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## DER VORGÄNGER

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Cover photo by Tom Neel of his 917K, 1/12th scale Minichamps model. Full story on pg. 18



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# Lack of Practice Makes Imperfect



Glenn Cowan

Wow, that was close—but it shouldn't have been. I have driven around that left-hand sweeper with the disappearing lane thousands of times. I should not have been caught unaware by the driver in front of me, himself caught unaware by the disappearing lane, failing to check, and pulling into my lane completely oblivious to the presence of my car.

This seems to be happening more each month as motorists forget whatever mean skills they had pre-Corona, and drive seemingly in a continuous fog. Speeds on I-70 are approaching a consistent 80mph driven by drivers who weren't all that good at 65. Younger drivers (always a menace) must be getting licensed based on a wish (theirs) and a prayer (ours).

That said, I am not as good on the road as I once was. Okay, I am a year older on top of a bunch of "maturity", but it has only been a year.

Let's start with the obvious:

1. I am right on the edge of not driving my car at all. Where am I going to go and for what purpose?
2. The driving patterns I encounter are unfamiliar and hard to anticipate.
3. I purchased my car a month before the start of the pandemic and still don't know it very well, particularly features like Lane Change and Lane Keep Assist, Adaptive Cruise Control and the Dynamic Light System Plus (although I have mastered the Seat Ventilation). The point is that pretty much each time I drive I am relearning something.
4. I am finding that this lack of confidence feeds on itself.

So, what to do? This too will pass (see Editor February 2021) but I am going to be more diligent and start driving purposely just to drive and hone skills. I am also going to participate in every Potomac driving event possible. Autocross

might not seem like the best set of skills for merging onto the I-270 Spur, but when Addled from Andover pulls into my lane, I know exactly how fast and extreme I can maneuver without hitting a "cone". The experience of charging into the Stop Box and braking precisely can prepare you for not rear ending the oblivious braking yahoo in front of you.

HPDC and DE certainly provide skills that come into play every time you merge left to get on to the Dulles Toll Road from I-495W or onto 95N towards Baltimore from I-495 East. Seriously! Rally proves the point that you can't really look at the scenery and follow precise directions at the same time and Drive and Dine, even though "Follow the Leader" makes it apparent that as speed increases and the road bends, you can't drift off, or you just might!

So, I am looking to Potomac to keep me straight while driving on turns! DV

# "Good Morning, Bob"

I first met my friend Bob Simmons at an open board meeting almost three years ago. He had joined PCA a few days before with a new-to-him 987 Boxster.

During that board meeting, Bob said that he really wanted to try Autocross but decided against it because he didn't like getting up early. Bob was at an eight-person table, the other seven of whom were Autocross fans. All of them overheard him mention Autocross and his concerns. This launched a full-on recruiting campaign to convince Bob that he was passing up the thrill of a lifetime (and other such) and led to them all earnestly telling him how much fun he would have at the Autocross event happening the very next day.

Bob showed up for Autocross that next day, a little sleepy. He is now on the Autocross committee and

regularly shows up for events an hour or more before they start, wide awake with a travel mug of coffee in his hand. He currently serves as our Sponsor Chair.

Many PCA members started out like Bob as total strangers and now share deep connections with each other. We are a social club built on the foundation of a passion for Porsche. Relationships grow through our events. We hold purposefully different events designed to appeal to our diverse group of owners. So, what happens when something like COVID strikes?


We safeguard our members while staying true to our mission as a social club. We began Drivers' Education events last year without instructed run groups. Instructed run groups were reintroduced after reviewing CDC and Porsche

Club National safety guidelines. Drive and Dine held events at a reduced capacity at restaurants operating under state guidelines. Autocross will have a normal schedule of events this year while mindful of social distancing in the paddock area.

As infection rates and safety guidelines change, we may need to modify, reschedule, or cancel events. As the President of PCA Potomac, I assure you we remain committed to bringing our members together safely whenever possible. DV



Gary Baker




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## 2021 CALENDAR OF EVENTS

The information below is accurate as of date of publication. Check Potomac's website at [pcapotomac.org](http://pcapotomac.org) for further information and the most up-to-date information.

## MARCH

13

Tech Session for Summit Point DE Autobahn, Fairfax, VA (Location not yet confirmed)

16

Awards Ceremony & Open Board Meeting

21

Autocross #1 Summit Point

27-28

First DE of the Season: Sponsored by OG Racing Summit Point, WV

## APRIL

3

Lunch & Distillery Drive City Grille, Manassas, VA

24

Spring Rally

Tech Session for Watkins Glen International DE Porsche Silver Spring, MD (Location not yet confirmed)

24-25

Autocross #2 Summit Point, WV

## CLUB Announcements

### VIRTUAL VOLUNTEER APPRECIATION AND AWARDS CEREMONY/ OPEN BOARD MEETING TUESDAY, MARCH 16TH AT 7:00 PM

Please join us for our Annual Volunteer Appreciation and Awards Ceremony and Open Board Meeting for new members. Although we can't be together in person to have a big party at Maggiano's, we hope to return next year!

Major awards that will be presented at the meeting:

- Instructor of the Year
- President's Awards
- Enthusiast of the Year

Register to attend at [msreg.com/2021-q1-obm](https://msreg.com/2021-q1-obm)

Please submit all questions using the registration form, or email the Secretary, Steve Bobbitt, at [secretary@pcapotomac.org](mailto:secretary@pcapotomac.org)

### WELCOME TWO NEW PROGRAM CHAIRS!

**Community Service Chair: Bryan Sandler** – a member since 2017 who has participated in community service and drive and dine events.

**Social Chair: Graham Mansill** – member since 2019, has a few seasons of Autocross under his belt.

### POTOMAC BECOMES LARGEST REGION IN PCA

Our region now exceeds 4,000 members, 2,600 of which are primary members, which makes us the largest region in PCA!

### NEW EVENTS FOR THE 2021 SEASON

10/3

Women's High Performance Driving Clinic at Summit Point

10/10

Tire Rack Street Survival Driving School for Teens at Summit Point

### PCA NATIONAL ANNOUNCES NEW COVID WAIVER FOR 2021

A new COVID Waiver will be in effect on MotorsportReg from March 1 through February 28, 2022.

### POTOMAC MONTHLY LUNCHES & 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, 11:30am  
City Grille, 10701 Balls Ford Road, Manassas, VA, 20109

#### Maryland

Canceled Until Further Notice

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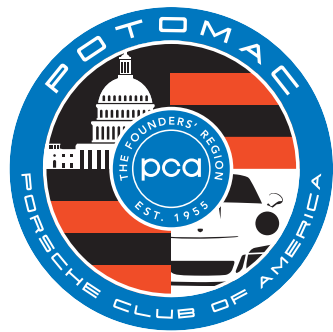
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AUTOCROSS

# Potomac Program Highlights



## A journey of learning for both the course & the road

BY BILL CONLEY, AUTOCROSS CHAIR  
PHOTO BY GLENN COWAN

I remember my first Autocross event from just a couple of years ago. The excitement, the butterflies in my stomach, knowing that I had been paired with one of the club's best instructors, and having absolutely no idea where the performance limit for my car really was. Gazing through a helmet for the first time, the seat belt cinched up tight, I suddenly found myself at the green flags of the starting gate.

