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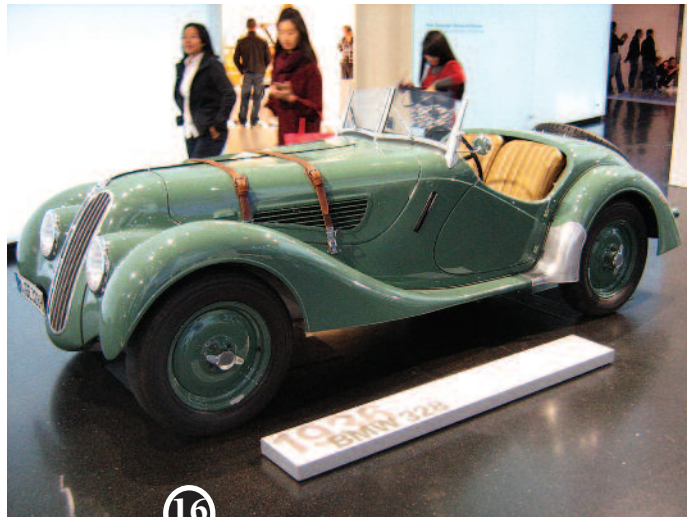
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Cover photo: A 918 Spyder was on display at the Rolex 24 race at Daytona. Photo by Ken Marks.



der Vorgänger

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Lease or Buy?

It is my birthday. I am in Afghanistan leading an observation of the presidential election on behalf of the US Government. You don't get out much in Kabul, so late at night I spend some quality time with various Porsche Web sites and learn of the coming Boxster GTS. I get to thinking - birthday present.

The lease on my current Boxster S runs through March 2015, so I figure if I order a Boxster GTS just then, I could specify a delivery to coincide with my lease end date. During a birthday Skype call with my wife, in which she (once again) agrees to support "the other love in my life", I determine to order the GTS. Happy Birthday indeed - Kabul aside.

In late January I am told the GTS will deliver on or about 13 February. This is almost exactly the date "promised" to me when I ordered the car 6 months prior. There was a moment when it was going to deliver earlier but the Porsche database system was overly excited apparently.

Now I have to decide, lease or buy.

I used to own the cars I drove but lately I have been leasing. The economics and my use profile all point to leasing:

- drive under 5,000 miles annually
- move to an updated model every 3 to 5 years
- uncomfortable without a factory warranty
- nervous without GAP insurance to cover acute depreciation

Except that, somewhat strangely, my current leased Boxster S has never felt like it was mine. It has this weird rental vibe to it. Now that I think back on it, my previous leased Boxster S felt the same way. Like the slight swirl in the right fender after waxing didn't really offend – it's a rental. A "brushless" car wash is okay as it's not really my car. I wanted to drive to Montana near lease end but couldn't as mileage penalties were looming.

Okay, so 2 weeks before delivery I decide I am going to buy my new quad black (wheels) Boxster GTS. Except that in the event, I know I won't.

I just need to get over this odd sense of displacement. After all, I have lived in and raised four children in the same house and still don't own it, what with re-financing and such. Nevertheless, it never feels rented. Previously, I financed the purchase of cars and I always felt like they were "mine". My family has rented dozens of different homes for a week or two at the Outer Banks and by the end of the first day we are returning "home" from the beach for dinner.

I think I'll simply tell myself that at the end of this lease I am going to buy it and "fool" myself into being an owner! In any case, by the time you are reading this I'll just be getting to know MY new car.

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Thank You

I had the privilege to serve as emcee at our club's Annual Awards Dinner on February 7th and was reminded yet again why we say, "It's not just about the cars...it's about the people." After introducing my trousers (not pants) to those present, I shared quite a few laughs and a whole lot of love with the 150+ members present. The trousers are quite the conversation piece – Ralph Lauren thick ribbed, navy blue corduroy with hunters, shot gun and prey embroidered on them. When I chose them out of the few casual few trousers in my closet, I had no idea what a scene they would cause. All in fun, I hasten to add! My daughter now works for Ralph Lauren's fashion group and tells me that she gets 50% off as an employee. I honestly feel like Ralph should have to pay me in order to wear those trousers again in public. With that said, I wish to dedicate this month's column to our sponsors and our volunteers without whom this club simply could not exist.

With respect to our sponsors, I am intentionally not going to single any one sponsor out for the support given. I will nonetheless say on behalf of the club that we members are fortunate to have such a generous corps of sponsors who freely give their time, money and resources year after year. Some of sponsors attended the award dinner and were recognized with a plaque for their contributions to the club. For all of our sponsors (whether or not you attended the Awards Dinner), please accept this heartfelt THANK YOU as a sincere expression of gratitude for what you have done and continue to do for the club.

With respect to our volunteers, I cannot express in words alone how much I appreciate your work towards the betterment of the club. There are too many good people for me to name here in this column. Indeed, I am limited by a word count, and there are certainly many more volunteers worthy of praise and recognition. I will, however, take this opportunity to name the four members who received an award at the dinner. Our Enthusiasts of the Year were Pat and Michael Kaunitz "In Recognition of Your contributions to Potomac, The Founders' Region, and Your Enthusiastic Participation in Region Activities." Although relatively new to the club, they have displayed a Porsche fervour normally seen among the "longer in tooth" shall we say. Also, I am honored to congratulate Sally Herod on receiving a President's Award "In Recognition of Your Outstanding Support to Potomac, The Founders' Region." Sally's quintessential volunteerism and her tireless efforts over many years of service has been nothing short of exemplary. (By the way, Sally is the sister of Marianna Kymptom who is the saintly wife of my first instructor.) Last but not least, I am also honored to congratulate Tuffy von Briesen on receiving The Founders' Region Award "For Distinguished Service" and unwavering support not only on behalf of our Region but also on behalf of our Zone 2 and PCA National.

With sponsors and volunteers such as the ones with whom this club has been blessed, we are sure to make it another 60 years. Happy Anniversary!



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Potomac's 2015 calendar

The information below is accurate as of date of publication. However, you're advised to check Potomac's website at pcapotomac.org for further information and the most up-to-date information.

March

- 7 Virginia Brunch at City Grille in Manassas on Saturday, 11am – 1pm.
- 8 Autocross School. Bowie Baysox Baseball Club, Bowie, MD. 7am – 5pm.
- 14 Potomac's Second Saturday breakfast at the Silver Diner, Merrifield, Va. 8am - 10am.
- 21 HPDC and IC Training. Jefferson Circuit, Summit Point.
- 21 Potomac's Maryland Brunch at Glen Echo, Md. 11am – 1pm.
- 22 IC Training and Instructor Day. Jefferson Circuit, Summit Point.
- 28-30 Potomac Club Race Novice Flag School. Summit Point.
- 28 Potomac's Drive & Dine to Wine Bootcamp at Little Washington Wintery.
- 28 Tech Session. 9am – 1pm.
- 28 Detailing Clinic with the BMW club. Speedfreak Detailing. 10am – 2pm.
- 29 Potomac Autocross #1. Bowie Baysox Stadium. 7am – 2:30pm.

April

- 3-4 DE Summit Point Main.
- 4 Virginia Brunch at City Grille in Manassas on Saturday, 11am – 1pm.
- 11 Potomac's Second Saturday breakfast at the Silver Diner, Merrifield, Va. 8am - 10am.
- 18 Potomac's Maryland Brunch at Glen Echo, Md. 11am – 1pm.
- 19 Potomac's Trail Ride & Cookout w/ NVJA (for Cayennes).
- 24-26 Potomac's Covered Bridges Drive&Dine Tour to Bedford Springs, PA Resort.



Starting in 2015 we have a new monthly breakfast at the Silver Diner in Merrifield, Va in addition to our monthly brunches in Manassas, Va, and Glen Echo, Md. This will be in place of Thirsty Bernie's Sports Bar & Grill.

Potomac Monthly Brunches

Potomac breakfasts and brunches are an excellent way to (a) have a tasty meal, and (b) make new Porsche friends or renew old friendships. Meetings are low-key with no agenda.

