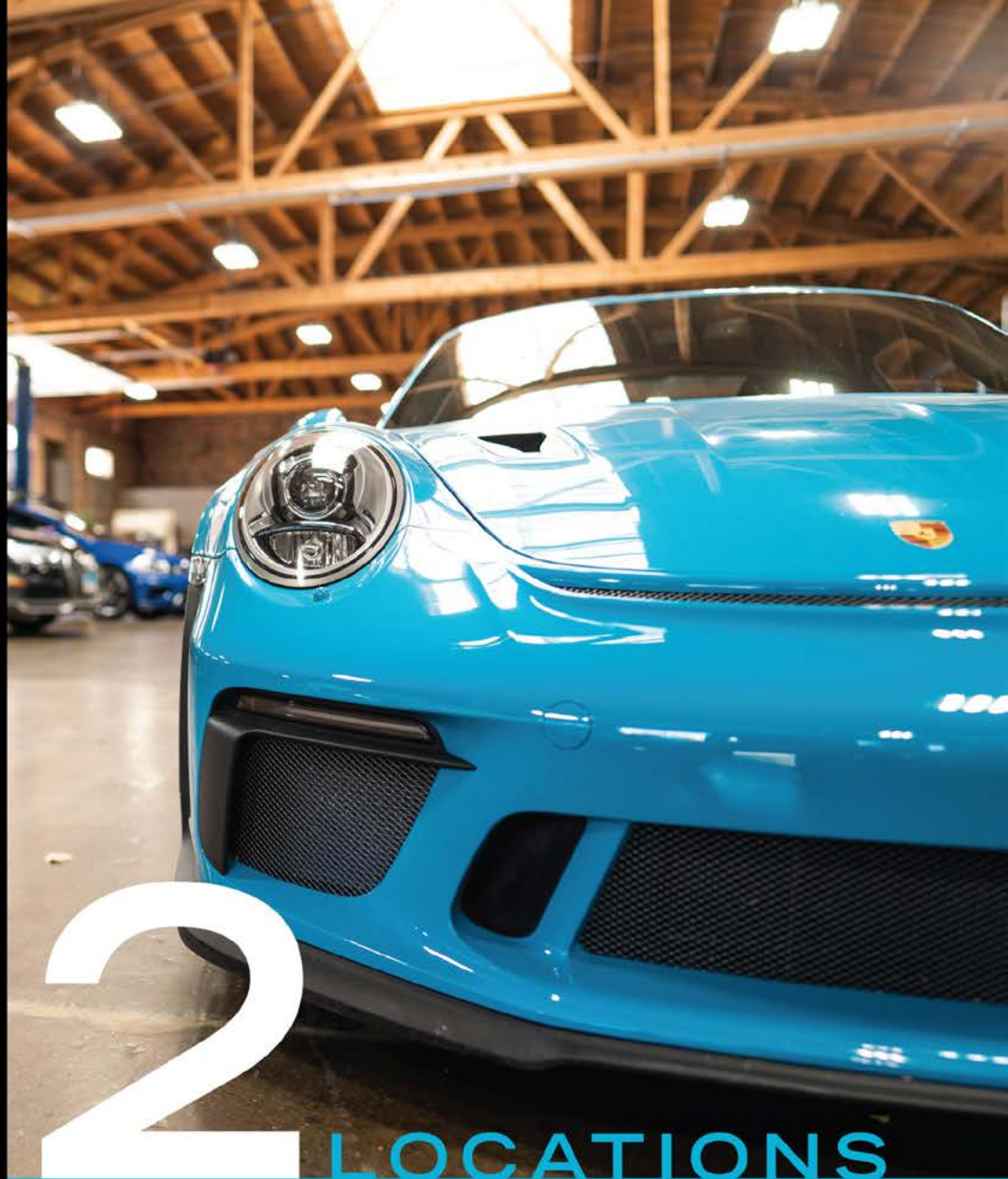
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Zone 13 Multi-Region Event *by Bob Rath*

It was a chilly and rainy morning when Cindy and I decided to drive to the 2nd Annual Porsche Club of America Four Region BBQ, organized to celebrate the 65-year anniversary of the Chicago and Milwaukee Regions. In abundant attendance, therefore, were members of the Milwaukee, Central Wisconsin, Fox Valley, and Chicago Regions.

