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Cover: License plate photos by Richard Curtis taken over the past several years. If your vanity plate is one of these and you'd like to write about how you came to choose it, please write to *der Vorgänger* at dveditor@pcapotomac.org

Photo by Richard Curtis
Former Potomac club President Tony Kelly proudly shows his new driving helmet that was custom painted to match his track 944 Turbo. Complete story on pages 15-17.

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der Vorgänger

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Letters to the editor are welcome but should be brief and may be edited for length. Please note if the letter or e-mail is submitted as a letter to the editor; please include a contact phone number for verification.

Editor's column

Miscellaneous ramblings

First rule of DIY: A DIY job requires multiple trips to the toolbox.

Case in point: I recently was replacing a diverter valve on a bathroom bathtub. Removing the old one was simple enough; it took only a small hex-head socket (yep! I had to make two trips to the toolbox to get the correct one. This should've been a warning). When I returned from the second trip, I brought with me a portable tool tray stuffed with various screwdrivers, sockets, ratchets, tape measure, a few wrenches, pliers, etc.

I removed the diverter valve, went to the hardware store and bought a replacement. It even looked the same. Being this easy, though, should've been a tip.

First, was an exercise in frustration in removing the new valve from its tougher-than-steel clear plastic box. Then, I couldn't find the directions (they were cleverly stuffed inside the valve!). Despite directions being in two languages, neither was particularly clear.

I assembled the parts in correct order, lubed them per directions, slipped the new valve on to the plumbing nipple, then discovered that I needed a Philips screwdriver to tighten the one screw. Of course, none of the Philips screwdrivers in the tool tray would work; I needed a Philips bit in a 4mm socket with a 1/4-inch ratchet. Another trip to the Main Toolbox, which smirked at me.

Another rule of DIY: If you take your Main Toolbox to the work site to avoid multiple trips, you'll discover that you haven't yet bought the tool you need.

If you're working on your Porsche, other rules will also apply.

* * *

Many thanks to the ever-hard working Linda and Craig Davidson, Potomac's rallymasters. They offered to provide a trip report of their first visit to Parade, held in early August in tropical Savannah, Ga. They did so on a tight deadline to make this issue of *dV*, and shot photographs, too! Their report, on pages 29–31, landed on my computer desktop one day after their return.

This should not have come as a surprise. Craig and Linda are excellent at communicating with Potomac's rallyists, organizing fun and challenging rallies and doing so with graciousness, humor and good cheer.

* * *

Thanks also to *dV* Publisher Tony Kelly for seeing an opportunity to educate DE entrants about getting their helmets custom painted. That report—in full color—can be found on pages 15–17.

* * *

Fatih Selekler stepped up, too, and wrote a stirring and enviable account of his trip to PCA's GT3 Cup Experience at Barber Motorsports Park in Birmingham, Ala. that appears on pages 18–21. It didn't take Selekler long to decide this was the place for him to be, especially as the GT3/GT2 Register Advocate. He contends it was demanding duty, but he did it anyway for the sake of Potomac's members. Upon meeting Fatih even today you don't have to look too hard to see a happy smile.

—Richard Curtis
dveditor@pcapotomac.org

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Potomac's showing at Parade 2011

I've just returned from attending my first Parade. I thoroughly enjoyed it and would recommend everyone go to at least one Parade (next year, it will be in Salt Lake City). Just picture over 1,600 PCA members from 83 regions and 650+ Porsches invading Savannah, Ga. for a week. There were fellow Porsche drivers on the road everywhere. While Linda Davidson gives a great Parade rookie account on Page 29, I do want to thank the 36 Potomac members who made the journey.

Parade is also competitive. By my standards Potomac did well. At the National awards level, Potomac's webmasters Michael Handleman and Ken Harwood received a fourth-place award for Potomac's website in the large region class.

Michael and Ken have worked extremely hard this past year upgrading our website. They decided to submit their entry at the last minute in hopes of learning how to be more competitive next year. Getting fourth (out of 13 submissions in their class) is a great start. As an aside, fourth place is actually misleading. Potomac's website scored 519 points as did the third-place winner. Interestingly, the first- and second-place winners also tied with only one more point (520) than Potomac and the third-place winner. Technically one could argue based on scores, Potomac came in second. Wait till next year!

Congratulations also go to Steve MacKeller who received first place in his concours class with his beautiful red 2011 GT3. Another Potomac



Dick Seltzer

first-place winner was Vu Nguyen winning his class in the autocross driving his '06 Cayenne S.

In the "serious" TSD Rally (Time-Speed-Distance), of the 69 teams Seymour and Robert Slatkin came in 10th and John Lovejoy and Andrea Forstmayer came in 12th. Perfect scores in the Gimmick Rally went to Potomac's Henry Sobel and Steve MacKeller. Unfortunately, neither received a trophy as the tie-breaker was to guess how many Georgia peanuts were in a large jar. Yes, Potomac did well.

With summer coming to an end, September will likely be Potomac's busiest month. The calendar on Page 8 shows 12 opportunities to exercise your Porsche in September. There is literally something every weekend. In addition to the routine breakfasts Potomac will have:

- Sept. 2-4 Driver's Education at VIR
- Sept. 3 Gathering of the Faithful at Reston Town Center
- Sept. 9-11 Weekend Drive 'n Dine to Charlottesville
- Sept. 17 Open board meeting open to all members
- Sept. 24 High Performance Driving Clinic
- Sept. 24 Drive 'n Dine to Lovettsville, Va. Oktoberfest car show
- Sept. 24 Rally to the Lovettsville, Va. Oktoberfest car show
- Sept. 25 Autocross at Baysox Stadium, Bowie, Md.
- Sept. 30-Oct. 2 Club Race at Summit Point

This year's Club Race will be the 20th consecutive Club Race held by Potomac. Co-Chairs Fred Pfeiffer and Starla Phelps plan to have a great event. Even if you do not race, it will be worth your time to attend.

As always, I thank you for your support and welcome your comments or questions. Please contact me at president@pcapotomac.org.

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2011 calendar

September:

2-4: DE, VIR
 3: Gathering of the Faithful car show, Reston, Va.
 3: Centreville, Va. brunch. 11 a.m.*
 10: Arlington, Va. breakfast, 9 a.m.*
 17: Glen Echo, Md. brunch. 11 a.m.*
 17: Open board meeting. Watch for location via email blast notice from Potomac, or check the website.
 24: High Performance Driving Clinic. Summit Point (W.Va.) Motorsports Park, Jefferson Circuit.
 24: Oktoberfest-Rally #4-Drive 'n Dine-Car show, Lovettsville, Va.
 25: Autocross #5 **
 30-Oct. 2: Club race, Summit Point Motorsports Park, Summit Point, W.Va.

October:

Sept. 30-Oct. 1, 2: PCA Club Race, Summit Point
 1: Centreville, Va. brunch. 11 a.m.*
 8: Arlington, Va. breakfast, 9 a.m.*
 22: DE tech for Oct. 28-30 Summit Point event. ASG. 9 a.m.-2 p.m.
 15: Glen Echo, Md. brunch. 11 a.m.*
 22: Drive 'n Dine, Fall Foliage Drive **
 28-30: DE, Summit Point

November:

5: Autocross #6. **
 5: Centreville, Va. brunch. 11 a.m.*
 12: Arlington, Va. breakfast, 9 a.m.*
 19: Glen Echo, Md. brunch. 11 a.m.*

December:

3: Centreville, Va. brunch. 11 a.m.*
 3: Potomac planning meeting for 2012

3: Drive 'n Dine: Antietam, Md. 4 p.m.**
 10: Arlington, Va. breakfast, 9 a.m.*
 10: Open board meeting and elections. Location TBD
 17: Glen Echo, Md. brunch. 11 a.m.*

*—See right for details on the brunch and breakfast meetings.
 ** — for details on specific events, contact the following program chairs
Autocross: Tony Pagonis, autocross@pcapotomac.org
Club Race: Fred Pfeiffer and Starla Phelps clubrace@pcapotomac.org
Concours: Ron Davis or Mike Sarli, concours@pcapotomac.org
Drive 'n Dine: John Eberhardt, driveanddine@pcapotomac.org
Driver Education: Alan Herod, dechair@pcapotomac.org
DE Tech: David Diquollo, tech@pcapotomac.org

Drive 'n Dine schedule

Sept. 9-11: Charlottesville, Va. Details were in the July issue of *dV*.
Sept. 24: Oktoberfest car show, Lovettsville, Va. Meet: Potomac Elem., River Road, 11 a.m. Cost: \$10, advance registration requested. Multi-club event ending at Lovettsville Oktoberfest.
Oct. 23: Fall Foliage Drive. Meet at Manassas (Va.) Battlefield Visitors Center 10 a.m. Drive to Stonyman Gourmet Farmer in Little Washington, Va. Cost: \$45 per person, advance registration.
Dec. 3: Drive 'n Dine: Antietam, Md. 4 p.m. Details TBA.