Virginia: first Saturday of each month, 11am at the City Grille, 10701 Balls Ford Road, Manassas, VA, 20109.

Virginia: second Saturday of each month, 8am. Silver Diner, Rt 50 in Merrifield, VA.

Maryland: third Saturday each month, 11am – 1pm at the Irish Inn, 6119 Tulane Ave., Glen Echo, MD.

Cars & Coffee

Fair Lakes, VA

Sundays, roughly 8:30 – 10:30am, Fair Lakes (VA) Starbucks for coffee and cars is the site located at 12599 Fair Lakes Circle, Fairfax, VA, just off Interstate 66 at exit 55B.

Hunt Valley, MD

Saturdays, 8 – 10am, Hunt Valley Towne Centre at Joe's Crab Shack, 118 Shawan Road, Hunt Valley, MD. Many cars of all types.

Burtonsville, MD

Sundays, 7:30 – 10am, "Church of the Holy Donut," Dunkin' Donuts, Route 29 & 198, Burtonsville, MD.

Great Falls, VA

Saturdays, 7 – 9am, Katie's Cars & Coffee located at 760 Walker Road, Great Falls, VA. This is perhaps the premier gathering of interesting cars in the D.C. area. Don't look for many cars if the weather is inclement.

Bethesda, MD

Saturdays, 8 – 10am, Corner Bakery Cafe, 10327 Westlake Dr., Bethesda, MD, Westfield Montgomery Shopping Mall.



My 24 Hours of Daytona Secret

Story and Photos by
Ken Marks

Shhh! I am about to tell you a secret...

But, first some background. In 1979, my honeymoon started with a visit to the 24 Hours of Daytona. This year was my first time back, and it was a return in style. That brings me to the secret – I attended as a guest of Porsche Motorsports and spent my time in the VIP compound!

What a way to watch the race! On arrival in the designated parking area, several waiting golf carts welcomed us. They were there to transfer us from the parking area to the compound. And what a luxurious compound it was – a blazing white tent with “Porsche” in red letters across the top, white tables and chairs, sofas, and plenty of room to spread out. There was clearly going to be ample food and drink. There were many TVs, a countdown clock waiting for the race to start, spotlights highlighting sayings by Ferdinand Porsche for inspiration, and more. Multiple meals were going to be provided during the day and the bars (two, one indoors and one outside) were there for drinks and beverages. Out back was a silver



Porsche 918 Hybrid to look over. There was also a pit roof seating area for our use.

The staff was made up mostly of Porsche Cars North America folks, in addition to a full catering and bar staff. Everyone, and everything, was ready for 24 hours of racing. Three of PCNA drivers (Nick Tandy, Patrick Pilet, and Marc Lieb) came to speak with us. I learned that while Le Mans has about 7 hours of darkness, Daytona would have about 13 hours. Daytona is clearly a challenge.

Since this was only Friday afternoon, we started to settle in for the long weekend. Our passes gave us almost complete access to everything but the hot pits. We walked through the garage area and watched the teams making last minute adjustments.

We marveled at the many past winning Porsches on display in the “Spectator Fan Zone”. I



did not see the Hurley Haywood/Danny Ongias/Ted Field Porsche 935 car that I watched win in 1979, but there were many great Porsches there -- 962s, 914's, 935s, 911s and more. The display showcased Porsche's past dominance of this event.

As we walked around, I made a mental note of good photography locations for the race. I noticed almost immediately that on turn 2, I would need a step stool to photograph over the fence.

The first race up was the Continental Tire Sports Car Challenge series race – the BMW Performance 200 – on Friday afternoon. Porsches won both classes. Fifty-one cars raced for two and a half hours over the 3.56 mile Daytona circuit. Brothers Matt and Hugh Plumb won both overall and the Grand Sport class in the No. 13 Rum Bum Racing Porsche 911, followed by Andrew Davis and Robin Liddell in the No. 6 Stevenson Motorsports Chevrolet Camaro Z/28.R.

Spencer Pumpelly (not a stranger to readers of these pages) and Luis Rodriguez, Jr. won the Street Tuner Class in their No. 17 Porsche Cayman, followed by Eric Foss and pole sitter Justin Piscitell in the No. 56 Murillo Racing Porsche Cayman.

We went to dinner at Winghouse down the street from the track with friends. After a good meal, we retreated to our hotel to get some sleep (in Palm City, FL, 40 minutes away). We were back at the track by 8AM, just in time for a great breakfast in the Porsche compound. After the heavy rain stopped, we walked through the garages and out onto the track. We were amazed at how steep the banking is at the start/finish line, and imagined how much steeper it must be in the turns!

Before we knew it, it was 2:30pm and time for race to start. The countdown clock started in the compound. Then the race was on. The Daytona

Above: The number 912 911 RSR factory car.



Above: The number 911 911 RSR factory car.

Below: A late-night pit stop.

Below right: A 918 Spyder on display.

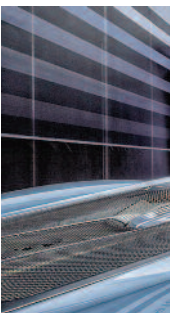
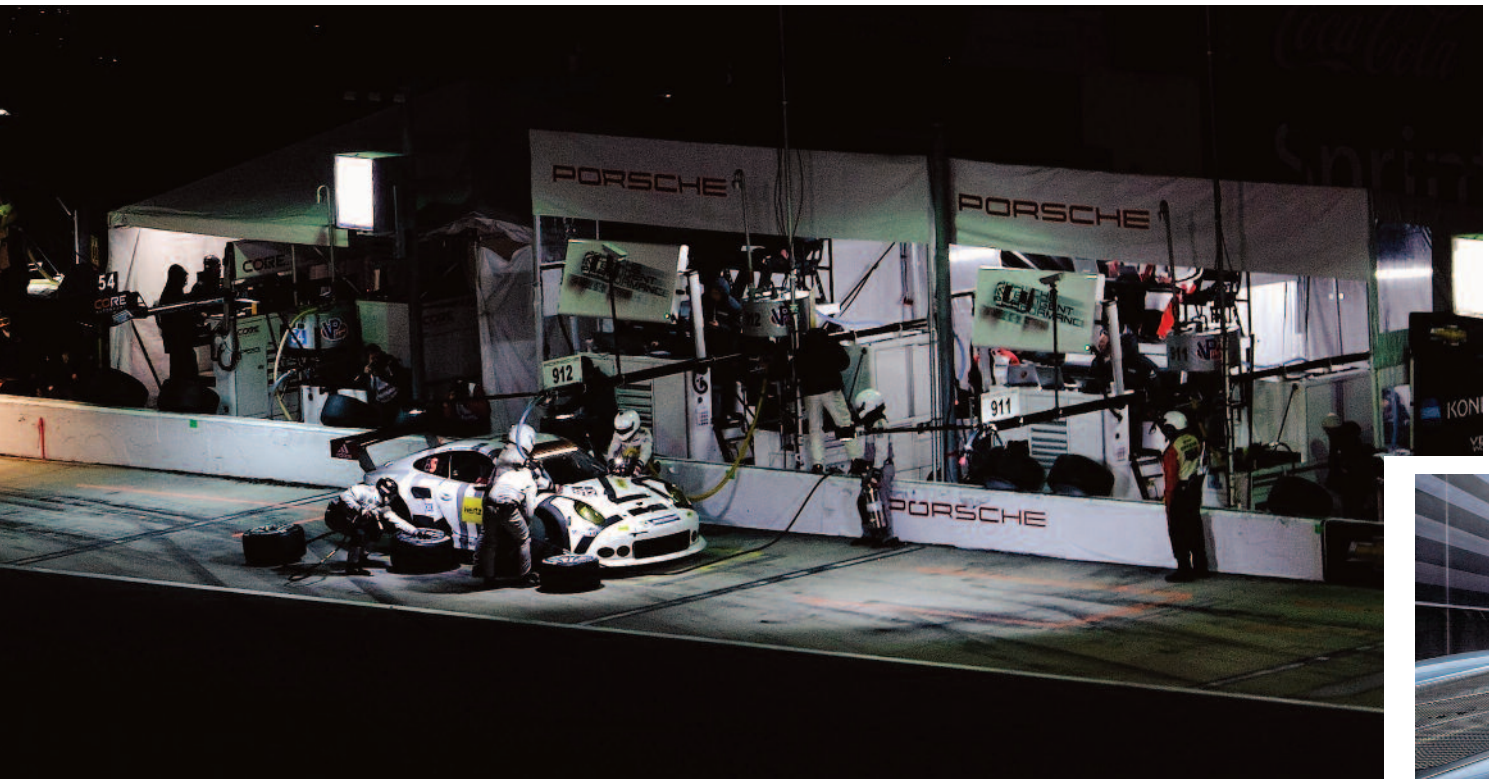
Far right: The clock starts at 24 hours.

