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THE CHICAGO SCENE

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I Love This Place

There were so many upcoming events in May and June that I had to put a summary at the top of my Monday email, otherwise you would have to scroll for pages to see them all. What makes this so special is not that there are so many events, but that there are so many people that help put them on, want to attend, and want to come up with new ones. All under the guise of owning a Porsche. The mission of the Region is “To Maximize the Experience of Owning a Porsche.” Truth be told, the car is the common thread, not the point.

Take Street Survival, we had 25 students plus their parents. There were 29 coaches and volunteers. That’s a volunteer per student and most of the students’ families weren’t Porsche Club members. Our members just wanted to help teenagers become better and safer drivers.

But there isn’t just quantity, there’s variety, re-invention, and exploration. So far this year: **Women Under the Hood:** never been done before. **Zone 13 President’s Meeting:** held in Chicago for the first time in Forever. **Rallye School:** new location, new coordinators. **Concours School:** new location, new sponsor. **Driving Tours:** new coordinators, new lapping at Road America. **Tech:** new hands-on Novice tech session. **Social:** A European Cooking class, never been done before. **Street Survival:** cracked corn on the skid pad instead of water, never tried. **Autocross:** new classroom, new timing. **Driver Ed:** new surface at Blackhawk, new two-day opening event, new venue for Ladies’ Day, new schedule for RADE, new classroom. **The Chicago Scene:** new editors, themes, and advertisers.

That’s a lot of new, and it’s just through June, and I probably missed stuff.

What’s so great is that unlike other car clubs, you don’t have to be a member to attend most events and you usually don’t need to be driving a Porsche (why you wouldn’t, is beyond me.) Gotta own one to be a member, but not to be part of most of the experiences we organize.

It’s no wonder our Club attracts people from everywhere. You get to spend your time with passionate members, dedicated to ensuring our events are safe, engaging, and fun, for everyone, regardless of the event and whether you are a member or not.

The cars are amazing; the people are even better.

What can I say, I Love this Place.

Dana Comolli
President, Chicago Region



“

What makes this so special is not that there are so many events, but that there are so many people that help put them on, want to attend, and want to come up with new ones.

”



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left: Bob and Wilma on a trip overseas
above: Dr. Bob White with one of his first Porsches

Remembering Dr. Robert “Bob” White: A Brilliant Mind, a Soft Heart and Everlasting White Socks

by Jim Becker

There are few people who are able to leave an indelible mark on history, science, and the hearts of everyone they meet. Robert White was one of those people. Born on December 16th, 1934, Bob lived a remarkably full 91 years. He was a titan in the fields of mechanical and aerospace engineering and a celebrated professor at the University of Illinois. He was an extremely impressive man who will be deeply missed by his daughters, colleagues, and friends both in, and out, of the Porsche world.

To the academic world, he was a brilliant engineer who understood the invisible forces that shape our world. But to those who knew him best, he was a man defined by a famously “hard shell” exterior that couldn’t quite hide his deeply caring core. And he was also defined by his white socks. Long before he was shaping the minds of future engineers, Bob established a personal style rule that he refused to break for any person, event, dress code or style convention. He wore white socks, only white socks, and always white socks. Whether he was walking the campus quad, attending a formal university gala, or tuning an engine, those white socks were

a permanent fixture. Among his oldest friends, it earned him the affectionate nickname “Bob White Socks,” a badge of honor he wore with absolute pride.

But he was more than a white socked academician. Anyone who ever sat through one of his lectures, worked with him on a research project or simply debated him over dinner, knew exactly what happened when you brought bad data to the table. The moment an incorrect statement left your mouth, Bob’s hand would fly up, delivering a sharp, resounding smack to his own forehead. It was a physical manifestation of his allergy to bad science or facts. That was a mistake you only made once.

With my own education in mechanical engineering, and someone who knew him for 43 years, my favorite moments with Bob were our deep-dive conversations. It was an absolute joy to talk shop with him, share details about his past breakthroughs, his present endeavors, and the future projects he was always cooking up. His mind never truly slowed down. That engineering heart beat fastest to the rhythm of a high-performance engine. Bob was a consummate and unapologetic Porschophile. If a lesson or research project could involve motorsports or high-speed aerodynamics, you could bet Bob was leading the charge. This passion continued outside the classroom doing developmental work directly for Porsche in Germany during his sabbaticals. There, his impact was far from minor—Bob actually designed and oversaw the construction of Porsche’s wind tunnel, shaping the very air that the world’s most iconic sport cars cut through.

During these trips to Stuttgart, Bob developed a deep, long-standing friendship with Helmuth Bott, Porsche’s legendary Chief of Development. Whenever Bob and his beloved wife Wilma were in Germany, they would stay at the Bott home in the “Al Holbert room”—named after the American racing icon. But



Bob and his Abarth Carrera GTL

Photos supplied by Jim Becker

continued

Remembering Dr. Robert “Bob” White *continued*

the trip wasn't all work. Both Bob and Wilma were famously given the keys to Bott's legendary Porsche 959. When not at Porsche, Bob lent his genius to Alois Ruf of RUF Automobile, another automotive titan.

