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Cover photo: Tom Neel took this photo at what he called a Porsche Playground. Guess where he visited and look for the story next month to see if you're right!



der Vorgänger

The monthly magazine
of the Founders' Region, Potomac,
Porsche Club of America.

March 2018
Volume 64, No. 2

der Vorgänger is the official magazine of the Founders' Region, Potomac, Porsche Club of America, Inc. Contributions for **der Vorgänger** should be sent to the editor by the 7th of month preceding the month of publication, preferably via e-mail to dveditor@pcapotomac.org. Please send digital images in their original sizes.

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For questions about advertising rates and placement in **der Vorgänger**, please contact Glenn Cowan at dvads@pcapotomac.org

der Vorgänger (ISSN 0199-0667) is published monthly except in January by the Founders' Region, Potomac, Porsche Club of America at 6726 Lucy Lane, McLean, VA 22101. Subscription is limited to members of the Founders' Region, Potomac, Porsche Club of America. Annual PCA dues are \$42 (includes \$18 for **der Vorgänger** subscription). Application to Mail at Periodicals Postage Prices is Pending at McLean VA and additional mailing offices. POSTMASTER: Send address changes to **der Vorgänger**, 7600 Wisconsin Avenue, Suite 1010, Bethesda, MD 20814. Statements appearing in **der Vorgänger** are those of the contributing authors and do not constitute the opinions or policy of the Founders' Region, Potomac, Porsche Club of America, its board of directors or the editors of the magazine. The Founders' Region, Potomac, Porsche Club of America neither endorses any advertisement nor warrants any product or services they may provide. Potomac Region reserves the right to cancel advertisements at any time, for any reason, in its sole discretion. For information regarding commercial advertising and rates, contact the publisher listed above.

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Tribe

"...driving puts you into social situations in which you have to co-construct a shared culture of civility..."
David Brooks for The New York Times Jan. 4, 2018

A few weeks ago, my wife and I were in a hurry to reach the Verizon Center. I was driving her Hyundai SUV. Like a crazy person. Cutting in and out of lanes, running yellow lights, horn used as an offensive weapon. Everything but knocking over cones.

We got there barely on time. Kathy asked if I would have driven that way in my Porsche – and my embarrassed answer was – no, never. Which made me think about the David Brooks piece quoted above. Why did I not care about "...the shared culture of civility..." in her car but always consider how I am judged when driving my Porsche?

It has something, if not everything to do with responsibility and anonymity. In my wife's car, I am unknown and any ire directed at my boorish driving is lost in an unidentifiable void. Moreover, almost certainly no one blames all Hyundai drivers for the behavior of one miscreant Sante Fe.



Glenn Cowan



Michael Sherman

Porsches are not anonymous, not solitary. Drivers you should be sharing the road with may not know you as an individual but they do recognize the tribe you belong to and will almost certainly think less of its members for the actions of one. I do not want others thinking ill of my tribe and so drive and act accordingly.

Many of us belong to a variety of interest groups (tribes) but few if any of them identify us quite as obviously as driving a Porsche. I am a Vietnam veteran but essentially no one I encounter knows it. I belong to a political party but I do not wear a political patch on my windbreaker. Everybody who knows me as well as the hundreds of strangers I pass by each day know I belong to the Porsche tribe. In consequence, I want all of them to think of Porsche folk as being advocates of a shared culture of civility. So, I slow down.



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PORSCHE

Some Advancements

This year's Rolex 24 Hour at Daytona race was the 50th anniversary of Porsche's first overall win in the race. This anniversary led me to thinking about the evolution of racecars over the years. I have had the opportunity to attend recent IMSA races at Virginia International Raceway (VIR) and Circuit of the Americas (COTA) in Austin. I have also had the privilege of visiting the Porsche Museum and of viewing various historic Porsches in collections and at vintage race events. After looking at today's race cars, it amazes me how simple and basic the historic cars appear to be. What was state of the art 50 years ago, has become ancient technology.

Of course, the same statement is true of Porsche street cars, the street and racecars produced by other manufacturers, and every other item or product that you can name. Technological advancements have changed them greatly over the years.

My first Porsche was a 2003 Boxster S. A few years later, I purchased a 1979 911 SC for track use. While totally a track car, the SC was still street legal. I remember a weekend working on the track car – doing some project. I had driven the SC to my house and was working on it, but then jumped in the Boxster to go pick up lunch. I remember thinking at the time that they had certainly made some advancements in the 24 years between cars!

Currently I have a 2015 Cayenne that is my daily driver and a



David Dean

1977 911S that I enjoy taking for a weekend drive or an evening out to dinner. The 38 years between the two cars obviously make them very different, but as with every Porsche I have driven, each is special, and have their specific joys. The feeling of connection with the road, the patience that the transmission requires when shifting, and the unique sound of the 1977 make me smile every time I drive it. That being said, I would not want to drive it all of the time. The adjustable heated and cooled seats, cruise control, back-up camera, and many other features found on the Cayenne make it the much better choice for daily driving and long trips.

While most advances in technology are positive, I feel that some have, or will, take away the joy I get from driving. A few years ago when the news came out that the 991 GT3 would only be available with a PDK transmission, I have to admit being disappointed. The many developers who are working on autonomous cars make me wonder what the future of automobiles will bring. Will there come a point where my only choice is being a passenger?

I have to be amused at myself, and some of the thoughts I find I am having lately. While I do not want to turn into my father – and find myself saying “they don't make them like they used to”. I will have to admit that, if self-driving cars become the norm, I can already hear myself speaking the words.

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Photograph by Ken Hills - PCA Potomac Club Race 2015

Potomac's 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

- 3 Potomac's First Saturday Brunch - City Grille (Manassas)
- 10 Instructor and Instructor Candidates Refresher, Jefferson Circuit
- 11 HPDC Jefferson Circuit
- 17 Potomac's Maryland Brunch at Glen Echo, Irish Inn, 11am – 1pm
- 25 Potomac Autocross #1, Bowie Baysox Stadium

April

- 6 National Instructor and Instructor Day Summit Point Main
- 7 Potomac's First Saturday Brunch - City Grille (Manassas)
- 7 Drive & Dine, The Distillery Drive, 1pm - 3pm
- 7-8 DE Summit Point Main
- 14 Wine Bootcamp at Little Washington Winery
- 20-23 Drive & Dine, Hershey Swap Meetup
- 21 Potomac's Maryland Brunch at Glen Echo, Irish Inn, 11am – 1pm
- 28 Shortest Distance Rally
- 29 Autocross School, Summit Point - Washington Circuit

Cars & Coffee

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.

Fairfax, VA

Sundays, 8 – 10:30am, Fairfax Circle Shopping Center. There is a very nice, low key cars and coffee event

Bethesda, MD

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

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.

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





2018 Rolex 24 at Daytona International Speedway

*Story and photos
by Ken Marks*

Daytona International Speedway, January 28, 2018 – As usual, we were excited to arrive at the speedway for the beginning of the 2018 racing season. There was a lot to be excited for -- The Penske Team was to make their debut with the new Acura prototype; Jackie Chan Racing entered two cars; Team Joest was to debut a new and updated DPi entry (Team Joest ran the Audi LMP1 effort that resulted in so many Le Mans wins in the World Endurance Championship); Fernando Alonso (McLaren F1) and Lance Stroll (Williams F1) were there representing current F1 drivers; the field also included two NASCAR Cup race winners, four Indianapolis 500 winners, four IndyCar Series Champions; there were new cars from BMW, Ford and Porsche in GT LM; this was the largest prototype field in years (20 entrants); the Taylor brothers were in separate cars; and on and on. We arrived at the speedway full of excitement and so were many others. I have attended this race for quite a few years and this was the largest spectator crowd I had seen in years.