Autocross schedule

September 25: Autocross #5. Baysox Stadium. 8 a.m.-4 p.m.
November 5: Autocross #6. Baysox Stadium. 8 a.m.-4 p.m.

Rally: Linda or Craig Davidson, rally@pcapotomac.org

Potomac monthly brunch locations

Potomac breakfasts and/or brunches are an excellent way to (a) have a meal; and (b) make new Porsche friends or renew friendships with old friends. These meetings are low-key, no agenda, and often are followed by impromptu drives through the countryside.

Virginia: first Saturday of each month, City Grille, 10701 Balls Ford Road, Manassas, Va. 20109. Phone: 703-330-3011.

Virginia: second Saturday of each month, 9-11 a.m. Thirsty Bernie Sports Bar & Grill, 2163 N. Glebe Road, Arlington, Va. 22207. 703-248-9300. Plenty of parking, diverse menu.

The Maryland breakfast is the third Saturday of each month from 11 a.m. to 1 p.m. at the Irish Inn, 6119 Tulane Ave., Glen Echo, Md.

• • •

For more information, contact John Magistro at membership@pcapotomac.org

Remaining rally schedule for 2011

Sept. 24: Rally No. 4. Oktoberfest.

Remaining DE tech date, location for 2011

Oct. 22 for Oct. 28-30 Summit Point event. ASG, 2810-F Dorr Ave., Fairfax, Va. 9 a.m.-2 p.m.



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New Potomac members & anniversaries

September anniversaries

45 years

E. Daniel Rowzie & Ginny Rowzie

25 years

Ronald F. Banky & Jo Anne Banky
Chip Bowen & Peggy Bowen

20 years

Yong Mark Oh & Yong W. Oh
Steven M. Stomski & Laura Stomski
Gary K. Travis & Anna Travis

10 years

Guillermo E. Gutierrez
Steve Manning & Gina Manning
Lane P. Martin & Lee P. Martin
Gregory M. Vaughn & Susan Vaughn

Gail Wilensky & Robert Wilensky

5 years

Daniel L. Boesz & Christine Boesz
William C. Daniel & Mary L.C. Daniel
John S. Eberhardt & Christina Eberhardt
Randal L. Edison
Robert Fagan
Robert W. Hechtman & Robert J. Hechtman
Scot M. McMahon
Stefan J. Olsen & Elizabeth Gibb
Martin V. Proctor
William H. Repass & Deborah Repass
Patrick C. Rock
Ron R. Trettau & Leslie Trettau
Joseph R. Wasilewski & Matt Wasilewski

August new members

Christine Barrau – 2005 Boxster
Ryan J. Blanding – 2006 Cayman S
Eli Bloomstein – 2007 Cayman S
Michael Caughlin – 1979 928 cabriolet
Satish Chauhan – 1988 911 coupe
Harvey Cherner & Arlene Cherner – 2008 Boxster
Thomas W. Courtney – 1996 993 coupe
Thomas W. Felts – 2012 Boxster
David E. Flynt & Vicky Flynt – 2011 Carrera S
Paul M. Furman & Margaret Furman – 2001 Boxster S
Todd A. Gilbert & Ryan Gilbert – 2003 C4S
Ed Hahn & Debra Pool – 2012 Cayman R

Howard W. Hammermann & Fran Marshall – 1985 911 Targa
Dallas S. Heil – 2001 911 Turbo
Tyler Horton – 2008 Cayenne
John P. Houston
Stan Kerns – 1981 911 Targa
Clint D. Law – 1987 944
Jack MacCarron – 2008 Cayman S
Andrew Mak – 2006 Boxster S
Greg Moye – 1999 911 coupe
Jacquelyn Nemcik – 2000 911 cabriolet
Stephane Ritz – 2008 Cayman
Matt Saloom & Jennifer Saloom – 1999 996 coupe
Jon Sawyer & Ashley Sawyer – 1999 911 996 C2 coupe

Thomas Schudel & T.N. Nguyen – 2001 Boxster
Dimitri A. Shanin – 2011 Cayman
Gary L. Spunaugle & Deb Spunaugle – 2000 911 coupe
Pat Stillman & Lori Stillman – 2011 Cayman
Binh M. Tran – 2004 Cayenne
Rich Valus – 2006 911 cabriolet
Glen Winemiller & Lynn Winemiller – 2012 Cayman
Glenn J. Wolf – 1989 911 cabriolet
Alex Wood – 2006 Cayman
Aj Yeung – 2006 Cayman S
Paul Zhgilov & Sergiy Zhgilov – 2000 Carrera cabriolet

Club Race workers needed

Volunteers don't get paid, not because they're worthless, but because they're priceless

By Starla Phelps
for *der Vorgänger*

Potomac will host its 20th consecutive Club Race Sept. 30–Oct. 1 and 2.

Club Race is an event that depends on volunteers. We have been fortunate to have many volunteers who come out and support Club Race—a national event—every year, but we need more. It is a weekend to support our club, have fun, watch the races and make new friends.

If you volunteer to work all three days, we will provide money towards a motel for two nights or gas money. If you are only able to work two days, we will provide you with gas money. After the track closes we enjoy a happy hour. In addition, we have fabulous dinners catered both Friday and Saturday nights. Each volunteer is provided a goodie bag with a volunteer worker T-shirt and other surprises.

Contact us at, clubrace@pcapotomac.org or kevino@pcapotomac.org

Open Board meeting set for Sept. 17

Potomac's next Open Board meeting is Saturday Sept. 17 at 10 a.m. at a location to be announced via a blast email and also on the website. Take this opportunity to come out and see how we are doing, ask questions about the region or just socialize. Lunch will be served.

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Above: Tech Co-Chair Dave DiQuollo applies a grid-tech inspection to a car after it has passed the required at-the-track inspection. A car at a DE event must pass grid tech each morning of an event.

Left: Inspector Rob Talastas takes a close look at brake pads to ensure there's enough material on the pads to survive the day.

Grid tech 101

What you can expect when you roll into the track

Right: Tech Co-Chair Dave DiQuollo inspects a car at race-day pre-grid inspection. He's looking for a recent brake fluid change, tightened brake-fluid reservoir cap and a battery that is fully secured. The trunk of the car also has to be empty.

Photos and story by Steve Vetter for *der Vorgänger*

"Throttle blip!" "Brake lights!" The yelling starts at 7 a.m.

Over the din of 40 Porsche engines, David Riley and David DiQuollo, the tech co-chairs direct drivers and the tech crew through the morning tech line ritual at Potomac's DE events.

Unlike some regions, Potomac's grid tech occurs each morning with the grid tech line being the second part of the DE tech inspection; the first occurs at a local shop one or two weeks prior to an event (see schedule on Page 8). The purpose of the grid tech is to check for any showstoppers before the cars are allowed on the track.

The two Daves, aided by volunteers and those "volunteered," check the cars to ensure that they have been emptied of all contents: floor mats, radar detectors, tools, food from the drive to the track, etc. On Sundays, luggage is often found in the car when a tired driver has checked out of the hotel.

Helmets are checked to ensure that they are current (SA 2005 or SA 2010) and a sticker is affixed to the outside of the helmet to make future reviews easier.

Unless the car already has numbers, the tech crew will write car numbers on the windshield and the side rear windows. This allows the track flaggers (who can't tell a Cayman from a 997 C4S) to report any problems with a particular car such as partially open windows, open sunroofs, etc.

Riley says that the biggest issue at grid tech is cars that are unprepared, i.e., a lack of car numbers and/or junk in the trunk (or back seat).

The tech inspectors check the brake pads to ensure that they will last a full weekend of threshold braking. Pad material should have at least the same thickness as



the backing plate at the start of the weekend. Experienced track junkies bring extra pads and know how to swap them. Brakes lights are checked to ensure they still work from the shop tech as well as the throttle return to ensure that it doesn't hang up holding the throttle open. Tires are examined to ensure they have tread and are not showing cords.

An underhood review is done to ensure that there are no leaking oil, fuel or coolant lines. DiQuollo is especially fond of 944-variant cars and will give them an extra thorough review. On the second and third day of events, the tech crew will occasionally find something leaking as a



Above: Tech Co-Chair Dave Riley says the biggest issue for cars at grid tech is having “junk” (floor mats, trash, etc.) inside the car.

