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Bottom left photo: TRAC by *Michael Bene*

Bottom right photo: AlohaFest by *Jeff Brown*

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How Many

Last year, Stanley mused about whether you could love a car in his President's letter for the November issue. I suggest the question isn't so much CAN you love a car, but HOW MANY cars can you love?

Anyway, it's November and there are only three events left this year, including our Annual Awards and Dinner Dance Gala at the Englewood Resort and Spa. That caps off a season that included some pretty spectacular events like this year's Porsche and Planes (Major kudos to Robert Safe and Scoop Heavey for putting that one together), a Rallye that started with three laps on the race track at Blackhawk Farms (Cool idea, Anna and Andy Skura), our first Street Survival for teenage drivers, and two Porsches and Pastries on the same day.

Making this year's season even better was the weather. Normally, that is the responsibility of the President, but this year, I decided to delegate that to your Vice President, Adam Kern (with the exception of AlohaFest @ Blackhawk, that was all me...) who delivered nicely. Thanks again, Adam.

Right now, the coordinators are finalizing our 2025 schedule, and like 2024 we will be introducing new types of events to our already very popular set of offerings. I want to thank everyone that completed the recent survey regarding event dates and activities for the Fall and Winter. Your input is really helpful and we will incorporate it into our plans moving forward. One thing I have to mention; a number of members suggested we do karting events in the winter. Unfortunately, PCA National guidelines prohibit us from holding that type of event, so that is something we cannot do.

BTW, the complete 2025 schedule should be on our website before the end of this month and, as usual, we will be including a hardcopy calendar with the January mailing of *The Chicago Scene* for you to display prominently in the location of your choosing.

As to how many: the answer is, as the wise old Owl in the Tootsie-Pop animated commercial said, one (2011 GT3 RS), two (2013 GT3 Cup), three (2106 Cayenne GTS)... I can love three.

See you out there,

Dana Comolli
President, Chicago Region



“

...we will be introducing new types of events to our already very popular set of offerings...

”



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On TRAC!

by Griffin Fujii



photo: Michael Bene

Elkhart Lake was blessed with blue skies and roaring Porsches this past Labor Day weekend as the Chicago Region PCA hosted The Road America Challenge (TRAC). This year marked the 32nd Club Race and the 58th Driver's Education at the historic Road America track and thanks to the support of all who came, we were able to call it another successful year. With 131 racers from around the country and 129 racers hailing from our own Chicago region, this weekend saw a formidable turnout. With 92 participants in Drivers Education, all signs point to next year's numbers continuing to climb. Getting to meet new people (and Porsches) every year is one of my favorite parts about TRAC.



photo: Michael Bene



continued

photo: Michael Bene



PCA kept the energy high and the schedule full all weekend with a slate of events including a Concours at the Osthoff, party at Siebkens resort, and a Porsche Parade leading into the downtown car show. Something for everyone: drivers, spectators, and family alike.

This year we also carried on PCA's legacy of charitable giving, raising \$1250 in donations for CASA of McHenry County, an organization working to advocate for the welfare of the children in the McHenry

County foster care system. PCA's continued commitment to giving back and paying it forward is humbling and truly goes to show the heart behind the community we've built.

You, readers of *The Scene*, last heard from me in the March issue's father-son club racing article. This year, TRAC was a very special event for me. I won my first race ever. The fact that I was able to do so alongside the people that have helped me to grow as a driver since my first Driver's Education back in 2021, made it all the more memorable.

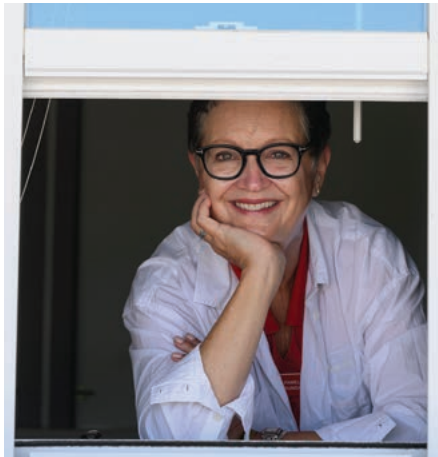


photo: Derek Chen





photo: Michael Bene



photo: Derek Chen

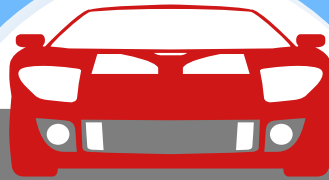


photo: Michael Bene



I'm honored now to be in a position to lend a hand to the new members as an instructor.