Due to an early and steady rain that swept through the north Chicagoland area on the morning of the event, we weren't sure we would fully enjoy the day. We kept the faith, though, and pressed

northward towards the Holleb Family Farm in Elkhorn, Wisconsin. And truthfully, it wasn't until we were within five miles of the farm that the rain finally stopped, the sun appeared, and our long faces became smiling ones. To our further surprise and delight, we arrived to be met with a field chock-full of Porsches, and greeted by a hoard of welcoming volunteers who directed us to the parking areas, the registration tables, and the "dining" zones, both indoors and out.

The featured marque for this year's event was the Porsche 356, and over a dozen proud 356 owners were brave enough to drive through



continued

Zone 13 Multi-Region Event continued

photo: Michael Bene



the long rain to show off their cars. As expected, the 356s were a big attraction, and legions of spectators (both Porsche owners and others) gathered around to see the vehicles that served as the inspiration to form the Porsche Club of America. Event organizers also provided a “show and shine” competition, judged by event attendees. The People’s Choice awards went to:

1. John Dohman, Milwaukee Region
2. John Roidt, 356 Club
3. Alan Andrea, Milwaukee Region

Once again, LD’s BBQ from East Troy, Wisconsin did an excellent job of feeding the 300+ attendees. The BBQ brisket and pulled pork were

a big hit with everyone. Event organizers also had the foresight to organize the seating and feeding of our guests in shifts. This minimized lines for timely delivery of the hot and delicious BBQ to all.

On behalf of the Holleb family, longtime PCA member Jeremy Holleb told the gathering that he rose early in the day to prepare the fields and mow the grassy show areas of the farm. He and his family were again not only gracious hosts, but successfully implored the weather gods to permit the sun to provide for a fun and dry event. On behalf of the Clubs, we thank you, Holleb Family, for another enjoyable multi-Region event.

See you next year, perhaps? Stay tuned! 🍷





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2015 911 Carrera 4S Coupe – Dark Blue with Gray/Black interior, 5,521 miles, PDK trans., and CPO warranty.

2014 911 Turbo S Coupe – Basalt Black with Black interior, 22,447 miles, PDK trans., and CPO warranty.

2005 911 GT3 – Black with Black interior, 11,009 miles, and 6-Speed Manual transmission.

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Beyond Thunderdome: AX 2 at Rockford Speedway

by Michael Bene

A dreary, overcast day in Rockford, Illinois.

A deteriorating, quarter-mile sunken oval course surrounded by an old wire fence, squatting next to the former Tebala Shrine Circus show grounds. Old and new cars of all makes, with varying degrees of modification. All drivers laboring to avoid a menacing concrete retaining wall at every turn. All drivers hurtling around the oval at speeds that would delight “Auntie Entity” (a/k/a Tina Turner)! All of this, while carnies cheer and watch intently for their own amusement.

The makings of a *Mad Max* sequel? No. Just the second installment in the PCA Chicago Autocross series for 2022.

But seriously, the description above has hints of truth (yes, there were carnies!). The Rockford Speedway is an iconic short track with 22-degree banking turns that was built in 1948 and to this day remains a NASCAR sanctioned home track.¹ And

continued



¹ <https://www.rockfordspeedway.com/>.



while our second AX event of the 2022 season was another cold one, drivers and spectators alike enjoyed the Club's return to a once-favored venue that we haven't visited in years. And as you might well imagine, the close quarters provided for exciting runs and amplified the speed for everyone, both driving and watching.

In terms of results, there was a lot of action in the competitive B3 and B4 classes, with Larry Dajoutas and Noel Selewa, respectively, coming out on top. It also appears as though new kid on the block David Bowers will be giving Bill "The Reaper" Fitzsimmons a run for his money this season. In this regard, we're all anticipating seeing who lands the fastest driver spot at year-end.



I know I'll be watching both of them both at our next AX outing, at The Tire Rack in South Bend.

See you there! 🍷



With a tip of the helmet, the editors wish to acknowledge the post-apocalyptic genius of *Mad Max Beyond Thunderdome* and its vision of a dark, but ultimately hopeful future.