Roaming around the pits was exhilarating. It was great to see Roger Penske walking around. He agreed to take photos with spectators and sign autographs. He is 80 now and still calls the shots from pit wall. I learned later that he was there (on the pit wall) for the entire race; even his drivers were impressed. This race would mark the first full season of sports car racing for the Penske team since 2009. Roger's legacy includes a record 16 Indianapolis victories, 12 IndyCar championships and one NASCAR Cup series title.

The Acura prototypes were, as usual for a Penske entry, immaculate. But so were the many Cadillac DPi entries. The Corvettes Team quietly went about its business prior to the race. After all, this was the beginning of their 20th anniversary season. The Lexus GT DAYTONA entries were beautiful. The Chip Ganassi Racing Ford GTs were ready and every one was wondering which one, if either, would be responsible for giving Ganassi his 200th team win. "I want to win the race, I'm not worried about number 200 or number

300," Ganassi said. "But," he conceded with a smile, "certainly to get the 200th at a historical event would be a feather in our cap."

In the final practice before the race Mike Conway posted the fastest time in Friday's lone WeatherTech Championship practice. This would be the final practice session prior to the start of the race. Conway turned a best lap of 1:36.865 (132.301 mph) in the No. 31 Whelen Engineering Cadillac DPi-V.R, which he was sharing with Felipe Nasr, Eric Curran, and Stuart Middleton.

Defending Rolex 24 winner Joey Hand led GTLM the class in final practice aboard the No. 66 Chip Ganassi Racing Ford GT he is sharing with teammates Dirk Mueller and Sebastien Bourdais. His best lap was 1:44.062 (123.151 mph).

Matteo Cairoli led GTD (GT DAYTONA) in the No. 59 Manthey Racing Porsche 911 GT3 R at 1:46.905 (119.876 mph). His co-drivers were Steve Smith, Randy Walls, Harald Proczyk and Sven Muller.

Alonso was ready to race. He admitted to being impressed with the venue. "It still surprises me, the venue, the speedway, every morning when I come here," he said. "You pass around the grandstand from the outside and it's just the size of everything is huge." He observed the passion of the US fans. "The passion for the motorsport...the people are ready to enjoy the event...it's not only a race. They are ready to spend 24 hours here enjoying and watching cars."

The Two-Time Defending GT DAYTONA Champion Christina Nielsen was ready to kick off her quest for a third championship with a new Porsche Team. For this event, she was with the Wright Motorsports team with Patrick Long, and a pair of new teammates, Robert Renauer and Mathieu Jaminet. This team was a clear favorite in GT DAYTONA.

At 2:40 pm, on Saturday, January 27, 2018, the 56th running of the Rolex 24 at Daytona started. The first casualty of the race was Robert Renauer in the No. 58 GT DAYTONA Porsche 911 GT3R. Robert looped the car (and hit the Turn 5 wall, hard) on the warm up lap and the car was driven immediately behind the wall. It would not make the start. I assume that Christina Nielsen, Patrick Long, Mathieu Jaminet, and the rest of the team were crushed. It was later explained that the spin was caused by cold tires. The incident wiped out the left front of the Porsche, placing the team about 60 laps down by the time it could make repairs. The car finished 41st of the 50 entries.

Renger Van Der Zande in the No. 10-P Cadillac DPi led into turn 1. Joey Hand, in the No. 66 Ford GT, led GTLM, and Miguel Molina in the No. 82 Ferrari 488 GT3 led GT DAYTONA. Around the 30 minute mark, the prototypes began their first pit stops (mainly for fuel only). The strategy had begun. A number of

teams waited, in vain, for the caution flags they had factored into their strategy, but none would come. In the end, this race had very few cautions. Too few for some teams. This was a race without much (yellow flag) drama, and amazingly few incidents.



One issue that befell many teams were tire problems! Multiple teams in the Prototype field suffered mysterious tire failures throughout the night and into the morning. Wayne Taylor Racing, winner of the 2016 running at Daytona and pole sitter for this year's race, fell victim to costly tire issues multiple times, eventually forcing them to retire from the race with six and a half hours remaining and while running in the top 5. Team manager Travis Houge, reported that the decision was made by the team that conditions had become too dangerous to compete. The team explained during an interview with IMSA TV that driver Renger Van Der Zande suffered "six or seven" issues prior to the race in testing and practice, and as the 24-hour event pushed through dusk and into dawn, the No. 10 Cadillac DPi entry faced more of the same. Houge reported: "Based on the issues we had throughout the race and multiple attempts to fix it without a satisfactory result has forced us to withdraw the car from the race for the safety of our drivers."

Continental, the official tire supplier to the IMSA WeatherTech Sportscar series' Prototype category, initially claimed that these failures were a result of teams not working within manufacturer provided parameters. Later they reported that they were working in collaboration with Wayne Taylor Racing to find the cause of these unidentified issues. Travis Roffler, director of marketing at Continental stated: "They are within our specifications and have had a number of issues. We've identified two of the issues as punctures." He continued to mention that the remaining unsolved problems are being investigated to provide better service and insight in the future.

The No. 5 took the lead for the final time during the race's 16th hour and went on to win over its Ac-

Above: The new mid-engine 911 RSR.

tion Express Racing team car, the No. 31 Whelen Engineering Cadillac DPi-V8 – co-driven by Felipe Nasr, Eric Curran, Mike Conway and Stuart Middleton – by a margin of 1 minute, 10.544 seconds. Barbosa reported -- “We had an issue, actually, on both cars that they were overheating. I was very surprised by so few yellows. The race pace was very, very high for the whole 24 hours, no rest at all. We were able to put some water in the car during one of those times under yellow and it didn’t really cost us any time. Unfortunately, the No. 31 car had to do it under green and that put them back a couple of laps.” The Action Express team put on a dominating performance, and for the second year in a row Cadillac finished first in the Rolex 24.

The No. 5 Mustang Sampling Cadillac DPi-V8 co-driven by Joao Barbosa, Filipe Albuquerque and Christian Fittipaldi would break a 36-year-old record to cover a total of 2,876.48 miles, 808 laps around the 3.56-mile Daytona International Speedway, to win the 2018 IMSA WeatherTech SportsCar Championship season-opener. The previous Rolex 24 mileage record of 2,760.960 miles was set in 1982 by John Paul Jr., Rolf Stommelen and John Paul Sr. in a Porsche 935 that completed 719 laps around what was then a 3.84-mile circuit. In all, the top-15 finishers in the race broke the distance record in a race that had just four full-course caution periods for a total of 20 laps.

The No. 54 CORE autosport ORECA LMP2 car shared by Jon Bennett, Colin Braun, Loic Duval and Romain Dumas finished third and also completed 808 laps. Finishing fourth, four laps behind the winner, was the No. 32 United Autosports Ligier LMP2 car shared by Will Owen, Hugo de Sadeleer, Paul Di Rest and Bruno Senna. Rounding out the top five was the No. 78 Jackie Chan DCR JOTA ORECA LMP2 with co-drivers Ho-Pin Tung, Alex Brundle, Ferdinand Habsburg-Lothringen and Antonio Felix da Costa.

The pair of brand-new Acura ARX-05 DPi cars from Acura Team Penske both ran among the leaders through the first half of the race before problems during the race’s third quarter removed them from contention for the victory. Nevertheless, the new cars scored top-10 results with the No. 7 entry shared by Helio Castroneves, Ricky Taylor and Graham Rahal finishing ninth, one spot ahead of their teammates, Dane Cameron, Juan Pablo Montoya and Simon Pagenaud in the No. 6 Acura. And, all the time Penske sat on the pit wall making the strategy decisions.

Two-time Formula 1 World Champion Fernando Alonso’s first Rolex 24 at Daytona appearance produced a 13th-place class result in the No. 23 United Autosports Ligier LMP2 alongside co-drivers Phil Hanson and Lando Norris. The car ran among the leaders in the first half before a braking issue forced lengthy repairs in the garage. Indeed, Alonso had at least two brake failures going into turn 1, but was able

to get back to the pits each time for repairs.