Bob's devotion to the Porsche brand was matched only by his dedication to the community surrounding it. He joined the PCA Chicago Region back in 1963. He then formed the Lincoln Trail Region, serving as its very first president. On the national stage, Bob became an institutional pillar for the Porsche Club of America, wearing nearly every important hat that the club had to offer: Zone 4 Representative, National Treasurer, Tech Chairman, member of the PCR committee, Protest Chair, and a meticulous concours judge. He was also a celebrated, mainstay speaker at Tech Tactics, where his engineering brilliance and sharp wit captivated audiences for hours.

As a collector Bob had impeccable taste. He bought his first Porsche in 1960. His garage was practically a motorsport museum. Of all the legendary Porsches he owned over his lifetime, his most prized were a 1971 911S, a 1994 RS America, a legendary 1973 2.7 liter RS, and two holy grails of Porsche racing history – a 1960 Abarth Carrera GTL and a 1964 Porsche 906.

As impressive as his automotive legacy was, Bob's aerodynamic genius also extended into the upper atmosphere. Under the early mentorship of the legendary Professor Dr. Helmut Korst, Bob developed the expertise that would eventually help rescue a nation's space ambitions.

During the high-stakes days of the Apollo program, The United States faced a crisis. The Atlas rockets kept blowing up. Bob was



Bob with Hemuth Bott's 959

instrumental in diagnosing the flaw and paving the way for safe space flight. More covertly, Bob quietly helped Sweden develop defense rockets during the height of the Cold War. For his vital contributions to national security and aerospace engineering, Bob was awarded the highest civilian commendation given by the United States Air Force.

But beneath the forehead smacks, the roaring engines, and tough-love exterior was a man who also cared immensely about the success of others. Carrying on the high standards of Dr Korst, Bob's tenure at the University of Illinois was defined by an unwavering dedication to his students. He didn't just teach engineering, he sparked a genuine love for it, pushing his students toward relentless innovation and grueling hard work. Today, his legacy lives on with the countless engineers, researchers, and automotive innovators across the globe who still look at a complex problem and think, “How would Dr. White solve this?”

After more than four decades of friendship, it's hard to imagine a world without Bob's sharp wit, his sudden burst of humor, and fiercely protective nature. He was a man who challenged us to be smarter, made us laugh with his stubborn eccentricities, and showed us what a lifetime of dedication looks like. Bob, wherever you are, we hope the data is flawless, the lap times are quick, and the dress code requires nothing but the finest white stocks. You, Wilma and the incredible legacy you left behind will remain forever in the hearts of your daughters and your friends. You will be deeply missed. 🍷



Wilma at the factory while they are working on their Abarth Carrera GTL

A link to Bob's history at University of Illinois: <https://mechse.illinois.edu/people/profile/r-white1>

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Kids, Cars and Corn

by Pete Bukantis

The 4th annual Street Survival was a blast! This year 26 teen and young adult participants gathered with their instructors at Autobahn Country Club in Joliet. All were surprisingly chipper right from the start of the day. This one-day course consisted of classroom training combined with driving exercises. The goal was to improve awareness and explore the capabilities of the cars these students drive. Experiencing the limits of their cars in a controlled environment allowed them to become more comfortable with the potentially unexpected situations that can arise on the street. Exercises were designed to experience acceleration, hard braking, slipping, skidding and swerving. Why the corn? To get the cars “loose”



photo: Pete Bukantis

“Luka Kujundzic

I learned to be more proactive and think ahead about what might happen instead of reacting to what happens. Shout out to my instructor, Mr. Bart!



photo: Pete Bukantis

“Stella Davis

I now feel more prepared for the unexpected. I learned to be more defensive when driving. I also learned that the Mini can handle!



continued



at low speeds, we needed to supply a friction modifier. Soapy water had been used in the past, but it evaporated too quickly. This year, instead of water we used cracked corn. PRO: lots of slip. CON: after a few slides it was pretty dusty and smelt of burnt popcorn. But participants



“ Morgan Purcell

The program helped me build confidence behind the wheel. I think it's better to understand how to deal with situations before actually having to deal with it in a real-life scenario.



were easily able to induce spins and experience that uneasy feeling when their car seems to do things on its own. They also began to acquire the skills necessary to correct these situations. As in years past, a semi-tractor trailer was on-hand allowing students to sit in the driver's seat and experience blind spots first-hand. There were lot of grins and “oh wows” throughout the day. Thanks to all our volunteers that made the day possible. 🍷



photo: Pete Bukantis

“ Sadie Hamielic

I learned how to control my car and correct potentially serious or dangerous situation. I learned to control my fate instead of letting someone else control my life.



photo: Pete Bukantis

“ Aleena Arain

I learned about the limits of my car and I think I'll remember to apply these skills on the road.



