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**Cover:** Driven Women by Jeff Brown

Top photo: RADE by Tommy Vandelist

Bottom left photo: Driven Women by Jeff Brown

Bottom right photo: AX at Tire Rack by Michael Bene

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# THE CHICAGO SCENE

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## Best in the country, but you already knew that...

If you haven't heard, *The Chicago Scene* was named Best Regional Newsletter for Large Regions for 2024 at Parade this past month. This is both a great achievement and much-deserved recognition for everyone (writers, photographers, editors, production staff) that puts *The Chicago Scene* together. I want to especially recognize Neil MacDonald for laying the groundwork for the current format and approach when he took over as Editor in 2018 and Natalie Szabo who seamlessly stepped into his shoes in January of this year. Congratulations to all of you!

Also, Scene related, as you probably noticed, *The Scene* was delivered in an envelope. We will continue to do this moving forward for a number of reasons, including protecting your issue from being damaged in transit and allowing a more engaging back cover.

More importantly, sending in an envelope ensures we can reach all of our members with important, Club-related information. Nineteen percent of our membership does not have a valid email address defined in their profile at PCA.org and four percent opts out of receiving emails sent by the Club. This means that *The Chicago Scene* is the only way we can communicate with a quarter of our membership.

By putting *The Scene* in an envelope, we can deliver additional hardcopy information, such as ballots and other materials, without incurring additional postage. We opted for an envelope rather than a plastic bag because envelopes are recyclable and they are less expensive.

As a reminder, since *The Scene* is delivered every other month, please go to PCA.org and update your email information so you receive our weekly communications and are kept up to date on the Club's activities.

Speaking of the Club's activities, we are now half way through the year and it is my pleasure to report that event attendance is up across the board and our Club now has over 4100 members. PCA membership is up across the country as well. This is great news for all of us, but it does highlight that the Club and its activities run on the efforts and commitment of volunteers.

Given the breadth of activities we do each year, there are always opportunities to get your feet wet in learning how events are run and to become part of the teams that bring them to all of us. If there is an area of the Club you are particularly interested or passionate about, reach out the coordinator or myself and we'll help you become part of that team.

Our goal in The Chicago Region is to maximize your experience of owning a Porsche. It's summer in Chicago and we've got events happening every week, so, come on out and enjoy all activities the Club has to offer.

See you out there,

Dana Comolli  
President, Chicago Region



*The Chicago Scene* was named Best Regional Newsletter for Large Regions for 2024



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# Driving The National Park of Speed:

## RADE

by Natalie Szabo



photo: Michael Bene

**If Chicago is a city in a garden, then Road America is a racetrack within a forest.** With gentle elevation changes, trees whipping by on all sides, and riveting straights, it really is a track that needs no explanation for its excellence. Two times a year PCA-C has the opportunity to occupy the grounds of this wonderful track. RADE (Road America Driver's Education) is the first of these events, which provides the gateway for DE drivers to be able to return at the end the year for TRAC (The Road America Challenge), which also hosts PCA Club Racing the same weekend. Memorial Day weekend provided three wonderful days of on-track excitement for novices and experienced drivers alike.



photo: Michael Bene



continued

photo: Tommy Vandelist



This year's RADE event hosted about 140 drivers, many of which were new to driving Road America, myself included. Due to the nature of the track and event, many very aggressive cars showed face in all groups, even novice group found itself full of 718 GT4RSes and 911 GT3s, which meant that every corner I found myself giving a point-by to a car that seemed to appear out of nowhere. It was an exceptional learning tool, forcing you to stay aware of your surroundings, no matter how fast or slow your car might be relative to the pack. Cheryl Lehman Collier put together a fantastic event, with a driver's meeting that had me laughing more than I have ever at one



photo: Tommy Vandelist



photo: Neil MacDonald

photo: Neil MacDonald



photo: Michael Bene



(Usually, it's a stone-faced ordeal, waiting for the important information to be revealed). The first ever Saturday evening pizza party also proved to be a success, with plenty of time to revel about the fantastic two days of driving and how the weather would play out for Sunday.

For those reading who haven't visited Road America yet, if you find yourself at TRAC later this year, be sure to take advantage of the many beautiful outlooks Road America has to offer. One of my



photo: Neil MacDonald



photo: Neil MacDonald

continued

## Driving The National Park of Speed: RADE continued



“ One of my favorite parts of the weekend was running off to a hill that overlooked the gruesome downhill hard braking zone that is turn 5. ”



favorite parts of the weekend was running off to a hill that overlooked the gruesome downhill hard braking zone that is turn 5. Nestled amongst the trees, overlooking the turn, you can see just how dramatic the track is: cars dipping their noses down from heavy braking, followed by a turn-in, then leaping into acceleration up the hill directly after. It truly is a treat to be able to experience all this great track has to offer amongst fellow club members.