Left: After passing grid tech on a driver’s first day at a Potomac DE event, the driver must obtain an arm band signifying his or her run group. This is done at Registration.

result of the prior day’s driving. This gives the owner an opportunity to meet new friends in the paddock while searching for parts or tools to remedy the problem.

Once the tech inspection is done, a sticker is placed on the windshield. On the first day, the inspector signs the form and returns it to the driver who will proceed to “check in” with registration. At registration, the driver will receive his or her colored wristband indicating their run group. The drivers will also receive a colored sticker that

should be placed on the car’s windshield next to the tech sticker. Both items will be inspected before the car and its driver are allowed on the track.

Grid tech ends at 7:45 a.m. on both days. Latecomers must appeal their case directly to Riley and should be prepared to make a “donation” to one of PCA Potomac’s charity.

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How to replace shocks, springs

Photos & story by Richard Curtis
for *der Vorgänger*

If you're driving a Porsche that's more than, say, 10 years old, you're probably in the market for new shock absorbers and maybe even new springs. Several models of Porsches, such as my 964 '93 C2 model, come from the factory with a high ride height in front. New springs, such as the H&R Green models that I and fellow Potomac member Marvin Jennings ('93 C2 RSA) chose, lowered my car about an inch all around. His came lowered from the factory.

After installing new shocks, you'll need a new four-wheel alignment. If you do DEs, you might also need a corner balance.

Doing my own car by myself took about 10 hours, a great deal of that in coping with frozen lower shock bolts. Jennings and I did his '93 C2 RSA in about four hours.

If you have the time, tools and a little wrenching experience, you can do this job yourself. However, having now done this job twice, there's a lot to be said for giving it to a professional mechanic.

DIY tips

Share your own do-it-yourself tips with dV readers by sending an email to dveditor@pcapotomac.org. A high-resolution photo will be necessary also.

Removing the rears

- We began by jacking up one rear corner of the car (you can start at any corner, front or rear).

- Remove the large hex-head bolt securing the bottom of the shock to the hub. An impact wrench makes this a breeze.

- In the right rear, remove the air filter assembly in order to reach the three 13mm nuts securing the top of the shock assembly.

- In the left rear, remove the blower and blower tube to reach those top three nuts. You CAN feel them and get a socket on them, but there's little room to ratchet them out except for about a sixteenth of a turn at a time. Patience.

- Once the three nuts are removed, each rear shock assembly should come out easily. You might have to jiggle them around a bit, but they will be free of the car.

- When installing non-adjustable shock absorbers in my car, we set the spring height adjusters the same distance from the lower bolt hole as the originals. When I took my car for alignment this proved to be almost perfect in terms of ride height and corner balance.

- On Jennings's adjustable PS9 shocks, the instructions proscribe a distance from the bottom bolt hole for the adjusters (see photo). You'll need two spanner wrenches to move these adjusters.



Marvin Jennings with his '93 Carrera C2 RS after installing new Bilstein PS9 shock absorbers and H&R Green springs.



Jennings removes the three 13mm nuts from the passenger side rear shock absorber. Removing the air filter assembly aids in access, but the nuts are still awkward to reach.

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The front shocks are held to the hub by two 10mm Allen bolts. Do not use an impact wrench on these.



Bilstein PS9 shock absorbers come with instructions on how to set the spring adjuster height as measured from the center of the bolt hole to the adjuster.

Replacing the rears

Replacing the rear shocks/springs was relatively easy on both cars. While one person might be able to do this alone, a second set of hands makes the procedure much, much easier. One of you lies on the ground holding the shock assembly and forcing it up into the car while the second person attaches the 13mm nuts to the studs once they poke through the holes in the bodywork.

The two of you will have to do some finagling but with the second person watching from above for the three studs to slip through the body and then securing the assembly with the three 13mm nuts, that part of the job is relatively easy. Then the person on the bottom simply aligns the bottom of the shock with the bolt hole and inserts the bottom bolt. A drift will come in handy in this step.

Using a jack to apply a little upward pressure to the wheel hub might be necessary to align the bolt to the hole.

Tighten all bolts and nuts and torque everything to specs.

Removing the fronts

On both cars, the front shocks could not have been easier.

- Remove a front wheel
- Pry out the brake-line retaining clip with a screwdriver, then cut a slot in the bracket with a Dremel, bend the bracket out of the way, and slip the brake line out of the bracket. Perform this same step on the new shock, also, so you can insert the brake line into the new bracket.

- Ease the brown wire out of

its plastic connector attached to the front shock. Also, there is a cylindrical plastic clip that holds the ABS sensor wire and the brake pad wear indicator wire. Pry the cylindrical plastic clip apart and the entire ABS/pad sensor assembly will come free of the shock. After the old strut is removed from the car, you'll need to transfer all clips to the new strut.

- Remove the two 10mm Allen-head bolts that secure the shock to the hub. While others have reported that these are difficult to remove, both Jennings' bolts and mine came out quite easily. Do NOT use the impact gun on these Allen-head bolts. If you strip them, you're in unimaginable trouble.

- Remove the four 13mm nuts securing the top shock mount to the car.

- Support the front hub assembly with a jack. When the front strut finally comes loose from the hub, the hub will drop.

- Pry the assembly gently away from the hub. Then pull down on the shock assembly and wiggle it free from the car.

To the workbench

- We found it best to remove one shock assembly at a time and move it to the workbench for disassembly and reassembly.

- Your new shocks will come with directions. Read and follow them before disassembling and/or reassembling the new shock assemblies.

- Before disassembly, measure the amount of the top bolt showing above the top nut. Write this

length down.

- Use the air gun to remove the big top nut.

- We found that the springs—both rear and front—on our 964s were not in compression so we didn't need a spring compressor. Once the big top nut is loose, the shock assembly will come apart. Make a note of the various mounts, washers, adjusters, etc., and reassembly the shock assemblies in the same order.

- Disassemble the old shock for the parts you'll be using on the new assembly.

- Reassemble the shock and spring assembly according to the directions.

- Use an impact gun to tighten the top shock nuts.

- Insert the new assembly into the car before going on to the next corner.

Replacing the fronts

Replacing the fronts is mostly a one-person job simply because there's no room inside the wheel well for a second person.

- Insert the strut into the top. The strut will only go in one way because of the positions of the four studs.

- Secure the top of the strut loosely with the 13mm nuts.

- At the bottom—and this is the only difficult part and it's not particularly difficult even by yourself—align the bottom of the strut into the hub where the 10mm Allen-head bolts go.

Once you've aligned them, you'll need to apply some force to cause the strut to slip into the hub carrier. Once you've done that,

List of tools needed:

- 13mm socket, ratchet
- 10mm Allen-head
- Breaker bar (optional)
- 22mm ½-drive socket
- ½-inch-drive impact gun and air compressor
- Gloves
- Screwdriver
- Dremel with cut-off disc
- Pry bar
- Hand cleaner
- Rags or paper towels
- Flashlight or shoplight
- Torque wrench
- Drift

align the holes in the carrier with the holes in the strut and slip the bolts through.

- Note that these Allen-head bolts are how front-end camber is set. It will be easy to insert the Allen-head bolts in a way that generates the MOST camber (around -3 to -3.5 degrees, while what you want is around -1 to -1.5 degrees).

While it won't damage too much of anything if you drive your car to your alignment specialist with too much camber, try to get the tire closer to vertical.

We lucked out with Jennings' car; his front-end camber was around -1 degree. Mine was around -2.5 degrees and I drove it 12 miles to the alignment shop with no problems.

Rear alignment is important, too, of course, but rear alignment has to be done with special tools and on an alignment rack.



928 enthusiasts gather for work, fun and food

Photos and story by Chris LaBaw for *der Vorgänger*

The weather for the July gathering in Lovettsville, Va. couldn't have been more perfect. Sunny and not too hot. Seventeen people and 15 928s were there for a full day of wrenching and hanging out beginning at 8:30 a.m.

and running until 5:30 p.m. followed by a group dinner.

With all of the garage doors open, we had a breeze blowing through most of the time.

We got a lesson on checking flex-plate adjustment, installed new tie-rod boots, installed a new underhood pad, did some oil changes, performed a tim-



Above: During the event, an '89 928 Strosek Ultra was put on a lift. Above left: Jerome Craig, Don Taylor and Matt Friedman work at replacing an underhood pad.

ing belt adjustment and completed various other projects.

We took a break for a BBQ lunch and spent the afternoon wrapping up projects, checking out all the cars and learning about

all the various upgrades, modifications and model year differences.