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photo: Dan Halenka

Excitement Abounds: RADE 2026

by Ross Conforti



photo: Michael Bene



The Memorial Day Weekend could not have been better for the 2026 Road America Drivers' Education (RADE) event. The weather was dry and the temperature was comfortable for both drivers and engines. Attendance was excellent with 40 novice drivers among 183 total participants driving 170



photo: Michael Bene



continued

Photos by Jeff Brown (except as credited otherwise)



photo: Michael Bene



photo: Dan Halenza



cars. Many thanks to the 26 hard-working driving instructors at RADE this year. The significant increase in novice drivers is similar to the attendance pattern observed at Novice Day 2026 at Blackhawk. Perhaps the beginning of a trend? Charitable contributions were also strong thanks to over \$1,000 raised at registration through ClubReg and an additional \$1,000 collected at Track Touring. Everybody won! 🏆



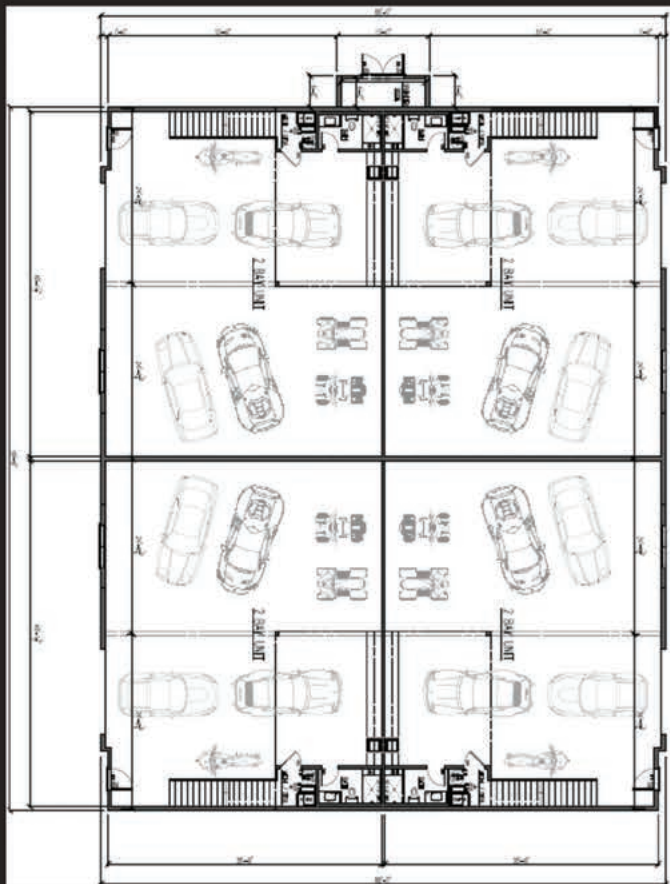
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Get Ready for GingerMan 2026!



GingerMan Raceway, South Haven, MI
August 8 & 9, 2026

*by Glenn DeWeirdt, Mark Palmer & Neil French
(with Chris Winslow)*



PCA-Chicago makes its 31st annual visit to GingerMan Raceway in South Haven, Michigan on August 7–9 for three days of High-Performance Drivers Education.¹

If you have not been, you owe it to yourself to experience this 2.2 mile road course set on 330 acres.

The track is owned by the Schnitta family, and was built in 1995 after Dan Schnitta sold the GingerMan Tavern at 3740 North Clark St. in Wrigleyville to build the racetrack. The name was taken from the lusty and roguish title character of J.P. Donleavy's novel first published in 1955 (and banned in 1956). This may explain the carving of a bare-breasted woman draped over the back of a panther at the track. Or maybe it doesn't, but a similar logo adorned the bar.

GingerMan opened for its first full season of racing sports cars and motorcycles in 1996. It was designed by architect Alan Wilson for use as a club racing course. The eleven turns, make a fun track for experienced drivers, but the clear runoffs and wide smooth paving make it easy and safe for a novice. It has become a favorite of local sports car clubs and has been home to the Gridlife Midwest Festival for over a decade.



photo: Chris Winslow

photo: courtesy of Carla G. Surratt

photo: courtesy of A.S. V.



Spectators enjoy great views of the track from numerous locations, and any four-wheeled vehicle can drive the track on Sunday morning during Track Touring. And while you're in the neighborhood, no trip to South Haven would be complete without a visit to Sherman's Ice Cream conveniently located on Phoenix Road. **Register for this event on ClubRegistration.net. See you there!**



Register Today



¹ Arrive early on Aug. 7 for Friday night chalk talk and low speed orientation laps.



Tech's Novice Day Preparation

by Jeff Runge

top left: Brake fluid inspection

top right: Control arm and suspension inspection

We recently held a preparation session for the upcoming Novice Day at Blackhawk Farms Raceway. During this event, we prepared two novice cars and walked through the technical requirements for the track.

We focused on the 2026 PCA Driver Education Pre-Track Vehicle Safety Technical Inspection Forms A and B, reviewing all 38 points of inspection.

Form A is typically performed by an authorized shop to ensure the vehicle's integrity is sufficient for a High-Performance Driver Education (HPDE) event. Key inspection items include:

- Structural Integrity, Doors, Windshield, and Mirrors
- Brake Lights, Gas Cap, Fluid Lines, and Battery

- Throttle Return, Belts, Brake Pedal, and Brake System
- Brake Fluid and Engine Compartment/Fluids
- Roll Protection, Safety Restraints, and Seats
- Wheels, Bolts/Lugs, Center Locks, and Tires

Form B is completed by the driver on the day of the event to ensure the car is track-ready. Requirements include:

- Removing floor mats and loose objects
- Checking brake lights, gas caps, and batteries
- Inspecting wheels and brake pads, and bleeding brakes
- Verifying helmets, driver protective equipment, and head/neck restraints

continued



Brake rotor and caliper inspection



Brake pad is far past wear life. This could result in an expensive repair if driven on track.