Given the stellar turnout this year and the incredible programming that the Chicago Region put on, I think it's safe to say that we can look forward to an even bigger and even better TRAC next year. A special thanks to all of the volunteers, administration, tech team, and corner workers. It truly takes an army to run such an amazing event. Thank you to everyone who came this year, and I look forward to seeing you all (hopefully along with some new faces as well) next year. 🍷



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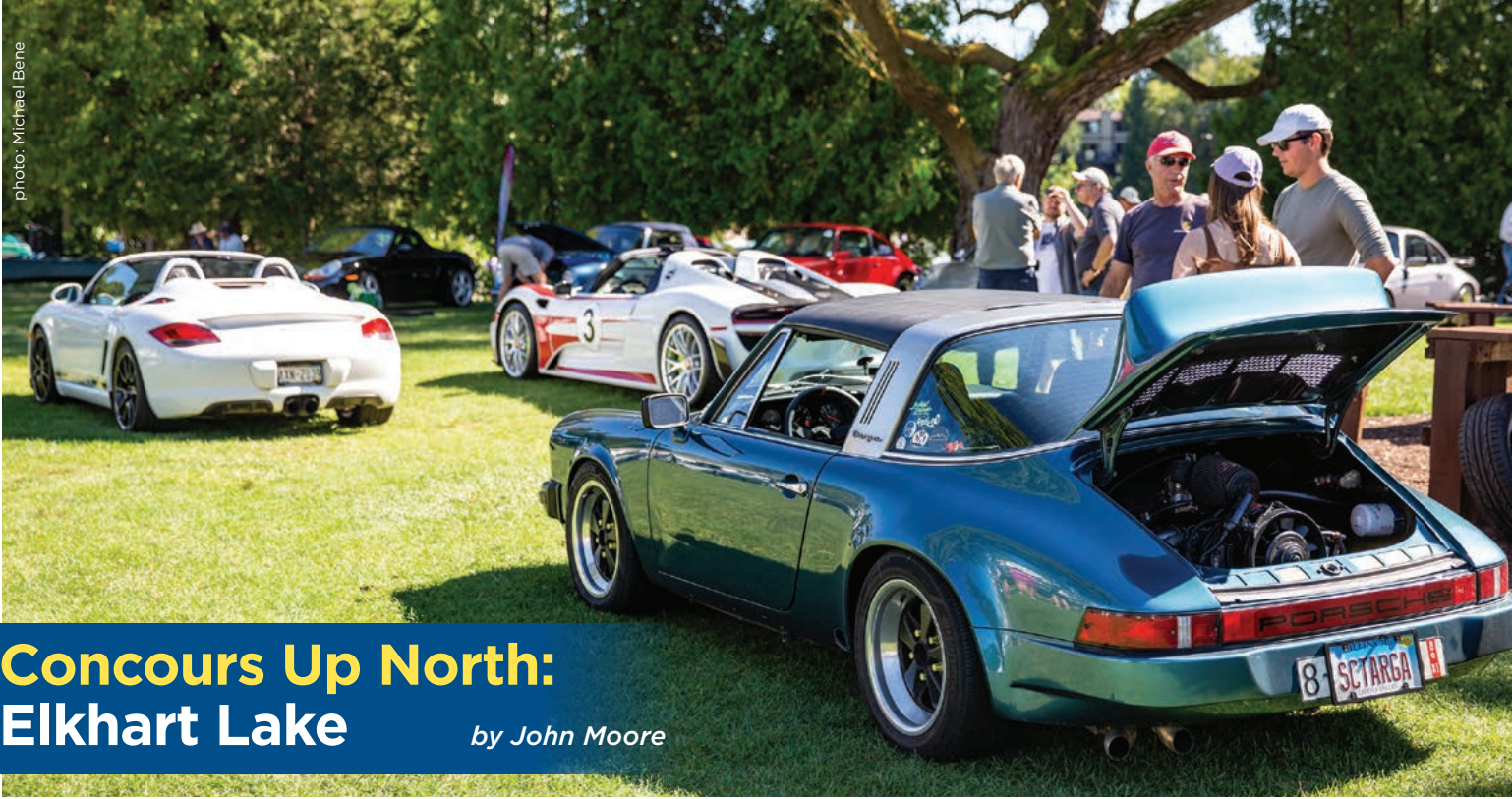


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Concours Up North: Elkhart Lake

by John Moore

PCA-Chicago Concours 4 Event was once again held in Elkhart Lake Wisconsin on August 31, 2024. The Osthoff Resort provided the Concours participants a beautiful lawn staging area for the competitive cars adjacent to the lake and a backdrop of the magnificent hotel. The weather for this day was magnificent and showcased what would be a terrific season ending competition.