I am still a relatively new driver; this year is the start of my third season. My hope is to share some of the fun and interesting things I have learned in my journey and talk a bit about how I apply these lessons in normal street driving.

“EYES EYES EYES!”

Over my first season, this was the most common instruction I received. Driving at wide open throttle and then transitioning suddenly to full braking is much louder than you would expect. Often in-car instruction requires a near yell to get a new driver focused but the lesson is critical if you are to see the next cone on the course and know to drive to it. The key is to look two, three, even four sets of cones ahead. My first time lined up at the starting line, I was looking at the cones next to my front tires, barely able to remember the course or know where to start turning as I jammed on the gas pedal. My eight-year-old Boxster S finally got to release its 300HP and the car lurched forward. All

my turns were late and my timing through the course reflected being late to brake, and late to turn.

I did learn quickly from that experience. Mastering the basic elements of autocross courses (slaloms, Chicago boxes, and constant radius turns) teaches you not to look for a single cone but to instead focus on “elements” of a course. These are similar to the types of structure you see on the roads each day. There are basically only three ways to merge two highways (a short merge lane, an extended merge lane, and the dreaded clover) which is an example of street driving transferring to autocross!

The second part of getting your eyes up is realizing that your brain can hold a lot of information at once. When I am driving on our generally clogged roads, I now find myself looking two or more cars ahead of me on the highway. I am not worrying if the driver of the car in front of me is distracted; I'm remembering where the road is located in my mind, and getting my eyes looking up ahead. On a snow-covered road, this means thinking about accelerating at the bottom of a hill in preparation for the next uphill or starting to coast as you crest over a blind turn. Being fast, and simultaneously completely in control, is more about knowing what is coming up rather than concentrating on where you are at that instant.

UNDERSTEER

Understeer is expensive both to your time through a course and your wallet, as it will chew through tires if you are not careful. While it's easier to explain and learn in person, understeer occurs when you turn the wheel more than the tires can maintain traction. It is evidenced when you brake late and attempt to adjust by cranking in steering attempting to get the car to come around. It feels like a skipping sensation and sounds horrible as the tires struggle to get traction. When I looked, after my first couple of autocrosses, I saw the chunks missing from the outer part of my front tires; a sure sign of understeer. The key to getting out of understeer is often to let up on both the brakes and the steering wheel. By doing so, you actually get more traction to turn, but it feels amazingly counterintuitive to turn sharper by turning the steering wheel less.

Recently on 295 North in Washington, a car in front of me suddenly swerved across three lanes trying to make an exit. I was able to avoid a collision as the driver suddenly pulled the wheel hard right. I was back two cars but knew better how to control my car and recognized that distinctive chirp from understeer without panicking.

JUST HOW WIDE IS MY CAR EXACTLY?

This was a great lesson to learn. One of my favorite parts of autocross is that the “penalty” for learning where the boundary really is (knocking over a cone) comes without incurring body damage! During my first event, I earned a Cone Killer award knocking over somewhere between two and three times more cones than anyone else! It's not a coveted award, but I have the sticker from that day, and smile as I remember learning the proportions of my car.

I know now to look at the width difference between the front and rear ends. Those couple of inches are important and knowing

exactly where they are as you turn into tight parking garages is always valuable. While the cone may not be the best thing for your Porsche's paint job, it's a lot better than concrete!

BALANCE, AND WHEN TO ADJUST IT

Setting up for a turn is an engineering marvel as you learn how to use it to your advantage on the course. It's all about timing which requires practice. During hard braking, you can shift the majority of the weight to the front end of the car. With the max amount of weight on the front end, you can turn faster. However, this effect only lasts for a few seconds. All of us have experienced this under emergency braking on the road. As you approach a stoplight and hit the brakes hard, the feeling of the tightening seat belt and then the unloading of all those forces as the car suddenly stops.

When you are braking hard, the normal forces on the front tires go up and those higher forces allow you to turn faster. The suspension will unload over the next few seconds and the available turning force will return to its average value. For a brief few seconds, you can turn faster on a course, or turn faster in an emergency on the road. I hope that no one practices this daily on their commute, but it is a powerful safety tool.

RACING IN THE RAIN

Autocross in the rain is one of my favorites. It truly separates the highly skilled drivers from those of us who are still learning. Each of the elements is the same as on a sunny day, but they become much harder on a rainy day. Having both Autocrossed and DE'd in the rain, it is one of the best learning experiences that I can recommend. It's amazing how little traction you have in the rain. Threshold braking distances become substantially longer and it's much easier to lose traction when turning. Autocross is a safe place to turn off all the traction control features on our Porches and to see just how easily they want to spin or otherwise lose traction. It's snowing today as I write this article and we have a few errands to run. Having autocrossed in the rain, I'm confident to drive in degraded conditions on the street. I've never autocrossed in the ice, so I'll still stay home on these days!

LIFELONG LEARNING

One fascinating part of autocross is the uniqueness of each event. Each course layout is custom and only used once. While more experienced drivers are often better, I've had great fun moving from the slowest group of drivers into the middle of the pack. I doubt I will win my class anytime soon, but I am competitive with most of the other drivers. Getting to learn from those who have driven at the edge of their cars' performance for decades is an amazing opportunity. One of our goals for the 2021 season is to teach more newcomers the basics talked about in this article. I'm excited to help lead this effort and pass on what I've learned.

We always have experienced instructors there to help hone and refine the driving ability of everyone involved. Keep an eye out for the weekly email blasts and check out our website for the event schedule at [pcapotomac.org/activities/autocross](https://pcapotomac.org/activities/autocross). See you soon! DV



DE



Drivers and instructors will be temperature checked each day during the registration and tech line process



Some of the COVID precautions in place include hand-sanitizing stations, social distancing rules and mask requirements.

# Drivers’ Education (DE) in the Time of Covid-19

Sponsored by OG Racing

BY BOB MULLIGAN AND SUSAN KIMMITT, DE CHAIRS  
PHOTOS BY MIA WALSH

March 2020 started out as a normal opening to our DE season, with our usual spring High Performance Driving Clinic (HPDC) for beginners, and the instructor refresher completed during the first weekend of the month. As I remember, at that time, we already knew about this nasty virus from China, but things had not really affected us, yet. Little did we know that early March weekend how badly and swiftly this would all accelerate and involve every aspect of life not only in this country, but throughout the world. As the entire country started to shut down in response to the threat of contagion, our DE leadership found ourselves wondering what, if anything, could be salvaged from our plans and commitments for our 2020 season of Drivers’ Education events.

As spring began, and local restrictions evolved, we found that we needed to fully cancel our events scheduled for March, mid-May and early June at Summit Point and Watkins Glen. This resulted in our first DE opportunity of the season to be at Pitt Race at the end of June. That first event required a huge amount of discussion and planning to fit into local regulations that were put in place to mitigate the spread of Covid-19. The Pitt Race DE was not able to be an instructed event due to those limitations. However, as the summer progressed, and restrictions relaxed

slightly, we were able to hold a DE at Summit Point, Main Circuit, in early July with a limited number of students in the Green and Blue run groups with in-car instructors. This required more Zoom meetings, emails, texts, and even phone calls than anyone could have conceived of before this pandemic. As the summer of 2020 progressed, we became more comfortable with our new procedures, developing new processes that would minimize personal contact and accomplish what was needed to hold these events. Potomac managed to host a total of six DE’s, one HPDC, one volunteer day, and ongoing instructor training last season.