- Confirming car numbers and safety restraints
- Disabling Emergency Automatic Braking and Lane Drift Correction Systems
- Securing non-permanent mounting brackets

These detailed forms have been developed over many years to ensure the safety of every driver on the track. The ultimate goal of any HPDE day is to return home safely with a smile on your face.

Congratulations to our winners, Margaret Thomas and Mohammed Hasan.

A special thank you to Fischer Motors in Lake Barrington for hosting us. Rick Fischer opened his shop to approximately 20 PCA novices, providing a firsthand look at the completion of Tech Sheet A and B forms. This was a unique, private event offered to a small group of novices who signed up early. Jody, Cliff, Joel, and I appreciated the opportunity to spend one-on-one time with the group.

We enjoyed sharing our passion for these cars and look forward to seeing you at many track events throughout the year! 🍷



Hydroscopic test to determine if water has been absorbed into the brake fluid



Brake system:

far left: wheel installation tool

left: edge of brake rotor and inspection of boot for control arm



Brake fluid filler – allows for one person to be able to bleed the brake lines by themselves. (Typically it requires multiple people.)

Tech Videos YouTube Links:



Brake Pad Inspection:

<https://youtube.com/shorts/doDKivDfsFI>

Tech Sheet Intro:

<https://youtube.com/shorts/MwylWYp6c4Q>

Brake Pad Feeler Gauges:

<https://youtube.com/shorts/a-TFnwDjaJs>

Feeler gauge check on pad:

<https://youtube.com/shorts/Me4FT5Vis3Q>

Battery Tape:

https://youtube.com/shorts/W7AVFyxr_2w

Brake Fluid Flush:

<https://youtube.com/shorts/F4eVzg8Y7Zk>

Hydroscopic Test:

https://youtu.be/XeZQ_s4s6lo

Suspension:

<https://youtube.com/shorts/P7hPBjPUWrE>

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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 Concours Lawn: An Interview with Gregg Bendien

by Kirk Owens

“Where else can you surround yourself with like-minded people who love the Porsche brand and want to make their car look its best?”

Applause for and 100% agreement with new Concours Lawn participant, Gregg Bendien! A PCA member since 2005, the concours bug stung Gregg just last year. His gorgeous Guards Red 2001 Boxster S was gleaming in the sun as it took First Place at the Promenade Concours. Humbled, his message was clear, “Focus on passion over perfection. The journey and camaraderie are more important than the score. I regret not participating sooner.”

Topping the podium in your rookie season isn't possible without focus, “First and foremost, I really enjoy detailing and working on my car...making improvements and seeing the results.” The Boxster may be small, but it carries big detailing obstacles. “The back window of the convertible top – it's too tight to get your arms up behind the seats to reach the window.” (Even with his long arms!) Gregg added, “Under the floor mats, too...I always got dinged for not doing a good enough job cleaning under the mats. Some of the simplest things are the easiest to overlook!”

“Focus on passion over perfection. The journey and camaraderie are more important than the score.”



Photos by Gregg Bendien

continued

The Lawn's allure is quickly evident, "What struck me most was the encouragement from everyone involved – competitors and judges alike." It's here lessons are learned, including recommendations – "I'm really liking Meguiar's" products today Gregg noted. Often, holding his towel, he'll wash/fully detail, "During the show season, 6 to 8 times." His winner's advice, "If you have an older car, an electric polisher can make a huge difference. Used properly it can take out paint imperfections like nothing else." We'll benefit from his work, seeing the Boxster S compete in a higher class this year while Gregg trains for a Judge's certification. For his Cabriolet and '78 928, "Being excited about Concours events has pushed me to be more excited about the cars I own and how I can make them better." I can attest, the Boxster is