In GTLM, the No. 67 Ford GT driven by Ryan Briscoe, Richard Westbrook and former Indy 500 winner Scott Dixon finished ahead of the team’s other car, the No. 66 Ford GT for the win. The margin of victory was 11.180 seconds. The No. 66 car was driven by Joey Hand, Dirk Mueller and Sebastien Bourdais. There had been no team orders. The two cars raced each other for the entire race, although the No. 66 car led the No. 67 car for most of the race. The final pit stop made the difference as the final drive change in the No. 66 car – Bourdais to Hand -- took a few seconds longer than normal and there was a slight hiccup getting the car from neutral into first gear. The two Ford GTs were absolutely dominant for the entire race.

The two Chevrolet Corvette C7.Rs were third and fourth. Consistently the Corvettes ran about ½ second slower than the Ford GTs.

This is the first time in years a Porsche hasn’t been on the podium for a Rolex 24. The highest-finishing Porsche 911 RSR was sixth in class, while the best finish for a Porsche 911 GT3 in GT Daytona was 18th in class. The Porsches will be back though.

In GT Daytona, the Grasser Racing Team’s No. 11 Lamborghini Huracan charge from last on the grid to first made the squad’s GT Daytona-class victory in the Rolex 24 all the more satisfying. The best race on the track in the last half hour ended with about 10 minutes left, when the then second-place car, the No. 33 Mercedes AMG Team Riley Motorsports GT3, had to pit for a splash of fuel. At the time of the stop, it was running less than a second behind the leader, and eventual winner, the No. 11 GRT Grasser Lamborghini Huracan GT3 of Mirko Bortolotti, Franck Perera, Rolf Ineichen and Rik Breukers. This was the Lamborghini brand’s first 24-hour class victory. Second, a full lap behind, was Michael Shank Racing’s No. 86 Acura NSX GT3 of Alvaro Parente, Katherine Legge, Trent Hindman and AJ Allmendinger.

Bortolotti, a driver of the No. 11 Lamborghini and the 2017 Blancpain GT Series champion, said: “It’s a big day for us, definitely. Coming from the back of the field, makes it even more special, I guess. I don’t know if this happened before but I don’t care – coming from last position, winning such an important race, it’s great. “

The No. 86 Acura NSX was followed by the Paul Miller Racing No. 48 entry driven by Bryan Sellers, Madison Snow, Andrea Caldarelli and Bryce Miller for third place in GT DAYTONA.

Ok, since this is for a PCA magazine, here is a summary of how all the Porsches did.

The No. 911 Porsche Motorsport North America

911 RSR in GTLM, driven by Patrick Pilet, Nick Tandy, and Frederick Makowiecki was on a pace to a very good finish for the first quarter of the 24 hour race. Around 8:30 pm, there was a brief rain shower that left the track damp, but not full on wet. The rest of the GTLM class pitted for rain tires but Patrick Pilet did not. He opted to stay on track for the 8-minute sprinkling with slick tires. This saved the team two full pit stops (one to install rain tires and one to switch back to slicks when it dried), and Patrick emerged with the lead of the race.

When Nick Tandy switched into the car, he mounted a charge to keep the car in the hunt for the lead, but it did not end well. Entering the Bus Stop chicane on the back straight, Tandy lost control and once he was off on the still-wet grass, there was no stopping the car from heavily impacting the tire wall with both ends of the car. This off track excursion tore up the nose and removed the rear wing from the car. The team set to work to repair the Porsche when he returned to the garage, and the car rejoined in just 20-minutes, but 13-laps down on the GTLM leaders. A second impact in the same section of the track later in the night put the No. 911 completely out of contention. The car eventually finished 8th in GTLM, 30-laps in arrears from the class-winning Ford GT.

The No. 912 Porsche Motorsport North America 911 RSR in GTLM, was driven by Earl Bamber, Laurens Vanthoor, and Gianmaria Bruni. Car No. 912 did not have any issues, mechanical or human, and simply pounded out laps in their 911. Unfortunately, IMSA's Balance of Performance did not fall their way this year, and the Porsches were only capable of a maximum-attack lap time somewhere about half a second slower than the class-of-the-field Ford GTs.

Because the race was only stopped four times for caution (compared to 21 cautions in 2017), the field was not artificially bunched up as frequently as it had been in previous races. Consequently, once the team had lost their laps, they were completely unable to catch up. The Ford was just too fast. The No. 912 eventually finished 6th in GTLM, 11 laps down from the lead.

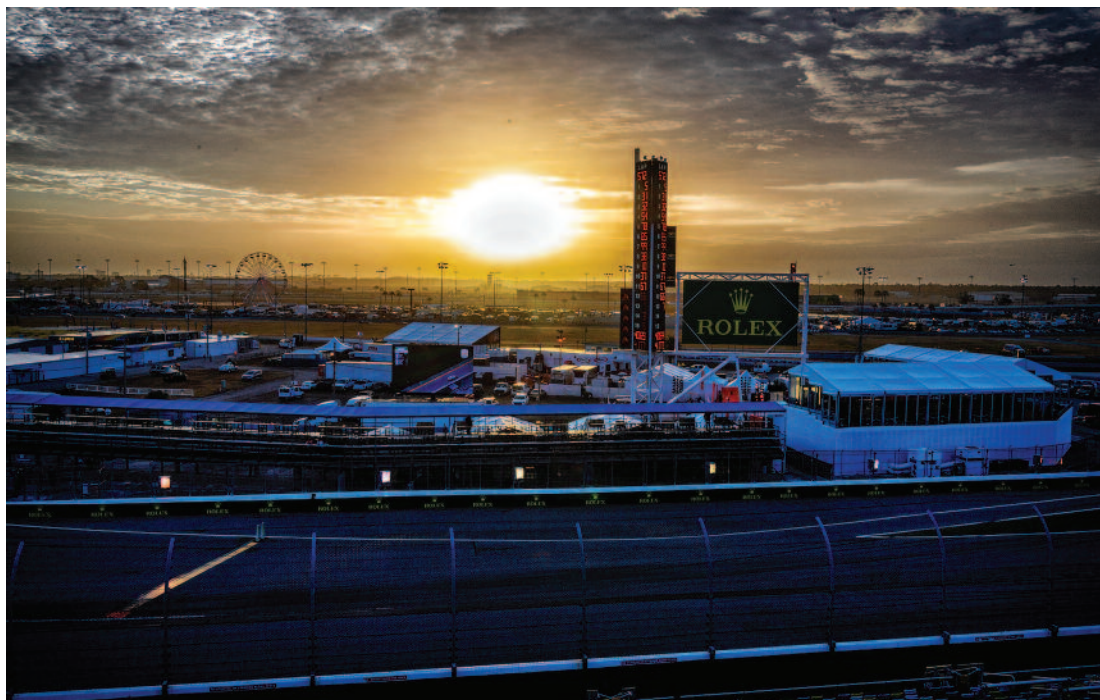
GTD-class No. 73. Park Place Motorsport 911 GT3R (driven by Jorg Bergmeister, Patrick Lindsey, Norbert Siedler and Timothy Pappas) had a dismal race. The team struggled

with brake issues for nearly the entire 24 hours. The brake issue first arose during Joerg Bergmeister's first stint. The brake issue caused Bergmeister to have an off at the international horseshoe. Next, the team ran into a second issue that cost them hours in the garage -- Joerg hit debris on course which forced the driver's door closed. The team spent two hours attempting to repair the damage and fit a new door. The new door, supplied as part of the team's spares package, did not fit properly. Eventually, they fitted a door supplied by Porsche Motorsport. And, when the race ended, the team was still having brake issues. The car finished 18th, and completed 675 laps in the process.