prototypes thundered into Turn 1. But I was really here to watch the Porsche Motorsport team cars. And they did not disappoint in the early goings of the race. They challenged the Corvettes and Ferraris for the lead and stayed in contention. This was supposed to be an endurance race, but the Corvettes, Ferraris, Porsches and BMWs in particular ran it as a sprint. No quarter was given and none was expected. Every car took advantage wherever it could. I took pictures over the fence as we walked around the track (by one count we had walked 8.5 miles).

Day passed into night. I don't remember so many lights in 1979. I guess the lighting is an improvement. The track is now lit most of the way around. There were pit stops and crashes in the early evening. After steaks, wine and snacks at the compound, we headed out to walk around. Then we learned that the compound would close at 10. We panicked. We had planned on staying in the compound overnight, but luckily I had insisted on having rooms back up rooms for Saturday night; We started the trek to our hotel (40 minutes away) at 11 pm.

We were back at the track at 4 am. This time we went high up in the immense grandstands for a night view. (There were people sleeping on the seats despite the 40-degree temperatures.) We made our way around the circuit and snapped some photos of the sunrise behind the cars. At 8 AM we went to the Porsche compound for breakfast. We were tired by this point and spent much of the time after lunch in the compound watching on TV.

With the dawn, many cars had mechanical problems. We learned that the Porsche Motorsport cars had suffered a shunt overnight (with each other). The lead Ferrari was out of the race. It became a race in the GT Le Mans class between the two Corvettes and a BMW. One of the GT America Porsches had hit an opossum. The pit



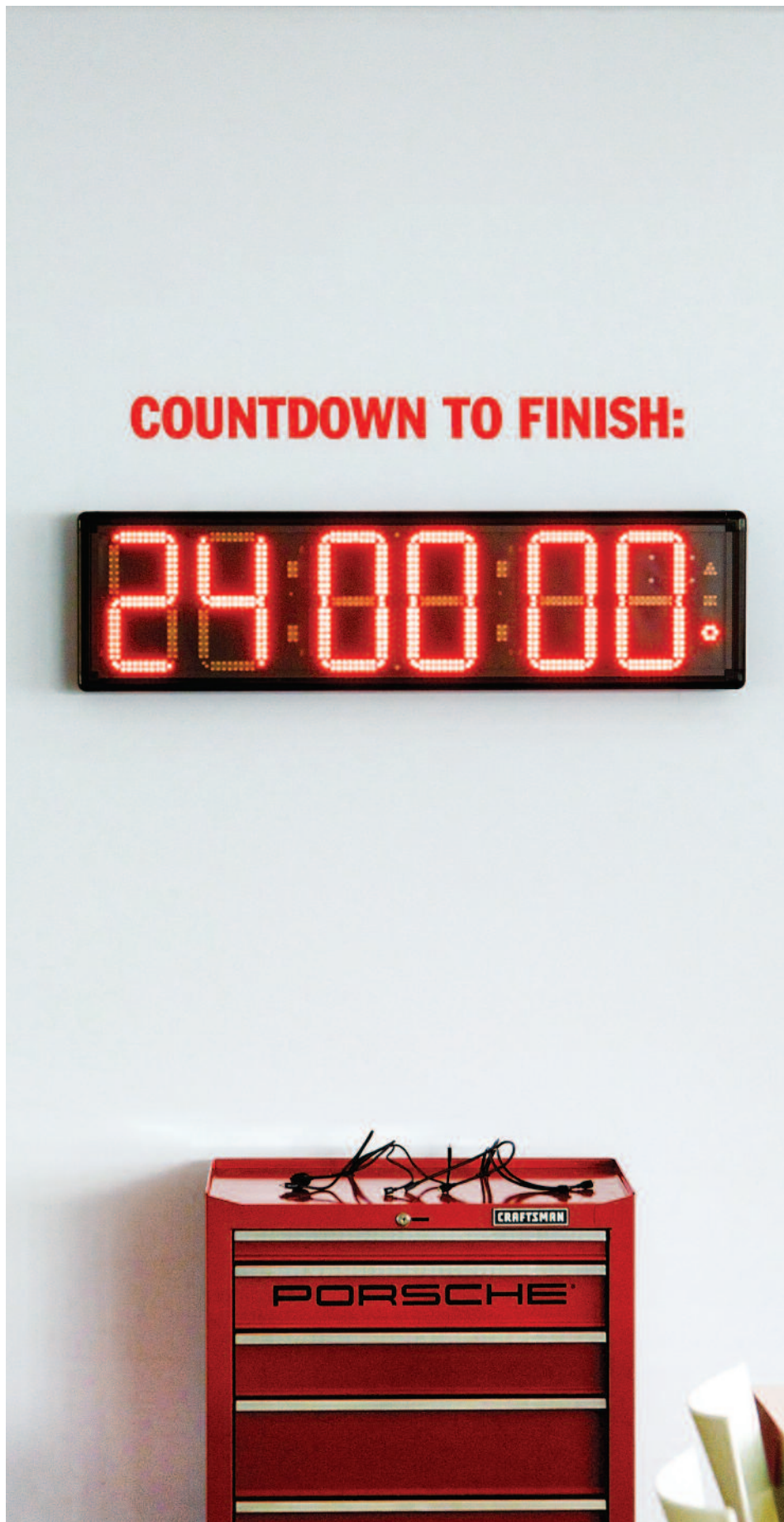
crew found it in the trunk hours later, named it “Ballast”, and gave it a twitter handle! The end was near.

In the prototype class, after 24 hours, 740 laps and 2,634.4 miles, the 2015 Rolex 24 at Daytona came down to a seven minute, 30-second sprint that saw the No. 02 Chip Ganassi with Felix Sabates Ford Eco Boost-powered Riley DP squeeze out a 1.333-second victory over the defending Rolex 24 champion No. 5 Action Express Chevrolet Corvette DP.

In the GT Le Mans class it was close as well. The No. 3 Chevrolet Corvette C7.R (driven by Antonio Garcia, Jan Magnussen and Ryan Briscoe) took the class win and a surprising fifth overall, just 0.478 seconds ahead of the No. 25 BMW Team RLL BMW Z4 GTE. This was Corvette's first Rolex 24 win since 2001. The Porsche Motorsport team cars 911 (driven by Tandy / Pilet / Lieb / Christensen) finished 5th in class, while car 912 (driven by Bergmeister / Bamber / Makowiecki / Christensen) finished 7th in class. While it had not been a good day for the Porsche factory team, the car has the speed. Wins will come; the season is just beginning.

In GT Daytona, the No. 93 Dodge SRT Viper finished first in class, 7.6 seconds ahead of the No. 22 Alex Job Racing / WeatherTech Porsche 911 GT America. Oh, and Ballast finished 11th in class.

So now my secret is out, and I am already making plans to go back next year. You'll see me in the Porsche Motorsports VIP area.



Meet Michael Kaunitz, the 2015 PCA Potomac Autocross Chair

Interview by Gary Baker

During the “off season” I had the chance to interview Michael Kaunitz, our 2015 autocross chair.

