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School's Out for the Summer

With the exception of our Spring Street Survival School (which was sold out six weeks before the event), all of those schools I talked about last time have all occurred with hundreds of your fellow PCAers attending to learn new skills or hone existing ones.

That means School's Out for the Summer (queue the single from Alice Cooper's fifth album of the same name, April 26, 1972; I can still remember loving that song he thinks, seriously dating himself...)

In that summer, I had my first car, a 1960 MGA, towed to my house with a seized engine. No, not a Porsche, that wasn't until 2008; a whole other story. I paid the whopping sum of \$50 for that car from someone that had it sitting in their garage not knowing what to do about it. That pretty much absorbed that summer and a whole lot more...

Flash forward to 2025 and what am I going to do with the finest time of the year in Chicago?

Well, like 1972, I do have a car that was towed to my house (shop, actually; a 2023 GT3 Cup), although this one was towed because it's not street legal, not because it couldn't move on its own like the one in 1972.

So clearly there will be the need for track days. Many, many track days.

But man does not live by track days alone (my wife will seriously question that assertion) so let's not forget I did my first Concours last summer at Potters Picnic; I'll do that again. I have an endless list of things around the house that need to be addressed. As we all know, a man's house is his hassle and it is always going to be bigger than you, so there's that.

Maybe I'll make a return to the Autocross timing tent assuming the AX guys will let me; that's always a fun day. Attending Porches and Pastries goes without saying; everyone loves them. I do have a couple of trips, both domestic and international planned during the summer, but those are for a week or so, and carefully planned to not interfere with track days (of course).

By the time you read this, the Summer Driving tour will be sold out, so that's out. As an aside, we are trying to figure out how to get some shorter ones on the books since they are so popular. So that leaves Rallye, something I've never done. I don't have a partner for that; was told definitely don't use your spouse if you want to stay married. Maybe I'll find a navigator and give that a try.

The point of all this is School's Out for the Summer, there is no way to be *bored to pieces*¹ when you're a member of the Chicago Region.

Looking forward to seeing you at one of our events,

Dana Comolli
President, Chicago Region



“

So clearly there
will be the need
for track days.
Many, many
track days.

”

¹ Alice Cooper. Lyrics to "School's Out." 1972. Google, <https://www.google.com/search?q=school%27s+out+lyrics>.



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Preservation and Preparation: Concours School 2025

New Technology and Car Care Tips for Your Porsche

by John Moore

Attention Porsche enthusiasts! Porsches are more than just cars. Porsches are masterpieces of art and engineering cherished by owners worldwide. Concours School is where we teach members how to preserve their cars' beauty and value.

Each year we conduct a Concours school in March before our competitive Concours season begins in conjunction with Show n' Shine. The end of March signals spring and the time when hibernated Porsches escape their dormant state. This is the time for that first cleaning of your Porsche.

Members and guests attend Concours School to pick up on car care tips, new car care product technology, and application techniques.

This year the Concours school was held on March 23rd at Napleton Porsche in Westmont. The Concours team was put to the test; hands-on demonstrations encompassed the main Napleton showroom as well as two other stations in the mechanic's shop.

We had a tremendous turnout for the event with former attendees and first timers to the school. Future Q-Tippers (AKA car cleaners and detailers) turned out for the car care seminar. The group of 90 people involved in car care included 80 attendees and ten Concours judges available to help answer questions of the attendees. Additionally, we had two guest



speakers both of whom are expert professionals in their field to enhance our program.

Michael Schultz, Senior Vice President of Research and Development at Turtle Wax discussed and demonstrated new product technology in Pro Grade exterior repair and exterior finishing. We all are aware of the many brands of car care products on the market today and the confusion in selecting the right product to use on your car. Michael, a chemical engineer, provided insight through his hands-on demonstrations on how to properly clean, repair and polish the paint with a quality chemical solids formula product.

continued





Mike Luurs, owner of Luurs Hot Rod Shop in Romeoville and Sam Mak, Napleton discussed with each of the three groups, “What It Takes to Win a National Contest.” This station was to showcase a 2013 997 4S Speed Yellow coupe for the Napleton Porsche restoration project. Mike Luurs and Fred Mayer of Luurs Hot Rod Shop did body work and painted the car. For example, each year Porsche dealerships compete with a classic car that is rebuilt and restored with Porsche classic parts. The dealership works on the car for several months and the competition is judged in August.