We judged 15 Porsches from the Chicago region, two Porsches from Fox Valley, one Porsche from Milwaukee and a stunning 2015 918 Weissach Porsche from the Everglades. Given this being the season-ending competitive event, year end award points were at stake to see who would place in first through fifth place in Concours 2024.

The Concours team arrived at noon and Barb Mashburn with volunteers set up registration with Concours entrants and distributing the score sheets to each competitor.

At 1:00 PM, the Judges meeting was held to set up Class Teams to judge our four Concours Class events. At 1:15, I announced Towels Down with the Bull Horn to halt car preparation and begin the Judging of all four classes.

During the judging of the Porsche classes, Cindy Jacisin and Jim Dorfman engaged in the Hagerty Children's Choice awards. Cindy

also exhibited her beautiful yellow Porsche Road bicycle to the delight of the children, it ended up being a highlight of our event.

Around 4:00 PM, judging was completed and awards for the four Concours classes were announced along with raffle prizes.

continued



Concours Up North: Elkhart Lake *continued*

photo: Michael Bene



Here is the Winners List of Concours d'Elegance 4 at Elkhart Lake Osthoff Resort:

- **Grand Touring Class:** 1st Don Janes, 2nd John Moore, 3rd Dave Mangano, 4th Sam Collura
- **Touring Class:** 1st Bill Palm, 2nd Ron Bean, 3rd Kirk Owens
- **Street Class:** 1st Henrique Regina, 2nd Adam Kern, 3rd Luis Fraguada Jr, 4th Paul Davis
- **Exhibition Class:** 1st Steve Pala, 2nd Mark Friedberg, 3rd Steven Spanbauer, 4th Matt Brock, 5th Pamela Brundage, 6th Wilfred Szerenyi & Bill Treffert, tied
- **BEST of Show Award:** Bill Treffert with a 2015 918 Weissach Porsche

I want to express my congratulations to all of the competitors in Concours 4 and thank you for sharing and preparing your beautiful Porsches for all of us to see.

I look forward to seeing you at our next Concours or Show & Shine Event. Remember, a well-prepared and a well-maintained Porsche is your best investment! 🏆



photo: Michael Bene



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Perfect Weather, Top Times, and New Personal Bests

by Mirko Dimitrijevic

On September 7th, 2024, PCA-C Autocross 4 took place at Wintrust Field in Schaumburg, delivering a day of fast times and close competition. With clear skies and temperatures in the high 60's, conditions were perfect for drivers to set personal bests. David Bowers, the event organizer, did an outstanding job managing the event, ensuring everything ran smoothly. A huge thanks to him, the volunteers, and the timing staff. Midwest Performance once again sponsored the event, and Michael Bene's photography captured all the key moments.

The course, designed by Ziggy Hamielec, challenged drivers with a

continued



photo: Derek Chen

photo: Derek Chen



Perfect Weather, Top Times... continued



photo: Derek Chen

balance of technical and high-speed sections. For me, it was a highlight—I secured another class win in B2 and achieved a personal best, finishing in the top 11 overall.

Competition was tight across the board. Paul Bator claimed victory in B1, while I

took B2. William “The Reaper” Fitzsimmons dominated B3, and Marc Nistor secured B4. Noel Selewa won B5, while Stefano Casadei not only took B6 but also posted the fastest time of the day (FTD). Maggie Surowka led LB6, Gordon Zhao topped the OPEN class, Julie Rivera triumphed in T1, Donald Kreienbrink took the Vintage win, and Keith Utes won X (Non-Porsche).

Beyond the driving, the camaraderie stood out. From swapping tire tips to offering words

of encouragement, the atmosphere was fun and supportive, making the day even more enjoyable. The sense of community at PCA-C events is what keeps everyone coming back.