Fast forward, and at this time with the opening of the 2021 season scheduled again for March, we are still dealing with the fallout of Covid-19 affecting so much of our lives. We intend to start the year under Covid-19 protocol, as we ended last season. We plan to adjust and adapt as the situation changes, but the basic changes to registration and social interactions will most likely remain in place in some fashion throughout this season.

This was a very stressful process for those shouldering the burden of accomplishing these tasks in both a timely and functional manner, especially during the first few events. Many people stepped forward and made this whole thing work, and they deserve our thanks and recognition for a hard job well done. First, Mia Walsh, who was PCA Potomac President in 2019 and 2020 jumped into the mix at the start. She and Jay Smith helped deal with track contract issues concerning cancellation, and Mia organized a vendor to make our PCA Potomac logo masks and ordered KN95 masks as well as latex gloves and small bottles of hand sanitizer which she also packaged for delivery to our drivers at registration. She also dealt with OG Racing to manage availability of student headsets, produced a slide show and then a video helping to explain the needed procedures that would allow us to have these events, and generally was there to shore up the team in helping any way she could.

Lara Peirce found herself in the unenviable situation of being the at-track registrar when the entire job changed completely. Lara,

## ADAPTATIONS TO OUR 2020 AND 2021 PROCEDURES FOR COVID-19

1. Registration – initial registration on motorsportsreg.com (MSR) was essentially unchanged since this was the process prior to COVID-19. However, our registrars and other volunteers had to deal with lots of questions about how to register crew and volunteers who had never had to register on MSR before. At-track registration processes probably underwent the most changes in 2020. This entire registration process was adapted to be fully contactless:
  - a.) Waivers were signed electronically prior to the events. Because of this, everyone at our events had to register on MSR and sign the waivers before arriving at the tracks. This included crew and volunteers. Local restrictions prohibited us from opening the event to anyone not registered, and restricted us from allowing entry to as many friends and family as we have welcomed in years past.
  - b.) At-track Registration was done from your vehicle with windows only down for temperature checks. Verification of registration and electronic waiver signatures were conducted using online tools by our volunteers as each vehicle progressed through the line. This ended up being amazingly efficient and, in many ways, better than our previous process.
  - c.) Arm bands for run group designation were in prepackaged envelopes and put under the windshield wipers at the last step of the line in registration. Use of windshield run group dots was found to be unnecessary and were discontinued.
2. At-track Car Tech – conducted with windows up and the tech form on the windshield where possible. At tracks where we could, we co-located Tech and Registration in one outside and open area.
3. Drivers’ Meetings – held via Zoom meeting prior to the event, during which all the usual topics were addressed. At these meetings, the specific actions developed to meet criteria in place to reduce spread of a communicable disease were fully explained. A very brief outside drivers meeting also occurred every day during the event, to reinforce and address specific points; everyone six feet apart, masks in use.
4. Classroom Instruction – this was limited by the size of the classroom and the need to maintain a six-foot distance between people in an enclosed space. In 2020, this was the main limitation on the number accepted into the instructed green and blue groups. This was also only held on day-one and was shorter, and less in-depth than usual to reduce the time spent in an enclosed space. For 2021, plans are in the works to possibly expand classroom capabilities.
5. Instructor-student pairing was limited to one student per instructor—to reduce in-car exposure.
6. Drivegvals.com was used in 2020, which helped our COVID-19 protocol in that the instructor-student pairing was done via phone or email prior to the event, so no milling around trying to find one or the other was needed—reducing social distance exposure.
7. In-car Instruction Policy – Instructors and students were advised to keep face shields down, keep windows open (as usual), wear gloves if possible, and delay discussions and debriefings about driving on track until out of the car at social distancing.
8. Grid – the number of people working the grid was reduced to one or two with the usual points (belts or harness, helmet straps, Hans device (if needed), and run group wrist band) checked before access to the hot pit.
9. Universal Precautions – masks on when not in your own pit or any time in a building (restroom or classroom), frequent hand cleansing, social distancing required.
10. Lunches – At Summit Point, the usual Chez Summit lunch option was closed—arrangements were made to allow ordering lunches from Railside Market (local deli) via MSR with delivery to the track—prepackaged and labeled with name and order.
11. Social – our usual happy hours at the end of the track day after the track goes cold (all track sessions have ended), is an eagerly anticipated and fun social part of our DE events. Unfortunately, these were suspended to avoid close mingling in this social environment.
12. Students were urged to consider purchasing their own headset for communicators, and if the student needed to use an instructor’s headset, this remained with student for the duration of the event, was returned to the instructor at the end of the weekend, and was not to be used by anyone else until it could be decontaminated.
13. Plenty of hand sanitizer, masks, and gloves always available as needed. Special PCA Potomac masks were available and for sale.
14. Late Cancellation Policy – no-penalty cancellation up to 48 hours of event to urge people who might have symptoms or might have come in contact with anyone with Covid to cancel with a refund. In 2021, last cancellation day and billing day are both at 5 days from the event. Later cancellation without penalty for any documented COVID-19 related issue is allowed.

with some help, somehow managed to establish the electronic waiver work-around needed for these events, as well as worked with Tech and multiple volunteers to devise the drive-through system explained above. She also had the burden of chasing everyone down who did not sign their E-waiver prior to the event. A truly heavy burden. Thanks to all the rest of the team who stepped up and helped make this system work, both volunteers and drivers who stepped forward where and when needed.

Our DE leadership group looked at feasibility each step of the way, with an eye on regulations coming from the state and county in which our tracks are located, to be sure we were meeting their standards with our procedures and requirements. Again, not an easy task. The topic of Lead-Follow instruction was raised several times, and after quite a bit of research, it was apparent that this was something that would take quite a bit of time for our instructors to learn, and would be suboptimal for our application. Where it was used elsewhere, the groups were very small, and the students were not beginners in most cases.

Finally, PCA National posted a policy that stated Lead-Follow was under their review and would not be permitted until their procedures and minimum guidelines were established. Potomac is studying possible applications of Lead-Follow for specific education and check out scenarios. For 2020 and 2021, Potomac intends to continue to have in-car instruction with all these restrictions and policies in place as noted above.

Finally, in closing this, we really need to thank and acknowledge the instructors and students who were willing and able to have someone else in the car with them for instructed groups. This was a personal decision influenced by both everyone’s personal and family situation and level of concern about the virus. This year, we will have lived under a full year of this monster, and hopefully, the actions needed to help mitigate the spread of this beastly virus are part of our daily routine. We plan to function under the policies that worked so well last year, adjust as the situation changes, and hope this season finds us well and ready to get into our cars and onto the track again. **DV**



# Drivers' Education (DE) in the Real Driving World

Sponsored by OG Racing

BY BOB MULLIGAN AND SUSAN KIMMITT, DE CHAIRS  
PHOTOS BY MIA WALSH

So, it's now March, and everyone is considering the possibility of spring actually being just around the corner. For those of us with these wonderful high-performance vehicles, this means planning for the upcoming fun season of playing with our cars. Our club, PCA Potomac, offers several opportunities for playing, one of which includes our High-Performance Drivers' Education (DE) program. So why should you want to come to a DE? Here are some thoughts about this and some details about how to get started.