Thank you to those that made RADE happen! Now the countdown for TRAC begins. 🍷

photo: Neil MacDonald

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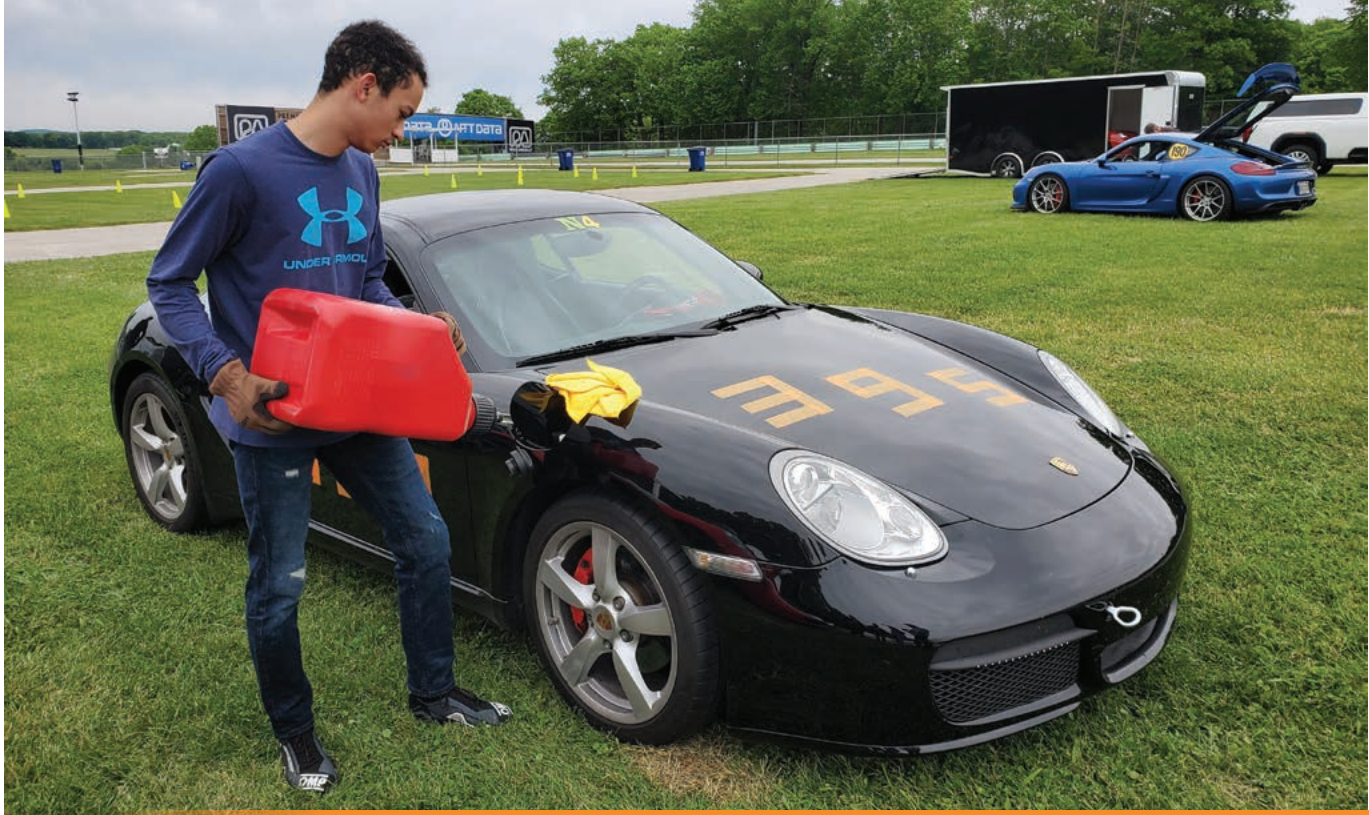
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## Does Sim Racing Experience Really Transfer to the Track? A PCA Sim Racer's Journey

by Tres Drawhorn<sup>1</sup>

**I've been a track rat since I could barely walk.** My dad has been racing cars since before I was born. Racing has always been a family affair, so I grew up at the racetrack. It's in my blood.

Fast forward to year 14 of my young life, like many middle schoolers I was an avid gamer: Gran Turismo, Assetto Corsa, and Forza Horizon/Motorsport were my favorites. One day, my dad approached me saying he'd learned of a new racing league created by PCA, sponsored by Porsche. It was called PCA Sim Racing. I didn't know what to expect, but I agreed to give it a try, so we clipped my video gaming steering wheel to a table, set some cheap pedals on the floor, and connected an old computer and monitor. Off I went in the inaugural season of PCA Sim Racing in 2019. I wasn't yet very good, but I was absolutely hooked and my dream to eventually race in the real world was born.