With another class win and a personal milestone reached, PCA-C Autocross 4 was a day to remember. I’m already looking forward to the next event—aiming for that top 10 finish! 🏆



photo: Derek Chen



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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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The Year-End Awards Ceremony will honor top finishers in various club disciplines and outstanding members from this past year. Join us in recognizing the passion and dedication within our Porsche community.

As we gather to reflect on the milestones of the past year, the Gala offers a splendid opportunity to connect with fellow enthusiasts, share stories, and create lasting memories.

Your presence is what makes this celebration special. We look forward to sharing an unforgettable evening with you!



the Details

December 14, 2024

Cocktail Reception - 5pm

Dinner & Awards - 7pm

Eaglewood Spa & Resort
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*Black Tie / Formal
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*Please RSVP by
December 1, 2024*



Putting Away the Cones, AutoX Wrap-up *by David Bowers*

As I reflect upon my first season as the Autocross Chair, I would like to extend a sincere “thank you” to everyone that came out. Whether you were working to design the course, making sure the gear was transported to and from the storage unit, showing up by 7 AM to setup the course, helping with tech and registration, running timing, taking photos, or just showing up and bringing a good attitude to any of the events as a competitor and course worker, I thank you. Without your help, enthusiasm, and dedication, we would not have the successful program we have today. Every one of you played a part in making the season run effortlessly. I hope you can look back on the season with fond memories of sharing the day with friends, improving your driving skills in a safe and controlled environment, and experiencing how capable your Porsche truly is in a demanding setting.



Planning for 2025 is already underway. I want to make sure I’m doing the best I can to advance the program by making it both challenging and fun. If you have any feedback on what worked well or what could use improving, please reach out to me: davidbowers13@gmail.com



continued

Photos by Derek Chen (except as credited otherwise)



In closing, I wish to share a few statistics of the season across all five events:

- A total of 286 competitors.
- A total of 60 runs – averaging 12 runs per event.
- The average time for a run was 40 seconds.
- If you attended all 5 events you had close to 40 minutes of seat time.

You needed to attend all 5 events to have a chance at the overall trophies presented at the dinner dance.



Two competitors won their class in each of the 5 events:
Bill Fitzsimmons and Paul Bator

Congratulations and thank you to you all and I look forward to another great year in 2025! 🍷

photo: Jeff Brown

photo: Jeff Brown

photo: Jeff Brown



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Caution: Wake Turbulence

by Natalie Szabo

Following the success of the first year with Porsches and Planes – our organizers did a brilliant job bringing it back again this year with quite the bang. Code 1 Aviation hosted PCA-Chicago at their hangar at the Chicago-Rockford airport: From 914s to turbine powered L-39s, it was all out on display, an enthusiastic crowd was able to park their cars on the ramp beside ex-Soviet jet aircraft amidst the September heat.

While members were busy perusing the cars in the sun, we were surprised by a fly-over of a fierce cold-war era fighter jet: the soviet MiG-17. Flown by one of our own members, Scoop Heavey, a key person in the organization of this event, it was special to see the plane make its laps across the airport. Any Porsche enthusiast can easily extend their appreciation to aviation: how could one not enjoy the Jet-A fuel smell, the harsh noise, and wow-factor of an airplane. It wasn't just fighter jets that made an appearance, some attendees flew in with a variety of general aviation aircraft spanning decades of aviation history. From a 1941 Waco to a Cirrus SR22 the spread of civil aircraft in attendance was impressive. Three Vans RV-8s performed a formation flyby at the event, before landing and parking with the Porsches. Major General John Borling, a USAF veteran that flew the F-4 Phantom II in the Vietnam war and spent nearly 7 years as a POW in Vietnam, shared a patriotic speech to those in attendance – Major General Borling has an extremely decorated history in the USAF, it was very special to have him as a guest. His speech followed a presentation of colors performance by the Illinois honor guard, which was a reminder to give thanks to those that serve and protect our country.