Michael took over the autocross program from me in November 2014. He has trained extensively and will do a fantastic job as chair. A first rate competitor himself, he followed me like a duckling in 2014 and picked up all that is required to produce an extraordinary program. In this dV issue, I wanted introduce him to our readers through some questions about him and his 2015 plans.

(GB) Michael, tell us your background, and something about your cars and racing. Were you always a gear head?

(MK) The first car I fell in love with was a 1973 Porsche Carrera RS that I built from a plastic model kit. After that, I don't recall ever not being into cars. When I was younger, I didn't have the money to race so I worked as an SCCA corner worker throughout my 20s and got to work at some amazing races and meet some of the stars of the day. In 2000, I finally started getting behind the wheel myself with my first Skip Barber Racing School. I was ready to do their pay-drive program when the market fell apart and those dreams ended. I have been anxious to get back into performance driving and my 911 begged me to do so.

(GB) Are you known only for autocross or do you also enjoy road course events?

(MK) I love both. Baysox for autocross, and Summit Point for road course events. They each demand a particular set of skills and present the driver with unique challenges.

(GB) What is the main difference between driving autocross and driving a road course?

(MK) Two key things stand out for me. In autocross you have to be able to completely integrate the course layout into your mind and optimize your driving strategy very rapidly. You have 5 or 6 attempts to set that fast time everyone is looking for. On the road course you have plenty of time for repetition to improve your lapping. Secondly, since most autocross courses are driven in 2nd gear the speeds are drastically different than in road racing where average speeds can be over 100 mph on many courses. Your driving style for autocross can be much more aggressive where the road course demands smoother driving to keep the car settled at speed.



(GB) Which is more fun and why?

(MK) If you want the best minute of fun then autocross wins hands down. The intensity level is 100% at the event. No time to rest on course. Autocross is a great way to learn just how much you and your car are capable of in a very safe and controlled environment.

(GB) What advice would you give to someone who wants to get into autocross?

(MK) Come on out! Autocross is the most cost effective way to explore your limits and those of your car. The risk is low and we have excellent instruction available.

(GB) Are there any driving tips you could give a novice?

(MK) Look ahead and breathe, your car will follow your eyes. Take your time and build up to speed. Don't be over zealous with the gas, brake and steering inputs. Focus on good clean runs. After each run spend a few minutes analyzing what happened with you or review the run with your instructor. Pick areas to focus on the next time through.

(GB) What are some of the common mistakes you see beginners make?

(MK) Being overly aggressive before understanding the capabilities of their car. Too much focus on achieving a fast time. Let continual improvement be your measure for the first several events.

(GB) What's your single most important driving tip?

(MK) Take the time before you drive to clear your mind and be present. If you are distracted it becomes hard to focus on the course, your actions, or the car's actions.

(GB) When is the first event?

(MK) The Autocross School will be held on March 8th, followed three weeks later by the first official timed event on March 29th.

(GB) How do I sign up?

(MK) All events will be posted on motorsportreg.com. Stay tuned! And visit PCAPotomac.org for the latest results and photographs from our events.

(GB) I'm worried about my new car, is it dangerous, or will I break something? I've never tried it – do you offer instruction?

(MK) Autocross is a very safe way to explore your car and its limits. We see no more car issues on course than you would expect on the road. Your Porsche is an incredibly robust machine and it will be thrilled with you for thrashing it about.

The courses are well planned to ensure there are no obstacles to hit and that risk is minimized. The most normal thing would be to hit a cone. They are made of soft rubber and do no damage to your car. We provide instruction for all novice drivers and for anyone who asks. Instructors are experienced drivers and we suggest you take the opportunity to ride in the passenger seat with one of them at some point during the event to experience your car's capabilities.

(GB) I've heard there's a lot of standing around. I'm quite busy and don't like waiting. Is there something for

me to do when I'm at the events or can I bring my friends to watch?

(MK) The event format insures that the day will go quickly. When you are not driving you will have the opportunity to work either on course or in another support role. Watching others compete adds to the excitement. Chances are, you may learn something when you see how others drive.

Friends and family welcome to come and watch. We supply breakfast and homemade lunch as well as drinks throughout the day for our registered participants. This year there are prizes and raffles at the conclusion of the day. Most events end between 2-2:30PM and we often do fun runs, when time and interest permits.

(GB) Tell me about your facility and what I can do to help in the club?

(MK) All 2015 events will be held at the Bowie Baysox Stadium, with the exception of the August 8th event at PorscheFest, which will be held on Jefferson Circuit at Summit Point. Baysox Stadium has a great parking lot with a unique hill feature.

We are always happy to have members assist with the events. There is plenty to do--simply find me or co-chair Scott Jackels and we will be happy to put you to work!

2015 PCA Potomac Autocross School

Hard to envision in this frigid winter weather, but the 2015 autocross season starts in less than a month with our annual Autocross School, Sunday, March 8th.

For 2015 we are adding new features to our regular events, including prizes and raffles, special guests and cars, and new timing software with live features for drivers.

As experienced participants, you already know how addicting autocross can be. Autocross School is designed for new drivers and is an exciting way to engage friends and family!

Registration is now open. Sign up and forward the link below so we can have a strong start for the new season. Don't delay – space is limited to 42 drivers. Last year the event sold out early, with a long waitlist.

Registration link: <http://www.motorsportreg.com/events/pca-potomac-autocross-school-bowie-baysox-stadium-founders-708098>

If you have questions, feel free to email autocross@pcapotomac.org.

Munich and BMW

Story and photos by Frank Bernheisel



Above: BMW Headquarters - BMW-Vierzylinder – Named for its shape.

Above right: Entrance to BMW Welt which is next to the Four Cylinders,



After our train ride from Prague, fellow PCAer Ron Cannizzaro and I arrived with our PCA members, Anne and Kathy in Munich. It was at the end of Oktoberfest. Mad King Ludwig's castles were on our agenda as well as other Munich attractions. On our final day in Munich we called a taxi and visited the BMW Museum and the BMW Welt. These are adjacent to the BMW headquarters – BMW-Vierzylinder – that was completed just in time for the 1972 Olympics. Nearby is a BMW factory originally built in the 1920s but modernized and now using robots. It is available for tours.

It was a grey day, as the pictures show, but no rain. The BMW Welt (BMW World) was a combination car showroom, company store and amusement park. One could buy a car there, have it delivered and drive it away. We bought T-shirts.

The museum had WW I airplane engines, which is how the company got its start. The examples exhibited included both air cooled 9 cylinder radial and V-12 water cooled. (BMW's

whirling propeller Roundel represents this origin.) BMW made military aircraft engines again in WW II, including the early jet engine for the Arado AR bomber built and flown in 1944. There were many automobile engines on display including early 2002 and a contemporary V-12. Ron said that the Porsche museum in Stuttgart was more impressive, but as a Porsche owner, he may be biased.

When Germany was forced to disarm after WW I, the company began making motorcycles. The classic BMW motorcycle had an opposed twin cylinder engine with a shaft drive. The company also made a single cylinder and had experimented with radial engines in motorcycles. The museum had several models on display. The evolution was clear. I went to high school in Germany and I wanted one of the motorcycles. My father had promised a motorcycle if my grades were good. They were and the motorcycle I received was a little 125 cc single; a far cry from the impressive BMW 500 cc twin. I bought a BMW R60/5 in 1973, myself.



BMW started making cars in the late 1920s and by the 1930s BMW had made significant design progress. One of my favorite exhibits was the 1936 BMW 328 roadster, which I saw on the streets in Germany in 1950 and which sparked my lifetime interest in cars. The museum also had the aero coup version. A separate exhibit had the coup's integral framing without its body panels; innovative for the 1930s.