At the end of the day we took a spirited drive through back roads to the Magnolia's restaurant in Purcellville. Situated in an

old sawmill, the food was fantastic and the company even better.

The event went off without a hitch, and we look forward to more Porsche gatherings in the future.

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How to go from this to that

Story by Tony Kelly

Photos by Bill Schofield

for der Vorgänger

Like many of us, my trusty SA2000 helmet needed to be replaced with a new SA2010 model this year. I'd been eyeing the Arai GP5W at OG Racing and finally pulled the trigger.

Having it painted was not essential, but given I plan to use it for the next 10 years it was worth considering. I'd read forum posts bragging on extreme airbrush paint jobs that cost more than the helmet itself. Neither the paint jobs nor the prices appealed to me.

A local racer mentioned that Bill Schofield did superb work at reasonable prices, and gave me a link to Schofield's website at www.williamdesignworks.com.

Schofield is based in Bel Air, Md., just north of Baltimore. I contacted him and sent him some pictures of my car and the Track-Vision logo. He sent back a terrific design concept, so the deal was done.

Bill sent progress pictures through the project. These provide an insight into the craftsmanship that goes into producing a truly beautiful result.



Snell Foundation helmet ratings

Helmets are rated by the Snell Foundation, a not-for-profit organization "... dedicated to research, education, testing and development of helmet safety standards."

A helmet manufacturer "... submits a number of helmet samples ... for testing. Technicians subject these samples to rigorous testing. Failure on any sample is a cause for rejection."

Snell releases new ratings every five years. The current rating for new helmets is 2010. Potomac Region currently allows both 2005 and 2010 rated helmets. In 2016, the 2005 helmets will no longer be allowed, and 2010- or 2015-rated helmets will be required.

For Potomac Region DEs, Special Application (SA)-rated helmets are required for run groups White, Black and Red. In beginner groups Green and Blue, helmets with Snell M (for motorcycle) ratings are allowed, although helmets with SA ratings are preferred.

Ideally, according to the Snell Foundation, a helmet should be replaced every five years based on wear and tear and replaced immediately if damaged.

What to look for in a helmet

Size: Try on several different helmets before you buy one. The best way to gauge comfort level and fit is through comparison. The helmet should fit snugly and may even feel a little tight when new. Some safety-equipment suppliers have an extensive stock of several brands to try on and are expert at assessing a good fit.

Weight: Helmet shell material determines weight, and the lighter the helmet the better. Fiberglass shells are perfectly acceptable, but carbon-fiber shells are much lighter and much more expensive.

Strap: Make sure that the chin strap fits around your ear and under your chin snugly and comfortably. The helmet should not shift on your head.

Eyeport: Full-face models have a range of eyeport sizes. If you wear glasses or sunglasses, make sure you can put them on through the eyeport and that you are comfortable with them on under your helmet.

Sticker: Look for Snell certification. Your helmet must have the applicable Snell certification.

How a helmet gets a custom paint job

1 New Arai GP5W before the work starts, with Bill's design for the helmet in the background.

2 Helmet and visor completely disassembled and masked. Screw holes and mount holes are plugged with silicon plugs. It's then sanded and sprayed with a base/sealer white primer. Then a few light coats of bright white are sprayed.

3 All areas that will be white have been masked. Fineline and 3M masking tapes for the straight work and computer-cut vinyl for the detail work.





4

4 Paint matching the colors. The dark blue was easy, but the light blue took multiple mixes to get it just right.

5 The light blue areas are sprayed and the masking applied ready to shoot the dark blue.

6 Dark blue areas all done, including the visor.

7 Masking removed to test fit the visor and verify the line match from helmet to visor

8 Total re-mask set up to shoot the black details.

9 After painting, ready for careful finish sanding to blend all the masked lines and prepare for clear coat application. It takes a few coats of clear, a wet sand and some more clear to "bury the edges." After 24 hours the masking can be removed carefully. Areas with clear coat between the rubber trim and tape must carefully be cut with an X-Acto knife. New Arai clear vents are measured for placement and applied.



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10 One beautiful helmet after clear coat and final reassembly.



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10



On being an advocate for GT2s & 3s

Potomac member and PCA's GT2/GT3/Cup Register Advocate poses at Barber Motorsports Park in Birmingham, Ala. during PCA's Porsche Sports Driving School with the GT3 Cup car that gave him such a thrill.

Photos and story by Fatih Selekler
PCA GT2/GT3/Cup Register Advocate
for *der Vorgänger*

I have been a member of several car clubs in my lifetime, none lasted as long as my membership with the Porsche Club of America.

PCA is such a wonderful organization that I tried to find ways to volunteer my time in a manner that would be inline with my family, work and track commitments; finally with help from Manny Alban and Mike Souza, I signed up to be the GT2/3/Cup Register advocate.

Being a register advocate is tough work, more so than I imagined. There are times when I have to make sacrifices out of my personal life just to make sure our members are getting added value from their membership.

Such a moment came when I received a call from Porsche Cars North America (PCNA) asking if I would be interested, as the register advocate for GT vehicles, to attend the pilot program for their newly launched GT3 Cup Experience. I had to make the decision quickly as the event was being held within less than two weeks. I wasn't so sure you see; changing all my appointments around, traveling to Alabama, staying at a luxurious resort, sweating through a day of driving Turbos, GT3s and Cup cars. But that is the role of the advocate, and knowing all the sacrifices of other volunteers make to run the PCA, I thought, "This was not part of the deal, but I guess

I have to."

This is not your usual Porsche Sports Driving School; first, you either have to have a valid racing license or have completed the Porsche Sports Driving School (PSDS) Masters program. Second, the format of the school is different. There aren't the usual "follow the leader" runs; an instructor sits with you in the vehicle, and you drive as fast and safely as possible, similar to an PCA High Performance Driving Program.

The pilot program was for one day, whereas the regular program is two days full of driving the most exciting Porsche vehicles. For the first time it includes the 997 GT3s and incorporates extensive time behind the wheel of brand-new 2011 GT3 Cup cars. This gives the participants first-hand experience in the driving dynamics of the factory racer.

The program "is designed to provide the ultimate GT racecar experience." In this program, it is assumed you have already mastered various high-performance and racing techniques such as trail braking, hitting apexes or how to track out or shift. This program is about experiencing the best of what a Porsche has to offer on the track without limitations, and learning the finer points of extracting the most performance out of the tools provided. The chief instructor is, of course, Hurley Haywood.

The day started with PSDS instructors picking us up in Panameras from the Ross Bridge Golf Resort driving us to Barber Motorsports Park. After having breakfast and a



short 30-minute classroom session on what the program intends to do and the day's schedule, we were at the paddock by 9 a.m. Suits, helmets, drinks and cars are all provided by PSDS, although you may bring your own suit and helmet, all you need are driving shoes and gloves.

I had never been to Barber Motorsports Park, which is a relatively short track, 2.4 miles, with short straights and 17 turns. Each of the turns and various combinations of them set perfect examples that participants can apply techniques learned to almost any track. According to PSDS instructors, if you can drive Barber well, you will drive any track well. This is one of the main reasons PSDS prefer the track for their programs.

First up: a 997 Turbo

The 997 911 Turbo with PDK is a fantastic vehicle, being the heaviest one in the program; it forces the driver to be smooth and to anticipate each corner and section. After several initial laps, instructors take a few minutes in the pits to go over their initial observations on the driver's techniques, mistakes and strengths using the track map in the paddock to drill home the important points. Following the initial review, we were onto the track once again in the 911 Turbo, practicing different approaches, altering our technique as necessary and becoming even more familiar with the nuances of the track and the vehicle. Each session is broken into 45 minutes, at the end of each session and a short break, participants move to the next car for another 45 minutes.

This was also my first time driving a PDK vehicle on the track. I left it in sport mode and in automatic. I tried to shift it with the paddles a few times, but it was better

to leave it in auto and let it do its job, and it certainly did a fine job at that. However, I did not get out of the car thinking my next Porsche will be one with a PDK. It was still too transparent to me. I felt less in control and a little artificial. I want to feel the bang of the gears, the RPMs tingling my back and the shaking of the shifter when I put my hand on it to feel if I'm in the correct gear.

After a short 10-minute break and refreshments, next for me came the 911 GT3; I thought this was too much work for me as an advocate, and I should ask for some sort of a raise, but there I was committed to make the most I can from the program even if it means to sacrifice for our beloved club.

At least I felt at home with the GT3 right away, probably because that's what I drive at home. Just sitting in it, touching the steering wheel and shifter, I felt I knew the car, and I was much more comfortable on the track. The GT3 felt more nimble and inspired confidence.