Fast forward 5 years, Sim Racing is now helping me try to pursue my dreams. The PCA league has grown astronomically, and my racing equipment has evolved 8 times. I've enjoyed many successes in PCA Sim Racing, I also race on a professionally managed global Sim racing team. With Sim Racing, you can be anywhere: I can be in Illinois and race at tracks across the world. In fact, I have won multiple global endurance races with my pro team, including the 24 Hours of Le Mans. There are certain aspects that you learn better on the sim, but, of course, many are better to learn on a real-world track.

As I go into my 2nd year at Purdue Indianapolis, studying motorsports engineering, I am still driving on the sim as much as I can. I've also began adding physical world track time. With more than 5,000 hours on the sim, I've begun to understand what translates from the sim to the physical world. It goes both ways, there are many things I've learned on the track that I didn't on the sim. The transition between the two isn't perfectly one-to-one. My first time on the track was with Skip Barber Racing School, at Lime

Rock Park. It was a 3-day track class. Then, the next track experience was the 2-day advanced racing school at Laguna Seca. I was humbled. Years of sim racing had been with a paddle shift. I didn't know how to drive a manual! I had only about 40 minutes of practice in a parking lot before my first Skip Barber class. At racing school, I was learning on the fly, but the sim had prepared me for the track. It had already provided a foundation for tracking cars. I was able to more quickly focus on advanced skills. In the end, I qualified for an SCCA competition racing license. The hook was set deeper.

Subsequent track time included 2024 RADE: My combined sim and track experience gave me an edge. I already knew the track, the apexes, the brake points, the track-outs and the topography and I knew generally how a car would behave. The sim is fantastic at teaching car balance and behavior under a multitude of track conditions, the sim AI is highly realistic, and, a sim driver can learn on multiple cars, on nearly every major racetrack around

*continued*



<sup>1</sup> Tres Drawhorn's Instagram account: @tmdr\_racing

Photos supplied by Tres Drawhorn (except as credited otherwise)



photo: Michael Bene

the world. The knowledge I'd gained through the sim transferred well. This allowed me to concentrate on a few very focused things with my instructor: perfecting my blipshift, keeping momentum and properly using curbs. While the sim complements the physical track, it's not a complete substitute. Some of the mechanics, like how to use the curbs, how far to track out, the feeling of the gators, and some other elements were slightly different. And, of course, the physical world adds driving feel and g-forces that are impossible to replicate on the sim. Adjusting to these real-world variables added speed that would not be similarly gained on the sim. My instructor, Joe Gaucher, has been racing cars since 1976. His knowledge and instruction were invaluable. I honestly believe that no sim racer can successfully transfer skills to the physical track without the help of a fantastic instructor. Joe and I built speed together. By the last day at the track, I was able to put everything together with him. We were running speeds comparable to prepared cars though we were tracking a street car.

As I get more track time and learn more about physical world track driving, here are some of the things I'm understanding translate well, and don't:

### Things that translate:

- The line through the corners
- Braking and acceleration zones
- Pre-loading the car going into corners (weight transferring)
- Smooth pedal inputs (transition from brakes to off brakes and to gas)
- Driving with cars around you
- Using your mirrors on track
- Not driving in your mirrors
- Car dynamics and behavior

### Things that don't:

- Some of the track details. (for instance, some curbs you can go over while driving the sim but they upset the car in real life)
- Certain track limits (some don't give you as much exit room compared to real life)
- Feel (I have a static sim, so I don't have feeling through the seat like real life)
- Reference of speed

### Some things that are better on the Sim:

- **The ability to change multiple variables:** The tracks in real life change from day to day, so the driving line is always moving and evolving slightly. On the sim, you can set up a certain time of day, track temperature, air temperature, wind direction and speed, and the state of the track. You can also change car set up (e.g., camber, caster, ride height, brake bias, downforce, tire pressures and many others) and do real-time data analytics with a few interactions in the AI. It allows drivers to more easily learn: a) what these variables are, and b) how they impact performance. What would take hours or days in the physical world is done quickly and easily on the sim.
- **Competition Frequency:** Top tier racers in the sim world are highly competitive. Many are professional physical world racers. For instance, Max Verstappen and other F1 drivers are regulars in Sim Racing events, as are several drivers in the Porsche Carrera Cup, IMSA and other well-known racing series. Sim drivers are just as eager to win as those in the physical world, and just as disappointed with failure. There is nothing "simulated" about the competitive battles and emotional experiences. Steve McQueen once said, "Racing IS life. Everything else is just waiting." The sim world provides the outlet to make for less time doing "everything else."
- **Cost:** In the physical racing world, one starts with the desired race class and target pace. As my dad would say, you then open your wallet, flip the switch on the racing vacuum-cleaner, and stick it in the wallet. It'll kindly suck out 6-plus dollar figures of what it needs. Great sim racing can be started in any car class, at any skill level, for four figures (and less than that if you're scrupulous). A driver can then build their equipment as his or her budget allows. There is little need to have the best-of-the-best equipment to become a podium driver.