The museum had several early cars from the 1950s including a BMW 502, which looked like a holdover from the 1930s. BMW was trying to find a niche in the car business with something it could sell in the U.S. Max Hoffman convinced BMW that a sports car would sell. Max Hoffman also convinced Porsche to build Speedsters for the U.S. market. And, no one could forget the beautiful 507s which was the result. They were a BMW product made from 1956 until 1959. It had a 3 liter aluminum V-8. However, it was expensive and BMW only made 252 of them because they were losing money. After that BMW tried the low cost, rear engine, Series 700. The

museum has one and I took a picture but it is ugly. The 1800 sedan, which was a success in the U.S. and saved BMW's bacon, was missing from the museum. I was disappointed as I had one and used it to teach my girls car maintenance. The 1800 was accompanied by the 2002 and the rest is history.

There were a couple of Formula I cars and several experimental cars including one that was hydrogen fueled. BMW M12/13 inline-four turbocharged engine that powered the Brabhams in the 1980s was on display. Also, the museum had a large room full of recent model production cars, which looked like a dealer showroom. The museum was worth the trip, we had seen all the exhibits and it was getting close to time for a drink. We caught a cab back to our hotel and had a nice dinner. We were winding down and Sunday was our travel day home. The BMW Museum was a good end to a wonderful trip.

Above left: BMW 328 Aero Coup.

Above: BMW M1 concept car.



Above: PCA Potomac member and SCCA Washington DC Region Flag Chief Mark Hillyer with SCCA flagger Jim Ford displaying a Full Course Yellow at the Baltimore Grand Prix pro races in September 2013.

A Different Perspective

Story and photo by Scott Hoffman

The allure of motorsports--its probably a factor in drawing many of us toward purchasing the cars we own, joining the PCA and participating in the types of club events that only a club like the PCA can provide.

Some PCA members feed our "need for speed" by racing in Club Race or Autocross events, or by driving in HPDE or rally events. However, many would rather not participate in motorsports due to the constraints of cost, time, or the risk of wear, tear and damage to our beautiful cars. There is another way to be involved in motorsports and it requires nothing more than a week-end of your time while providing the very best view of the racing action without actually sitting in a driver's seat.

The view from the bleachers as a spectator at pro races or even at local club events can be ex-

citing but it's not nearly as thrilling as the view from the other side of the fence. The "Different Perspective" I am asking you to explore is from track-side as a corner worker or flagger. Flaggers are the workers that communicate to the race car drivers using a set of colored flags that have specific meanings. Flaggers also communicate with other flaggers and race officials by radio to let other workers know about on track incidents or infractions.

Unlike the paid flaggers you might see at our PCA Potomac HPDE events, club racing flaggers typically work from the corners at near track-side level and not in the elevated tubs. This not only gets the flaggers closer to the action to better observe the racing but also adds to thrill as all of your senses will experience racing at its closest without actually being in the seat of a race car.

As a volunteer flagger you not only get to see the races from up close but you become an integral part of the event. You ensure the races are safe, fair, orderly, and fun for the competitors, the fans and your fellow volunteers. Flaggers work as a team at each corner station. Most corner teams are comprised of two persons actually handling the flags but facing opposite directions, some cross-track or down track safety personnel, and a Communicator whom makes all the radio calls. Team members will rotate through the various positions at each corner and sometimes to an adjacent station. An experienced Corner Captain always leads corner teams.

Our PCA Potomac Region along with its Club Race Co-Chairs will start requesting volunteers this summer to help fill a variety of necessary positions at the 23rd Annual PCA Potomac Club Race at Summit Point Motorsports Park at Summit Point West Virginia currently scheduled in September 2015. The most critical need is for flaggers.

The first “Different Perspective” I asked you to explore is as a volunteer flagger at the September PCA Club race at Summit Point. An additional “Different Perspective” I am also asking you consider is to join the Sports Car Club of America (SCCA) and becoming an SCCA flagger to gain experience at SCCA events so that you will have training and experience prior to our PCA Club Races.

The Washington DC Region of the SCCA supplies flaggers for our PCA Potomac Club Races. The SCCA organizes, trains, and equips its flaggers for not only its own regional club races at Summit Point but also is tasked regularly for pro sports car or road races nationwide such as IMSA races at Daytona, Sebring, Watkins Glenn, etc. Even the recent Indy Car and ALMS pro races at the Baltimore Grand Prix used volunteer SCCA flaggers--many from the Washington DC Region. As a volunteer flagger you will not only be trained properly by the SCCA to work at the regional club races but have the option to pursue this adventure at a higher level with the SCCA if you wish. It's very addictive--ask many of your fellow PCA Potomac members that also spend time at Summit Point Flagging for the SCCA. PCA Potomac has many members racing their Porsches or other cars in the SCCA so you'll see some familiar faces and cars.

What are the benefits of volunteering to flag at SCCA and PCA Club Races and events?

- Free Race and club souvenirs and tee shirts provided.
- Dinner provided on Saturday nights.
- Lunch tickets for Chez Summit (I knew this would capture your attention!).
- Free camping at Summit Point.
- Free sign-in of one guest at each SCCA Club race event.
- “Work Three, Get One Free” option for SCCA Performance Driving Experience (PDX)

Most of all, your reward is the camaraderie of working with like-minded racing enthusiasts while ensuring the safety,

sportsmanship, and fun for the racers, teams, and spectators.

Club racing requires a lot of commitment by the race car drivers themselves but without a trained and experienced team of volunteers there can't be any racing. Although flaggers are the hardest positions to fill there are other volunteer positions that both the Potomac PCA and the SCCA Washington DC Region require filling throughout the race season and these include; Technical Inspectors, Timing and Scoring officials, Grid officials, Pit officials, Registration, Sound Control, and Emergency Services. Some of these same positions also require volunteers during the PCA Zone 2 Club Races at Virginia International Raceway (VIR) in June.

For those interested in volunteering for our local Summit Point Club Races please contact the SCCA Flag Chief responsible for the corner workers at our PCA Potomac Club Race event, Mark Hillyer. He can be reached by email at markscca@gmail.com. The PCA Potomac Club Race Co-Chairs can be contacted at clubrace@pcapotomac.org.

The SCCA Washington DC region has scheduled its annual flagger's meeting and fire extinguisher class for Saturday March 14, 2015 at Summit Point. This event is in conjunction with the SCCA PDX scheduled for that same weekend. After attending the class you may wish to dip your toe in the water by working a corner for one day or both. The SCCA PDX events are the equivalent to our PCA HPDE so the event is a bit more less intense than an actual club race yet allows a great training opportunity to gain experience as a rookie flagger.

If you are really serious and think flagging is a hobby you wish to pursue for more than just an annual excursion to the PCA Club Races in September, The SCCA Washington DC Region offers a novice flaggers' school at Summit Point March 28-29, 2015. This school is in conjunction with the annual SCCA Competition License School for race car drivers wishing to obtain their license to race. An experienced SCCA Flag Chief will teach the class and it will be divided up into classroom instruction, trackside instruction, and will wrap up with a full day of on-the-job training at a corner working as a team member with experienced flaggers. After completion of the class you will be qualified at the SCCA regional level in the specialty of Flagging and Communications.

I encourage you to take a “Different Perspective” trackside by volunteering as a flagger at our local SCCA and PCA Club races. I also think you'll gain a greater appreciation for PCA Potomac, our members and our cars by joining the SCCA but you'll also find out that the PCA and SCCA clubs are complementary in our activities and common objectives—we just happen to have the best cars!

Please join your fellow PCA Potomac members and gain a “Different Perspective” in 2015.



1973 911E Re-fit

Above: Dave purchased a set of steel 930 front fenders and an M.A. Shaw front hood as part of this 1973 911E rebuild.

Story and photos by Dave Bergman

I purchased the 1973 911E from the original owner in 1999. For this second re-fit of the car, I decided to go full-on turbo wide body with an early long hood.