Their focus for the preservation and preparation program event was essential in ensuring proper care to preserve the beauty and value of your car. Our national award winning Concours judges participated in the event by helping to guide the three equal groups of attendees to the three different work stations.



Pat Yanahan and John Moore planned three separate work stations which would allow three groups to rotate through three different 40-minute sessions.

Station A was Michael Schultz, a chemical engineer who brought sample product and materials to demonstrate how to prep and restore and repair the paint finish on the exterior using new product technology.

Station B was Ron Bean, a judge and National winner, demonstrating those forgotten wheels and the correct products and application to make them Concours perfect. John Diwik, another judge and National Concours winner, demonstrated the interior cleaning of the car and proper cleaning of all auto glass.

Station C was Mike Luurs of Luurs Hot Rod Shop and Sam Mak of Napleton, who discussed and presented what it takes to rebuild that 2013 997 4S and do a total restoration on a classic Porsche.

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Preservation and Preparation: Concours School 2025 continued



We always want to thank our event host Napleton Porsche Westmont for providing a beautiful venue for our 2025 Concours School event. Blake Thompson and his team did a fantastic job providing coffee and pancakes as well as helping our Concours Team to deliver a great program to our PCA members and guests.

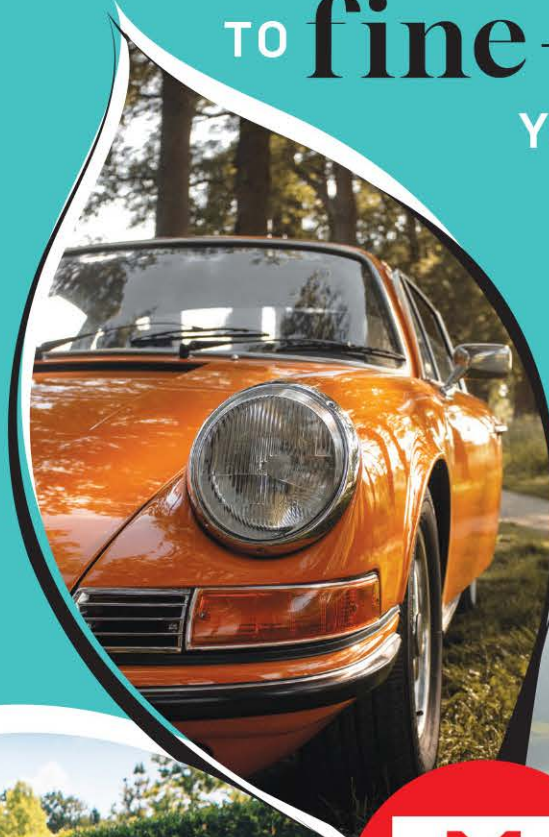
I also would like to thank our PCA Concours Team and speakers: Pat Yanahan, Michael Grove, Henrique Regina, Barb Mashburn, Jim Dorfman, Ron Bean, and John Diwik. This group made the Concours School event a success at every level.

I want to thank all of the members and guests that attended Concours School this year and hope that you all enjoyed the seminar. Our team of judges and volunteers look forward to you participating with your beautiful Porsche at all four of our Concours and Show 'n Shine events. We are always available to answer your questions. We want to see you and your Porsche.