My dream is to race professionally, I don't have karting experience or formal driver development programs in my past. It'll be a tough road forward. Perhaps the sim experience can be a non-traditional path. My dad and I are building a 2007 Cayman S for me to eventually race in PCA's SPC class, and in SCCA. I still race online, it's worth it! PCA Sim Racing is a great way to get to know your PCA community, and a way to learn clean and fun racing, on a less expensive level. Will Sim Racing play a part in helping me achieve my dream? We'll find out. See you out there! 🍌



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## Driven Women Returns to Autobahn North Track

The second annual Driven Women High Performance Driver's Education event took place this year on June 13, 2024, at Autobahn Country Club. Like last year, this HPDE was for women drivers only with a focus on introducing new and novice drivers to driving their cars on a racetrack.

The all-women planning committee, consisting of 11 PCA-Chicago members (and Dana), began preparing for the event in December, 2023. With the success of last year's event, we had 4 new members excited to join and help make this year's event



by Kelsey Trepka



even better than last year. Everyone had unique and important roles to contribute to running the event, from planning the days menu, to advertising in *The Scene*, to the design of the shirts (my role). I was excited to think up a new, unique design for the long sleeve shirt that was provided to all drivers and instructors, as last year's bright blue shirt was a hit. All the effort to planning the event worked out and everything fell into place perfectly on the day.

*continued*



This year we had a total of 60 attendees, including 34 drivers total and 17 new drivers. 50% of drivers from the last event returned this year. Similar to last year, there were 4 run groups that had 4 sessions to drive on the North Track, including 2 sports cars run groups, 1 SUV run group, and 1 instructor run group. There were 23 instructors helping students learn the 1.46 mile course, some of which instructed 2 students throughout the day.

The driving started with a touring session, with each run group able to drive the track slowly at highway speeds without helmets to learn the



track and for instructors to point out corner worker stations and corner numbers. After venturing out with helmets for the first session of the day, we all met for the morning classroom session led by Dana, which built on guidance from instructors, including throttle control, tire pressures, braking on track versus street braking, and pushing ourselves and the car little by little during each lap. We were all able to take what we learned in the classroom and apply it during the next session.

Group 1 had a special guest in two of their sessions: Dana took his GT3 Cup racecar and drove with the group to get onboard footage of everyone's driving. During the





afternoon session, we viewed the footage and discussed what drivers could improve upon and what drivers were doing correctly. The main takeaways from the footage were to make sure we use all of the track and we can all wait a little longer to turn into corner 6. Viewing ourselves driving was a valuable experience and entertaining to watch with the great group of women, there was a lot of laughter watching as we all thought about how we drove that particular corner and wondered what Dana would have said about our driving!

Everyone improved immensely throughout the day as we all became more comfortable with driving our cars on the track. The encouragement from each other and comradery was electric and inspiring. Thank you to the first time and returning women drivers who braved the



summer heat and a quick thunderstorm to drive their cars on the track. A very special thank you to the instructors for dedicating their time and energy to teaching. Lastly, thank you to Napleton Westmont and Downtown Chicago for sponsoring this event for the second time. See you all again at the track soon! 🍷





## Class is in Session! Rallye 101

by Kristine Pegues<sup>1</sup>

**Do your special or supplemental instructions take precedent over your route instructions?** If this sounds confusing, you should have been at the PCA-Chicago Rallye school on May 5th, 2024. All the rules, tips, and tricks were explained before 19 teams set off on the time, distance, speed (TDS) Rallye that roamed through country roads and little towns in DuPage County.

The goal of the Rallye is to be accurate, precise, and have great communication between the driver and the navigator, however, the instructions had traps that



<sup>1</sup> Milwaukee region member and guest author



would lead you off, and back on course... hopefully! Some rules were given and always applied, but some rules would supersede others given based on those rules developed by the Rallye masters. As you are driving according to the set path, the strategically placed checkpoints logs your progress and timestamps your ability to follow the directions and communicate with your teammate. If you arrived too early or too late points are deducted. You compete



against yourself, just as much as against other teams and the Rallye master. It was great fun to follow the route and see how you did after every checkpoint and try to adjust your timing accordingly.

Once the rules of the race were understood it was all about competing on a beautiful day in sporty cars with other Porsche enthusiasts. No matter if you were 10 seconds or 20 minutes off the checkpoints, we all met for dinner and refreshments at the Fireside Grill. We laughed at our wrong turns, shared our strategies, and made plans for the next PCA TDS Rallye. The school was a great way to learn a new way to compete within the rules of the road and meet others that enjoy the drive. 🍷

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## Flying Under The Radar

by Martha Kuffel

Once upon a sunny mid-spring day at a small suburban airport, 20 beautifully polished Porsches converged upon its grounds to begin the 2024 PCA-Chicago Porsche Rallye season.