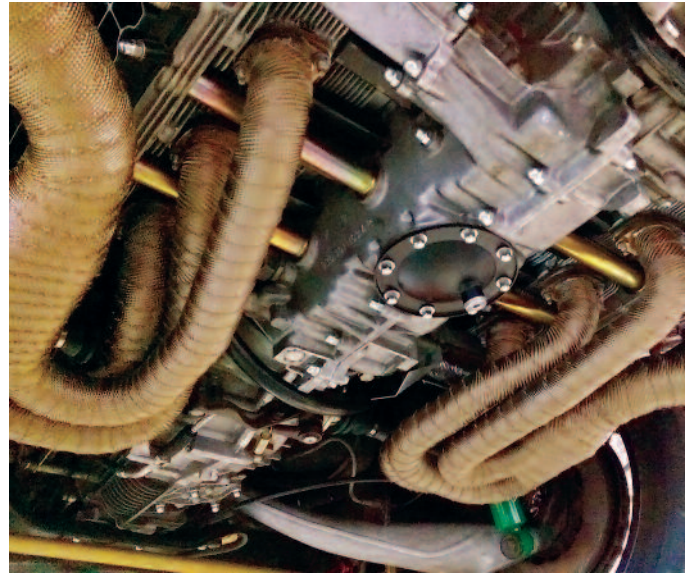
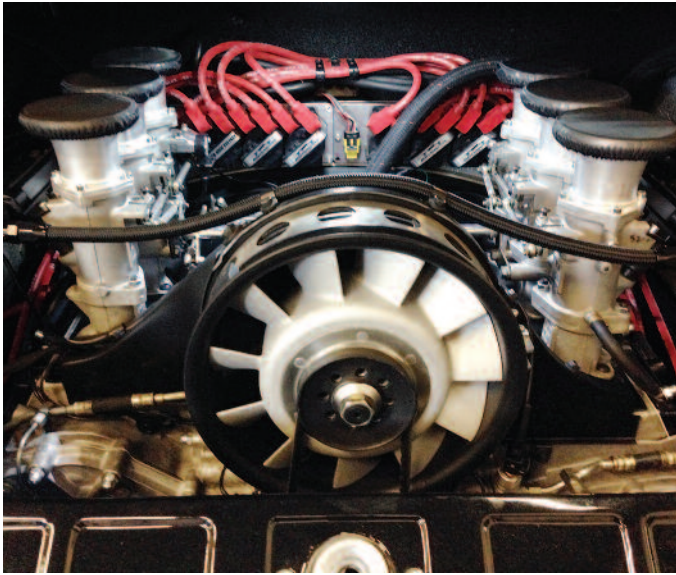
Body: In order to achieve the look I was after, I purchased a set of steel 930 front fenders and an M.A. Shaw front hood. A good friend had a set of rear flares (also steel) that were cut from a 930. We welded the flares on and fabricated the extra metal for the front fenders in order to use the earlier model lights. The front bumper and ducktail were also purchased from M.A. Shaw with a signature third brake light treatment that we sourced from BMW.

The rear bumper is what makes this car different than others I have seen. It is composed of fiberglass 964 turbo outside sections with the original duel exhaust holes filled and finished. These sections were shortened as they were too long and I also had to trim the height down. This was then finished off with the original early center

section that I reinforced from a handmade stainless bezel after cutting out the exhaust tip opening.

Suspension: The 911 already had the later aluminum trailing arm and front cross member from an SC. I installed a set of beefy torsion bars and replaced all the bushings with poly. I found that the trick to using the poly bushings was to cut reliefs into the inside of the bushings to give room for grease and added grease fittings to ensure they do not dry out and squeak like so many of them do. I used Bilstein heavy duty shocks to handle the bumps and also installed a shock tower support from Renn line to finish it off.

Brakes and Wheels: The front brakes were purchased as a big red kit and on the rear I used 993 TT rotors with matching big red calipers and fabricated the caliper brackets. The wheels are Fiskses that I had purchased before going with the wide body design. I sourced new barrels to make them wider and used Forgeline outer rim halves



due to their cleaner high quality lip design. The centers were painted to match the body.

Engine: This engine is based off of a 3.3 turbo and has a displacement of 3.5 liters. Modifications include: Shuffle pined case, knife edged crank, 964 oil pump, Pauter H-beam rods, steel cylinder liners in Mahle aluminum barrels, JE forged pistons with valve reliefs, and Goetze rings. The heads have been twin plugged and are sealed to the cylinder with modified Andial stainless steel head gasket/sealing rings along with Raceware head studs and hardware. They have a 46mm intake port and custom made slip in d-ports for the exhaust. I chose to go with a 3.8L RSR cam grind which have the same cam timing as an "S" cam.

Engine management is handled by Electromotives Tec 3r. Induction is handled by TWM individual throttle bodies that measure in at 52mm.

The exhaust is made up of a set of ceramic coated headers that extend to v-band clamps that are welded to stainless 2.5" pipe feeding 2 race Magnaflo mufflers that then exit at center.

Transmission: The transmission is a combination of 915 gearboxes. It has a magnesium gear carrier with aluminum nose cone and bell housing complete with ZF LSD. The engine and transmission are bolted in via Wevo engine and transmission mounts. Shifting is handled by custom made shift coupler attached via shift rod to Wevo tall shifter.

Interior: I Started with RS carpet kit in black and utilized extra material to recover the later

style fiberglass door pockets. I fabricated new door panels complete with later door handle pulls and reupholstered the remaining interior panels in red vinyl. I fabricated red and black carbon fiber panels for dash trim and installed an electronic 180mph 930 speedometer that we refurbished. LED backlighting was used for all gauges. Seats are Recaro wrapped with black leather. The steering wheel is a Fittapaldi Personal edition complete with early colored crest horn button.

Exterior lighting: I modernized the lights but there are not many options with the early lights. I utilized complete colored lens LED assemblies inside of the factory assemblies due to their better ability to distribute a uniformly colored LED light for the front and rear turn signal assemblies. I reconditioned the H1 headlight assemblies by having rings re-chromed, painting the inside of the housing black. I used 6k HID for the low beams and 3k HID (amber) for the high beams. I also incorporated a small LED housing in the horn grills to act as day time running lights.

• • •

Dave Bergman has been an air-cooled enthusiast since his first VW. Naturally, he progressed to Porsche and hasn't looked back. He grew up in Northern Virginia and has been working on Porsches for the past 23 years. He is currently the Owner and Operator of Bergman Autowerks in the Manassas/Gainesville area. When the weather is nice, you can find him at the local Cars & Coffee or cruise-in events.

Above Left: This engine is based off of a 3.3 turbo and has a displacement of 3.5 liters.

Above: The exhaust is made up of a set of ceramic coated headers.

The Best Partnership in Motorsport (Or, how to talk with your engineer)

By Collin Mechler

Perhaps one of the most challenging – yet most rewarding – partnership in motorsport is the Driver-Engineer duo. This partnership can be observed whenever you turn on your TV to watch some Sunday racing; the guy on the other end of the microphone is usually the engineer. But what is it all about?

There is a saying that spans nearly every industry I am familiar with, “Garbage in, garbage out,” which helps colorfully illustrate the fundamental source of many of life’s difficulties. Furthermore, it implies a resulting message as well: often, the “fix” to a problem is identified by noting what first caused it. Too often, we do not look back far enough, which can provide us with false confidences and impressions of the true solution.

So what does this have to do with the aforementioned Driver-Engineer? Lots. Allow me to try and explain by first highlighting the roles and responsibilities of both parties. One party’s responsibilities will give way to expectations set by the other party. The driver: you are the puppeteer; your goal is to harness the full potential of the vehicle to the best of your ability. Consequently, it is in your best interest to provide detailed feedback, produce consistent lap times, and not crash. The engineer: you are the driver’s go-to guy. Your goal is to review the driver’s feedback and, coupled with as much data as possible, determine the optimal approach to a given problem. Furthermore, you must be as efficient as possible – track time is a highly-valued commodity that is not to be thrown away lightly. It is in your best interest to do anything you can to make the driver feel confident in both the car’s and your abilities.

At its core, the job of the Driver-Engineer partnership is to make the Driver-Car partnership as high performing as possible. Typically, this deals with a need to make the car perform better – whether that is decreasing the rear sway bar or modifying the high speed compression of the front shocks, the goal is to make the car better than it currently is. And believe me, no car is ever perfect: when pushed hard enough, every car will lose grip somewhere.