This year, a raffle was organized by our event planners along with door prizes. Something special about this raffle was that several prizes were skillfully handmade by our own PCA-C member, Jaxon Kelch. These unique handmade prizes utilized old fire bottles, compressor stator disks, and

continued



photo: Derek Chen

Caution: Wake Turbulence continued

photo: Derek Chen



photo: Jeff Brown

other real parts from a real L-39. We want to extend a special thank you to Jaxon for his quality work and dedication; putting the time in to provide fellow members with unique raffle prizes for an equally unique event! Additional raffle prizes were kindly donated to the event from Auto Image, Fischer Motors, Barnaba Autosport, and Northstar Motorsports – which we thank greatly for supporting the club with their donation. After the door prizes and raffles were made, attendees were surprised with “Bundtinis” (delicious miniature bundt cakes!) that were donated from Jana at Nothing Bundt Cakes on Perryville Road in Rockford – which is conveniently on the way to Blackhawk Farms off of I-90!

The event really could not have been what it was without those who planned it: Scoop Heavey, Robert Safe, and Nathan Jones worked extremely hard to make sure what they had planned was safe and joyful and successful. Their planning efforts lasted well over a year: As approvals with the airport authority, the TSA, and the FAA had to be secured. The coordination ensuring everything stacks up properly with aircraft involved is very complicated, but with their countless hours invested in making sure no problems would arise,

photo: Derek Chen

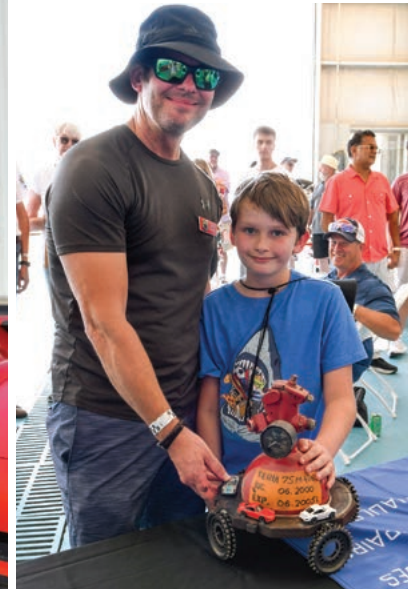


photo: Jeff Brown

the event was enjoyed without a hitch. Thanks to their hard work club members were able to experience these wonderful aircraft up close, while their cars sat right in the same parking area as the aircraft.

Even though this is a PCA magazine, I want to share a few fun facts with you all over some of the aircraft that we had on display:

photo: Jeff Brown



photo: Jeff Brown



photo: Kevin Cargo

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photo: Derek Chen



Mikoyan-Gurevich MiG-17 "Fresco"



photo: Kevin Cargo

Code 1 specializes directly with the Aero Vodochody L-39 aircraft, which is a very successful jet trainer that “competed” with the likes of the Italian Aermacchi MB-339 and Franco-German Dassault/Dornier Alpha-Jet. I put compete in quotes as the L-39 absolutely blew these two aircraft out of the water in terms of sheer production numbers, with 3200 built. The L-39 was able to fit itself into the needs of many air forces around the world, still seeing service with several countries, including the Ukrainian Air Force. Due to its long production life, it has had numerous modifications to the airframe: From a “Super” Albatross upgrade that evolved the plane into a light strike aircraft, to engine conversions late in life. The L-39 continues to be developed and built by its original constructor in the Czech Republic since the 1960s.



Aero L-39 Albatross

photo: Kevin Cargo

Code 1 provides US based customers with support that might be hard to come by for a foreign jet, as they are able to perform numerous modernization modifications to the plane. A notable modification is the update from the original Soviet AI-25 powerplant to the more common Garrett TFE731 turbofan, this allows owners to benefit from modern fuel consumption and a robust supply chain to keep their L-39s flying for years to come. Other modernization efforts

that Code 1 provides is the ability to retrofit aging steam gauge packs to a newer “glass” cockpit. A glass cockpit is an aviation term for an aircraft that has upgraded its avionics to accommodate large multi-function LCD screens instead of classic analog dials. It is a quality-of-life upgrade for pilots, as air data, navigational data, and aircraft status can be easily comprehended while in flight – instead of cycling one’s vision through multiple gauges.

photo: Jeff Brown



Another aircraft on display was the L-39's older sibling, the L-29 Delfin. The L-29 was Aero's first real stab at a light jet aircraft prior to it Aero primarily focused on piston-powered general aviation aircraft. The Delfin was the catalyst that allowed the L-39 to shine in the west; during the 1990's a handful were brought over to the US when the communist government of Czechoslovakia fell. With its light, forgiving handling characteristics the L-29 proved itself to be a favorite amongst hobbyist jet pilots, until the L-39 came into the picture and became the clear favorite for its far superior performance.