The initial instructions directed the cars around the airport, then routed them through the quiet roads of the quaint town of Wayne, then along the Fox River valley, ending with the open plains of Kane County.



What could possibly go wrong?

As well as a pleasant Sunday drive, Porsche Rallyes present mind-challenges to keep the ride interesting.

Rallying is a game. The goal of the game is for cars to reach the checkpoints at the exact time specified by the Rallyemasters. Each second the car is early or late represents a point added to the total score. “Or” instructions, “And” instructions, pauses, misspelled street signs, ONTO’s, CAST changes, STOP lights, “Private Roads”, gravel roads, can all



*continued*

create obstacles to achieving that goal.

If the Rallye cars were “bugged”, this is what you might hear:

“I think we should have turned left ONTO Jericho rather than right,” Cindy remarked to Bob.

“Speed up the CAST, Steve, FASTER,” yelled Sharon!

“Wow, Susan, even though we were off-course for 5 minutes, after using our time-delay app we ended up with only 37 points,” giggled Steve.

“Does anyone in this car know where on earth Al Capone’s Hideaway is????”

In the end, all 20 cars made it to the post-Rallye restaurant for socializing, food/drink, and awards.

Our “seasoned” Rallyists had exceptionally low scores! For newer participants, this event provided educational opportunities for future Rallyes. Learning the new Rallye language takes time and commitment, but is very rewarding once achieved! Hope to see everyone at Rallye 2! 🍷



### Congratulations to the winners of Rallye #1:

Team	Points
1 Steve and Sharon Olson . . . . .	176
2 Andy and Anna Skura . . . . .	239
3 Brian and Danielle Scifers . . . . .	253
4 Steve Rashbaum and Susan Shire . . . . .	327
5 Paul Davis and Ed Chmiel . . . . .	392
6 Bob Rath and Cindy Jacisin . . . . .	407

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Kinga Wesolowska and Marcin Proszek . . . . 742

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## Concours Show & Shine at Labriola

by John Moore

The first Saturday in May was the start of the Concours season with a Show & Shine event at Labriola Bakery in Oak Brook.

We all are aware of unpredictable spring weather in May, however, the forecast for Saturday was promising. The first of the Concours team, Barb Mashburn and Jim Dorfman arrived around 7:00 AM. Concours Judges and volunteers arrived shortly thereafter to prepare for staging the cars for judging and Show & Shine registration.

The sky was blue, temperature rising and the sun was shining. This is a great recipe for a Show & Shine event; a perfect spring day. It was now approaching 8:00 AM and the sound of Porsches on Butterfield Road could be heard in the north parking lot.

Cars were now entering the staging area and being lined up for judging. Every judge and volunteer helped and welcomed the participants with parking and explained the registration process. Overall 43 new Porsche enthusiasts new to Concours brought their cars to experience what Concours judging is and how a car is judged.

There were 159 sign ups for this event but many more than that number showed up and registered upon arrival. Beautiful



Porsches from all decades filled the north parking lot. This was truly a great Concours and Social gathering of Porsche enthusiasts enjoying being a member of PCA Chicago Region.

Four Porsche Class Groups based on the age of the car were judged in each age group by two judges. As a Show & Shine event only the Exterior Body, Exterior Glass and Wheels were judged for cleanliness. The Judges had interaction with the entrants and coached the participants on Concours preparation and car care.

*continued*



photo: Derek Chen

Photos by Jeff Brown (except as credited otherwise)



photo: Derek Chen

photo: Derek Chen

Special Score Sheets with positive comments where a deduction was taken were given to the entrants. A beautiful green Show & Shine ribbon was awarded to all that prepared and registered their Porsche.

We received great feedback with some very positive comments from Show & Shine participants. Judges made comments on car care and pointed to areas for improvement and how to remedy a chip or scratch without damaging the paint as example.

Without a doubt this was a very good introduction to Concours for all that participated. It is amazing how many beautiful Porsches there are in our club. There were many at the event that I saw for the first time. All of the cars we judged should participate in a Concours event starting at the Exhibition or Street Class level as they all cars that can compete.

In closing, congratulations to all of the winners many of whom are novices that did a great job preparing their car. Their cars are beautiful and will be strong competitors in Concours this season. We want to see these cars and hear about their history. That is one of the reasons I became involved. Also, the exchange of information on car care and new friendships is a tremendous benefit.