I hope you see where I am going with this: we are in a symbiotic partnership with one another – neither one of us will be able to effectively achieve full potential without the other’s assistance. Full disclosure: my role is the engineer. The most common challenge I experience at a race track is an inability to effectively communicate with the driver. This is one reason why engineers put such a focus on data analysis – supposedly, “the data doesn’t lie.” Without the driver, we are missing the single most important variable to the entire formula.

Unless you are Lewis Hamilton, chances are you have not grown up with a race engineer in your back pocket. Consequently, you may not be familiar with the kind of input we like (or need) to hear. Furthermore, a very large percentage of drivers learn to drive fast by “feel” (myself included – how’s that for irony?), and have never had a need to understand what was technically going on with the car. We drive by instinct – when the car does X, we just know to do Y.

This can pose a bit of a problem, since I can’t help determine what needs to happen unless I understand what the driver is experiencing. The first question I will ask my driver is, “How did it feel?” I want to understand their first impression of the car, because race cars are awash with sensory overload. It is extraordinarily difficult to filter all of the information you have received into a package your engineer will understand. Heck – into a package you will understand!

For many, just determining a response to “How did it feel” will prove overwhelming. So, I have tried to develop a system to help the driver develop accurate conclusions of what they are experiencing on track. The main thing to remember here is that no two drivers are alike, and I will usually find myself tailoring this dialogue to suit what works best for the driver.

Start big, finish small. The main premise here is to start with the big picture and steadily whittle away the unneeded bits of information until what you are left with is a chunk of hot ‘n’ juicy knowledge. To help make this process easier, I have a series of worksheets I will give my drivers to fill out before ever talking with me. Some drivers write more, some write less – but I have yet to find a driver who has genuinely disliked the worksheets. Their attitude: if it helps me go faster, then let’s do it.

The questions and steps posited below are guidelines to follow after (and during) each session. The ideal process is a dialogue between the driver and the engineer, wherein the engineer tries to shape the discussion by asking the right (and steadily more detailed) questions while the driver provides the feedback.

How do you feel? Even though the end goal is to try and figure out whether we need a front shock change or a rear bar adjustment – and by how much – do not start there. First, how did you feel? How would you rate your driving? Were you driving consistently, extracting the most out of the car? Was there much traffic interfering with your ability to discern how the car was handling?

Which laps were your strong ones – and which weren't? Once you have established your overall feelings toward the session, try and determine which of your laps were good and which weren't. If you have data, it's often helpful to compare this to your lap times, or otherwise use the data to help remind you about the laps.

Break the track down. How did the car feel on the straight? Which corners did you enjoy in the car? Which corners were causing you grief? Do not focus on discerning "why" just yet – the main goal here is to first determine where to focus. Likewise, do not focus yet on specific areas of a corner – that's next. At some point, armed with enough information, your engineer will help you formulate the "why" behind how the car is handling and what should be done about it.

Break the corner down. First, think broadly: generally, how was braking? Which end locked up first? What did the car do during turn-in? How was the steady-state handling and balance? How did the car put the power down while unwinding the wheel? Then, focus on the corners you had an issue with and ask yourself the same questions, while comparing the car to how it behaved in the "good" corners. This is where my aforementioned worksheets tend to come in particularly handy -- they assist with the mental organization.

Finally, work with your engineer and iterate. If you've arrived at this point with more than a shred of information to share, then you're in good shape! This process will be very iterative – for most, it will take a few sessions/races (or even a

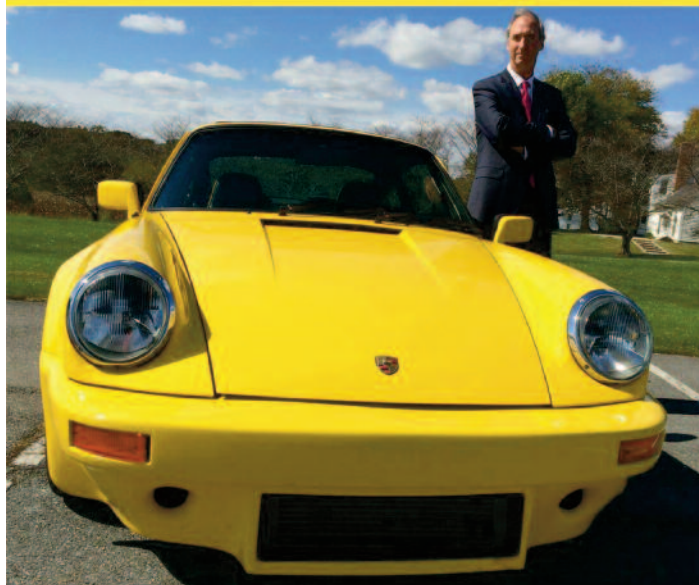
few years, for some) to adapt to this process comfortably. You'll find it will also be helpful to make a conscious effort to think this analytically while on track – this will ensure you are not simply "going through the motions". Furthermore, the changes we (as engineers) will make to your car will not usually be giant leaps; they will also require iteration.

"So how do I know I want to chat with an engineer in the first place? I like my car just fine and I just want to drive it..." For most trackday goers, you won't need one. For one, the wider range of adjustability your car has (e.g., sways/ARBs, shocks, geometry, wings/splitters, etc.), the more effective an engineer can be at making you faster. So if your car is stock, there is not much an engineer can do to improve your car (aside from alignment and tire advice), though he could help evaluate your driving. Likewise, if you're happy with your existing pace and feel that the car is perfect, then keep doing what you're doing! For the rest of us, who may be feeling like we're continually doing battle with our cars on track or may have just installed a new suspension, having an engineer in one's back pocket can prove to be a very handy tool, indeed.

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Collin Mechler is a freelance race engineer specializing in data analysis, vehicle dynamics, and suspension engineering / tuning. He works with both pro and amateur drivers, ranging in age from 15 years old to "old enough". His own driving skills are reasonable (at best); let's just say there is a reason why he tends to prefer to be on the other side of the pit wall.

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Protecting One's Head In Style

Story and photos by John Bendekovic

I have a large head.

My hat size is 7 5/8. Large enough to need a special football helmet in high school. Large enough to make my white Bell helmet look like a cross between a lightbulb and a cauliflower.

DE tech stickers, my name and blood type, some Porsche logos—all help to break up the giant white balloon silhouette. But I have always thought about painting a helmet – how hard could it be? I had met a guy at an autocross event who had done his up with the classic blue-orange Gulf livery colors. Being a McQueen fan, I figured to copy this guy using rattle cans from Home Depot.

But on the way to HD, I had pangs of guilt. Copying that nice Gulf helmet was just ... unimaginative cheating. I had to do something different. Hmmm ... maybe Ayrton Senna's famous helmet. Perhaps James Hunt's black one, with my own name in the same font. Or my beloved Ohio State Buckeyes' silver bullet design. Maybe a Stormtrooper white/black look.

And then, I had a bout of inspiration. I would go full-on Deutsch and represent PCA Potomac. I've always loved the classic look of the Porsche logo and the history of its shield. I was going to make my big head into the club's best mobile advertisement of our Porsche roots.

It did not take long to realize, however, that this was one ambitious project. A flat logo, a big, white, 3D surface, the specter of dripping paint—I was setting off into the unknown.

But I got it done. Now, I am not going to bore you details of how my particular graphics were designed. But I hope to pass on some tips to those of you who may be either bored to tears wearing your plain headgear or tired of looking like an oversized golf ball sitting on a tee.

So here are my best tips, along with encouragement to try it. Painting a helmet is not that difficult. The reward is a personal touch that will add fun and personality to your driving experience.

OK ... the main point. The actual painting is the easy part. Preparation is what you need to focus on.

1. Strip the helmet down – stickers, visor, and any hardware you can take off.
2. Thoroughly wipe the helmet with Goo Gone or similar citrus-based degreaser. I don't recommend Goof Off or other harsh solvent-based products.
3. Mask anything you can't remove (vents)
4. Make a decision – either (a) paint/mask the rubber helmet and eyehole moldings, or (b)

The helmet went through many preparation steps to clean off the stickers, remove and tape vents and moldings, sand the surface, prime, then sand again.



remove/replace them.