My appreciation and best regards to everyone involved. We hope to see you Saturday May 3rd at Labriola, Oak Brook – our first Concours and Show 'n Shine event. 🍷



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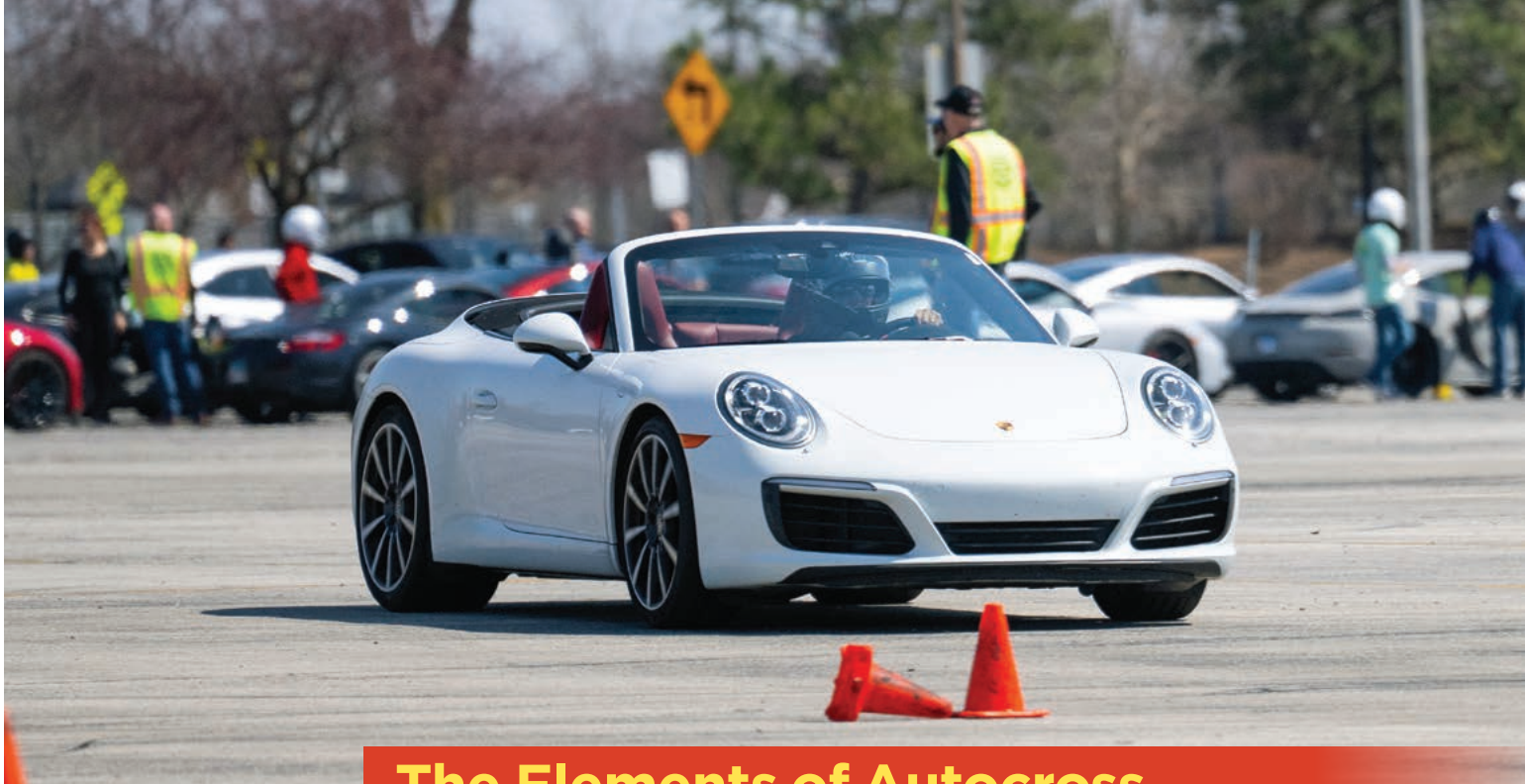
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The Elements of Autocross

by Sehr Dean

My boyfriend, Phil, has been suggesting I attend the PCA-C autocross school since last year. Phil has been autocrossing Porsches for years, and suggested I give it a try. He gave me a helmet for my birthday, so I took a deep breath and signed up!