I hope to see many of you at Concours 1 on June 2 at the Klairmont Kollection Auto Museum and Concours 2 on June 23 at The Promenade Mall in Bolingbrook. 🍷



## Here are the results of the Show & Shine FIRST PLACE CLASS WINNERS:

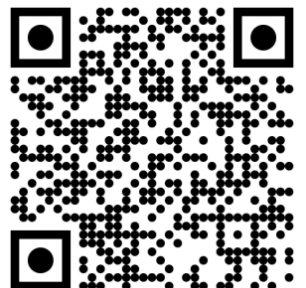
- Group A – 1960-1980's: Ryan Bennett - 1988 911 25th Anniversary Carrera
- Group B – 1990-2009: Kevin Lucas - 1995 911 993
- Group C – 2010-2019: Luis Fraguada - 2017 911 S
- Group D – 2020-2024: Jeff Lange - 2021 911 S Cabriolet
- People's Choice Award Winner: Hakim Halum - 2018 GT3

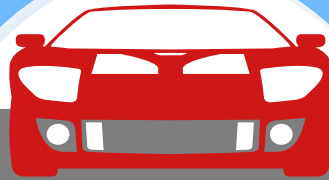


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# The SOCIAL SCENE

by Robert Safe

photo: Derek Chen



## Porsches & Pastries / Show & Shine at Labriola

by Robert Safe

Our second Porsches & Pastries gathering of the year, featuring our first Show & Shine event of the season, went off without a hitch. Labriola Bakery and Café, our gracious host, once again greeted the club with a prominent banner adorning their entrance and served up great coffee and food. The weather was perfect—a clear blue sky and warm temperatures, setting the scene for around 150 well-kept Porsches. It was a sight to behold.

Forty-three or so members competed in the Show & Shine and submitted their prepared cars to the scrutiny of our expert Concours judges. Awards for various car classes and the popular People's Choice were provided.

*continued*



photo: Derek Chen

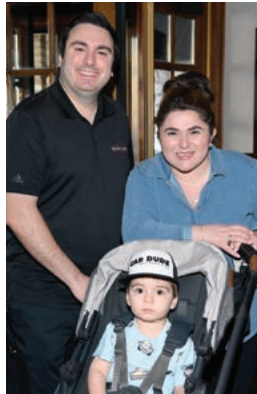
photo: Derek Chen



photo: Derek Chen



photo: Derek Chen



Accompanied by friends, Deanna and I strolled through the parking lot, with me enthusiastically expounding on the evolutionary journey of the 911, while highlighting subtle distinctions and nuances, aided of course by member's cars as visual aids. My friends were kind enough to act impressed by my knowledge of obscure things, so it was pretty fun.

I always keep an eye out for a car that just seems to stand out

from the crowd for some reason. This time it was Tony Koufax's 1970 911 ST in a striking shade of blue gray (top right photo). Tony happily pointed out the numerous modifications he had made over the years, while I admired the patina it had acquired through his enthusiastic use. This was no garage queen, but rather a car driven as the Porsche Gods intended – a quality that really resonated with me. It was my favorite car of the day. Thanks for sharing it with us, Tony. 🍷

**Barnaba Block Party** by Robert Safe



The Barnaba Block Party is an epic annual event, held in the summer at Barnaba Autosport in Batavia, IL. This year the Chicago Region was invited to be part of it all. So, on Jun 8, hundreds of members joined with hundreds of Barnaba's regular customers for this Porsche Only event. We enjoyed the good company of fellow enthusiasts, toured Barnaba's beautiful new

*continued*



facilities and feasted on burgers, sausage and dogs grilled onsite. The Porsche's Only rule was strictly enforced, meaning the parking lot was a thing of true beauty. Old Porsches, new Porsches, one of a kind Porsches. Nothing but Porsches. Amazing. All parking lots should look like that.

Barnaba Autosport is a family run Porsche only service, restoration and sales organization, led by well-known and longtime fellow club member Ron Barnaba, with his son Chris Barnaba bringing in the next generation. These two guys, alone, have over 70 years of Porsche experience



between them. They were joined at the party by other great members of the Barnaba staff, and their families, who really rolled out the red carpet for everyone. No less than 17 club volunteers arrived early to help set things up and assist with parking hundreds of cars in the adjacent lot. The weather proved to be just right for the day, allowing everyone to have a great time. Our hearty thanks to everyone at Barnaba Autosport. Let's hope we get invited back again next year. 🍷

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\$65,000



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\$81,500 or offer



# The Art of HPDE in the Rain

by Joel Kaphengst



**You know the anticipation you feel the night before a big event –** I still get that before every High-Performance Driver's Education (HPDE) that I attend. I especially experienced it the Thursday night before this year's 55th Blackhawk Farms Novice Day. Now, I haven't attended all the previous events, but I have been to quite a few of them. This year was special, after I damaged my 1973 911 Targa last year at the Autobahn Country Club, Cliff Horn and I decided to "go halvesies" on a dedicated track car. We bought a 2011 Cayman that ran in the IMSA ST class of the Continental Tire Sports Car Challenge in 2018. We purchased the car last year and I had only driven it on track once before – at the last HPDE of 2023 at the Autobahn Country Club. Over the winter, we worked on making the car our own including buying a new set of Hoosier R7s for the dry and a set of General MAX RS for the wet.