As described earlier, the GTD-class #58 Wright Motorsport 911 GT3R's race was over before the green flag. Rumor has it the crash was caused by a broken suspension component. After repairs, the car looked brand new but once the damage was done their race was essentially over. They finished 19th in class, completing only 666 otherwise trouble-free laps compared to the class-winning Lamborghini's 751 laps.

The GTD-class No. 59 Manthey Racing 911 GT3R (driven by Sven Muller, Harald Proczyk, Matteo Cairoli, Randy Walls and Steve Smith) retired "due to technical issues". No more is known about the reasons for the retirement. The car was classified 20th in class, and completed 637 laps before its retirement Sunday afternoon.

The above are just a few of the stories of the race, but every team has its own tale to tell. In the end, the worst crash of the race involved a golf cart in the Turn 4 tunnel. This had been a relatively calm race. I am already looking forward to next year. ■



My 911 Refuses To Go Into Gear!

Story by Erik Severeid. Photos by Stan Fox.

To borrow some words from Dr. Seuss and *The Grinch Who Stole Christmas*, 'Long he stood there puzzling and puzzling ... until his puzzler was sore....' And, so it was with me trying to determine the cause of why, all of a sudden, my car refused to shift into gear. ANY GEAR!!!

One day after a long drive, while sitting in a monster line for gas waiting my turn at the pump; suddenly, the car would not go into gear.... Of course, the cast of Lord of the Rings behind me were polite and sympathetic to the guy who "doesn't know how to drive his 911!"

I shut it off, finally slipped into second, got gas and limped home on the backroads in second, as there were no other possibilities. Called my good friends at RPM; hooked up a trailer to the trusty F150, winched the old dear up onto the trailer and was off – arriving after hours.

In off-loading the car, the gear change worked perfectly. When Kevin came in the next morning, there were no issues, thus leading us to believe that there was air in the clutch system. Given all the ups and downs getting on and off the trailer, we concluded that this movement most likely dislodged the offending problematic bubble. After some discussion, we concluded that the most likely culprit (after 40,000 miles) would be a leaking slave cylinder followed by a good systems bleed rather than dropping the gearbox straight away.

Sure enough, that seemed to do the trick and the tribe took off on a weekend rally with the car performing flawlessly.

Monday morning was not so fine: with the engine running, the transmission would not go into gear – any gear. It would only go into gear if the engine was off. This time however, it would engage first. After a few laps around the neighborhood, I felt that I could make it back to RPM using gears other than just second. No back-road route this time and unfortunately, my daughter had the truck.

Of course, on the journey there, the car behaved flawlessly. Ever have a dog or cat like that? Once they get to the Vet, their symptoms were gone!

After the car cooled, we took it for a spirited test drive and once again, the shifting maladies returned – refusing first gear until the car was shut off and then, once underway, it would shift but not like a Porsche should. After several on-the-road tests, symptoms still seemed to point to air getting into the hydraulic clutch system.

So the next step in the process [without pulling the drivetrain] would be a clutch master cylinder and another systems bleed as that had worked before... Having raced 356's and owned air-cooled six-cylinder cars for almost 40 years, I was longing for a simple clutch cable to replace!

Sad news: the power bleed and new master cylinder did not remedy the situation – the same old behavior was present after installation. Now the only option remaining was the deep drivetrain dive and out with the transmission – so the guys set to work.

The following day, an early morning clipped call from Stan whereby he simply told me to come over to the shop quickly because "We needed to talk and look things over!"

Not a confidence building nor informative conversation either. How can a car with 40,000 miles have such shifting issues? What could it be???? As the third owner, there was little early history on the car so, what kind of Ham-hocked hack hand had done this to the clutch/gearbox – or worse?

Once at the shop, Stan took me back to look at the disassembled clutch assembly. The flywheel was perfect and the factory machining lines still visible. The clutch disk was perfect and barely worn. A very cursory glance at the pressure plate fingers and it seemed OK.

We then moved to and peered into the mechanical innards of the clutch bellhousing and Stan queried, "Do you notice anything odd about the inside of the clutch bellhousing? I checked for swollen seeping seals, impaired input shaft or traumatized throw-out bearing but, all was in order and as it should be, from a visual perspective.

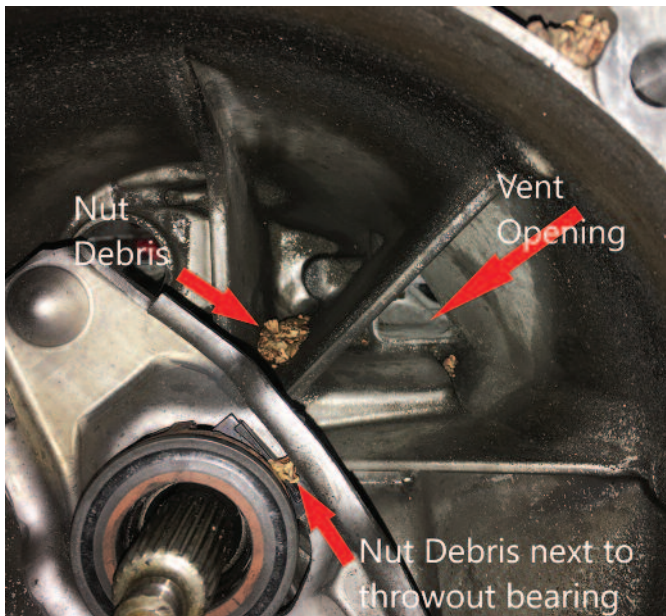
Then, it became clear. Squinting to see way back in the front of the bellhousing, there was the culprit: To quote completely out of context General McAuliffe's reply at the Battle of Bastogne when requested to surrender, "NUTS!"

Yes, if you pardon, a clutch bellhousing "Chock-full-of Nuts"!

Didn't see that one coming, did you? Nor did I.

In looking at the photo, you will see a pile of nut remnants just next to what appears to be a cooling vent/duct for the clutch housing and Throw-out bearing.

The source: Due to a project occupying the garage



and an unexpected out-of-town trip, the car sat idle outside for a couple of weeks. As we live on the woods, apparently, a family of mice merrily moved into the clutch assembly during my absence and began to set up their winter supply of food.

Upon re-inspecting the pressure plate more closely, it was equally full of nutty matter.

Some shells lodged immovably in areas whereas the rotating plates liberated other bits and slung them everywhere. Most likely, the removable stuff is what allowed the intermittent shifting for a while and then, as the harder matter made its way deep into the various clutch crevasses, this caused the final seize-up and the clutch saying, "NO MAS!"

The [hopeful] fix: Stan fabricated a non-chew-through heavy gauge mesh screen, which we fixed in place to allow air in but not permit rodents back into the clutch camber recreating prior horrors and expense!



Summary: If you have a hydraulic clutch system and suddenly mysterious intermittent shifting issues occur finally culminating in an almost total gear change freeze up, you may consider not incurring the expense of a slave/master cylinder exploratory route and go directly to a clutch inspection. Moreover, if you have a vented bellhousing in your car and, the car is for whatever reason, exposed to rodent invaders [e.g. prolonged winter storage in or outside], you may want to make this precautionary fix. It would have saved me considerable expense and time.... To borrow the words from an old cartoon character cat [if you are old enough to remember] "Mr. Jinks"; who regularly cried out, "I hate Meeeces [sic] to pieces!"

One last note if the opportunity presents itself, when you look at your gearbox closely, do not be to shocked/surprised as you'll see this on the side of its casting....

Now that is something I had not expected along with nuts in the clutch! ■



What Is That?

Story and photos
by Paul Gilbert

Below: 1995
Porsche 968
Cabriolet in Ad-
venturine Green,
with Cashmere
interior

"I think it's a 928," says the person who saw it from the front. "Something British, maybe a Jensen Healey," remarks someone seeing it from the side. As owners of 968s know, many people in parking lots and stop-lights will ask some variation on the same question. What is that?