The GT3 feels at home from the first corner, an eager and willing partner in the dance. We were expected to adjust to the changing conditions from one vehicle to another, correspondingly adjusting our steering inputs, braking points, throttle on exits and trail braking. Although the techniques are the same, the amount and timing of inputs are vastly different, this challenge especially became apparent, when in later sessions, I moved from the GT3 back to the Turbo.

Two versions of the Turbos and GT3s each were available; one of the GT3s was equipped with ceramic brakes and Michelin Pilot Sport Cups; the other with steel brakes and Michelin Pilot Sport 2 tires. All cars had stock brake pads and fluids. What amazed me is how well the brakes

A 997 Turbo sits in front of another of the GT3s available for students at PCA's GT3 Cup Experience. While at the program, Selekler jumped from various GT3s to Turbos to GT3 Cups over the course of the school.



Another of the GT3 Cup cars on the grid at Barber Motorsports Park.

held up on this track. The pedal travel would increase during the sessions on any of the Turbos or GT3s, but the performance of the brakes did not diminish a bit.

The crew would adjust the tire pressures after each session, they would reach over 50 psi as ambient temperatures would spike over 90°F; however, neither version of the tires would give up any noticeable performance. We also left the electronic stability controls turned on per the school's request, but these cars are so well behaved at track speeds that the electronic controls would not interfere with our driving as long as we were smooth and predictable with the inputs.

An eye-opening ride in a Cup car

Before lunch, we had one more 45-minute session in each of the Turbos and the GT3s, then another ride along in the Cup car. The morning was packed with driving, and I was already getting exhausted from the sun.

The instructors are some of the best in the business, former and current racers, with long time instructing and coaching experience. Their attitude constantly reminds you of how much they enjoy their work. That is a quality for driving instructors and coaches that is highly sought after as they made this torturous test more palatable for me.

Riding as a passenger for the first time in the Cup car was not so boring after all. But being in a full racing suit, with special full-face helmet in a car without air conditioning ... Well, I was going "above and beyond" the call of duty as an advocate.

A ride in the passenger seat of a Cup car with a professional driver can be an eye-open-

ing experience. The sensations were coming through every part of the car, hitting me as if to ensure I was awake for the whole experience. The ride was brute force controlled through smoothness I have never experienced. It felt like a Sunday afternoon drive at speeds and forces that can only be experienced in a purebred racer.

Once I got of the car, I was nervous. I was to drive this car in the afternoon, and it was nothing like I had ever driven before. Talk about pressure on the job; this is getting to be a bit much, don't you agree?

The lunch was a perfect opportunity to socialize with the instructors, various program managers and marketing personnel. It was a unique opportunity for me to see first-hand how much effort Porsche puts into their programs to make it part of their "excellence" motto. If this was a "pilot" program I was attending to provide PCNA and PSDS feedback, I can only imagine how much fun (hmm... I mean "work") and learning the real program participants will have during the real thing.

More fun: Turbos, GT3s and the Cup car

Following the lunch break, we were asked to spend more time in the Turbos and GT3s. I still had another seven hours until my flight back home, and there was nothing better to do, so I reluctantly agreed. Now much more familiar with the track layout, I was going at it too, especially with the GT3. Approaching corners and hairpins in the Turbos, I had to brake much earlier than in the GT3.

The Turbo builds up speed so much faster and so smoothly from lower rpms that it took me by surprise how much faster on the

straights I was compared to the GT3. I believe the top speeds weren't that different, but on this track with shorter straights, the Turbo had the upper hand at corner exits. However, the GT3s ate the Turbos for breakfast at the entry and through the corners. The weight difference between the cars was quite noticeable.

Just as most would agree, the Turbo is a superb vehicle for daily driving for a Porsche enthusiast. Occasionally having fun with it on the back roads or the track are just added bonuses. Without a doubt, the GT3's home is on the track. It is a good daily driver per my experience but not very exciting until you get it into corner after corner and balance the car with the brakes and/or throttle through the complexities of circuit driving.

The precision the GT3 carries over any other Porsche model is distinct and measurable in many ways. The response of the throttle, on or off, the determined feel of its shifter, the linearity of its power delivery, the dynamic balance of its chassis and the inch-by-inch precision of its steering are several levels beyond regular models. As you can see, I am "advocating," work, work, work; it just never ends.

By mid-afternoon the time comes for me to drive the Cup car. I got fitted with a racing suit, special helmets with built-in communicators, HANS device attached, and I am fitted into the car. There are a lot of buttons around the dash and steering wheel. The best advice I can provide is not to touch any button that is red in color unless you are specifically told to do so. All I had to worry about was the push-to-talk communicator button on the steering wheel, the ignition-on and starter buttons.

These Cup cars are the dream of club racers, if you ask me. They come equipped with 12-level adjustable ABS, sequential shifter with auto throttle-blip and Michelin race slicks. Our cars were limited to 8,000 rpm, down 500 from the race version, to preserve engine and transmission longevity. In practice, I could not notice the power difference; if we were down on power it could not have been more than 15-25 hp at most.

Additionally, these Cup cars are equipped with data loggers and cameras. They are used for coaching the driver after each session, comparing empirical data from the runs and showing improvement areas. You also get to keep those data sets with videos for added bonus.

I was living in a (good) nightmare

I pushed the starter button. The car came off its air-jacks, and I knew I was in for a nightmare. The bark of the engine and exhaust, the shaking, the car's objections to driving off the pit lane at low rpms, all were all telling how much of trouble I was in. My palms were sweating (I had forgotten to bring my racing gloves with me, you don't!), my eyes were wide

open, and I was wondering if I would be able to handle the complex sequential shifter and non-power-assisted brakes.

I rolled off the pit lane cautiously and slowly started to increase the throttle, pushing the shifter back for upshifts without lifting off the throttle and without the clutch. After a few exploratory laps at medium speeds, I was close to normal track speeds. So much so, in fact, that my instructor asked me to shift to fifth gear on a couple of the straights. Down shifts took a little longer to learn as I had to push the clutch pedal in, but not blip the throttle, so I had to reprogram my muscle memory with this sequence of shifting up and down.

After four or five laps, I was working hard, giving it full throttle on the straights and banging gear after gear with heavy initial braking when approaching corners and immediately then easing off, then down shifting one gear at a time with the exhaust howling. It was a nightmare all right, and I was living in it.

On paper the differences between a Cup car and street GT3 are more than obvious; however, on the track, I found more similarities that I expected. The driving dynamics were similar in terms of power delivery, speed build up and the dynamic balance. Throttle steering the Cup car was as easy, if not easier, than in the GT3.

The feedback in the Cup car is more pronounced and more immediate of course, and the weight difference (approximately 600-700 lbs) is also noticeable. At the same time, the difference between the Cup and the GT3 was less than between the Turbo and the GT3. The only part that felt strange to me was the unboosted, unassisted brakes in the Cup car. You need to have strong leg muscles to work the Cup brakes, and the feedback from the brakes was not something I was used to.

By laps eight or nine, I was feeling so in tune with the car, or so I thought, that throttle steering became a fun-and-games exercise. Unfortunately, I did not realize how small a window there is with the Cup cars between good driving and meeting the Armco barriers.

As I approached Turn 14 trailing the brakes, I turned into Turn 14A a little too early, gave a little too much gas and did not open the steering soon enough that the technique I had been using for the last seven or eight laps turned into a real nightmare situation. The back end snapped, and I was too late recognizing the snap. I countersteered, but it was too little, too late. I started sliding towards the guardrail with a quarter-million dollars worth of equipment.



The cockpit area of the GT3 Cup car is complete with all gauges, removable steering wheel, camera data logger. The cars also have adjustable ABS and a sequential shifter.

The words “don’t track a car that you cannot afford to write off” came to my mind at that point, and I was just about to let go of everything and look for a reset button.

My instructor screamed in a voice as calm as one can possibly be in the situation: “Off the brakes!” I released the brakes, and the car

turned towards the track missing the guardrail by, maybe, two feet; we spun in the other direction and came to halt in the middle of the track. To see this on video, go to www.vimeo.com/24366789

We had just missed the pit entry of course, so we took a cool-down lap and came into the pits. Up on air jacks, I was barely breathing, the crew was checking the car out for any damage or cooling blockage, and a few seconds later I saw a thumbs up. My courageous instructor said “Let’s go again.”

I have never worked this hard for anybody, let alone as a volunteer, risking my life for the sake of a test program, what

more can I possibly do? I went out onto the track full throttle again of course!

Four more laps without throttle steering anything this time. I came back into the pits with sweat flooding my back. I got out of the car, my hands were shaking. I was thankful the test was over, and that I was alive.