The day is laid out well. We would start with classroom instruction on three techniques or elements, then break for some hands-on experience. After this, we would head back to the classroom, cover a few important pointers, and head out for a second try at the three elements. Then, the organizers would put the elements together, so that we could experience a full autocross.

Classroom

In the classroom, Dana and Larry covered very important elements needed for autocross: cornering, braking, safety. They used lots of visuals to reinforce their instruction. They were very thorough and answered all of the classroom's questions. After the classroom, it was time to head back outside, get in the car, and practice!



Element 1: Skid Pad

The skid pad is designed to test cornering and grip of the car. You drive around a circle of cones, staying as close to the cones as possible while ramping up your speed. If you're not careful, you'll push past the "limit of adhesion." In the morning, I didn't come close to the limit of adhesion. Our friend Noel, an instructor at the skid pad, encouraged me to drive faster. I did get faster as the day went on. Just try not to get dizzy!

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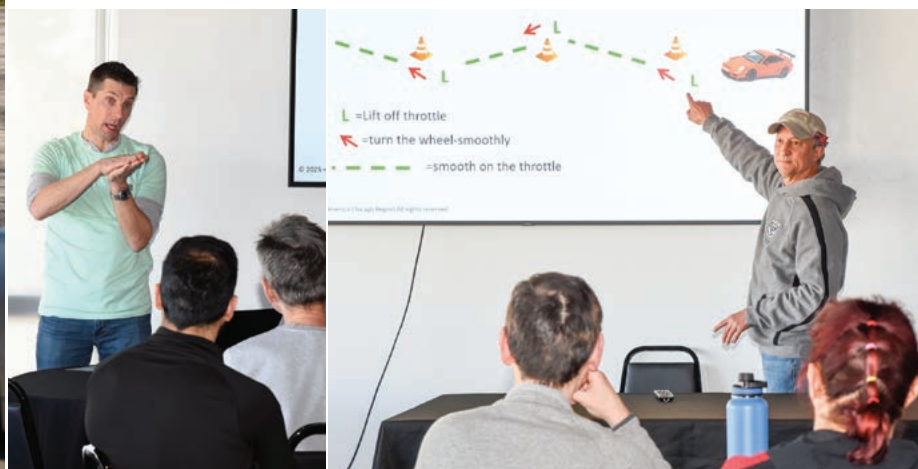




photo: Derek Chen



Element 2: Braking Zone

The braking zone is pretty simple: accelerate as fast as possible, then brake as hard as possible, and don't hit the wall of orange cones set up at the end of the element. Your goal is to get as close to those cones as possible, without hitting them. There were markers labeled 3, 2, and 1 to help gauge where to start braking. Phil was an instructor in the braking zone, and hopped in to give me instruction on my first run. "Floor it off the line, brake hard at marker 3, and don't hit the cones." I did floor it, but I started braking way earlier than marker 3, and I stopped way too early. Practice makes perfect, a few more tries, and I was getting better. It's remarkable what these cars are capable of.



Element 3: Slalom

The slalom is designed for drivers to weave through a series of cones. Bill instructed me well in this element. I understood the purpose of the element, but Bill helped bring it to life. "Turn!" He told me when to turn as I weaved through those cones. It was helpful. I needed to turn earlier than I thought. I got better at the slalom as we practiced more.

After lunch and a brief visit to the classroom, we were back at it. Skid pad, braking zone, slalom. The second time around I could tell I had improved versus the morning session.



photo: Derek Chen

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Full Autocross

Then it was time for the full autocross. Phil got in the car to help instruct me through the full autocross. The full autocross was a full course that simply linked the three elements we had practiced. The starter said go, and we were off! It was an adrenaline rush. A series of cones directed drivers where to go. The course comes at you fast. “You missed a couple of cones back there.” “I did?”