First, you have an amazing machine that was designed and built to run at speed. You cannot do that on public roadways without risk from both your local police and everyone and anything else on the road doing the unexpected. Also, do you know how to handle a car at speed? Can you feel the balance of the car as it maneuvers through twists and turns? Finally, do you know what to do in an "oops" moment?

Our club offers DE and Autocross events as avenues to both play with your car, and to learn and continue to improve skills to allow you to do this better and safer. The difference between the two is obvious in several ways: top speed, duration of individual runs, days versus hours of time at the events, and overall, different experiences. Our DE events are typically multi-day, held at dedicated racetracks, with fairly intense instruction involved. Usually, the DE is associated with spending time in classroom learning, time on the track learning, and time interacting with other drivers. You will find you have lots of time socializing with new and old friends at places that are designed and built purely for high-speed motorsport enjoyment. These are immersion experiences, and once the bug bites, you will find you can't get enough.



Cars on grid, ready to go out in the rain in our high-performance drivers' education event.

## SO, WHAT SKILLS WILL YOU LEARN AT A DE?

To start, if you are a novice to high performance driving, you most likely will begin with our High-Performance Driving Clinic (HPDC), which is one very full day used to teach you the basics. This day includes learning the lexicon used to describe points of performance driving with classroom time to explain the concepts behind techniques used, followed by behind-the-wheel experiences to apply these lessons.

Throughout the day, you will have braking exercises, slalom runs, skid pad instruction, and an afternoon of driving instructed laps on the track at speed. These are designed to give you the base you need to take the next step in your journey through advanced high-performance driving. Unless you have participated in multiple Autocross events, an HPDC-equivalent event elsewhere, or have previous DE experience, you will need to have attended one of these clinics to qualify to enroll in a multiday DE event.

The Potomac DE process and training are focused on safety, fun, and learning, in that order. The weekend provides generous time to allow our instructors to work on teaching and our students to learn the fine points of safely driving fast. The art of high-performance driving includes learning to feel the balance of the car, using vision both to get you where you need to be now as well as where you want to be next, and putting it all together into a fast, safe, and fun experience. Areas of concentration that might surprise you include learning what the brakes can do, as well as what the brakes cannot do to slow and steer the car, how throttle input impacts balance and steering, and how correct use of these affect smoothness in all areas of the track. (Turns, straights and braking zones).



Performance driving clinics include cone and braking exercises.

Another aspect of the DE weekend typically involves the use of a Skid Pad. Skid Pads are special areas on the track premises that provide a large circular paved driving surface with limited traction due to the use of an in-ground sprinkler system. These are used to wet down the surface which greatly reduces the coefficient of friction. This allows both new and seasoned drivers to experience and learn what a car can be expected to do when traction is limited, and a car exceeds this limit. With the aid of a capable instructor, skid pad fundamentals are taught and experienced, including oversteer (Rear end of car loses grip), under-steer (Front end of car loses grip), and "slip angle" (the amount of controlled slippage allowing the car to continue safely around the circle). The use of skid pads to provide seat time in a car slipping and sliding under safe and controlled conditions allows a driver to learn and adapt valuable techniques allowing him or her to improve control and safety while driving any car, anywhere.

As you absorb these skills, you will find your speed on the track gradually increases even while you become smoother and more confident. As this happens, any butterflies you might have started with go away and you just want to do it again...and again.

## HOW WILL THIS HELP MY EVERYDAY DRIVING?

First, if you truly learn what we teach, and learn what your car is trying to tell you while in motion, you may well avoid over-driving or under-driving your car. Not being comfortable or even aware of these concepts can result in an unfortunate outcome when driving, especially those twisty roads you want to take your baby on. You will learn how to respond to those "oops" moments, and maybe even how to prevent them. You may well learn how to react appropriately and preemptively to behavior of drivers around you. And you will learn how to listen to and feel your car which can pay you back in both preventing progressive mechanical failure and allowing you to drive within the capabilities of both you and your car. You will become smoother, faster, more confident and will learn to love your car even more than you do now.

You will not develop these skills overnight. These are the goals that we all work towards as we continue to participate in DE's. Any sport or high-level activity has levels of expertise that are

only reached by effort at each step of the way. Many of us have learned this while trying to refine skills in activities such as skiing, bicycle racing, running, ice skating, soccer, and many other sports. The win-win of this for DE is that it is fun each step of the way. And I did mention friends you will meet and make along the way. For many of us who have been going to DE's for years, these friends often become lifelong friends both on and off the track. This is not a minor aspect of our events. And did I mention, Fun?

We look forward to seeing you at our events this year.

P.S. Drivers with DE experience can sign up for DE's, and novice drivers can sign up for HPDC at [motorsportreg.com](https://motorsportreg.com). Under COVID-19 restrictions, we can only have drivers, crew, and volunteers for our events until local guidelines change. If you are interested in volunteering to help at one of our DE events, and see what this is all about, you can contact our DE Registrars, or one of the DE Chairs. **DV**



Cars on track at Summit Point Motorsports Park, including Dean Drewyer's 991 historic and Stephen Kiraly's #55.



CONCOURS

# Concours Judges

STORY BY TOM COYLE, CONCOURS CHAIR  
PHOTOS BY GLENN COWAN



Warm weather brought out a large field of participants and gawkers at the 2019 Deutsche Marque

The second of May seems quite a way off—but not really! This year's Deutsche Marque Concours d'Elegance is less than 60 days from when you are reading this! That day we will gather at 2 Silos Brewing Company in Manassas, VA, to gauge how close to perfection a Porsche can be.

Remember when we were kids and got to play with a new Matchbox, Hot Wheels, or slot car? You couldn't wait to show it to your friends, and they couldn't wait to show you theirs. In doing so, you didn't put your best, car show polish on it. You might have just blown some hot air across its paint, and moved its body up and down your sleeve a couple of times.

Soon after, it was time to roll it across the floor, and while dinging your mother's woodwork wasn't the object of the game, your little car was a "driver". A car to be enjoyed before you finally were allowed near the family car. It is my hope that we try to keep this spirit, as we do our duty as a Volunteer Judge.

After speaking with the car's owner, judges objectively as humanly possible, and in accordance with the Checklist, inspect each participant. Very good original paint should matter as much as an exquisite repaint, but poorly done repaint shouldn't win a class. A rare factory or special-order color should get our attention. Originality in general should matter way more than not. Rarity deserves attention. Might it serve to be a "tie-breaker"? This is up to the considered judgement of the Judges.

In the interest of keeping this from becoming an all-day affair, I suggest the following formula:

a.) within a class, each car first needs to be judged on its own merits, then



Lines of similarly-modeled cars line up at the 2019 Deutsche Marque, ready to be judged by our Volunteer Judges.

b.) an immediate process of elimination as a rapid way of choosing the class winners—which cars are not competitive?

The discussion is an augment to evaluating, awarding and totaling numerical points, as we have done for many years.