I stepped over the pit wall, found a shady area and just sat down to catch my breath and kiss the ground. What did I ever do to deserve such treatment? I do not know. I haven’t figured this one out yet.

Later, as I boarded my plane with my data stick in hand and looking over the analysis on my laptop, all I could think of was the surreal sensation of driving the Cup car at Barber. The encouraging and positive attitudes of the instructors, program personnel and crew was absolutely unique superb. The way a Cup car goes around the track in tandem with your inputs, the up-and-down shifting the sequential box, and despite the highly-strung chassis, how the car could negotiate the curbs with smoothness can only be understood and appreciated once driven on a track.

Thankfully, PCNA came up with this new program to give us the chance to experience it. I can still hear the Cup car approaching the Turn 5 hairpin and down shifting 5-4-3-2, and the bark that emanates with each downshift. That was the best sounding car I have ever heard from inside the car and from the pit lane.

Participation in the program costs \$10,000. Is it worth it? Running a Cup car a race weekend easily costs above that figure, tires alone are probably around \$6,000 a weekend. You add to that the fuel, consumables, some of the best pro coaching at first-rate facilities and how they make you feel ... yes, the cost is more than worth it.

During the normal two-day program participants will be getting over 12 hours of track time and over four hours of it in the Cup car.

That amounts to about \$800/hour, considering the caliber of cars and instructors, I think this program is the bargain of 2011 and I suspect won’t last at this price point beyond 2012. Given that there are only three of these sessions in 2011, I’d suggest you get in line early.

This is, without a doubt, the ultimate GT racecar experience.

Porsche Sport Driving School information

PSDS offers several driving schools at various prices from \$1,795 to \$10,000. In length, they range from a one-day High Performance Driving Course to several two-day courses up to the three-day Competition Driving Course.

For details, go to www.porschedriving.com.

How Perilli computerized timing & scoring

By Starla Phelps
for *der Vorgänger*

Chuck Perilli has made a significant contribution to Club Race through his work with Timing and Scoring. He did not run the first Summit Point Club Race held 20 years ago because his stub axle broke before the qualifying session. This gave him time to kill, so he dropped in on timing and scoring. It was a fortitious visit.

As a computer geek, Perilli was curious about the proficiency of the timing and scoring. "I walked in and saw a sea of old ladies with three stop watches and pads of paper," he said. He did observe that everyone was serious, and that there were multiple redundancies in the process but T&S came down to people with stop watches making notes on paper.

Perilli thought the process was difficult, time consuming and fraught with potential for errors.

Perilli knew that there was a better way to record times. He wrote a computer program that Potomac used for the next two years. Even with this new program, scorers were still writing car numbers, but they did not need to have three stop watches.

When a car came across the line, operators at the two computers pressed a key and a number was then associated with that time. If two cars went across the line, then the computer key was pressed twice. There was still a need to compare the numbers with the computer taps, and a few people still had stop watches. But the process was greatly improved.

In 1998, PCA officially adopted the MyLaps RS timing system that used transponders.

Each car is required to have a transponder attached to its bumper, and when it drives over the imbedded "loop" in the track the computer registers the time and car number. There are still problems that occur because drivers may change transponders or provide the wrong transponder



Photos provided by Chuck Perilli

Left: Perilli bought this 944 from Raymnd David. David owned Motoplan Insurance (a Canadian motorcycle insurer) and was co-founder of the Speard-David Racing School.

Above: Perilli, second from right, in scoring and timing at a 2010 night race at Sebring.

number and even the wrong car number when registering.

The issue of timing and scoring persisted because the new system did not have the ability to track the enduro race requirement for a mandatory five-minute pit stop. A second computer was used to track the time manually that each car was in the pits. Three years ago the system was updated, and all PCA Club Race venues were required to put a loop into the pits in order to get accurate time recordings for the pit stops.

Again Perilli came to Potomac's rescue to help ensure that the loop was installed correctly. However, another problem occurred because the MyLaps system was lim-

ited to a range of 300 meters. At Summit, the distance to the pits is much greater than 300 meters from the computers in the timing building.

Perilli then engineered a setup with John Beatty (PCA National Timing and Scoring) to get the signal from the pits to the computer in the timing building. A decoder box powered by a 12-volt battery is plugged into the pit loop, and it sends a signal to an antenna in the timing building that then transmits to the computer. Pit breaks are recorded as lap times.

Perilli will not be officiating at the Potomac event this year; instead he will be at Hallet Motor Racing Circuit in Jennings, Okla.

two weeks later.

Perilli purchased his first Porsche, a 1983 Sienna Red 944, in 1983 and joined PCA.

His first event was in August at Summit Point and his instructor was Al Collins. Collins let him solo and allowed him to run the time trials. Perilli still remembers his lap time, 1:53.83.

In 1986, Perilli purchased a 944 Turbo and had Paul Weston as an instructor. Weston also had an '86 turbo, and they developed a great friendship. In 1987, Perilli was qualified as an instructor and began instructing in 1988. He then bought a 1989 944 turbo and took it to Tracktime at Watkins Glen.

Who are these characters on the Club Race grid?

By Starla Phelps
for *der Vorgänger*

Just who are those grid guys at the Club Race who run the starting grid with an iron hand. And what's up with the costumes?

I told Head "Bee" Dennis Howard that inquiring minds want to know.

Their story began a long long time ago. PCA's Chesapeake Region contingent to the Potomac DE at Watkins Glen, N.Y. decided to call themselves the B-list. Why? Potomac members were the A-list, so they would forever be doomed to be Bee's ... hence the drawing of the bee on their shirts.

The story then moved on to a place farther away to Colorado. While sitting on the grid waiting to make it big in the Club Race scene, Howard saw Wilma, Fred and Barney Flintstone walking up and down policing the grid. Howard said that the Flintstone characters were full of enthusiasm and cheerfully maintained complete control of the grid.

When Potomac came a calling for help with our Club Race, the Bees answered the call, but they insisted that they were a group and could



The B-List grid gang hoists "Captain" Starla Phelps in a stunt at the 2010 Summit Point Club Race.

not be separated from the hive.

The Bees delight in having fun and maintaining order. One year they appeared in shirts that looked like tuxedos and cummerbunds. Another year they looked like bees with "feelers" on their heads.

Potomac's members waited for the moment the Bees would bring their act to 2010 race.

While there Bert Ferris showed up with a white 944 Turbo Escort Series (made by Porsche for the Escort Series) and Perilli decided he had to have one. He put an ad in *Panorama* and *Autoweek*.

Steve Williams from Grand Rapids, Mich. contacted Perilli and said that he could get him a 944 Turbo Cup Car from Canada with all the papers and no border hassle.

In 1990, they met in Buffalo in a Kmart shopping center parking lot at night. Perilli took a flashlight and inspected the car, test drove it around the parking lot and handed over a check. The next weekend he took it to Mid Ohio.

In 1994, he wrecked the car on the short course at the Glen during an instructor day. At the 2004 Rennsport event, Perilli won his class in his turbo.

Does Perilli have any memories about his experiences with club

race and timing and scoring?

- "At one of the Mid Ohio club races, a racer came to timing and scoring and complained that his hot lap was showing better times than the official scores were showing. I suggested that since there were multiple hot lap boxes on the barrier by the finish line that might be the reason.

The racer disagreed and wanted his girlfriend to be allowed to watch the proceedings and compare her time on a stopwatch with the computers.

The girlfriend monitored the next event and went away shaking her head because the computer was correct.

- "At Sebring a racer complained because he was not getting any times. He thought the computer was in error. I looked at his transponder; it was upside down.

- "At Road America a car

showed up during the qualifying lap with no number, no transponder and it was not registered for the race. To his embarrassment, the owner of the Racers Group thought it was a practice run and took a customer's car out to test drive it.

- 4• "At Lime Rock a black 911 spun one to two times at every practice. Finally, the steward said to black flag him. The scrutineer went up to the driver when he came in and asked what the problem was. He said "Japanese driver on Korean tires (Kumho tires)!" The scrutineer was laughing as he walked away.

- "At Summit Point there were no scales to weigh the vehicles, so at five minutes before the green for qualifying time, the steward announced to the drivers lined up to drive that there would be no impound. In less than five minutes the false grid looked like a salvage

The Bees did not disappoint.

They wore sailor caps on their heads on Saturday and shirts that identified them as the "Porsche Blist Grid Team."

"We tell you where to go because we can."

On the first day, I was invited to the grid to review the sailors and given a captain's hat. By Sunday, all the Bees had been promoted (by their own initiative) to captains... but I did not get an admiral's hat!