The last airplane I will touch on is the notorious soviet MiG-17, known for being the leaner, meaner, successor to the MiG-15. the MiG-17 took the formula of being a light, cheap, agile fighter and turned it up a notch – with extremely swept wings and an afterburner on later variants it proved to be a successful fighter jet of its day. Despite its large production run of 11,000 aircraft only 9 remain operational...which are all owned and operated in the United States! More advanced aircraft like the F-4 Phantom II struggled against the aggressive turning radius that the MiG had. Though, the F-4 would draw its ace of raw speed and superior technology against the smaller, slower MiGs. The MiG-17 on display at Porsche and Planes was interesting as it is a license built Polish version of the 17, known as the Lim-5. The Lim-5 is an identical copy of the MiG-17F, which is the first MiG-17 subvariant to utilize afterburner.

With these fun facts in mind, you can now see just a fraction of the cool things that Code 1 directly works with.

Code 1 isn't just maintaining and modernizing jet warbirds: They also provide restoration services, flight training for specific

airframes, and aircraft sales in this niche market. One must imagine the vast breadth of knowledge Code 1 workers have to be able to provide services for so many interesting and unique aircraft – that typically have had little to no support here in the USA.

We want to extend a massive thank you to the Code 1 employees that took the time to volunteer at Porsches and Planes and a final thank you to Nathan Jones, for being the kind host of this event and large part of the organizational backbone that allowed it to happen. 🍷



photo: Natalie Szabo

Aero L-29 Delfin

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The SOCIAL SCENE

by Robert Safe

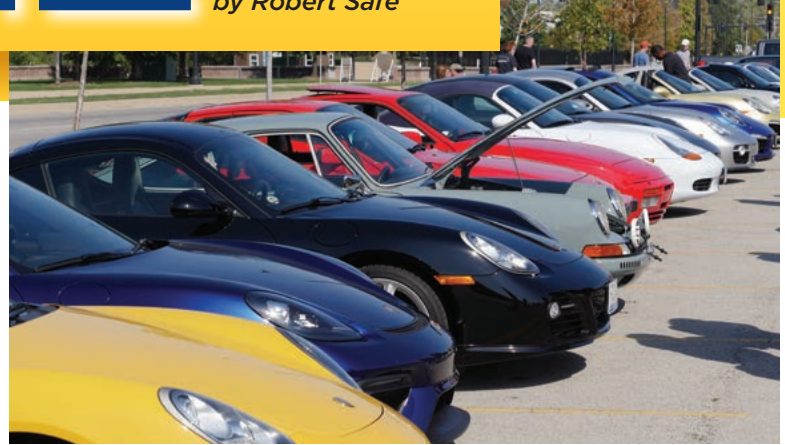


photo: Robert Safe

Porsches & Pilsners: Where Horsepower Meets Hops at Two Brothers Roundhouse

On October 5, 2024, PCA-Chicago members and enthusiasts gathered, once again, at the Two Brothers Roundhouse in Aurora, Illinois, for a unique event that paired high-performance cars with craft beer: “Porsches and Pilsners.” With stunning autumn weather, the open-air setup allowed guests to fully enjoy classic and modern Porsches, contrasted with the industrial charm of the Roundhouse, an iconic, historic venue and well-known brewery.



The historic Two Brothers Roundhouse, with its rustic brick walls and industrial charm, provided an ideal setting. As one of the area’s premier craft breweries, Two Brothers was the perfect host for the event, offering an array of their finest pilsners, lagers, and seasonal brews. Attendees enjoyed fresh drafts that complemented the spirit of Porsche’s brand: dynamic, bold, crafted to perfection, with many, many options to choose from. Alongside the drinks, the Roundhouse served up a menu of delicious pub fare, featuring juicy burgers, and tasty appetizers that complemented the beer selections. The lively atmosphere, marked by clinking glasses and laughter, created a welcoming community vibe that’s become a hallmark of PCA-C events. It was a great place to make some new friends over shared tastes in cars and brews.