No matter which car you begin with, as you judge the next car, the team might ask, right at that time, is this car better or worse than the first? When you judge the third car, ask the same question. Theoretically, if there were only three cars in the class, you would be done. You'd have 1st thru 3rd. If there are seven cars, you can just keep pushing the best three to the top by asking, is this one better or worse than your top three at that point? In the end you can always tweak your final decision, but you won't find yourself having to revisit every car again trying to figure which are the top three. It moves the process along, and again, we seek to strike a balance here (see Philosophy below).

Finally, if you as a team see a car which you all feel rises to the possible top as best in show, you should bring it to the Lead Judge's attention. Best in Show would likely be a fine Porsche example with its pedigree, history, or rarity, being a significant part of the reason to elevate it.

**My Philosophy:** We do not strive to be a Pebble Beach, Amelia Island, or Greenwich sort of event, but do strive to produce a well-judged and thorough event that takes into account the imperfect nature of each one of us. So no blue blazers, but appropriately turned out in attire that represents our distinguished group. As an example, I would discourage blue jeans, but that is your call. Thank you in advance for your service to our Club. DV

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# 24 Hours of Daytona



The team's GT3R ended up with a DNF in the 2021 Daytona 24 due to a mechanical issue 18 hours into the race.



American teammates, Ted Giovanis, Owen Trinkler, Hugh and Matt Plub, turned 515 laps in the 2020 Porsche 911 GT3R shown here.

## STORY BY CASEY PARKIN AND PHOTOS BY HALSTON PITTMAN

A few weeks ago, I signed onto Facebook. It has a section titled, “Memories”. A photo popped up of a Seal Grey, Carrera GT in the snow. I was there and it was a pretty fantastic day. My colleague Jay Cleiman, now retired, and I went and collected the Carrera GT for an event we were having at the dealership the following day, our first viewing party of the annual running of the 24 Hours of Daytona. I will not forget the day we drove the GT in the wet snow. The car threw up rooster tails from the rear tires that looked just like an LMP car going 150+ MPH down the Mulsanne Straight at Le Mans.

Our “Daytona Watch Parties” as we called them have always been a blast. We’ve had wonderful events here at the dealership, and at local breweries (when we outgrew our showroom) that showcased the history of the event. We even had a few high finishers at the event, including the Max Moritz 914-6 GT that placed second and the Mike Levitas/TPC Racing #36 GT3 Cup Car that won its class.

Last year, we didn’t plan an event as we were going to celebrate the launch of the first production electric Porsche, the Taycan, just a month later. Unfortunately, that event didn’t happen either.

During these last 11 months, we in the automotive industry have had to pivot to find a new normal. Working to instill confidence in our sanitization process and being able to properly display, from a distance, how a new or pre-owned Porsche works, is being honed every day. One thing that we knew absolutely could not happen this year was our annual Daytona party. We had to figure out a new way to support Porsche and our clients.

Ted Giovanis (PCA Potomac and Chesapeake member), a great friend and client of Porsche Silver Spring, called me last

summer and we talked about his quest to run in the famed 24-hour race. Ted, team owner of TGM Racing, bought his first Porsche from another local dealer back in 2010. I remember talking to him then and wishing I had a Grey Black/White Gold 997.2 RS to sell him, but we were out with no sign of more. Over the years, Ted continued to race BMW 330s in IMSA, moved up to GT4 Clubsports, then over to AMG GT4s, with which they won their class. Most recently they moved to running GT4 Camaros, all the while driving a 458 Challenge car both in the US, and in Italy. Ted certainly likes racing and going fast.

A few months went by and I hadn’t heard anything from Ted regarding his run at getting to Daytona. In December, Ted reached out about the opportunity of sponsorship. I was elated at the opportunity and did my best to make things happen. As you can see from the photos, our dealership, “Porsche Silver Spring” graced the front nose of the car, a 2020 GT3R sent from Weissach to Atlanta in the belly of a Boeing 747.

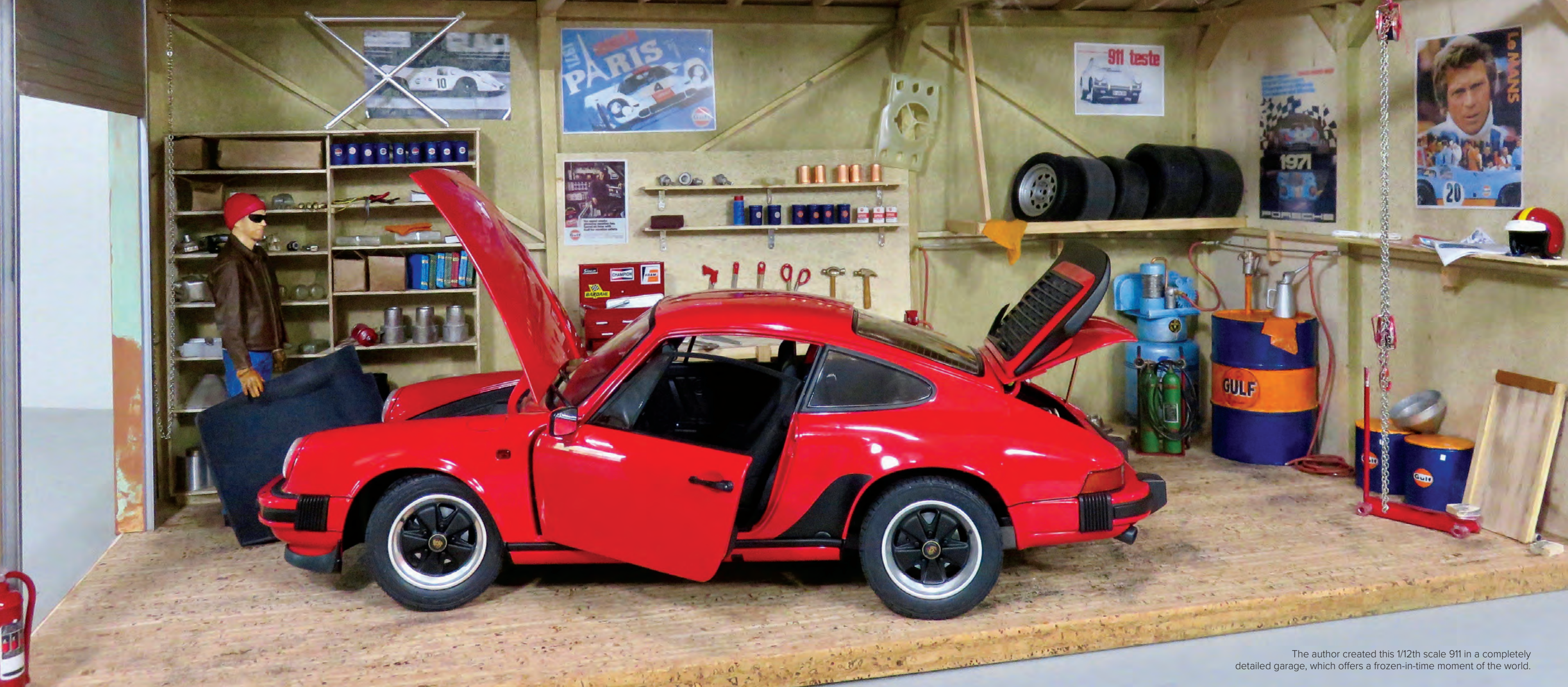
The race this year took place on my birthday, January 30th, 2021. Ted and his teammates did a fantastic job. The car ran well, the times were good, and they partnered up with one of the best GT3R teams on earth, Wright Motorsport, for support. Unfortunately, the race stopped at hour 18 for TGM Racing as the car suffered a mechanical issue and had to retire.