The Bees have the power to move a club racer all the way to the back of the grid if the racer doesn't follow the rules. If you

ever come to a BList grid, you better be there before the five-minute rule... or else you will be eating the dust of cars that you out qualified!

The Bees have been seen drinking a yellow colored fluid that they declare is the "honey of life." They must add a little something as it is not very thick, but has a nice sting.

yard! Everything that could be taken off was on the ground including spare tires, seats, carpets and anything else. Needless to say, there has never been another announcement about no impound!

- "Another memory is about Harleigh Ewell who goes to the races pulling his little trailer with his tires behind his Porsche and parks with all the big huge rigs.

While at Daytona, I noticed that Harleigh's rear fender was bashed in and asked if he had an incident during the race, Harleigh said, 'No, that there was a hit-and-run in the hotel parking lot.' Never any track incidents.

- "And finally I remember Patricia Sommerville who ran the first Summit Point race and several afterwards in her green 914. She was the slowest car, but a safe, courteous driver who always finished last.

"She just loved racing."

A day at the track

Potomac's July 15-17 DE at Summit Point (W.Va.) Motorsports Park was a jam-packed success for the club with all run groups fully subscribed, according to club President Dick Seltzer. The weather was rain-free throughout the three-day weekend and most drivers left the track in almost the same shape as they arrived, with a few broken or simply worn out parts that would need replacing.

It's nice to report that Summit Point (W.Va.) Motorsports Park has finally replaced the paddock restrooms with larger, modern facilities: tiled floors and walls, shower stalls and expanded "rest" facilities. Is it worth mentioning that the air-conditioning unit seemed to be working in the July heat?

Next DE event is Sept. 2-4 at Virginia International Raceway in Alton, Va., near Danville.



Left and below: What a deal! as we all know how difficult it is to climb into the rear seat of a 911 to clean the window. Michele Mickelwait, 7, her brother, Ryan, 6, and Caelan Shoop, 11, were offering free rear window cleaning at the July DE event. (All contributions went to Potomac's charities.)



Above: Someone who shall remain nameless had a bit of fun with Past President Tuffy von Briesen's new (to him) GT3.

Left: Barry Neff walks by the new paddock restrooms.



Left: Asif and Maureen Khan with their '96 Carrera 4S they've owned for two years. Above: Greg Bennett had his '03 Carrera C4S up on the lift during the Open Lift Day at Chapman Auto Werks.

New Porsche specialist shop opens in NoVa

By Denise Elliott
for *der Vorgänger*

A new independent Porsche specialty shop has opened in Northern Virginia.

The shop, Chapman Auto Werks in Sterling, Va., is owned by veteran Porsche mechanic Taylor Chapman.

The shop celebrated its opening by offering customers an open lift day on Aug. 6. More than 50 cars and owners attended

to take a look at the shop and get a view of their car they seldom see.

"We enjoy doing open lift days for our clients," Chapman said. "We are grateful to have a loyal following and are planning to do many more of these as a service to the Porsche community."

Chapman Auto Werks is a full-service service and repair facility specializing in Porsche. For more information, visit www.ChapmanAutoWerks.com.

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PCA license plates offered to Virginia members

for *der Vorgänger*

PCA Potomac member Howard Hill recently finalized arrangements with the District of Columbia to make PCA plates available for our D.C. members.

Based on strong interest shown by many of Potomac's Virginia members for similar plates, the Potomac board has decided to offer this option to all of our members who reside in the Commonwealth, and Hill has agreed to coordinate this effort.

Displaying these plates is an easy way to promote PCA while just driving around town. It is a great way to stimulate interest in PCA and a nice conversation piece to help spread word about The Founders' Region.

Please note that we will need to receive at least 450 prepaid applications from members who reside



in the Commonwealth in order to go forward with this project (one completed application for each set of plates to be issued).

There is a one-time application fee of \$10 for each set of plates issued, and there will be a \$10 annual fee following their issuance.

If you would like to be among the first to display these plates,

please contact Hill at howard.hill@pcapotomac.org.

PCA members who live in Maryland should contact the Chesapeake Region for information about Maryland plates.

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Add friends to Potomac events mailing list

Non-member Porsche owners are always welcome at our events.

If you would like to have a non-member Porsche-owning friend receive our event emails on a regular basis, just as you do, please let me know. If you do not need to have both you and your family/associate member receiving the emails I regularly send I can replace the second email address on your profile with that of your non-member friend. The primary member will always receive the emails.

Just send me the name and email address and I will do the rest. Please let them know they will be getting event emails from us and are welcome to join us for the events as a guest in order to test drive the club prior to joining.

—John Magistro
membership@pcapotomac.org



File photo by Richard Curtis

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Fun get-togethers for car lovers

Please email details of other car meetups to dveditor@pcapotomac.org

Katie's Cars & Coffee

Saturday morning meetings are legendary at Katie's Cars & Coffee in Great Falls, Va. for a wide selection of classics, sports cars and other interesting cars. Scheduled time is from 7-9 a.m., weather permitting.

Katie's is located at 760 Walker Road, Great Falls, Va.

Sundays at Fair Lakes (Va.)

The Fair Lakes (Va.) Starbucks for coffee and cars is the site. 8:30-10:30 a.m. at the Starbucks, 12599 Fair Lakes Circle, Fairfax, Va.

Car shows

The 10th annual AARPWiygul Automotive Herndon classic car show will be held Sunday, Sept. 11 at Lynn & Station Streets from 11 a.m. until 3 p.m., rain or



Photo by Jim Arnold

'Gathering of the Faithful' Sunday, Sept. 4

It's time again to crank up those old 356s and other oldies along with later models and on Sunday, Sept. 4, head to the Reston Town Center's pavilion for the annual "Gathering of the Faithful" car show. The show this year is on Sunday.

This is a non-competitive event featuring a lot of terrific Porsches, a lot of great car talk and many, many door prizes. As in the past year, the pavilion will be for 356s only. All other Porsches will park at an angle on street in front of the fountain. As in previous years there is a \$5 registration fee to help cover the Reston Center's facility charges. Parking cars will begin at 9:30 a.m. We will wrap up about 3 p.m. Questions: contact Ron Davis at concours@pcapotomac.org or at (703) 409-0513.

shine. This show supports the nationwide food drive initiative. Bring a non-perishable food item to the show.

Interested in showing your car? Register online at http://www.aarpdulles.org/_mgx-root/CarOnlineReg2011.html

Charity car show

Come see sports cars, classic and antique vehicles, custom cars, trucks and motorcycles at a car show benefiting the American Cancer Society on Sunday, Sept. 18 from 10 a.m.-3 p.m.

Location: 46179 Westlake Drive, Potomac Falls, Va. 20165. Details at www.mcleaninsurance.com/about/carshow.php.

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Savannah? In August? Really?

Tales from a Porsche Parade rookie

Story by Linda Davidson
Photos by Craig Davidson
for *der Vorgänger*

Day 1: Getting to Savannah.

We leave home at 10 a.m., outside temp 85°F and climbing rapidly, but air conditioning working great. Ridiculous traffic through Virginia and we're more than an hour behind schedule by the time we get to Richmond. By the time we hit Fayetteville, N.C. it's 104°F. We're cruising along when a Volvo station wagon leaves us in his dust, so we "draft" him for a while to make up some time. We thought we would spot a "convoy" of Porsches on the way south, but didn't see a single one until we parked the car at the hotel. Eleven hours later, after two pit stops and 597 miles, we pull into the Marriott. Good news is, with our schedule of events, we don't have to get back in the car until Tuesday. Busy day tomorrow—set alarm for 7:10 a.m.

Day 2: From four wheels to two

Craig and I take a Segway tour of Savannah. Super fun way to see a city, but Savannah is a sauna. We sweated through our shirts and hats and had to buy new ones to get through the rest of the day.

At noon we go to the Convention Center to begin the registration process. Once you get your name tags you visit all the chair people of the events you've signed up for—rallies, autocross, tours, etc. Everyone tells you where to park for their event, what time and gives you a map. We had something going on every day, and by the time

we finished I was overwhelmed. Gotta do this one day at a time or my head will explode!

We did a seminar, "Parade 101," for rookies like us. Pretty much a rehash of the six dozen emails we'd received over the past month. We strolled through the exhibition hall where the concours prep was underway. First car we see is a 2005 Carrera GT, which the owner was detailing himself. Lots of people sitting in lawn chairs admiring the car they'd just spent the last eight hours detailing. Then outside to wait for the ferry to take us back to the Marriott. 104°F. Sweated through T-shirt No. 2.