The last evolution of the transaxle Porsche, never sold very well in North America, making it an uncommon sports car 20+ years later. As the story goes, Porsche needed a new entry level sports car in the early 90's due to the declining sales of the 944. Yet Stuttgart had not planned on having a new car designed for quite a few years. That new model eventually came in 1996 as the Boxer. As a small auto manufacturer Porsche always counted on much

four at 240hp was just 10hp down from the final 944 Turbo. This was the first Porsche engine to incorporate variable cam timing, and had an improved intake manifold over the previous 3 liters. The 11:1 compression ratio and variable camming meant that the 968 also had a relatively flat torque curve. Producing 225 lb ft @ 4100 it was the highest torque of any normally aspirated four cylinder production car of the time. That being said, at low RPM it is clear there are only four pistons doing the work. But as the revs build the magic starts to happen. With a great internal balancing shaft, the engine is silky smooth.

The 968 was also one of the early Porsches to come standard with a six speed manual. It could also be ordered with a tiptronic automatic.

In 1993 Joe Ruzs from Road & Track wrote, "Whoa! Pardon my enthusiasm, but as the owner of a 911 who has driven nearly every Porsche model built I the last 20 years. I have to confess that I have a lot of respect for the 968, whose civilized demeanor makes driving – at 5/10ths or 10/10ths – a pleasure."

So, good looks, good performance, and a Porsche badge, why didn't it sell well in North America? Nearly all the automotive press gushed about how good it was. In June 1992 Car & Driver compared convertible Corvette, Nissan 300ZX, and 968. Like many comparisons, the 968 came out in first place. The issue was price. At a price of \$54,745 as tested, the 968 was nearly \$10,000 more than the Corvette, and \$15,000 more than the drop top Nissan. It simply was too expensive for what it was. Cost of production and exchange rates did not work in favor of the last transaxles.

Over the four years of production a little over 11,000 were made and less than 4,000 of those came to our shores. Sales dropped steeply between 1992 and 1995. In the final year only 307 cabriolets were built. Hence the question, 'what is that?' ■



Paul Gilbert purchased his 968 last summer from an owner in Florida who had care for it for 15 years. Detailed service records, and major repairs like upgraded pinion bearing in the transmission, and timing belt service made this 70,000 mile cabriolet a good buy.

longer production runs to keep their costs in line. And to make matters worse, Porsche's profits in the early 90s were at rock bottom, not allowing for the capital to create a new car on demand.

To the rescue came Harm Lagaay, the Dutch automotive designer who had helped create the 924 years earlier, and then spent time with both BMW and Ford. "The first thing we did when I came back was to do a facelift. Yes, the 968 is a big facelift, front and rear, and the side window we did differently, and technically there was a big change to the engine," reflected Lagaay. The new design incorporated more of the curved style of other Porsches (think 911 & 928).

The 968 hit the market in 1992 and remained largely unchanged until its final year of 1995. Like the later 944s it came in both coupe and cabriolet. But unlike the 944 which had both normally aspirated and turbo models, the 968 had just one engine. And as the Lagaay quote suggests, it was an engine that benefited from years of development. The 3 liter





Rogue at the Oscars

The VIP reception was quite the affair. Porsche officials* and lucky customers sipped champagne and strolled among the glittering display models. A Cayenne in Biscay Blue Metallic, a Cayman GTS in Guards Red, a Panamera Sport Turismo in Volcano Grey Metallic, a GT3 and 911T in Racing Yellow. Cameras clicked as patrons eased in and out of leather-adorned interiors. Porsche Oscar Night at the 2018 DC Auto Show.

Oblivious and arrogant, the 911 GT2 RS sat to one side. No fancy colors—just silver, black and carbon. Its rear spoiler bristled like a punk rocker's hair. The interior a maze of bars, belts and gauges. Seven hundred HP with a \$350,000 price tag. A Marlon Brando “I’ve been there and don’t give a damn” attitude.

The evening eased down and I sat alone in its racing bucket and gripped the full carbon steering wheel. My focus dead ahead on an imaginary straight. No urge to fiddle with a superfluous PCM screen or accessory buttons. Why is this racing bully here, on a plush carpet with Porsche’s glamorous creations?

Then I’d swear I heard a throaty whisper coming from somewhere in the alcantara-lined cockpit:

“Okay, so I’m a track rogue, but I got my reasons to be here. I got no problem with my model pals around

me. They’re Porsches too, and are damn good at carrying golf clubs, families and weekend racers around. But I’m here to tell you and them that racing is Porsche’s heartbeat. Racing is dirty, loud, expensive and dangerous. It’s about guts and engineering and failure. But that’s where you test it all, where you get the know-how to build safe, lasting, high performance cars for everyday use. Take away that racing heartbeat, and you get another luxury boat cruising around town. And buddy, if you don’t get that, you don’t get me and you sure as Hell don’t get Porsche.”

Dazed, I extracted myself from the car, thanked the hosts and made my way up the escalators to the exit. In the Toyota Camry Uber ride home, I remembered that whisper. I smiled and thought that while I can’t afford a GT2 RS (and at my age shouldn’t drive one), I can sure afford to be proud of the HEARTBEAT in my Porsche.

** Special thanks to Porsche Regional Representatives and local dealers for hosting the Auto Show Reception.*

Story by Sydney Butler. Photo by Shane Butler.

Data Acquisition

Story by Evan
Close, Driving
Coach

Below: Squiggly
lines taken from
Summit Point.
Looks daunting,
but it's surpris-
ingly easy to
use.

Recently at the last DE of the year on brand new pavement at Summit Point, many of the DE faithful were treated to some good fun, despite the weather attempting to step in and make it slippery. With the end of the season upon us, I thought it would be a great opportunity to challenge people to think hard about how they could improve their driving and to take a closer look at the tools available to them in the off season. Many may think of data acquisition as unattainable or too hard to use but what better time to look into it than the off season.

The Basics – What is a data acquisition? To me it's ANY form of data including video, driver evaluations, and data acquisition systems that use GPS and internal sensors. In other words, whatever you use in order to improve your skills in a measurable way, but the key to all of this is ACTUALLY USING IT.

Some drivers fail to realize that once you move to a non-instructed run group, you should continue to do this on your own. A driver Coach in your car or your instructor at a DE are with you to provide a valuable piece of data. . . . Instantaneous feedback and advice on optimal way to drive a corner, then a lap, then a session. I feel there is a place for having an instructor or coach in the car, but I also feel that there is always a place for data review once you exit the car as it is unbiased information that shows what happened, good or bad. That corner felt great!!! Was it? Or did you just think so? Data can confirm and then show a driver why it was good and how it can be repeated. Without the data you have little chance of remembering where you started braking, where the turn in was, etc.

Let's face it, a DE is not about lap times, but does this mean that you have no use for a data logger? A DE event is one of the best places to use data to try different lines, follow a similar car, and have time to apply what you have learned in the next session. Lap times are just one small piece of data, looking at miles an hour, G-loading, braking points, turn in points, acceleration application all translate into using a car and tire to its full potential SAFELY.

I wanted to give a little overview of some ways to start getting into data, all the way to a data acquisition system, so that you can plan for over the winter break while itching for the next opportunity to drive your car.