Sponsoring a race car certainly isn’t the same as getting together with 150+ of your closest friends at a local brewery, but it is an opportunity to support something that we love: racing and supporting a great client. We hope to have the opportunity to put our logo on the car again next year! **DV**



Porsche Silver Spring is proudly displayed on the nose of car #64, with PCA member, Ted Giovanis on the team.





The author created this 1/12th scale 911 in a completely detailed garage, which offers a frozen-in-time moment of the world.

# IN SCALE

An enthusiasm for scale models

STORY AND PHOTOS BY TOM NEEL

*“As I am sure is the case with many of you, I grew up loving anything “cars”. Anything that would fill that gap between the age of four and when I would actually become old enough to drive a real one.”*





“Attwood In The Rain” is a tribute depiction of Richard Attwood at Le Mans in the 917K, created using a 1/12th scale Minichamps model.

Born in the 50s, things began with Matchbox cars, which were so named because of their cute little boxes. These were like prize possessions to me. Hot Wheels cars didn't come along until the late 60s at a time when I could almost feel the keys in my hand. But the models that introduced me to model building were the promotional models my father would bring home from the Chrysler Plymouth dealership he worked for in Silver Spring, MD.

In the 50s, 60s, and 70s, manufacturers had plastic promotional models created in 1/25th scale. Dealerships were small in those days and these scale models were used by salesmen to show their customers new cars. Some of the same manufacturers who made promo models started offering kits and this is where I got my start in model building. All the while, I was learning about cars by touching, painting and detailing their parts. Soon I was showing my models and winning awards. Ironically the last two awards I won were this year with the Isolation Island Concours d' Elegance created by Andy Reid and sponsored by Hagerty. You can find the show on Facebook.

#### Quality, Detail and Dioramas

Then came the Japanese model invasion. Just as the Japanese made stellar improvements to the automotive and motorcycle markets, they too invaded the plastic model kit market; first with military kits. Tamiya Models would blow builders' minds by introducing huge 1/12th scale Formula One kits, (think one inch equals one foot). They weren't just big; they were very detailed, and their instructions were almost biblical by comparison to the only adequate instructions found with most kits. Ironically, by the time I really became aware of Tamiya kits, I was not only driving, but working on Ferraris, and wasn't really building models anymore. As it turns out Tamiya made a kit of the 1970 Ferrari 312B Formula 1 car and we just happened to have one of the four real ones in our shop! The shop owner asked me to build the kit for him and having the real thing as reference made it all the more fun. Good reference is everything to a model builder and this just couldn't get any better!

By and by, model building and I went our separate ways. I found myself behind a desk as the National Sales Manager of Rancho Suspension Company in Long Beach, California. It was a job that became only about the numbers. Here I was just 31 years old seemingly burnt out on the industry and I walked away from it all in search of a life of creativity. So, I chased a dream by becoming an artist, fortunately not a starving one! But when your livelihood is something that most people do for a hobby or when they retire, I now needed a new hobby. Well, that hobby was models all over again. By this time model kits and detailing them had advanced. One massive game changer made was the use of photo chemical etching, known as “PE” or photo-etching. PE is like printing in metal where tolerances as low as +.01” can be achieved.

PE is widely used in such things as micro-processors or making those little numbers you see on your watch face. This means making a car's metal grill is easy. But imagine for a moment you would like to create seat belt buckles; PE does the trick. Brake rotors, radiator grills, spoke wheels? No problem. You can also create parts that can be folded to create aluminum tubs. The possibilities are endless. Lathe turning minute metal parts, which allow more 3-dimensional parts like wheel rims, brake hubs, fire bottles to be created, came into play as well. Builders were now unleashed.

I found myself engaged in multiple scales and subject matters, and it also wasn't just about building detailed models, but dioramas and elaborate displays as well. For those of you who may have visited Ferrari of Washington, I started building an extensive model display there in the late 90s. Though it's been at least five years since I last visited that dealership, I suppose most are still on display. In short, my hobby also became a business, and I was shipping my models all over the country, some to Europe as well. A 1/12th scale 250 GTO even found its way to Luca di Montezemolo who you may recall at the time was heading up Ferrari.

#### Low Production and Broad Subject Matter

Making models is all about making a model of the full-size car. The better the prototypes, the better the molds and final product. Anything made in a mold must come out of it, please keep this in mind. All the models I've mentioned to this point have been plastic. When produced, plastic is flexible and has some give to pop out of a mold, but the mold itself is metal and very expensive to make. You don't make the mold without making thousands of kits, which means manufacturers must find popular subject matter.

As the scale model hobby grew, small manufacturers cropped up. Instead of using injection-molded plastic parts, they switched to resin or white metal and far less expensive non-metal molds for low production. Molds could be hand-made, parts easily cast, and it revolutionized the 1/43rd scale kits and pre-built models. Names like BBR, ABC Brianza, and Model Factory Hiro were a dream come true. Now niche subject matter could be produced in small runs, along with a wide variety of liveries (sponsors decals) for race cars. Add to this the grass root companies making specific detail sets for kits and there was a perfect storm. By the way, if you have, for example, a small 1/43rd BRR or official Porsche model, these too are mostly cast in resin with details like the windshield frames, wipers and wire wheels made of PE.

This process for making models covered more subject matter and a wider range in scale. In the late 90s the British company Amalgam was founded. They used all the same principles just mentioned but were making giant 1/8th models. The company began by making giant 1/8th and even 1/5th scale promotional models for Formula 1 teams and started offering these built models to the public. Today, Amalgam covers all sorts of subject matter and custom builds. If you see a two-foot-long Porsche model with a price tag of over \$10,000, chances you are seeing a model made by Amalgam.



Tom with his Porsche 917K diorama.

#### High Volume and Broader Subject Matter

Just as fine scale modeling was hitting its stride, so too was a decline in the population who felt like building models. Kids were moving towards video games; mothers didn't want their kids sniffing glue and paint. We come to that time when the pre-built die-cast metal model market was exploding in largely 1/18th scale, though 1/24th scale was popular as well. There was an abundance of pre-assembled models for all ages. Imagine, like the little Matchbox car from decades back, a fully built 1/18th scale and painted car with opening doors and hood that you could take right out of the box and put on your shelf or play with. Metal not only gave them a heavier feel, but it also made them durable. Remember that mold needed to make a model? Well now imagine the body itself also being made of metal and no longer easily popping out of the mold. This means the body would have to be “die-cast” in an unrestricted manner, meaning it may have to be cast in parts much like a real car's body. Sometimes, especially with less expensive models, there may lack perfection in how this would be done.

While Danbury Mint was celebrating American cars, Bburago of Italy then became very popular with exotic cars. While Bburago's quality has never been great, a ton of their Ferrari F40s and Testarossa models found their way onto office shelves. But the German company Minichamps, also known as Paul's Model Art, blew the roof off this market. The quality improved and a wide range of automotive subject matter became available. No building needed, a nice pre-built model in a nice presentation box was available to anyone for under \$100. Improvements continued with manufacturers like Kyosho, Exotic Car, GMP and many others soon joining in.