Two Brothers set aside the upper parking lot for the club to gather, and the lineup of cars did not disappoint, with a variety of

continued



photo: Robert Safe



Porsche models on display—from air-cooled classics to the latest electric wonders. Each vehicle reflected their owner’s view of a perfect Porsche. PCA-C members took great pride in showing off their rides, with many sharing stories of restorations, road trips, and memorable drives. The event offered a great opportunity for attendees to connect, share tips, and admire the beauty of these remarkable cars.

With beautiful cars, quality craft beer, and outstanding food, “Porsches and Pilsners” at Two Brothers Roundhouse was a celebration of community, craftsmanship, and the finer things in life. It was

an afternoon that left every Porsche lover and beer enthusiast eagerly anticipating the next gathering. Our thanks to Jim Olson and Chris Bauler, and all our friends at Two Brothers Roundhouse, for rolling out the red carpet. We look forward to seeing you again next year. 🍷



2024 EVENT CALENDAR

NOVEMBER

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

DECEMBER

- 14** Annual Awards & Dinner Dance, Eaglewood Resort

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/>

photo: Robert Safe



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LUFTGEKÜLT 10: Hollywood Redux

by Andy Bizub

In May of 2019 I attended Luftgekült 6 on the Universal Studios Backlot for what Road & Track called “the Most Ambitious Car Show in the World”. When the brains behind Luftgekült announced that the event would be returning to the Universal location for 2024, I immediately made plans to come back for the sequel.

This time I would have the opportunity to share the experience with my lovely bride and a group of cherished PCA-Chicago friends. Our trip began by picking up a Lava Orange 911 cabriolet secured through the Turo app. Top



▲ PCA-C members (l to r): Andy Bizub, Jenny Rhodes, and Adam Kern



Photos by Michael Bene (except as credited otherwise)

LUFTGEKÜLT 10: Hollywood Redux continued



photo: Andy Bizub



▲ The author's Turo rental with PCA-Chicago member Libby Bizub

down, we began a midday Wednesday crawl up the 110 freeway to the 101 enroute to Ojai California for a quick rural side trip. The next day, relaxed and ready for some twisties, we took a more scenic route back to LA and the pre-Luft festivities.

Friday morning offered a fun gathering at Race Service, an automotive-themed creative agency on Venice Boulevard. Caffeine and conversation flowed freely alongside an eclectic assortment of well-driven Porsches and a few other marques...



decidedly *not* a garage queen event. We left to grab lunch and get ready for the evening party at the superlative Petersen Automotive Museum. This is a must-see destination for any four-wheel

aficionado. We had secured early entry passes which gave us a one hour window of access to The Vault, the lower level raw parking garage bearing a trove of cars that defies description. From a Speed Racer Mach 5 prototype to the actual Tesla Cybertruck that Musk debuted to the world (and accidentally smashed the window of), to the 1947 Ferrari 125 S, the first car to bear the Ferrari name that is expected to fetch over \$100 million next year at auction, this was a private Tour de Force of automotive history and fantasy. When our time was up in The Vault, we headed through three floors of further mind-boggling auto displays and up to the roof where the party continued under the stars.

Saturday dawned on a foggy L.A. as we headed to the main event at





▲ PCA-C members (l to r): Mike Bene, Ed Brackett, Jenny Rhodes, Andy Bizub, and Libby Bizub

▼ The 1947 Ferrari 125 S



photo: Andy Bizub

Universal Studios. The Luft crew had their organization down pat with an army of people directing traffic and aiding attendees.

The backlot setting made for a unique experience as we wandered through a Potemkin Village of recognizable sets from film and television. The authentic stars, however, were the hundreds of Porsches, positioned and ready for their closeups. All varieties of models were scrupulously staged to sometimes blend in, other times stand out, and often surprise us as we walked through urban, western, suburban, and cosmopolitan street scenes.

Luftgeküht is the brainchild of 2-time LeMans winner Patrick Long and SoCal

creative director Howie Idelson, race cars and artistic placement were naturally in strong suit. The event offers everything a Porscheophile could want with representation of nearly every model produced and in conditions from stock to full race to wild outlaw. My personal favorites were a trio of Euro-market 964 cabriolets with full leather interiors color-matched to their PTS exteriors, along with high-kilometer odometers reflecting 911s that had been driven and enjoyed as they were intended to be.

It is rare for Hollywood to produce a

worthy sequel. Luftgeküht 10 stands out as an exception that can take its place with The Godfather Part 2 for meeting or exceeding the original, however, it was the presence of my wife Libby and our dear Chicago Region friends that made it for me. As is so often said, it is the people who make our community so special, and this West Coast event was no exception. 🍷



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Plane was parked adjacent to the Rafters restaurant, the final stop in Lena.