My second run was cleaner. I was able to successfully navigate the cones, minus one section. I corrected that in my third run, and got faster. My fourth and final run was my fastest, and my cleanest! What a rush.

Afterwards

What a day! Afterwards, a few folks collected to chat about the day, and polish off those leftover cookies from lunch. We’ve made friendships through PCA-C along the way, and these events are a nice time to catch-up with new friends. A few of us went to a happy hour for a drink afterwards. It was a fun day.

If you’re thinking about attending the autocross school, do it! It’s so much fun. You’ll receive great instruction, become a better driver, and meet new friends. I’m planning to do a few PCA-C autocross events this year. The autocross school is a great start. 🍪



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From Track Rat to the Right Seat:

My First Step Toward Becoming a PCA Instructor

by Evan Dorosheff



After a few years of driving my 911 around tracks

across the Midwest, I decided it was time to give back to the community that taught me how to hit apexes and trail brake properly. So when the PCA-Chicago Region offered a one-day instructor training course, I jumped at the chance. I mean, how hard could it be? As it turns out, sitting in the passenger seat while someone else drives like a caffeinated teenager with a learner's permit is an entirely new kind of adrenaline.

The day was split between classroom sessions and on-track roleplay with current instructors pretending to be students. There



were four in-car sessions, each representing different experience levels, and each one more humbling than the last.

In the first session, my "student" had never been on track before and wanted to learn how to drive his car on the limit, which, of course, was a 2019 GT3 RS... He didn't know what an apex was, forgot to buckle his helmet, and didn't have any clue what all the different colored flags meant. Every lap was like playing whack-

continued



a-mole with new issues — “Eyes up!” “Give this guy a point by!” “Brake... Brake!... BRAKE!!” It felt less like coaching and more like parenting a toddler with access to 500 horsepower.

The second session was a different flavor of chaos — the “confident novice.” This “student” had a few days of track experience and way too much confidence. He wanted to go flat-out everywhere because his “buddy was beating him”, even if it meant going sideways

through a turn. I had to channel my inner drill sergeant to lay down the law: “Either you follow my instructions, or this session’s over.”

By the third session, my “student” had eight track days under his belt, and the improvement was obvious. Mistakes were subtle —



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early turn-ins, slight throttle timing issues — and it was my job to pick up on the details. At the end of the session, the driving line was 95% accurate and only tiny corrections were needed.

We wrapped up the day with a check-ride, where a new instructor played all three roles in one session. It was



equal parts challenging and hilarious. Back in the classroom, we dissected what happened, shared laughs over our “students,” and learned how to handle common real-world scenarios.

It was rigorous, humbling, and one of the most fun days I’ve had at the track. I left with a deeper appreciation for my own instructors and the anxiety I’m sure I caused them in the early days. I can’t wait to pay it forward and help the next generation find their line. 🍷

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The SOCIAL SCENE

by Robert Safe
& Kirk Owens



Saint Patrick's Day Lunch by Robert Safe

Despite the snow and cold, around sixty club members gathered at Two Brothers Roundhouse in Aurora for an informal Saint Patrick's Day lunch. Only three Porsche sports cars—mine included—

made it to the parking lot, but Macans and Cayennes were well represented. It wasn't an ideal day for car spotting, so the real action was inside.

A warm pastrami Reuben, a tall glass of Ebel's Weiss Hefeweizen, and great company provided the perfect antidote to the harsh weather outside. Two Brothers delivered once again with their comforting food and impressive selection of house-

continued on page 26



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brewed beers. (Next time, I'll have to try their Atom Smasher, aptly named for their nearby neighbor, Fermilab.)

Inside, the atmosphere was lively. Conversations buzzed about car projects, future road trips, and upcoming club events. We even met a prospective member seated nearby and made sure to introduce him around.