Perhaps one of the granddaddies of the model industry was Pocher of Italy. Beginning in 1966, Arnaldo Pocher, a goldsmith, presented his 1/8th scale Fiat F2 to the world. The model contained over 800 parts made from plastic, copper, steel and rubber. I can remember buying his Mercedes Benz 500K with over 2300 parts. These kits had working engine internals, real leather for seats, mind boggling attention to detail. But I mention Pocher at this point because he was perhaps known best for his 1/8th scale die-cast bodied F40 kit. Much later in Pocher's history, Pocher needed a model that was easier to assemble. The F40 was popular and its pre-painted metal body was cast as the main body, the tail and nose done in two parts each and then two doors. The rest of the kit was plastic and the main assemblies could be screwed together. Completed it was 22 inches long and weighed 16 pounds. The full-page advertisements offered the model for \$199. I only built one of their F40s. It was done as a commission and converted into a F40LM which was an extensive overhaul of the original kit with a final price of \$10,000. Pocher would go on to create a 1/8th 993 before going into bankruptcy. These older kits are now rare and worth a fortune. But the company was purchased and is now known for its new Lamborghini models.

#### Enter China

As the years have gone on, more manufacturers entered the market even offering 1/12th scale models largely under \$400. These new die-cast models were of greater quality, a bargain for the finishes and detail. The secret was that they were





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being made in China. So, like everything else, China has become the hotbed of pre-built models. It also doesn't mean the model building hobby is dead, but only diehard modelers still march on. In short, pre-built models dominate the market. Even BBR, once considered scale model jewelry in a box made in Italy, still has an Italian line, but I believe most are made in China. This would be the case with other companies as well, but I have to admit, China has mastered production model making.

### Collecting and Kids

The good news is models have become even more collectable. Many have just a few, but certainly others, such as PCA Executive Director, Vu Nguyen, have collections surpassing 500 models.



Tom's 1/12th scale, 911 garage.

In a sense, many of us will have the model of our car way past the time we still own the real car itself. But models allow us to enthusiastically support things like Porsche's racing history or classic designs way past what we could ever possibly own. Collecting is fun and the cool thing is, there is a budget and scale for everyone. Have a lot of money and very little room, you can own a few expensive large-scale models or several much smaller 1/43rd scale. Your budget is tight, there is a model for you as well. By the way, die-cast models are the best way to get kids involved too. You can buy and play with models for \$15 or less. As they grow, they can come to appreciate not only your higher quality models, while gaining an appreciation for your real Porsche as well. Family fun!

I think it's important to note with respect to collecting, that price almost always reflects quality, not simply profit. Higher quality models will have superior fit and finish. Things like chrome around door frames on a less expensive model will just be the body color. Whereas on a more expensive model it will be painted silver, and on even more expensive models it will be created in metal by the PE process. Look for details!!

This brings me full circle back to my love of model building and how it plays into my love of Porsche. I loved, when I was a kid, going to museums in D.C. where I would see elaborate dioramas, but in scale and life size. They told stories and it fascinated me.

While I have built many very highly detailed models, building dioramas is just interesting to me. Years ago, I would build the model, then the diorama. In many cases the model itself took months to complete. Today, with a lot going on and so many



Companies like GMP offer many detailing items for dioramas, like the one created here by Tom Neel.

high quality pre-built models, I too take quality die-casts apart, embellish them, then build the diorama by hand.

The front cover of *DER VORGÄNGER* this month is of "Attwood In The Rain". It is a tribute depiction of Richard Attwood at Le Mans in the 917K in the pouring rain as he and Hans Hermann would victoriously take the first overall win for Porsche in 1970. It was created using a 1/12th scale Minichamps model, which I took apart, scratch built the driver, weathered it, and then completely built the period Le Mans display. My reference was just a couple of photos from that day.

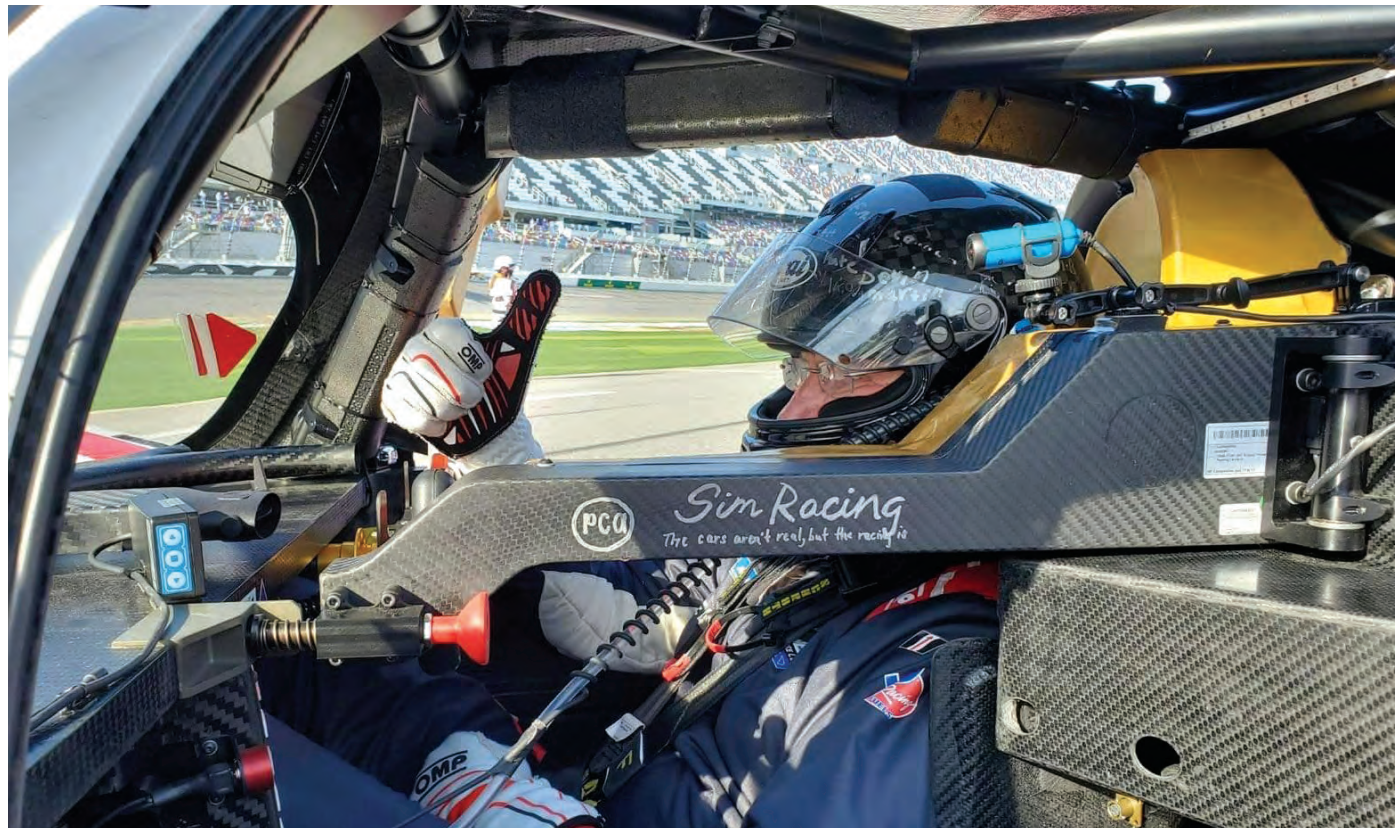
Other photos here show the 1/12th scale 911 garage which once again uses a high-quality die-cast, but the building structure, shelves, workbench, compressor, oil drums, chain hoist, and so much more are all scratch built using plastic, scale wood, and bits and pieces. Displays like this are just so much more than a model on a shelf. They offer moments in time and are fun to recreate. The company GMP offers many detailing items for 1/18th scale dioramas which make it an easy way for anyone to get a start. Model magazines, YouTube and your local hobby shop are great resources. Scale models and model building should be thought of as a way to enhance Porsche ownership. Models can introduce the youngest Porsche enthusiast to the marque, while intensifying a grown-up's interest in a broad range of Porsche's racing and road history. Enjoy! DV