The Wednesday before the event, it looked like it would rain on Friday. So we pulled the Cayman out of the trailer and put the wet weather tires on. Then, sure enough, Friday morning was dry with rain expected around noon. When we got to the track in the morning, we took off the rain tires

*continued*



## The Art of HPDE in the Rain *continued*



and put the Hoosiers back on – all while helping the Tech Team, attending the instructor’s and the driver’s meetings.

During the morning sessions, the Cayman drove great. I also had great sessions with my student, Stan Mlekodaj. We were both learning a lot and improving our skills. Then as expected around noon, the rain came, so the wet weather tires went back on the Cayman to get ready for some wet driving fun. In racing they say that rain is the great equalizer. I feel that in HPDE, rain is the great instructor. You learn so much more when you lose some of the



grip due to the rain. For example, in the morning dry sessions, the car feels comfortable and stable in turn #3 at 65 mph, but in the wet afternoon sessions, you might start to feel the car getting a little tail happy at 45 mph. This helps you learn about making corrections for understeer and oversteer. You need to adjust your braking points



for the turns so that you have some safety margin if you start skidding while breaking. In the wet afternoon sessions, I was still instructing Stan and I also instructed Chris Giovingo too. We all had a great time and learned a lot from the “great instructor” (the rain).

After the last session of the day, we enjoyed pizza, beer, soda and excellent conversation about what a great day everyone had driving in the dry and the wet. I’m looking forward to the next HPDE event Memorial Day weekend at Road America (RADE). Looking forward to seeing everyone in Elkhart Lake, WI! 🍷



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## On Track @ Tire Rack

by David Bowers



Saturday, June 15th saw our first Autocross event occur in South Bend, IN at the Tire Rack Corporate Headquarters test track. This facility is different from most of our venues which occur in a parking lot, as the center of the track contains a 200' in diameter skid pad which allows for speeds that test the limits of mechanical grip. We were able to incorporate other features such as the Chicago Box, a Slalom through a gradual left turn, and decreasing radius turns that required the driver's focus for the entire run. There was little opportunity to rest on course as each driver had to keep their vision up and thinking about the upcoming features, not what they were currently doing, or had just completed. It was only after the run that you could find the time to reflect on what just

*continued*



photo: Adam Kern



photo: Adam Kern



happened and where there was room for time improvements for the next run. The course rewarded momentum and proper car placement, where if you carried too much speed or were off by an inch to the left or right as you entered the Chicago Box you were likely to hit a cone and negate your run with a dreaded DNF.

We had 43 participants in attendance and with most runs taking around 38 seconds. This allowed us to complete 7 runs in the morning and 8 in the afternoon session. Our Porsche's handled the 85-degree weather and technical course with ease. Thank you to Tire Rack for serving as the venue and thank you to Midwest Performance Cars

for sponsoring the 2024 Autocross season. In closing, I'd like to extend my sincere appreciation and thanks to all the participants who showed up and pitched in to set up the course, run tech, timing, registration, and make for a flawless first event for me as the Autocross Chair. I have big shoes to fill after taking over for Adam Kern and you all showed up in a big way. Thank you all and see you at the next events! 🍷



# 32<sup>nd</sup> Anniversary of The Road America Challenge 2024 Elkhart Lake, WI



## Aug 30-Sept 2 Club Race and DE

**Friday:** Optional Racer Only  
Test & Tune Sessions (*CR Rules*)

**Sunday:** Two 30-Minute Sprints

**Monday:** 75-Minute Enduro

**Fri-Mon:** Solo Only DE Sessions

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## Conquering Collision Claim Confusion

by Deanna Sanchez

**E**ducating and empowering Porsche owners about collision repairs and insurance coverage is essential for their preparedness in the event of an accident. O'Hare Auto Body, a Porsche certified collision center since 1985, recognizes the complexities involved and aims to empower owners with essential knowledge.

High-end vehicles like Porsches demand specialized repair techniques and genuine OEM (original equipment manufacturer) parts for repairs. This is why it is imperative to choose a shop that is certified by Porsche, as the certified shops are privy to Porsche's repair procedures and updated Porsche techniques and processes. However, many insurance companies lack the understanding required for these repairs, often denying certified labor rates and OEM procedures that they do not have access to themselves. Insurance policies may also have limitations, such as caps on aftermarket modification coverage, leading to unexpected out-of-pocket expenses for owners. At O'Hare, staff regularly consults with customers before the vehicle is scheduled in for repairs, to review customer insurance policies and determine potential gaps between what coverage they have and what Porsche requires to satisfy their standards. Doing this prior to repairs helps maintain transparency and gives our customers the freedom of choice.

▲ above: A 2022 Porsche Cayenne we repaired: As you can see from the outside it appears to be a "bumper job", but once you look closer you can see the complete extent of the damage that was hidden beneath the exterior. At times, insurance companies do not want us to go that deep into the repairs, however, it is necessary to assess ALL damage.