The staff at Two Brothers took excellent care of us, and we look forward to returning in October for Porsches & Pilsners. If you're in the area, they also host informal Cars & Coffee events every Sunday at 9 a.m. during the warmer months—worth a visit, especially since they roast their own coffee. ☕



Porsches & Pastries at Labriola Bakery Cafe *by Kirk Owens*

Like bears in the spring, the sunshine and warm air drew the Porsches and their hungry growls out of hibernation for the season opening Concours and Show 'n Shine on May 3. Vintage and modern, paint-to-sample and standard palette, six cylinders and four – the line-up was diverse and the smiles were abundant. Once again, Labriola Bakery Cafe (Oak Brook) kept the muffins warm and the coffee flowing to assure the cleaning towels hit (almost) every spot on the dozens of cars to be judged.

Extending the Concours to a wider audience, the Show 'n Shine competition judges the exterior only. A wide array of first-timers and veterans combined for an incredible showing





of Stuttgart's finest. The People's Choice winner was Don Dovgin with his 1991 911 964.

As the judges' pencils sharpened, the cleanliness scrutiny elevated for 2025's first Concours. Spanning two centuries – coupes and cabriolets, returning class (and overall) winners and newbies faced the laser-focused eyes of judges looking across every panel, pane and spoiler. As we've come to expect, the competition was close in each

class and every car was a treat to see. Jim Robertson and his 1967 912 was the Concours Best of Show Judges' Choice winner.

Looking forward to June 7, the second Concours and Show 'n Shine offers the same level of competition, lots of great prizes, beautiful Porsches and TONS of fun at the Promenade in Bolingbrook, 10am. Buff the flared fenders, polish the Fuchs and shine glass – the spectators' and judges' eyes LOVE it! See you there. 🏆



2025 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.*

MAY

22-25 RADE, Road America

31 Street Survival, Teen Defensive Driving School, Autobahn

JUNE

4 Board Meeting

7 Show 'n Shine 2, Concours 2, Bolingbrook

8 Rallye 1, New Beginnings Rallye, Olson residence

12 Ladies' DE, Autobahn

14 AX 2, Wintrust Field

20 Blackhawk 2

21 Porsche Block Party, Barnaba

JULY

6-12 Porsche Parade 2025, Oklahoma City

9 Board Meeting

15 Blackhawk 3

19 Potter's Picnic & Concours 3

20 Rallye 2, On Lake Time Rallye, Lake House

25-27 Summer Driving Tour, Galena, IL

26 AX 3, Wintrust Field

28 Autobahn Full Track

AUGUST

3 Porsches & Pastries, Big Boost

3 Weiners & Wheels, Superdawg

6 Board Meeting

8-10 Gingerman HPDE

16 AX 4, Wintrust Field

17 Rallye 3, TBD

AUG 29-1 TRAC, Road America

SEPTEMBER

AUG 29-1 TRAC, Road America

3 Board Meeting

13 AX 5, Wintrust Field

14 Rallye 4, TBD

20 Oktoberfest Social, Concours 4, Show 'n Shine 4, Blackhawk

27-28 Oktoberfest, Blackhawk

OCTOBER

4 Porsches & Pilsners, Two Brothers

6 Autobahn Full Track

8 Board Meeting

11 AX 6, Wintrust Field

12 Rallye 5, TBD

17-19 Fall Driving Tour

NOVEMBER

5 Board Meeting

15 Porsches & Pastries / Toys for Tots, Labriola

DECEMBER

13 Dinner Dance, Westin Chicago North Shore



For up-to-date details, please check:

<https://pca-chicago.org/event-schedule/>



photo: Neil MacDonald



Ladies' Driver's Education Day

Thursday, June 12th from 8a-5p at Autobahn Country Club

Back by popular demand for the third year in a row, PCA Chicago is hosting a Driver's Education event **dedicated to and for ladies**. Have you ever wanted to try your hand at driving on the track but maybe had some reservations? What were they?