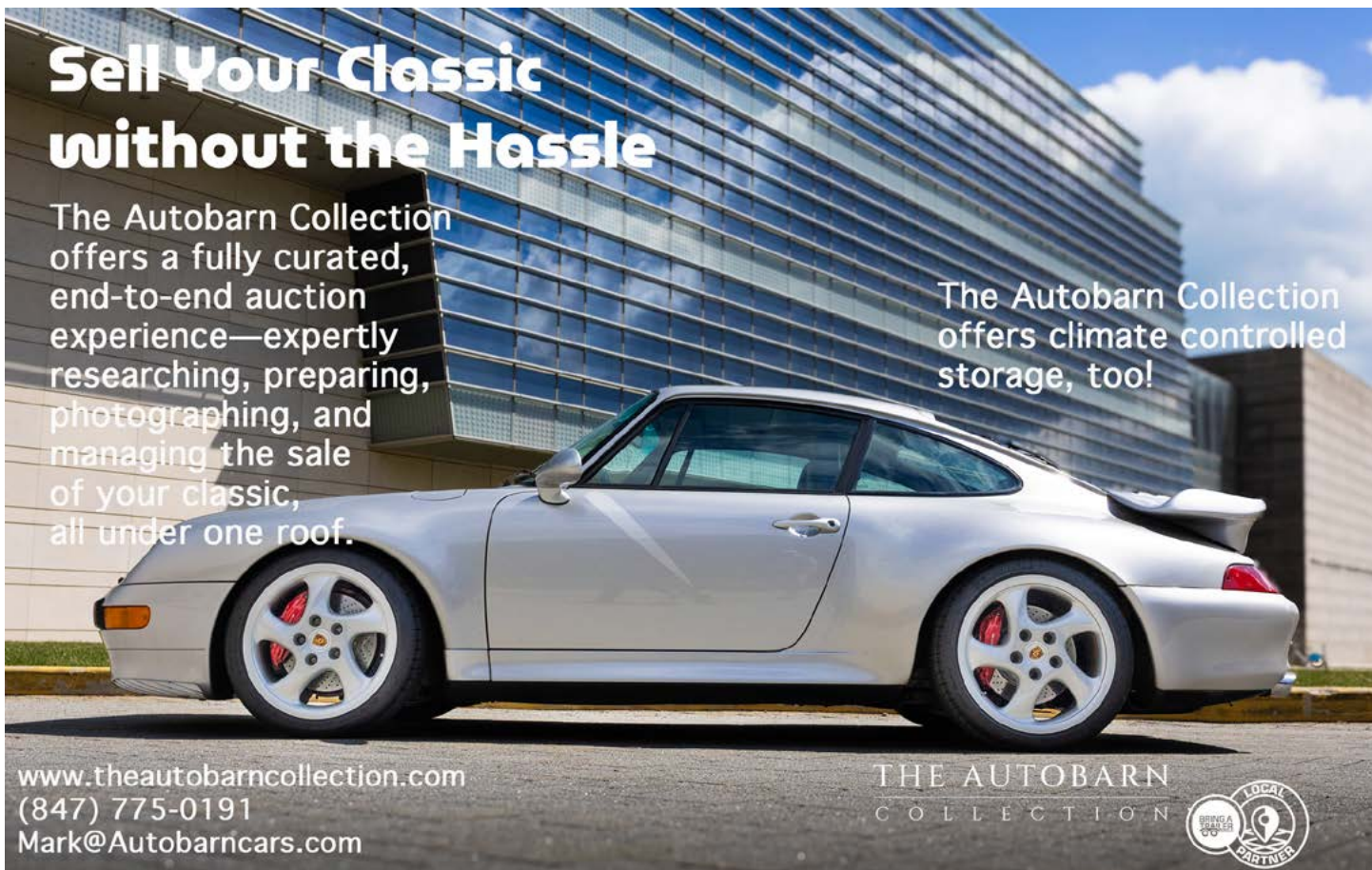
“ If you have an older car, an electric polisher can make a huge difference. ”

better every time. Final words from the Blue Ribbon winner, "I know it's cliché, but everyone is here for the same thing – to have fun with their car!" 🏆

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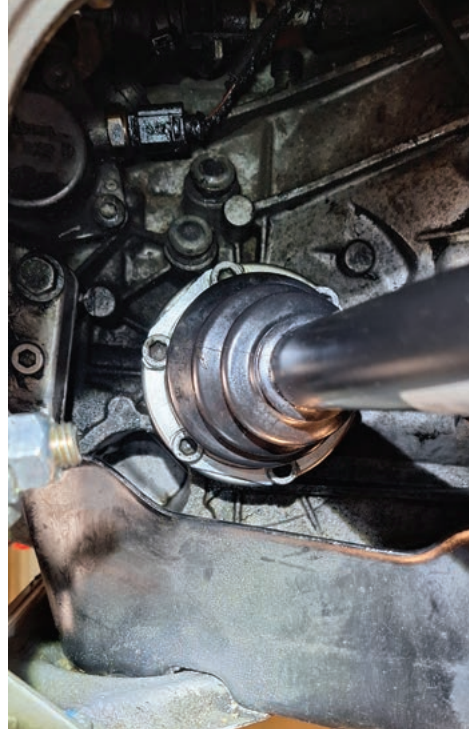


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far left: coolant leak - "strike two"

top right: leaking axle shaft under the CV joint

bottom right: transmission leak - "strike three"



Three Strikes and You're Out!¹

by Cliff Horn & Cayman Brothers Engineering

Are you familiar with the *Three Spin Rule* at driver's education events? Spin the car three times and your done for the day. Sometimes it's not the *Three Spin Rule* but the *Three Strikes Rule* that ends your day. The January issue of Scene reported Part I of our Cayman Martini #55 Rebuild following the "Turn 8 incident" at Road America last year. In this article we present Part II as Blackhawk Farms Novice Day 2026 was our maiden voyage after the repairs.

Before heading to Blackhawk, the car passed a 2-mile test drive at slow-to-medium speed on a private lane before it was loaded onto the trailer for the event. At the track, I took it easy during the first session ensuring the car didn't do anything unusual or emit any strange noises. The normal things you do during a test drive. I drove the first lap at 60% speed to get some heat in the tires and to bed the newly installed Alcon 6-piston big brake kit. So far so good, so I picked up the pace on the next few laps. After the third lap I smelled what seemed to be burning paint or plastic. Since the front brakes were new, I initially thought the smell was paint burning off the new calipers. After another more aggressive lap, I saw a puff of white smoke wafting from the rear of the car while entering Turn 7. I immediately exited the track heading a bit too fast down the pit

lane earning a serious stink-eye from Char in Race Control. Ignoring her reproach, I hustled into the Tech Barn yelling, "Grab the fire extinguisher!" and quickly hopped out to see what was burning. It was plastic: the rear clip of the Boxster bumper that we had installed, was smoldering and deformed around the custom race exhaust tips. The clearance had been insufficient and it was melting. We performed some track side, "body work customization" cutting away the burnt plastic with a razor knife and headed back onto the track. Strike one, but still at bat.