It's important to investigate your insurance policy coverage, any potential limits and monitor your vehicle's fair market value. It is very frustrating to invest in a new Porsche or expensive accessories, such as ceramic coatings or paint protection films, to ultimately have those items denied in an insurance claim. Additionally, electing for an OEM parts policy will ensure that no aftermarket or cheap imitation parts will be used in the repair of their vehicles.

In addition to providing expert repairs, O'Hare Auto Body assists customers in understanding their rights under relevant legislation, such as the Illinois Automotive Repair Act. They help customers navigate insurance claims and seek reimbursement for out-of-pocket expenses, and diminished value, ensuring a comprehensive and supportive approach throughout the repair process. ■

# 2024 EVENT CALENDAR

*Preliminary Calendar of Events. Event details are subject to change and several dates and venues are to be determined. Please refer to the Club's website for updated information.*

## JULY

- 7 Rallye 2, Hardware Gastropub
- 9 Blackhawk 3
- 10 Board Meeting
- 13 Potter's Picnic & Concours 3
- 20 AX 2, Wintrust Field
- 21 Wieners & Wheels, Superdawg
- 21 Porsches & Pastries, Two Brothers
- 26-28 Summer Driving Tour, La Crosse, WI
- 29 Autobahn Full Track

## AUGUST

- 3 AX 3, Wintrust Field
- 7 Board Meeting
- 9-11 Gingerman HPDE
- 18 Rallye 3, TBD
- AUG 30-2 TRAC, Road America
- 31 Concours 4, Osthoff Resort

## SEPTEMBER

- AUG 30-2 TRAC, Road America
- 4 Board Meeting
- 7 AX 4, Wintrust Field
- 14 Porsches & Planes, Code 1 Aviation
- 21 AX 5, Wintrust Field
- 28-29 Alohafest, Blackhawk
- 28 Rallye 4, Blackhawk

## OCTOBER

- 4 Porsches & Pilsners, Two Brothers
- 7 Autobahn Full Track
- 9 Board Meeting
- 13 Rallye 5, TBD
- 18-20 Fall Driving Tour, Egg Harbor, WI

## NOVEMBER

- 6 Board Meeting
- 10 Tech Session, TBD
- 16 Porsches & Pastries / Toys for Tots, Labriola

## DECEMBER

- 14 Annual Awards & Dinner Dance, Eaglewood Resort



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



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## Concours 1: Klaimont Collections Auto Museum

by John Moore

The season's first **Concours d'Elegance event** was held on June 2 at an amazing historical venue in the city of Chicago. The Klaimont Collections Automotive Museum set the stage for a combined Concours and Social event which included a museum tour of more than 300 plus cars from all decades. This collection of historic and classic vehicles range in age from 1909 to the present. This prized and once a private collection of vehicles by Larry Klaimont, Founder and World War Two hero, set the stage for a great museum tour following Concours judging and awards.

The rain from Saturday's drenching had moved onward and we were blessed with a beautiful Sunday to show and judge our Porsches in perfect conditions. A great Banquet Room adjacent



photo: Ghaffar Rabiou



photo: Ghaffar Rabiou

to the parking lot with a large overhead door made access easy for people to view the Porsches and relax at tables and chairs inside the party room.

Outside this door was a food truck for the 90 members and guests attending to get that morning coffee and some specialty donuts and pastries. The museum had restored an original Good Humor Ice Cream truck which was completed two days prior to our event.

*continued*

## Concours 1: Klairmont Collections Auto Museum *continued*



The Museum Director Ana Mercado, and museum president Robert Olson, offered us the use of this vintage truck. Naturally, we stocked it with Ice Cream Bars and Popsicles adding to this sunny perfect day much to the appreciation of PCA members and guests.



Around noontime everyone assembled in the Party Room for Concours awards and charity raffle ticket prizes. Once the awards and prizes were given out the room cleared to the museum. Comments from members were very positive as most people had never heard of this automotive collection. The collection of vehicles by one man is astonishing. My personal point of view was one of viewing great vehicles we grew up with and historical vehicles on the road before we were born. 🍷

### Here is the Winner's List of Concours d'Elegance One at Klairmont Collections Automotive Museum:

- Grand Touring Class: 1st Don Janes, 2nd Ed Leed
- Touring Class: 1st Bill Palm, 2nd Kirk Owens, 3rd Dave Mangano
- Street Class: 1st John Moore, 2nd Marcin Proszek, 3rd Adam Kern
- Exhibition Class: 1st Greg Lehman, 2nd Mark Friedberg, 3rd Richard Tseng



photo: Ghaffar Rablu

photo: Adam Kern

# THANK YOU FOR CELEBRATING WITH US!

We want to express our heartfelt gratitude to our friends, family, and customers who attended our 50th Anniversary celebration on May 11. Thank you for being a part of our journey and helping us celebrate in style!



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