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The SOCIAL SCENE

by Ron Safe



P&P 2, Big Door

Being 6 ft. 6 in. tall, I'm naturally attracted to almost anything with the word "Big" in the title. So on May 7, 2022, a beautiful, sunny but chilly spring day, I found myself once again at Big Door for Porsches and Pastries. A cup of coffee and easy-going comradery kept us warm as we peaked into the various open doors, debated the ideal garage setup, caught up with friends, and made new ones. Some of us marveled at the improvement over the wet, rainy weather of the previous day for the Blackhawk HPDE. My 911, still wearing its numbers and grime from the track, seemed quite happy to be parked with a

continued



Big Door photos by Jeff Brown



hundred or so lovely Porsches of all kinds and ages. On balance, it was a fine day and an excellent weekend. Kind thanks to our friends at Big Door in Mundelein for a much appreciated return visit.



P&P 3, Blackdog

The Club staged a Porsches and Pastries event at Blackdog Speedshop on June 11, 2022 was a great success, with over 100 cars parked on the property and in a long, beautiful line on the street out front. The Village of Lincolnshire was also kind enough to partially close Barclay Avenue in front of the shop, which provided a great showcase for the Club, while drivers passing by took their time and enjoyed the show.

continued on page 30



photo: Derek Chen

photo: Derek Chen

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photo: Derek Chen

As a follow-up to last year's successful inaugural Blackdog event, PCA-C members were again treated to an open house at the venue's spotless 25,000 sq. ft. facility. Members were free to grab a cup of coffee and roam throughout their amazing facility, filled with customers' cars undergoing renovations and customizing, took a look at the race preparation shop and the all-wheel drive Dynojet dynamometer test cell. The sales showroom attracted a lot of people's attention, too, with a fine selection of stylish, low mileage Porsches waiting for new homes.

In the lobby we found a stunning collection of trophies that were a testament to the success of Blackdog's racing efforts. Our thanks to Tony Gaples, Blackdog Founder; CEO Chris Davis, Sales Manager, and everyone at Blackdog who extended a warm welcome and made it a great day for all. 🍷



photo: Derek Chen



2022 EVENT CALENDAR

Event details are subject to change and several dates and venues have not yet been confirmed. Please refer to the Club's website for updated information: <https://pca-chicago.org/event-schedule/>

JULY

- 6** Board Meeting
- 9** AX 3, Tire Rack
- 12** Blackhawk 3
- 16** Concours 2 & Potter's Picnic
- 22-25** Summer Driving Tour
- 29** SUV - HPDE, Autobahn

AUGUST

- 3** Board Meeting
- 13-14** Gingerman HPDE
- 13** Ice Cream Social, Superdawg
- 21** Rallye 3, TBD
- 28** Geneva Concours, Show and Shine

SEPTEMBER

- 2-5** TRAC, Road America
- 3** Concours 3, Elkhart Lake, WI
- 7** Board Meeting
- 11** Rallye 4, TBD
- 14-18** Treffen Bend, Sunriver Resort
- 17** AX 4, Boomers
- 18** Show & Shine / P&P Picnic, Long Grove
- 24-25** Oktoberfiesta, Blackhawk

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Rallye 1: Revenge!

by Les & Caroline Teichner

On an overcast Sunday in May, new and veteran members of PCA-Chicago convened in a grocery store parking lot in Northbrook, Illinois to embark on the first full Rallye of the 2022 season. The event was planned by Les and Caroline Teichner (my father and me!), a team of first-time Rallyemasters, with guidance provided by our trusted mentors, Anna and Andy Skura.



Having won the Novices of the Year Award in 2017, we were eager to earn our Rallyemaster stripes by designing a competitive and challenging Rallye. Entitled “The Revenge Rallye,” our event was intended to pay homage to previous Rallyemasters by incorporating various tricks and traps that had stumped us in years past. However, we were also sure to include several



continued on page 36

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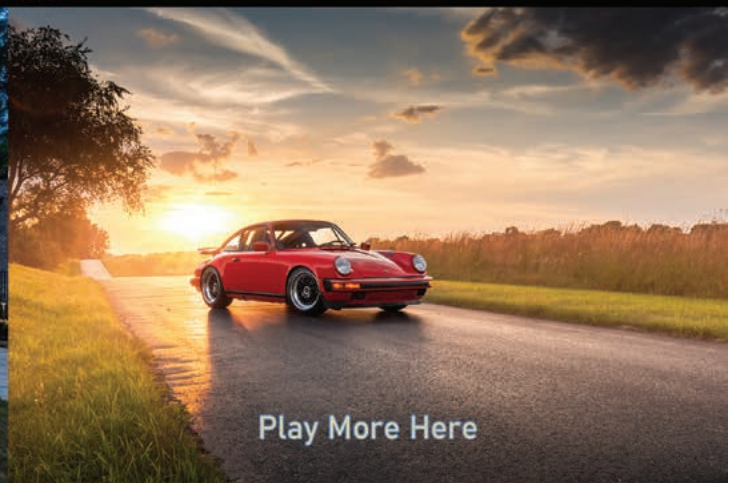
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Rallye 1: Revenge! *continued*



new, diabolical tricks intended to keep even the veteran Rallye teams on their toes.