All systems were good to go during the next session. The burnt plastic smell dissipated, the tires heated up, and the brakes hooked up like never before. Big brakes really do make a difference! The car felt good and I ran the entire session. I pulled into the tech barn to cool down turning my attention to grilling lunch instead of body work. Toward the end of lunch, Doc Losurdo asked with a little smirk, "What's the pink fluid coming from your car?" A quick assessment revealed a coolant leak from the front cooler. Earlier, we had identified this as a potential concern since we opted to epoxy a fitting that broke in the accident rather than replacing it. We now know that epoxy is not impervious to heat and vibration. Since it was only a vent line, we decided to remedy the situation Cayman Brothers' style. One end was closed with a screw found in the junk

continued

Photos by Cliff Horn & Joel Kaphengst

¹ Follow-up to *Restoring After an Encounter with Turn 8 at Road America* article in the January 2026 issue of *The Chicago Scene* (p. 27).

Three Strikes and You're Out! continued

drawer of Peter Fischer's trailer. The other end was closed with a piece of rubber hose with a small stone stuffed in one end and the other end secured with a hose clamp (see photo below left). Worked like a charm. During the third session the engine temperature never exceeded 200 degrees. Strike two, but still at bat.

I was smiling until I met Joel in the Tech Barn. He had found some oily drops on the ground where #55 had been parked. A quick

sniff confirmed it was transmission fluid. We could see the fluid leaking from the newly installed axle shaft. Since the only seal in this area is between the engine case and the axle shaft, it seemed

we had found the culprit! Although very small, the leak precluded returning to the track. Further analysis back in the shop confirmed our suspicion. We had failed to notice the damaged seal. A \$5 part torpedoed our last session. Strike three... We were out.

While some may consider this a terrible day at the track, the not-so-professional Cayman Brothers declared victory. These were all minor repairs. All major systems had performed well. A new cooler (we decided to replace it) with fresh seals were installed before the Memorial Day Road America Drivers' Education (RADE) weekend. Many of you saw the Martini #55 car performing flawlessly all weekend at event with Joel turning a respectable 2:35. Looking forward to seeing all of you at the next drivers' education event. 🏆

far left: parts for the repair – stone, clamp, piece of hose
below (center): repair at the track working successfully
right: leaking axle shaft seal



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Going Back to School

by Jack Steidle

The **2026 Rallye School** was held on Sunday, May 5, at Euroquipe in St. Charles, drawing 59 participants—42 students and 17 volunteers.

The training covered the fundamentals of rallying through a mix of real-world examples, a quick quiz, and a special segment on common tricks and traps. Registrants also received a Rallye

handbook, *Rallye Ready – A Practical Guide for Mastering Time-Speed-Distance Trick Rallyes*, written by fellow PCA-Chicago member Caroline Teichner.

After the classroom session, 21 teams put their skills to the test in the School Rallye. The top novice finishers were **Todd and Mattine Gallentine**, **Steve and Halina McManaman**, and **Barry and Noelle Fischer**.

continued



photo: Jeff Brown

Photos by Derek Chen (except as credited otherwise)

July 2026 | THE CHICAGO SCENE

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Going Back to School *continued*



The post-Rallye social gathering at Old Towne Pub & Eatery in St. Charles kept the energy going, with two Euroquipe goodie bags raffled off, one featuring a \$500 labor certificate and the other a \$250 certificate. Over food and drinks, members shared stories, swapped experiences, and got to know one another better.

If you have never rallied before, consider registering for an event in our Touring Class. It is a great way to experience the



photo: Jeff Brown

Rallye route with fully annotated instructions and build confidence for future events.

What are you waiting for...come on out and Rallye! 🇺🇸

What a Day for a Rallye!

Thanks to everyone who joined us for the Rallye on Sunday, June 7. It was an incredible day for the event, and the roads certainly did not disappoint. Altogether, twenty-two teams participated in Rallye 1 — Where's The Finish (WTF).





Rallye 1 Results:

Seat of the Pants (SOP)

- 1 Steve and Sharon Olson
- 2 Les and Caroline Teichner
- 3 Jack and Karen Stephensen

The top Novice Team was Steve and Halina McManaman, who secured an impressive sixth place overall. Congratulations to all who competed!



Up Next: Rallye 2 — What'd I Miss?

Registration is now officially open for Rallye 2: "What'd I Miss?". Brian and Danielle Scifers have a great route planned that is sure to keep us on our toes. Don't wait — register today while it's on your mind!

Date: Sunday, July 12th, 2026

Starting Location: Cracker Barrel Old Country Store,
1295 Lakeview Dr, Romeoville, IL 60446

Schedule:

- 9:30 AM: Registration Check-In
- 10:00 AM: Rallye School Review
- 10:30 AM: Rallye Team Meeting
- 11:01 AM: First Car Out-Time



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\$125,000



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57k, #'s matching
\$115,000



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Matching #'s
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Concours 1, Show 'n Shine, and Porsche & Pastries



by John Moore

April ended typically with a cold windy rain shower which remained in the forecast for Saturday May 2, the day these three events were all scheduled to occur at Labriola in Oak Brook. Would Concours 1 be judged in the rain? Fortunately, the wet forecast was not realized and Saturday morning arrived with clear sunny skies. Attendance was great with 115 Porsches on-hand to celebrate spring.



continued



“Concours provides a display of beautifully detailed Porsches with their proud owners telling their stories and sharing their cars’ histories.”