- Too much testosterone at those male-dominated events
- Don't own a Porsche
- Don't have the need for speed
- Don't want to or are intimidated to drive partner's Porsche
- Don't want partner's judgment or advice about driving

Over the years, as we've encouraged women to come out and participate, these are the things we've heard. Well, there is an opportunity just for you to get behind the wheel of your Porsche sports car or non-Porsche sports car and experience what it is like to drive on the South racetrack in Joliet, IL. It's a well-established fact that women tend to be better drivers on the track—just ask any PCA driving instructor! Not necessarily faster, though sometimes, but better because they listen to instructions and implement quickly.

This is an event just for ladies, run by ladies.

Are you a Driven Woman? Consider joining other like-minded ladies to experience the thrill of driving on a track! **This event will be generously sponsored by Napleton Westmont Porsche, but for a small registration fee which will be donated to our 2025 charity, SparkShop.** You have nothing to lose. Instructors will be provided, as needed.

For more information and to register, go to clubregistration.net



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Passing Down the Track Bug

by Kelsey Trepka



I'm always so excited for the first track day of the year, but for Novice Day this year, I was even more excited since I was introducing a friend to the incredible world of motorsport. Last year, my friend Mo Martinson visited a track day I took part of at Autobahn Country Club and got bitten by the driving bug from experiencing the atmosphere and excitement during the day. She even got to take her rental car onto the track for some parade laps, which really got the gears turning in her head to try to make this a reality.

continued





photo: Derek Chen



A few months ago, Mo bought her first sports car and reached out for some help getting her and the car ready, anticipating her first event. I suggested the PCA-C Novice Day at Blackhawk Farms, since nearly every novice driver is in the same boat with minimal track experience and the valuable opportunity to learn from in-car instruction. She was sold and signed up immediately.

I used this as an opportunity to share what I have learned from four years of HPDE experience and sharpen my communication skills since I'm becoming an instructor this year. I have always been so fortunate to have the best instructors throughout the years and I have always wanted to give back and help newer drivers learn and gain confidence on the track. It was a great experience for me to



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**ASE
MASTER**



photo: Derek Chen

mentor Mo and help her feel comfortable with common HPDE phrases or techniques leading up to the event, like late apexing or looking ahead to the next corner. We reinforced some of the classroom discussions during our down time on the day by watching other sessions from the corners that were more of a challenge for her. I made sure she got a ride along with an amazing instructor,

Griffin Fujii in his GT3, so she can feel what it's like to brake hard and how the car behaves under hard braking, since that was an eye-opening experience during my first ride along.

It was so rewarding as a friend and mentor to see Mo improve so much throughout the day. She started the first session feeling nervous and timid to, ending the day in her last session with



photo: Derek Chen



“ ...got bitten by the driving bug from experiencing the atmosphere and excitement during the day. ”



photo: Derek Chen



photo: Derek Chen



photo: Derek Chen



photo: Derek Chen

each lap getting faster and faster, even passing a few cars, with her tires squealing around the corner. I had moments that day where I took a step back and reflected on where I was during my first track day, realizing how far I've come as a driver. I'm looking forward to continuing to improve my driving and the exciting venture of instructing new drivers like Mo how to gain confidence and love for this sport this year. 🏆





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The Concours Lawn: An Interview with Henrique Regina

by Kirk Owens

“I like to have clean cars. I can’t stand to see dirty cars, especially Porsches.” When that’s your attitude, it’s no wonder an 11-year PCA membership, and 11-year Concours participation streak, backbone your experience and microfiber love of PCA-Chicago. Henrique Regina has owned, and concurred, three VERY different Porsches - 2002 911 Carrera 4 cabriolet, 2013 Panamera GTS, 2008 Cayenne GTS – and discovered the Fountain of Youth for each, “Concours is a way to preserve your car for the long run. Keeping it clean not only looks good but also helps maintain the paint and the rubber/plastic trim looking new for decades.” Proof positive – the 911 AND the Cayenne took First Place in Full Concours class. Never too far out of mind are Henrique’s humble Concours roots, “My very first Concours (2013 at The Promenade in Bolingbrook), I was just starting and didn’t really know what I was doing. I came in 4th place in Exhibition class (exterior only) ... it was great and I felt I could do well. Everyone was helpful and encouraging. Initially it felt intimidating but after attending the first event it became a challenge.”