For example, many veterans fell for a trick where a street name had been misspelled as “Butterfie1d,” using numeral one instead of a lower-case “L” (and they won’t soon live that down). Another trick—one that played on the ever-challenging rule of redundancy, and at a confusing intersection, to boot—managed

to confuse every single team, causing all competitors to miss a checkpoint. In the end, of the fifteen teams that participated, Jack and Karen Stephensen took first place, with the relatively high score (for them) of 931 points.

We greatly enjoyed our first outing as Rallyemasters and look forward to seeing what the other Rallyemasters have up their sleeves for the rest of the season. See you out there! 🍷



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AUGUST.....	
13	Autocross 3, Sat, NOW Arena, Hoffman Estates
14	Bimmers & Beans, Big Door Mundelein
19	Blackhawk Farms Track Event, South Beloit, WI
28	Geneva Concours d'Elegance Geneva, IL
SEPTEMBER	
4	Autocross 4, Sun, Route 66 Raceway, Joliet
8-10	Nordfest in Minneapolis
17	VinFest at Rookies, St Charles
18	Autocross 5, Sun, Wintrust Field, Schaumburg
OCTOBER	
9	Autocross 6, Sun, Wintrust Field, Schaumburg



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In Passing: June 2004

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."¹

- Pat Yanahan

50 Years Of Porsche ... Then & Now²

Article and pictures by Gene Bussian

April 7, 2004

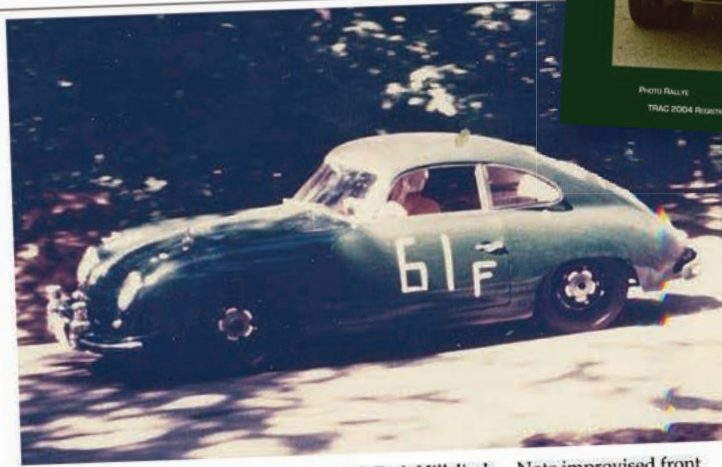
"THEN" was Wednesday, April 7th, 1954. A typical Chicago spring day when I arrived from Milwaukee to take delivery of my Palm Green Porsche #51284.

Anyone reading this is quite aware of "NOW", but "THEN" requires some insight into the '50's. There were no Porsche dealers in Milwaukee. Chuck, from nearby Burlington, WI, frequented "Speedy's Cities Service" station on the west side of our town. Chuck Thiel was connected with Max Hoffman's garage in northern Chicago. It was at Speedy's that I made my first Porsche purchase.

On our first trip down, there was no car in sight. It was sold. 2nd trip down, #51399, a yellow beauty with green cord upholstery had jumped the trailer track. I was concerned with the slight visible damage and other possible hidden problems. So I passed. Chuck was understanding and patient. April 7th, we drove down to Hoffman's again and I had a choice of two. #51387 was Monde Grey with blue cord upholstery, but it had some brake fluid leaked on its top. The only choice, in my eyes, was the green 1500cc Normal.

Chuck took my Cadillac Coupe and \$2,200 as satisfaction for the \$3,500 price of the car. No sales tax, no warranty, and plates cost \$16.00.

After finally getting into my own Porsche, I turned the key, pressed the starter button ... and my life changed forever. All my preconceived ideas of heavy, long hooded, front engine cars were swept away. I was to enter a whole world of new automotive experiences and meet friends that were inconceivable to me as my Porsche as I exited Hoffman's garage. There were 84 miles on the odometer.