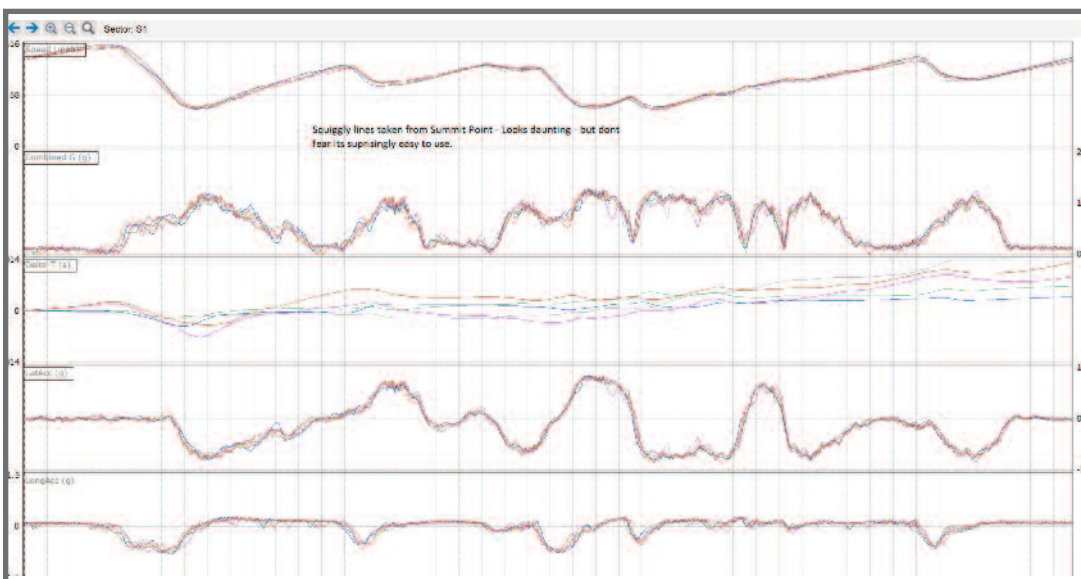
Video – The easiest way to get into data and start learning how to self-coach. With the availability of GoPro, Replay XD, Contour, etc. there is something for every budget. While most take a video and then watch it at night, starting thinking about bringing a laptop and reviewing video after each run and try to identify the most important areas to work on. I would bet your instructor would be happy to watch them with you and point out what they are trying to teach. There are even programs out there that allow you to compare 2 videos side by side to help illustrate areas for improvement.

Cell Phone Apps – These can be used in conjunction with a video camera or on their own. Most use GPS data and have a display for in the car on track that shows instantaneous feedback in the car to the driver. These apps can be a good way to start training yourself to use data during and after session to get the most performance out of a car. Unfortunately, they

are not the most accurate, but again they a very good starting point at a low cost and are easy to use and understand.

GPS dashes and timers

– Probably the most commonly used at the race-track and allow a driver to collect massive amounts of data. Some units only use GPS information, while some tap the cars factory sensors getting throttle position, steering angle, rpm, brake pressure, engine temperatures, and the list goes on with products like an AIM, Racelogic VBox, Motec,



Racepak, and Traqmate who all offer different solutions and expandability that work with older cars or brand new cars. Most of these produce the well-known squiggly lines that can be looked at and understood by mere mortals or seasoned engineers and then be applied back to driver and vehicle improvement. These are the most powerful tools at our disposal, while some can be costly, they offer improvement every time they are used.

Video and GPS Data systems – This is probably the most overlooked segment in most DE club racing events. Most systems have one program for squiggly lines and video is opened in a separate program that is not synced to the data making it difficult to look at a certain corner in both programs simultaneously. However, as many of us are visual learners real-time synchronized video/data allows us to observe hand movements, exact car placement, steering angle, throttle position, brake pressure, etc all simultaneously on the computer screen.

My personal choice after exhaustive reading and having used several systems is Racelogic's VBOX Video HD2. It offers one of the most powerful and easiest systems to identify driver improvements. You can exit the car, eject the SD card, load it into your computer, and a minute later be looking at the data and the video synchronized together in an intuitive and easy to use program.

Once most drivers use and learn how to apply a data acquisition system, they wonder why they didn't get one sooner. The end goal is to shorten the length of time it takes to become a competent and safe driver while still having fun. Data does not lie and can show you things that you have no idea you were doing... good or bad.

When looking at a data acquisition set up, you really need to consider these things first:

1. What is the goal when using a system – Driver improvement, vehicle improvement, or just video to show friends how amazing you are.
2. How easy is it to use – can you get out of your car, quickly see and understand the data, or do you



need wait till you get home and take time to look it over and decipher the data. If it is easy to use and understand you will continually use it instead of having really cool extra ballast in the car.

3. Budget – is it really worth it – most realize later that it is worth the initial investment and can decrease the time it takes to improve. Do you want to incrementally add to a system or install a full system?

4. What's available for my vehicle – does your car have built in data or do you need to add your own sensors, what sensors do you want or need?

Answers to these questions will help you identify which system will suit you and your car best. At the very least I urge you to consider adding a camera to your car to capture what goes on, enjoy watching it, and teaching your eyes how to self-identify mistakes. Rather than getting out of the car and using hand signals when you discuss how you took a corner, imagine comparing data and seeing the ACTUAL lines you took on each lap. If you wonder why the car exactly like yours is leaving you in a certain turn... data will undoubtedly help you.

Feel free to contact me for questions or advice, but please give some serious thought to using data next season. I can be reached at ccmotorsports911@gmail.com and will be happy to walk you through some options or help better use what you already have. ■

Above: Racelogic VBOX HD2 allows for data and video to be seen synchronized together in one program.

Social Committee Seeking Volunteers



Our Social Committee (currently just Pat Kaunitz as Chair & Mia Walsh as Exec Advisor) is looking for a few good men & women! We are looking for motivated individuals that would like to own one (or more if you want) of these parts of the Social program:

The Awards Banquet (February)
PorscheFest Dinner (August)
The Picnic (September)

Watkins Glen Dinner (June)
The Club Race Dinners (September)
The Holiday Party (December)

The position involves calling caterers, reviewing contracts, being onsite to manage the event (with other volunteers), reviewing feedback and refining for next year. *There is also more that the Social could do so we would be happy to have some fresh creative ideas!* **Contact pat@pcapotomac.org for more information.**



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Forza - Let the games begin!

Many moons ago I was speaking with the late Bill Scott, longtime owner of Summit Point Raceway and 1970 Formula Vee World Champion, who told me in reference to his first time at the Nurburgring in 1968, that they were given just three laps to learn the Nordschleife's well over 100 corners, in preparation for qualifying. I have read he was the fastest qualifier within ten laps of the then 14.3-mile course, and he came in second that day. For those of you who have visited the circuit all performance cars are judged by, you know this was nothing short of amazing. This one road course is more challenging and longer than any other three good ones you will find, all put together. There is certainly no shortage of reference points to remember! I should also mention that Scott would go on to win later that year on the Ring's short course (just 4.8 miles at the time), in his first visit there too!

Decades later, I would travel to this amazing piece of historic asphalt. However, with my first time out on the now shorter 12.9 Nordschleife (north course), I believe I likely knew it better than Bill did upon his first arrival. Why you might ask? Simple, Forza. Through this popular simulation racing game, created by Turn 10 Studios and powered by Microsoft's Xbox console, I was able to virtually learn the circuit's hundreds of turns before my first visit there in reality. I knew every corner by heart. The only real surprise was that the first version of Forza could not really give me the truest sense of the wild, undulating characteristics of the place. Frankly, I am convinced that it is an uphill battle for any simulator. After all, this is where the racing God of speed, reached down and touched the earth. But Forza did a pretty good job of briefing a driver on what to expect. I knew of the Ring's flat out

sections and technical ones. I knew it was so long it was like zipping through changing zip codes. Dare I say, I was comfortable enough to breathe?