The parking lot was full of gleaming cars waiting to be judged in the Concours. Some participants were completing final preparation before the call for “towels down,” while others were socializing and viewing the beautiful array of Porsches over the decades.

This was the first official Concours of the season after the Concours School and the Judges School which were conducted earlier this spring. We reconnected with many of the new faces that had attended these earlier events. Concours provides a display of beautifully detailed Porsches with their proud owners telling their stories and sharing their cars’ histories. Here are the results of the competition:

Grand Touring Class

- 1 Don Janes 2012 Cayman
- 2 Dave Mangano 2000 Boxster
- 3 John Moore 1971 911 E Targa
- 4 Hank Berbaum 2005 Carrera GT
- 5 Henrique Regina 1964 356 SC

continued on page 36



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Touring Class

- 1 Michael Grove 1986 911 Targa
- 2 Kate Penn 2025 Boxster GTS
- 3 Gregg Bendien 2001 Boxster S
- 4 Mitchell Fields 2013 911 Carrera 4S
- 5 Bob Rath & Cindy Jacisin 2023 Boxster

Street Class

- 1 Cesar Mendoza 2024 Cayman
- 2 Tony Koufos 1970 911
- 3 Michael Schmuldt 2007 911 C4S
- 4 Andrew Stamm 2018 911 GT3

Concours One provided a great start to the 2026 season. Congratulations to the fourteen winners in the three classes. Also, congratulations to the twenty plus Show 'n Shine winners for their participation. (In this event, Concours judges score the cars based only on the body, glass and wheels).

Special thanks to the judges and volunteers who make Concours PCA-Chicago a nationally recognized program.

The Concours Team invites you to learn how to care for, and compete with, your Porsche. Cleanliness and condition are our goals as we strive to maintaining the condition and value of our cars. Please join us! We want to meet you and see your car. 🍷





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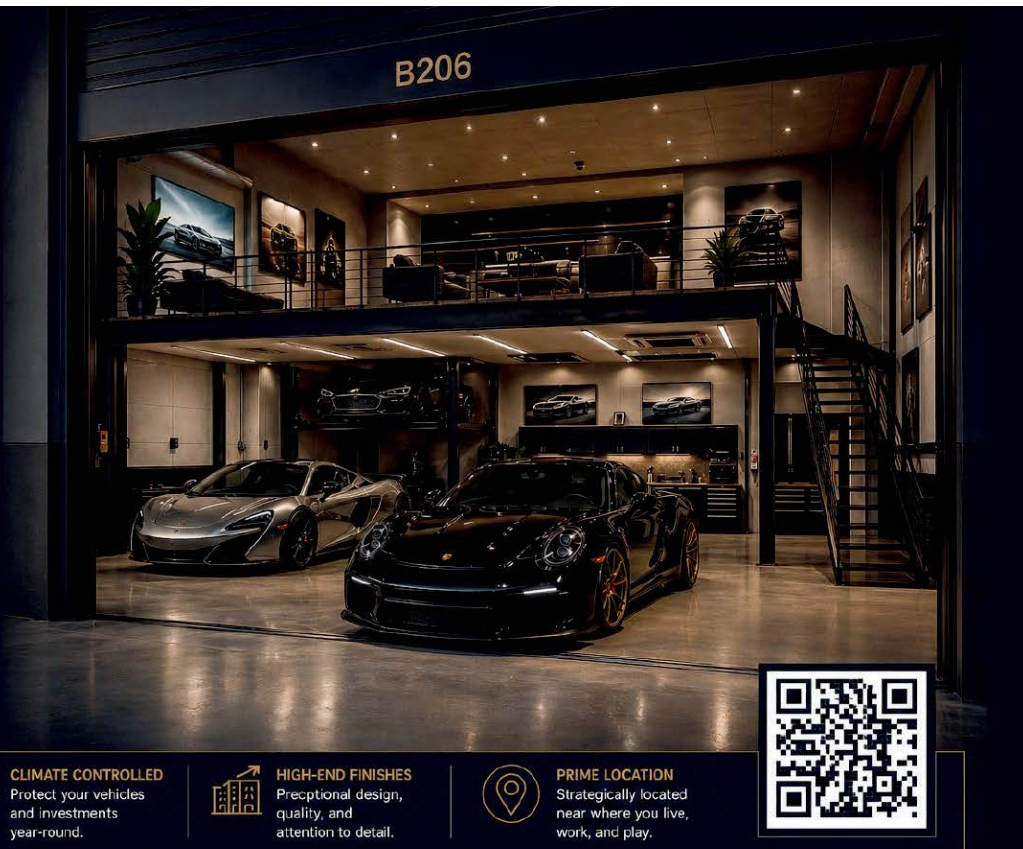
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Spring Driving Tour to Road America

by Jack Svaicer

There was no better way for Spring 2026 to have sprung than by escaping daily routines and re-awakening driving skills in a relaxed group atmosphere with a drive to the beautiful lakeside town Elkhart Lake Wisconsin, home of the iconic Road America race track. Nearly 30 cars including Boxsters, Caymans, 911s, and Macans participated in the event.