photo: Jeff Brown



Currently holding keys for the cabriolet and the Panamera, Henrique uses various products (Meguiar’s, Griot’s, Chemical Guys, Cerakote, Turtle Wax and Koch Chemie) and is, “... always trying new things to see how well they work.” He notes, the chassis is usually the most difficult to clean, “especially without a lift” but his “Cayenne had an air suspension so raising it to max height made it easy to get under the car to clean.” Even though a full wash doesn’t always happen - “I don’t use the 911 very often, it gets cleaned after every use but rarely washed. The

continued

The Concours Lawn: An Interview with Henrique Regina *continued*

Panamera also isn't used daily but it does get washed typically every couple weeks or so." – he happily shares a important insider tips:

1) Getting the car to "Concours level" is the hardest, especially if you are starting with a car that hasn't been detailed most of its life. But once you get it to Concours level and then gets used/dirty, it's important to not let it accumulate ... clean it as soon as possible and



the process will take only minutes and will require less work. Maintaining a car clean is much easier this way.

2) Check and clean the cracks in the front seat, next to the bolsters, you will always find something there. Even when you think you cleaned it well some piece of whatever always ends up visible to the judge.

Having served as a Concours judge, and having guided this group, Henrique is active locally and nationally, "In 2024, I mostly judged did enter my 911 at the Elkhart Lake event, taking First Place in the Street class (exterior and interior); I also judged at Parade in Birmingham. 2025

has the same and I plan to judge at Parade again in Oklahoma City." Not shy about his participation, Henrique's knowledge-base and garage space are front and center, "(PCA & Concours) Is a great group of people and I have learned a lot about Porsches at these events over the last 11 years. Not only how to keep them clean and in working order but also what to look for in my next purchase - hopefully a air-cooled model will be in my garage next year." As you've seen at PCA Chicago event, the air-cooled contingent is (flat six) strong – he'll be in great company and we look forward to seeing his next "Concours challenge worthy" Porsche! 🏆



photo: Michael Bene

2025 Autobahn Events

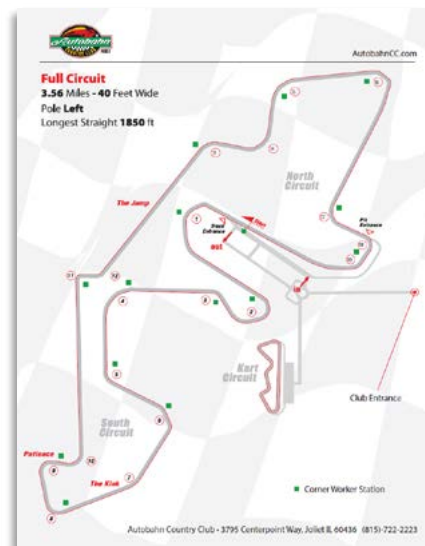
Our 2025 season includes four events at Autobahn Country Club. We kick off our driver's education season with our Street Survival defensive driving school for teen drivers. This is a must-attend hands-on driving event that teaches defensive driving to the new drivers in your family.

Ladies' Day is returning again this year on June 12, this time on the south track, and once again, we will be driving the full track, not once, but twice, on July 28th and October 6th.

- Saturday, May 31, 2025 – Street Survival
- Thursday, June 12, 2025 – Ladies' Day High Performance Driving
- Monday, July 28, 2025 – Full Track High Performance Driving
- Monday, October 6, 2025 – Full Track High Performance Driving

Come out and join in the fun.

Ladies' Day is made possible by a generous sponsorship by Napleton Westmont Porsche and Porsche Downtown Chicago.



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