So back then, I was using Forza's early version of the game, played on the Microsoft's first Xbox, the 360. Since then, not only has the game advanced to version 7, Microsoft's Xbox X console has advanced to the most powerful game console ever, a full 60 frames per second and at 4K resolution. The two together are something every car lover should experience. So how powerful is Forza 7? Well, let us put it this way. You can buy the game on disc, or download the whole game online. I bought the disc and well, I soon found out the disc holds only about half of the game's nearly 96 GB's of data!!!! After all, past its 32 tracks from around the world, the game boasts 700 cars!! Living in the country and still on Verizon DSL, this was the first hurdle for me into Forza's nirvana. The download was agonizing, just getting me to a point where the game would start to run, while downloaded the rest of its content while playing.

The game marches you through a multi-tier Forza Championship of acquiring cars and points. There is also a free play route to playing the game, which is not quite as flexible as in the past, but plenty entertaining and does allow you to visit the separate tracks on your own. But it's the look of the game that truly sets it apart. As an artist myself, I can passionately share that the graphics are nothing short of amazing. Where in the early days I believe all of the game would have been graphically artist rendered. Today, I think much of it is actually scanned from real live visits to each track and the cars are done this way as well. Realism is high and it is all beautifully presented.

*Story by Tom
Neel*



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When you race using the camera view that places you behind the wheel, all gauges are working and you feel in the car.

Car wise, prepare yourself for a vast selection. Where Porsche had been represented in the past, but then gone due to an agreement conflict, the Porsches are back, 33 in all, in a new 6 year partnership, and the feature car is the 2018 GT2RS. In fact, you may recall the GT2RS was actually first shown to the world by Forza at the E3 summit, not at an auto show. I read that Porsche shared highly sensitive encrypted data with Turn 10 studios to properly create this car throughout its development, long before the automotive public even knew little more than a whisper about the car. The realism of the aesthetics and driving characteristics were a grand effort on everyone's part. It is not the only Porsche either, by far. Porsche's including the 919, 918, 962, 959, 935, 928, 944, 911, 914/6, 804, 718, 550A, 356A, Carrera GT, GT3, RS, GT4, Panamera, Cayenne and Macan, with many versions and race liveries! But past the P-cars there's also historic F1 cars, from several eras, CanAm, Nascar, every car you dreamed of or likely owned as a kid, pickups, every SUV, muscle cars and so much more! 700 cars will fill a garage I'll tell ya!

Tracks, you want tracks? Okay, so while you won't find Bill Scott's Summit Point represented, you will find VIR, Watkins Glen, Lime Rock, Road Atlanta and America, Circuit of the Americas, Sonoma, Laguna Seca, Maple Valley, Daytona (both the Speedway and 24 hour circuits), Homestead, Sebring, Long Beach and Indy. Care to visit the rest of the world? Okay they've also provided you with the Alps, Bathurst, Brands Hatch, Catalunya, Dubai, Hockenheim, Le Mans, Monza, Mugello, Prague, Rio, Silverstone, Spa, Suzuka, Yas Marina, the Top Gear test track, and yes, the Nurburgring. You will not get bored too quickly with that list. All of these tracks show way more than just the track itself, with off track views and distant skies adding to the eye candy. At Long Beach, I could not only see the building, but the window I watched my first Formula 1 race from in 1978. The spot where I looked down and saw Gilles Villeneuve, in his first lead ever in an F1 race, crash his Ferrari making a bone headed pass on (ex Ferrari driver) Regazzoni. This let Carlos Reuteman go on to win.

Okay, so if you think this could not get any better, well, it actually can. Because the

brainpower at Turn 10 has also created a series or game called Forza Horizon. Now in its third generation, Horizon 3 takes you into their virtual world of Australia. A world that lets you drive anywhere you wish in the virtual world they have created, and it is big. With "only", 350 cars at your disposal, you have miles and miles of both paved and dirt roads, obstacle courses, cities and towns, beaches, and so much more. But OH MY GOD, at any time you can just hang a left and care not about the road you're on, knock down a fence, and go tearing through the out-back like a knucklehead, through bushes, creeks, picnic tables and over jumps, on a heart pumping, hooligan escapade! While I'm not a nut on the road, I must admit, this is one brilliant anger management tool!

Again, as an artist, the graphic data here blows my mind. A quick search for Horizon 3 videos will quickly prove my point. On one gravel road at night, I stopped just to look at the detail with the headlights on. Every pebble and stone was there, foliage and trees lightly swayed in the breeze and fireflies were moving all about. Because of the powerful graphics, every weather condition is also possible, including rain and even snow. When the rain cometh, (especially in Forza 7), surfaces become shinny and slippery too! Droplets appear and visibility dwindles.

Did I mention ladies and gentleman, as I enjoyed these virtual automotive experiences this winter, it was cold and snowing outside? If it sounds like it is time for a bigger garage, try making space for the virtual car world. There is room for both it and the real thing. Tires are much cheaper too! ■



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48th Chesapeake Challenge

Charlene and John Truban attended the Chesapeake Regions "48th Chesapeake Challenge" at Linganore Winery in Mt. Airy, MD. There were a few Potomac Members who were there also participating.

Story by John Truban. Photos by Charlene Truban.



Left: A variety of colors on the field.

Below left: Boy Scouts work hard judging Porsches.

Below right: John & Charlene Truban's Baltic Blue Speedster at the 48th Chesapeake Challenge.



35th Deutsche Marque Concours d'Elegance, May 6th, 2018

Article by John Truban. Photos by Charlene Truban.

This year's 35th Annual Deutsche Marque Concours d'Elegance will be soon be upon us. Billed as the Potomac Porsche Club's premier annual concours and hosted along with the DC Region's Mercedes Benz Club and BMW Club for its 35th year, this is a great time to view some of the areas nicest German automobiles. Bring your Porsche out to the show to compete for awards and to display. The all-day event is complete with car displays, food and merchandise vendors and followed by an awards reception.

Potomac Porsche Club Concours Chairmen John Truban & Kevin Naughten have chosen a diverse and highly qualified group of Judges. The Judges will be scoring cars based on cleanliness of the exterior, interior, engine and trunk compartments. We do not score the undercarriage of the car. We have designed the car classes to allow for the widest range of Porsche automobiles to compete and be shown. We have many familiar classes while adding two additional

classes this year. We have added a Modern Production Class for Cayennes, Macans and Panameras, as well as brought back the Outlaw Class for all Porsches that have been noticeably modified from the original specifications.

This year's Deutsche Marque will be awarding Class Awards for 1st, 2nd and 3rd places. We will also be awarding five Grand Awards, listed below. The Best of Marque Award will be given to the top scoring Porsche on the show field. This winner will then compete against the Mercedes Benz and BMW recipients for The Spirit of the Marque Award – the top honor.

Pre-registration is highly suggested as space is limited and this speeds up your registration process. Watch for that motorsportreg link in coming emails and newsletters.

Registration starts March 15, 2018 6:00 PM. The entry fee for the concours is \$30 per car (\$40 after April 30th or on-site). Registration includes one wine and cheese awards reception ticket. Additional wine and cheese reception tickets are available at \$15 each. In order to allow us to plan appropriately for the number of guests, please register in advance. There is no charge or need to register to attend the concours as a spectator. The official website for the 35th Deutsche Marque Concours d'Elegance is: www.dmconcours.com.

Event Schedule

8:30 AM - Field opens to show participants for placement onto the field.

9:00 AM - General admission begins.

10:00 - AM All cars whose owners wish them to be judged must be registered, and cars placed on the field. If you would like to be judged, PLEASE have your car on the field by 10:00 AM We do our best to judge everyone consistently and fairly



and can do this best if we have sufficient time. Thank you!

10:30 AM - Judging begins.

2:30 - 3:00 PM - After the judging is completed, scores are tallied, and winners determined, we will announce winners at the wine and cheese reception.

3:00 PM - Wine and Cheese Reception - Awards for all clubs will be presented at the Wine and Cheese Reception.