At 5 p.m. we head back to the convention center for Zone 2 reception. Got in some face time and cocktails with Potomac's Past President Tuffy von Briesen and President Dick Seltzer. 6 p.m. is Welcome to Parade Reception. More cocktails. 7 p.m. is Welcome to Parade Dinner for 1,600. Need I say more? After dinner we head outside and it's like a hurricane is raging. Drenched again. I think I may not have packed enough clothes. Early start tomorrow—set alarm for 6:45 a.m.

Day 3: We're volunteers

When you register for Parade, you are encouraged to volunteer for eight hours over the week. For this you get a "volunteer's shirt." I think it may come in handy. Today we were working in "The Goodie Store" when it opened. This is a big deal, and there was a line of at least 75 people waiting for the doors to unlock. Craig was assigned front-door security (think: Walmart greeter). As I am so good at multi-tasking, they gave me two jobs: bag checker and bagger at the checkout line. They were afraid I'd be

Over 100 Porsches made the 2½ hour trip to the Jekyll Island Club south of Savannah.



On Day 8 of the event, the two-hour Parade of Porsches begin the Saturday parade throughout the Savannah area accompanied by local police escort and heavy rains. The route was lined with media and spectators, some sitting in the trunks of their cars to stay dry, others sitting in lawn chairs with a beer in their hands saluting the cars as they drove by.

too overwhelmed, so they gave me an assistant. Whew! Turned out to be a lot of fun. Met people from all over the country, and we got first crack at the merchandise!

After working we hopped on a shuttle bus that took us to Concours d'Elegance. Mother Nature was kind to us today and kept it overcast for most of the day. This kept the temps down and made it bearable to walk around all these spectacular cars. There were 180 entries, and another 300 cars in "The Corral." I was proud to be a Porsche owner.

Next stop was moving our car. When we got here Saturday night the only spots were on the roof. Craig quickly realized that parking in Savannah is not about getting an end spot. It's all about the shade. Even if the only available spot is between two old pickups, the shade trumps everything.

We're off to Time-Speed-Distance Rally school. We run gimmick-style rallies for our region, and TSDs are a big challenge for us. The father/daughter team running the seminar were seven-time National champs in their division. We will NOT be competing against them.

After two hours of "education," Craig was more confused than when we went in. Me? Well, remember how my head was going to explode? We're getting closer...

We had no dinner plans, so we walked to a local restaurant. After dinner the sun came out, temps and humidity went up, and the walk back to hotel rendered another shirt unwearable. Good thing I got that freebie.

Big day tomorrow, the TSD Rally. It's also Craig's birthday. Wouldn't it be cool if we won? Anyway, gotta start early; alarm is set for 6 a.m.

Day 4: Out of the heat

Today we get to spend the day in our air-conditioned car. Should be a one-shirt day. There were about 160 entrants in the TSD, so start times were staggered over a three-hour window. You're given all the route instructions

20 minutes prior to your assigned start time, so no one gets an unfair advantage.

TSD rallies are intense, and serious ralliers are extremely competitive. Times are measured in hundredths of a second, you need calculators and conversion factors, and you need to learn a whole new language—seriously. Instructions come with a glossary. And if that's not enough, they put in instructions that are redundant (on purpose) and others that are there just to confuse you.

One hundred and nineteen miles and 3½ hours later, with a near disaster avoided right near the end, we got out of the car feeling like we just gone 10 rounds with Mike Tyson. Turned in our rally slips knowing that we weren't even close, but once I started comparing our numbers with the official numbers, we didn't do as badly as we thought.

No more Porsche activities on our schedule today. So a dip in the pool, nice dinner and relax before tomorrow's adventure. We can sleep in; we set the alarm for 6:45 a.m.

Day 5: Southern plantation

This morning's activity was a drive-and-dine style tour to historic Rose Hill Plantation in nearby Hilton Head, S.C.

One hundred and ten cars line up for a leisurely drive through back-country roads. But roads down here aren't like the great "Porsche-style roads" we have back home. These are flat and straight. Not much of a challenge.

We did a short detour around a picturesque gated community near Bluffton, S.C. that turned a lot of heads. Then we headed to the plantation just a few miles away. I'm not sure of the historical significance of this particular site, but I can tell you it was 94°F in the shade, and we ate lunch outside. This is definitely a two-shower-a-day town.

Tonight we fulfilled the rest of our volunteer obligation by working at the Rally Awards Dinner. I'm glad we picked indoor jobs since

there's another T-storm raging outside.

Our assignments included counting out \$25,000 worth of Monopoly money for casino night and ticket takers at the door (again, think Walmart greeter).

Awards were given out to all the TSD rally winners and, no, it wasn't us. We came in 22 out of 67 in our division. Respectable showing, but hopefully we'll do better in tomorrow's gimmick rally (that is our area of expertise). Our start time isn't until 10 a.m., so we can REALLY sleep in; we set alarm for 8 a.m.

Day 6: Our chance for glory

Today's the day we'd been waiting for. We were optimistic about doing well in today's rally, even with 170 cars entered.

Driving instructions were 102 miles that included a few planned stops and should be completed in 2½ hours. All 20 of the questions could be answered between miles 13-57. Answers had to be turned in by 4 p.m. No problem, plenty of time.

It's 103°F outside; a/c working well. Off we go, and when we get to mile 57, we're still three answers short. We know there will be teams coming in with perfect scores, and we wanted to be one of them. So instead of completing the last 45 miles of nothing, we decided to reverse the route and hopefully spot the answers we missed on the way back to mile 13.

No such luck. Only found one, so back around the circle and off we go again...all the way back to mile 57 again.

We saw one answer we agreed on, but two things that might have answered the final question. We debated them and then picked one.

By now it was well past two o'clock and we have to hustle to get back by 4 p.m. Police are everywhere and so are Porsches. We saw one poor rallier get pulled over this morning, so you have to be careful.

We did manage to get back in time, but our leisurely 2½ drive turned into a six-hour ordeal



Above: On the first day, the concours prep area inside the Savannah exhibition hall was full of pristine Porsches being prepped for the concours to be held later.

as we made two complete round trips of the course.

Tomorrow we have another driving tour; we set alarm for 5:30 a.m. Ouch.

Day 7: Jekyll Island

Today's adventure is another follow-the-leader drive to Jekyll Island, Ga. About 100 cars participated in a 2½ hour excursion with no pit stops.

Lunch was served in the majestic Jekyll Island Hotel, and then a one-hour guided tour of the island on a tram. Air conditioning provided by Mother Nature. 104°F. Another 100-mile drive back to Savannah. No more Parade activities for us until tomorrow afternoon. No alarm to set.

Day 8: Parade is actually a parade

Before the actual "Parade," Craig and I attend a lunch for all the volunteers, where they give away ALL the merchandise from the Goodie Store that had the Savannah Parade logo. Among other things, Craig won two t-shirts with the logo for next year's Parade. Ironic, huh?

Right after lunch it's time to start the staging with cars grouped by model—beginning with the Carrera GT, then 356s, older 911s, newer 911s, 928s, 914s, 924/944/968s, Boxsters/Caymans, Cayennes and finally the



Left: Potomac President Dick Seltzer with his 911 Targa on the lawn of the Jekyll Island Club. Seltzer was among several Potomac members who made the 600-mile trip to Savannah, Ga. for Parade.

Panameras. And it's at this moment that Mother Nature decides, literally, to RAIN ON OUR PARADE. Although it poured for the entire two-hour cruise through town, it didn't stop all the parade watchers from coming out. The route was lined with media and spectators, some sitting in the trunks of their cars to stay dry, others sitting in lawn chairs with a beer in their hands saluting us as we passed.

Tonight's "Victory Banquet" awarded all kinds of awards and door prizes, including a completely restored 1973 911T and a trip for two to the Porsche Factory in Germany. We didn't win. We want to get an early start for tomorrow's drive home; set alarm for 5:30 a.m.

Day 9: Going home

Fortunately there was very little traffic until we hit Richmond (again), but we made it home in 9½ hours. We drove a grand total of 1,943 miles and burned through 80 gallons of gas. A/C worked like a charm the entire week, and Craig and I are still married.

Final thoughts: The week was a lot of fun, and yes, we'd do it again depending on the location. Even though we were busy every day, we didn't overschedule ourselves and there were a lot of Parade activities that we didn't do. Kudos to all the event organizers who did an amazing job in putting this all together, but Savannah? In August? What were they thinking?



Warning sign on rear decklid of John Magistro's Boxster at the July DE event at Summit Point (W.Va.) Motorsports Park. Photo by Richard Curtis