Our Tour began on Friday, April 24 in Fox River Grove. There we attracted more than a few curious onlookers and even merited a brief police escort as we entered Route 14 heading north. The first stop was the Kellymoss Inc., Team-Porsche Race Shop in Fitchburg Wisconsin for a tour of their facility. Their shop offers a full range of

services from race preparation and maintenance, to full restorations, to resto-mod and outlaw builds. The in-house storage rack is 3 cars high and 10 cars wide, a sight to behold. KellyMoss is the winningest team in Porsche history and the staff were fantastic hosts. We then stopped for a tasty luncheon complete with traditional apple crumble and ice cream at the historic Quivey's Grove Restaurant, a lovely restored farmhouse and stable also in Fitchburg.

The last segment of the day was over Wisconsin's finest two-lane rolling backroads from Fitchburg into Elkhart Lake sharing the road with farming equipment and the occasional turtle or wild turkey.

Friday evening concluded with a casual dinner at the Lake Street Café in Elkhart Lake after everyone had settled into at their respective hotels. Dinner was an informal gathering with pizza, salad bar and cocktails. Meeting



continued



new members and reconnecting with friends was the theme that night as we prepared for Saturday's driving events which include track time at Road America.

Road America is the second oldest permanent closed-circuit race course in the United States opening in 1955 (The first was Willow-Springs in California which opened in 1953). In the early '50's, races were held on the public roads in Elkhart Lake which was discontinued due to safety concerns. This led to the construction of a permanent, 4-mile road course officially sanctioned by SCCA

and has since been in continuous operation attracting top professional drivers and international race teams. After Saturday breakfast, the first leg of the drive retraced

the original 3-mile race course on public roads, starting in downtown Elkhart Lake and continuing on 2-lane back roads. The next leg of the drive was through the scenic Kettle Moraine countryside with its gently rolling hills, spring fed lakes and ponds, farmland, and quaint Wisconsin towns. We returned to Elkhart Lake for lunch at the local Siebken's Stop-Inn Tavern and Saloon, a favorite of many drivers over the decades whose pictures and racing memorabilia decorated the walls.

Later that afternoon we assembled at the track for a scheduled Sunset Cruise. Our cars lined up in the staging area adjacent to the start-finish line as we waited in anticipation to enter the track. We completed 6 laps with speeds that seemed to increase with each lap.

Congratulations to Sean and Julie Gillette, the new PCA-Chicago Tour Coordinators, for a well-planned and well-received Spring Driving Tour. And a big thank you to John Diwik, the previous Tour coordinator, for his many years of tireless service. 🍷



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2026 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

- 8** Board Meeting
- 12** Rallye 2, Romeoville
- 14** Blackhawk 3 - Taco Tuesday
- 18** Potter's Picnic, Show 'n Shine 3, Concours 3
- 19** AX 3, Tire Rack
- 28** Autobahn South Track

AUGUST

- 2** Porsches & Pastries, Big Boost
- 2** Weiners & Wheels, Superdawg
- 5** Board Meeting
- 7-9** Gingerman
- 15** AX 4, Wintrust Field
- 16** Rallye 3, TBD
- 23** Geneva Concours d'Elegance
- 29** Porsches & Pastries, Toy Box

SEPTEMBER

- 4-7** TRAC, Road America
- 9** Board Meeting
- 12** AX 5, Wintrust Field
- 13** Feel Good Sunday
- 19** Octoberfest Social, Show 'n Shine 4, Concours 4, Blackdog
- 20** Rallye 4, TBD
- 26-27** Octoberfest Blackhawk

OCTOBER

- 3** Porsches & Pilsners, Two Brothers
- 7** Board Meeting
- 10** AX 6, Wintrust Field
- 16-18** Fall Driving Tour, Traverse City, MI
- 25** Rallye 5, TBD

NOVEMBER

- 4** Board Meeting
- 8** Fall Tech Session, TBD
- 14** Porsches & Pastries / Toys for Tots, Labriola

DECEMBER

- 12** Dinner Dance, TBD



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

photo: Neil MacDonald

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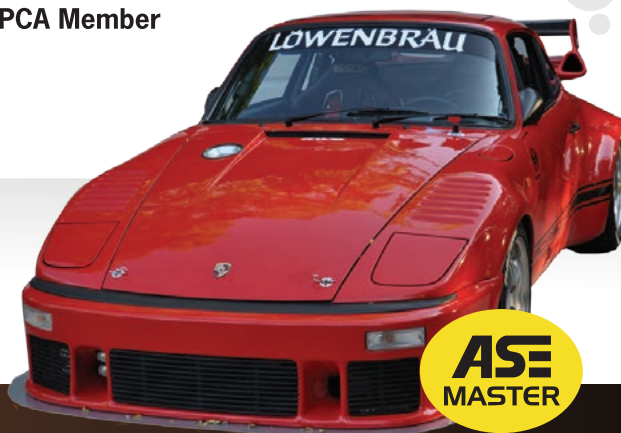


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