Gorgeous Autumn Roads of Wisconsin

by Steve Rashbaum

After a fun group dinner on Saturday night, on Sunday, October 13th, intrepid explorers left Verona, WI to navigate their way through the moraine landscape. They were guided under the direction of the Rallymasters: Susan Shire and Steve Rashbaum.

The explorers soon discovered that these were definitely Porsche roads! Excellent opportunity to discover the handling, braking, and acceleration characteristics of their trusty steeds. Those with PDK transmissions immediately changed to manual mode to get the best of their Porsche.

The roads twisted and turned with generous hills. Driver and navigator attention were required to both navigate and maintain CASTs over the challenging terrain. Breaks were offered in New Glarus where some wanted to go shopping for Spotted Cow (a beer that can only be purchased in Wisconsin) and Monroe. From there, the moraine roads continued until the Illinois border where the beautiful hills disappeared. Luckily, only 10 miles remained until the destination of Lena. The Rallymasters reduced the boredom of the Illinois roads with an optional opportunity to find pictures in the correct order for a rallye team to win another prize!

At the end point, Rafters in Lena, the explorers took advantage of asking questions to each other and to the Rallymasters, so that their next adventure would be more successful in terms of lowering their scores. Along with food and beverages, laughter erupted as stories were told of the adventure. Scores were tabulated and awards given. Jack and Karen Stephensen won first place and Kinga Wesolowska and Marcin Proszek won first place in the Novice category, they also came in second overall! A notable mention from this Rallye is that members Adam Kern and Brooke Johnson placed fifth after returning to the event from a two year break. Fantastic day of fun and driving for everyone! 🍷



photo: Derek Chen



photo: Kinga Wesolowska



photo: Adam Kern



photo: Derek Chen

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MAHALO, BLACKHAWK

by Charles Reiter

As this year's track season closed out for the Midwest, we were greeted with the last Blackhawk HPDE event of the year that has been a staple of PCA-Chicago region for a long time. This year this event took on the name of AlohaFest, sporting a Hawaiian theme in contrast to last year's German Oktoberfest theme.

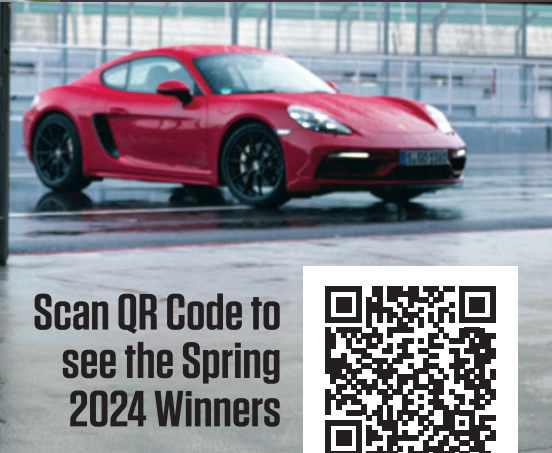


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My first event ever was at Blackhawk in 2009 after my 18th birthday, I could finally attend my first track event, driving a 1987 944S that I got as a project car when I was 15. The car has been evolving over the years to fall into SP3 class, a new conceptual class for less restricted cars, but still a spec 944 class in PCA Club Racing. Bringing the car out year after year at Blackhawk feels like a nice homecoming in a way. This year's AlohaFest had perfect weather and perfect track conditions which turned out some quick lap times for everyone. The weekend was a shake down, with a new to me engine. Having the support of Midwest Eurosport led to a great success breaking the new engine in. Going out in the black group I managed to set a new PB and unofficial lap





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Stay tuned to pca.org for raffle dates and details!



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record in class. Blackhawk is a very downforce friendly track which made for a fun time running with all cars and classes.

After the track went cold the night continued with refreshing themed cocktails and food followed by a bonfire. The attendees at AlohaFest this year were also treated to Rallye competitors completing Rallye 4 at the track, leading to a nice combination of members from Rallye and DE (see Rallye photos on page 42). Thanks to everyone for always setting up and coordinating a great way to close out the season! 🍷



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Above Rallye photos by Derek Chen (except as credited otherwise)

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