5/15/55 - My 1954 Porsche at Blackhawk Park Hillclimb ... Note improvised front bumper with 1955 Chevy bumper guards

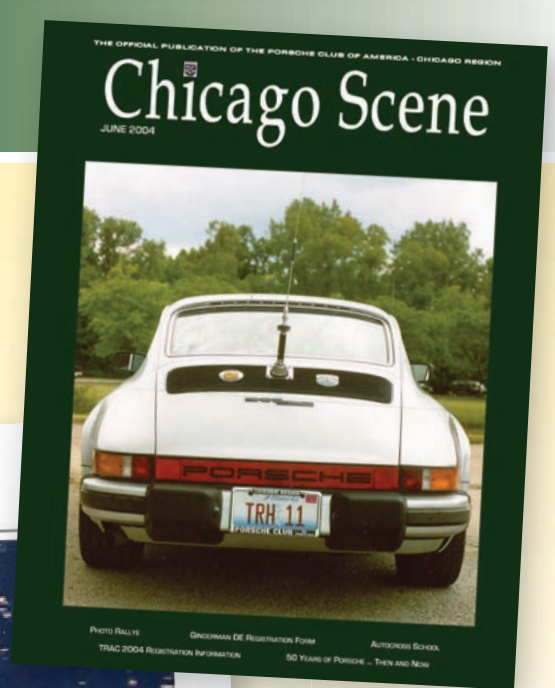
4 Spyder at Wilmot in 1953



Two weeks after delivery, I was on my way to Florida. No gas gauge ... only a wooden stick to measure your fuel. No arm rests, one plastic sun visor and it sounded like you were inside a big bass drum ... no insulation "THEN". No head rests, no lap belt, no A/C, no power anything. No side view mirrors. The bumper guards could be crushed with your bare hands. The window took about 10 turns to crank it up or down. 55 HP and 0-60 in about 12 seconds. In a hard rain, the wipers would short out and the cockpit smelled like gasoline because the reserve tank lever was just up from the accelerator. The heater knob was so difficult to pull out that you generated more warmth than you received from the

hole in the frame near the wooden floorboard. Only the very high RPMs would warm the interior and defrost the windshield.

All the idiosyncrasies faded into oblivion when you drove and experienced a new feel of the road - an incredible ease of handling - the sensation in the center of your being told you that this was an intimacy with the highway never before felt.. The new feedback from the road offered you a unique control of this vehicle. We KNEW we were driving the most wonderful automobile in the world. Anything before and after the driving of our Porsches was simply waiting.



continued on facing page

Now it is "NOW". A 2004 Cayenne S. A gas gauge, power everything, A/C, four visors, arm rests, head rests ... but alas, no spare tire! Comparing it with previous SUV's, it is really a Porsche. Great power and brakes. Only about 4,000 miles, and I have much to learn, but I would not have any other SUV.

THE CAYENNE IS AS SUPERIOR AN SUV NOW, AS THE 1500 CC NORMAL WAS SUPERIOR TO THE BEST OF THE OTHER CARS 50 YEARS AGO.



The 2004 Cayenne S ... the latest Bussian Porsche

Please let me repeat what I wrote for PANO 7/87 ...

"Cars, beautiful cars, all of them. How can you explain a feeling when you can only feel a feeling? For, with all the improvements that are, and all the improvements that Porsche will come up with ... when I close my eyes and think of the cars, the picture that always returns is my original Palm Green 356 Lady or 'America' as we called it. I see it as the rare breed of its day and can still hear the sound of its motor as it speed to the horizon ... Its singular exhaust pipe creating a new sound, which we had never heard on the motoring scene - and its shape, which gave birth to forms which man had not yet conceived. Even as darkness falls, I know it is really the 356 of mine because of the two small, red tail lights which are fading into the distance as memory becomes clouded."

Thank you, Dr. Ferdinand Porsche!

¹ Pat Yanahan from March 2021 Scene: <https://pca-chicago.org/wp-content/uploads/2021/03/SceneMar21.pdf> at p. 35
² "50 Years of Porsche... Then & Now" by Gene Bussian excerpted from June 2004 Scene: <https://pca-chicago.org/wp-content/uploads/2020/09/SceneJun04.pdf>, at p. 38-40.

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