(There is a rain date of May 20st should that be needed)

Top Trophy

The Spirit of the Deutsche Marque Concours Award – chosen by the Porsche Club, BMW Club and Mercedes Club Chairmen from the three Best of Marque winners. Given to the top German Automobile that best exemplifies the spirit of the Deutsche Marque Concours.

Grand Awards

Best of Marque Award, Chairman's Award, Most Significant Porsche Award, Best Design Award, People's Choice Award

Class Awards

356 All Years, Early Aircooled 911s, 912 & 914 - (1964 to 1976), Mid Aircooled 911s (1977-89), Late Aircooled 911s (1990-1998), Modern 911 (1999 - 2018), 924, 944, 968, 928, Boxster/Cayman, Modern Production (Cayenne, Macan, Panamera), Outlaw Class (For all Porsches that have been noticeably modified from original specifications)



January 2018 new Potomac members

New Members

Peter Bach - 2010 Panamera 4S - from Manassas	Andrew Griffith - 2005 911 Carrera Cabriolet - from Gaithersburg	Kit Ng - 2018 718 Cayman Coupe - from Rockville
Kevin Bargo - 2015 911 Carrera Coupe - from Vienna	Preston R Hall - 2004 911 Car- rera Coupe - from Rockville	Kirk Niemi - 2003 911 Carrera - from Falls Church
Sam Black - 2004 911 Carrera - from Washington	Brian Henderson - 1999 Boxster - from Falmouth	Lokesh Palapa - 2018 911 GT3 - from Ashburn
Ron Blanton - 2003 911 Car- rera Cabriolet - from Trian- gle	George Irish - 2002 911 Turbo - from Stafford	Irbin Rodriguez - 2003 Boxster - from Derwood
Andy Bryan - 2006 Boxster S - from Arlington	Kaz Kotlow - 1986 944 Coupe - from Alexandria	Jeff Spigel - 2013 911 Carrera 4S Coupe - from Bethesda
Robert Clemence - 2004 911 Carrera 4S Cabriolet - from Haymarket	Wayne Lavalley - 2014 Boxster - from Laytonsville	Chet Steiner - 2015 911 Car- rera GTS Cabriolet - from McLean
Ryan Compton - 2008 911 GT2 - from Alexandria	Ho Lee - 2012 911 Turbo Cabriolet - from Oakton	Patrick Terwilliger - 2010 911 Turbo Coupe - from Vienna
Harold Cox - 1974 914 1.8 Targa - from Frederick	Timothy Maier - 2003 911 Car- rera Coupe - from Alexan- dria	Peter Tran - 2017 718 Boxster S - from Ashburn
	Isiah Munoz - 2018 Macan S - from Washington	Sam Youssef - 2007 GT3 RS - from Vienna - transfer from Lone Star

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February 2018 Potomac anniversaries

Anniversaries

40 Years

Edward & John Jordan

35 Years

Michael Barry

30 Years

Pete & Jeanne Kurzenhauser

25 Years

Paul & Donna Amico

Edward Bacon

Dennis & Kathy Hafer

Steven & Cornelia Randolph

Jay & Eric Silberg

20 Years

Paul & Sohie Hahn

Jeffrey Jones

Thomas & Alex Snyder

15 Years

Dean & Lois Hagerty

Christopher & Christina Mazzanti

Dwight & Tara Mowery

10 Years

Thomas & Alisa Beyer

Barry & Mary Brown

Evan & Stephanie Close

Denise Elliott & Thomas Birdsall

Jay & Cheryl Friend

John Hammer

Peter & Daniel Hebert

Jeff & Patricia Horowitz

Wayne & Rosalie Hufnagel

Scott & Jennifer Lee

Alex Lunsford & Virginia St. John

William Lyle & Barbra Chatman

5 Years

Jeff Duncan

David Evans

Edgar & Jessica Gray

John & Keira Hornyak

Stephen & Cheryl Lucky

Christopher Markwood & Jenny Allen

Michael Regen

Paul Wight

James & Christopher Wood

Contribute to der Vorgänger

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 re-size 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

Porsche Love by Mike Copperthite

My wife Kim and I joined the PCA in 1989 shortly after we bought our first Porsche - a basket case 1967 911S for \$2,500. Months later, after she caught fire, was hit from behind by my little brother, painted and made mechanically sound with the help of Al Collins @ Authority, we entered our first PCA Potomac AutoX held on the lot of Electrodyne in Alexandria.

We put thousands of miles on that Guards Red Porsche and in her I attended my first 356 Registry Event at the Porsche 356 Registry Holiday 1989 XV in Jiminy Peak, Mass. The car mostly ran perfect except like clockwork the Bosch Starter motor would die every year. I told Kim she never looked sexier than when she push started me in high heels. She once got a standing ovation from folks at an outside café who witnessed this... And since then we have been doing events and having fun in Porsches!

That first 911 we sold for \$5500 to help purchase our first house for and I felt I had ripped the guy off as the floor pan was flintstoning away!

In the early 90's old 356s of which there were many in the Metro DC Area came cheap, so I purchased sev-

eral and got the rodent houses out of them, made them mechanically sound and sold them for a small profit. I also met Chuck Beck, bought one of his cars and with the help of Lewis Hauser of Karosserie and many many real bits and pieces of period correct Porsche parts turned our 550/1500RS Spyder into the finest homage daily driver on the planet! It has been driven to Sebring and back and has participated in D.E. Autocross, Laps 4 Charity, rallies and more.

We have been race enthusiasts and love the cars, the folks that raced them, the history and meeting people who have the same interest. I was the first to take PCA members to the Indoor Karting Center at Dulles and over a decade later won the Potomac PCA Karting Series! Seat time in a our street Porsche led to a second place in the SKUSA Shifter Karting Winter Series S2 class racing against folks with the names of Rahall, Andretti, Montoya, Millner, and other professional drivers from IndyCar, F1, and the Lemans series. It also led us to a test drive in an ALMS LMP11 car.

Our latest Porsche is the Willie Wonka Golden Ticket of Porsches. We have always loved the pure lines of the early 356 Porsches and have been looking for the right one for decades. In early Fall 2009 while





Left: Paul Gilbert in his 1995 Porsche 968 Cabriolet.

reading the bulletin board on the 356 Registry about a “not worth the asking price” 1953 pre A rust bucket and the owner would not respond to any posted questions about the car. So I went to the library and found a phone book that had the seller’s contact info, I called, he answered, told me he thought the car had raced, was complete, and that it was sold for the balance due (on the storage bill) by the second owners wife who got divorced and did not want to pay any more. So the storage lot owner posted a note for sale at a local PCA meeting in Wisconsin for the asking price of \$117... in 1969.

Flash forward to 2009. After Lewis Hauser assured me we could get our money back by parting it out (if

it was not restorable) we purchased a 1953 Pre A Super Coupe and had it shipped to Karosserie, LTD.

We then spent the next 5 ½ years having her restored to as she had raced in 1953 and with the help of Porsche of Germany and the family of the original purchaser from Hoffman Motors of Chicago, Paul van Antwerpen we have been able to discover much of her history.

We found that our car was a factory race car and was then sold to Mr. van Antwerpen (who was a shareholder and co-founded Road America) who sold War Surplus for safety and timing trackside and raced our car in the Airport Series of the SCCA at the dawn of Porsche dominance in Road Racing in America scoring several wins and many podiums.

In 2015 one month after being completed Porsche invited us to race her at Rennsport V. She has since been an Ambassador for Porsche at many events, from Amelia Island where she took second losing by just a few points to another Lewis Hauser restoration that just sold at RM in Monterey for \$1,000,017. She has done the Grand Ascent Hill Climb at Hershey, PCA Potomac Auto-x, Drive and Dines, Rallies, Laps for Charity, and she just completed a 1,200 mile journey from Washington, DC to Asheville, NC participating in the 2017 Treffen.





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Porsche911 RSR at the Rolex 24 in Daytona. Photo by Ken Marks.