I chose (b). You can order the molding on Bellracing.com for about \$10. Make sure you get the right sizing (thin, medium, etc.). Then glue the new ones on with black auto weather-strip adhesive (Auto Zone).

So you're looking at another \$15 to do this "right." If you choose (a), mask the heck out of the molding and use a razor blade to trim the perfect line.

5. Carefully mask the inside of the helmet. I used plastic sheeting and a lot of tape.

6. Block the front breathing vents. I wedged paper tightly inside them. Spray seeps – do a good job here.

7. Sand the helmet. You need to score off the gloss from the original paint job's clear coating process. Start with 220, and then go to 400 grit. Make the whole helmet matte-flat and dull. The key here is to get a slightly roughed-up surface to hold the primer.

8. Clean the surface thoroughly. Use Goo Gone, then a microfiber towel to remove any remaining dust.

9. Use auto body filler on any nicks, grooves, etc. Sand lightly.

Finally, paint the helmet. Plain gray, white, or black automotive primer is fine. Apply two good coats. Let them dry. Use 400 or 600 to sand the primer down. You want to leave this primed surface smooth for the coming paint.

Spend at least as much time prepping as painting and you will ensure a quality, professional-looking job!

THEN, AND ONLY THEN – paint the helmet. Watch your paint compatibilities – lacquer with lacquer, enamel with enamel. Follow the instructions on your paint can closely – don't try to paint in the wind or in temperatures below 50 degrees Fahrenheit. Watch the surfaces of the helmet – the top is obviously horizontal and relatively flat, whereas the side, vertical. Many light coats are the trick – don't overspray to the point of getting drops--think "many mistings." You can re-spray Rustoleum or Krylon coats after 15min or so –



Starting to paint the layers that would make up the Porsche crest.



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just watch very closely to ensure you're not putting it on too thick (resulting in the dreaded "orange peel" texturing). Two or three coats are fine.

Be patient, and let your paint dry at least 24 hours. Then, apply a couple of clear coats at the end for protection and a nice wet-look-gloss shine. Again, watch your paint compatibilities. And I found (the hard way) that clear coat, despite manufacturers' directions, needs to be sprayed on thicker than paint. Many mistings and dryings produce an unappealing textured look. Clear coat particles dry very quickly, as opposed to melting down evenly. The trick for me was seeing a wet surface for each coat – and stopping there.

Let the whole helmet sit for at least 3 days, in a 68-72 degree F environment – longer if you can. Then re-glue your moldings and reattach your hardware. Don't wax the helmet for at least 30 days.

And finally – strut around the paddock like Ayrton Senna or James Hunt, knowing you no longer look like a volleyball balanced on two pencils.

See you – and your resplendent helmet – in the spring ...



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January 2015 new Potomac members and anniversaries

New members

Erik Basore - 2010 911 Turbo Cabriolet - from Aldie
 Michael Bohn - 2009 911 Carrera - from Broadlands
 David Campbell - 2009 911 Carrera S - from Alexandria
 - Transfer from Longhorn
 Mark Clausen - 2015 Macan Turbo - from Chevy Chase
 Colin Coffman - 1992 968 - from Fairfax
 Terry Cooney - 2012 Cayman - from Fairfax Station
 Kenneth D'Angelo - 2009 Cayman S - from Gaithersburg
 Markar Derthomasian - 2000 911 Carrera 4 - from Rockville
 Colt Galeria - 2002 911 Turbo - from Herndon
 Wendy Greene - 2004 911 Carrera - from Richmond
 Yama Habibzai - 2005 911 Carrera - from Leesburg
 Melanie Hayes - 2014 Cayman - from Alexandria

Ray Jeter - 2005 Boxster - from Fairfax - Transfer from Ozark
 Robert Kirkwood - 1985 928S - from Lexington Park
 Gordon Kirsch - 2001 Boxster S - from Alexandria - Transfer from Western Michigan
 Annette McGough - 1977 911S - from Oak Hill
 James Pew - 1981 911 SC Targa - from Washington
 Stephen Robinson - 1996 911 Carrera 4S - from Gaithersburg
 Amy Schultz - 2007 911 Carrera - from Alexandria - Transfer from Longhorn
 Chuck Sowers - 1991 911 Carrera 2 - from Fairfax
 George Tsantes - 2008 911 Carrera S - from Great Falls
 Dave Woodson - 2007 Cayman S - from McLean
 Huasong Zhou - 2014 Panamera 4S - from Arlington

Anniversaries

40 Years

Robert & Vivian Braunohler

35 Years

Christopher & Colin Hoppe
 William Bandy & Mary Jo Jordan

25 Years

Gary Tardiff
 John & Robert Culbertson
 Matthew & Katherine Plasket
 Paul & Deborah Kendall

20 Years

Julian & Stephanie Steyn

15 Years

Andrew & Francine Nisbet
 Dennis & Lisa Hruska
 Jerry Moeller & Jean Orlando
 Nick & Mary Karangelen
 Scott Lentz

10 Years

Craig Brooks
 John Powell
 Sharon & David Johnson
 Steven & Cherie Wilson
 Theodore & Sharon Whitehouse

5 Years

Alan Himes & Elizabeth Langelis
 Joe Sperber
 John Kenney & Maria DeIsasi
 John Thal-Larsen & John Harrell
 Joshua & Rachael Turner
 Julie Karmazin
 Kirtland Meyer
 Maximilian Grant
 Pernell Thomas

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Join PCA the easy way

Membership entitles you to receive *der Vorgänger* but also monthly issues of PCA's magazine, *Panorama*. Porsche dealers also recognize PCA membership with a 10% parts discount.

The Founders' Region, Potomac is the founding region of PCA. The club offers over 100 events each year, including Driver Ed events and free Tech days for all members, Drive 'n Dine and other social events, autocrosses and rallies.

To join the PCA, visit <https://www.pca.org/user/join/membership>.

Your favorite Founders' Region monthly magazine can benefit from your experiences with your Porsche.

We are always in need of articles and photographs to help tell Porsche stories.

All around us are wonderful stories just waiting to be told. If you feel you don't have the time or expertise to tell those stories yourself, at least pass along your ideas or photos. Here are some ideas that resonate with readers:

- Travel stories that involve a Porsche. An example is Michael Sherman and his wife's trip to Europe for delivery of his new 991.

- Visits to car museums.

- DIY (Do-It-Yourself) articles on some small or large project that you've done. Examples abound, from rebuilding an engine to replacing hood struts.

- Interviews with interesting people who own interesting Porsches such as the one

on Sal Fanelli, who owns a Porsche tractor.

- My first experience with PCA Potomac, which could be what your High Performance Driving Clinic was like, or your first Drivers Education event or just an entertaining Drive 'n Dine.

- Why I Love My Porsche articles are always welcomed. Please include a photo of you with the car.

- Photographs of yourself or fellow Porsche owners enjoying their cars. No low-resolution photos, please; we simply can't use them. Send original sizes.

Write your stories, snap your photos, and send them to dveditor@pcapotomac.org. **All photos must be originals digital files; please do not resize or crop them before submission.**

If you are old school, you may also send hardcopy materials to Carrie Albee at 216 Dill Ave, Frederick, MD 21701.

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Readers and Their Cars



Right: Dave Bergman's 1973 911E.

Below: PCA Potomac members gather at the Annual Awards Dinner. Photo by Michael Sherman.





Left: A 911 Carrera 4S at Katie's Cars and Coffee. Photo by Ken Marks.

Below: Charmaine Rule took these photos on January 11 2015, when there was a Royal Australian Air Force C17 in Patuxent River NAS. It was there to pick up two new Australian Navy, US made, Sikorsky Romeo Helicopters for delivery back to Australia. This is a 1985 Carrera Cab "Marilyn" with the C17.





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