# INTRO TO PCA SIM RACING Explained by a Novice

## PART 1

BY MIA WALSH



Lance Willsey at the 2021 Daytona Rolex 24. Photo courtesy PCA Sim Racing Facebook. (Courtesy of Lance Willsey and VR Motion Labs)

“It’s not a game,” enthusiastically interrupted my husband when I was mentioning to a friend that our home is now like a boardwalk arcade. As he continued, with a bead of sweat on his forehead and pumped with adrenaline, he finished, “it’s a racing simulator!”

The “Sim” in Sim Racing stands for simulation and PCA officially joined this craze pedal-first in 2019. Based on the iRacing platform, which has over 170,000 registered racers across the globe, PCA Sim Racing holds official race competitions, various series with car classes and has successfully transitioned drivers from “just gaming” to real-life race simulation.

In fact, professional race car drivers use iRacing and other simulation programs for training and recently, Lance Willsey at the 2021 Daytona Rolex 24, sported the PCA Sim Racing logo proudly in car in his LMP3 #33 car, with the tagline, “The cars aren’t real, but the racing is!”™

Though simulated racing has been around for decades and has been used by PCA racers as an off-season “something to do” for just as long, PCA’s recent launch of year-round Sim Racing is now officially sponsored by Hagerty Motorsports, ensuring its importance in the Sim scene. So-dedicated is PCA to this virtual platform that they have a National Committee Chair, Doug Atkinson, and 13 National Steering Committee members to coordinate nation-wide efforts of these events.

In a recent call with Doug, he stated, “Our users have access to a wheel-to-wheel competitive world that they may not have been able to enjoy and benefit from before.” PCA’s involvement in this started because so many members were using these platforms as an educational component of high-performance driving, learning tracks and tweaking the situational awareness needed to be successful and safe on various circuits. Therefore, an integral component of PCA Sim is the eDE Drivers’ Education program, in which well-versed instructors train drivers in the virtual classroom every Monday at no cost. The instructors jump in your virtual car with you to show you a proper driving line, braking efficiency and other skills; they even hold virtual narrated track walks for turn-by-turn advice, offering a personal approach and driver support exclusively for PCA members.

If you are interested in learning more, I have highlighted a few categories of topics below to introduce you to this mania.

### EQUIPMENT

Just like “real” racing itself, there are many levels (aka price points) to your commitment to PCA Sim Racing. At the lowest level, you just need a PC with a decent graphics card and racing wheel. Some options include the Logitech G920 (\$250), the Fanatec Clubsport V2.5 Racing Wheel (\$900),



PCA Potomac DE Chair, Susan Kimmitt, enjoys driving one of her favorite IRL circuits, Watkins Glen International.



iRacing screenshot shows just how sophisticated and realistic sim racing is today.

all the way up to a CubeControl GT-X wheel (\$1,600). The higher-end wheels require wheel bases, like those offered by SimuCube, and range in pricing as well, seamlessly integrating with pedals for acceleration, braking and clutch inputs.

Graphics cards are a hot topic these days because of the shortage of cards available. During the pandemic, the sale of gaming consoles and pc-based games and simulators skyrocketed as more and more people were locked down and their entertainment was found in-home. That demand, as well as the rising popularity of mining for cryptocurrencies, like Bitcoin and Ethereum, has created an overpriced and undersupplied graphics card market. Some high-end graphics cards of note are the Nvidia RTX2080 (\$700) and the Nvidia Geforce RTX 3090 (\$1,500); whether you can get them or not is another discussion.

Monitor configurations, as well, range from the simple to the extreme. Think of your big-screen tv store and envision set-ups with a single monitor, triple monitors and ultra-wide curved monitors, each sized 27”, 32” or 55”. You get the idea of variants. A fun add-on to the mix is a Virtual Reality Headset, which gives you an immersion experience with various extended range capabilities. The future is now here and it must be experienced!

Seats, frames and pedals also change the simulation experience from good to OMG!!! at every price point. There are so many different options here, from using your own office desk chair up to an OMP or Sparco Racing Seat with harnesses, like what you would purchase from our DE Sponsor, OG Racing.

These full systems may be purchased pre-configured or sold as build-it-yourself-kits. I know a few PCA Potomac members who have flown to Georgia’s SimCraft company (simcraft.com) to test drive some of their professional racing





IRONFORCE Racing Porsche 911 GT3 Cup  
Dominik Gerhardt  
234 1.8



Porsche 911 Cup RedBull (Red Ver.)  
Tom Yamaguchi  
148 2.4



Porsche GT3 RS - Nardo Grey  
Richard Lavigne  
16 10



Caltex Vortex  
Paul Mansell  
67 4



Porsche 911 Cup BOSS  
Todd Rushing  
15 8



Hello Kitty Porsche 911 GT3 Cup  
Chris Bull  
10 4



Porsche 911 GT3 Cup (991)  
19 days ago  
Cyberpunk 2077 Johnny Silverhand  
Arne Classen  
6 1



Martini Blue  
Paul Mansell  
279 11



Manthey Racing VLN 2016 Porsche Cup  
David ter Stal  
579 27



Patrick Dempsey's Identity - 991 Cup  
Michael Zimmermann3  
10 1



Olaf Manthey Kuemmerling Porsche Cup White  
Jannek G.  
2 7



Rule 1 Porsche 911 Cup  
Peter Brennan  
2 0

Thousands of designs are available or you may customize your own. (Photo courtesy of Trading Paints.)

simulators, which offer full cockpit physics-based motion simulation technology. There, you will learn new words like “yaw”, “pitch”, “roll”, “surge” and “sway”. Per Simcraft’s website, these technologies “allow you to feel the limit of adhesion, understeer/oversteer, side slip, access and decel, terrain changes such as hills, banking, curbing, bumps, camber and weight transfer”, just like you would feel on the racetrack. These units can cost \$25,000 into six digits.

If you are less technically inclined, you could also hire a gaming system integrator to do the work for you, like CyberPowerPc (cyberpowerpc.com) or iBuyPower (ibuypower.com). These machine-based system integrators will walk you through your needs and price points and configure and ship the unit to you ready-to-play.

### Tracks and Cars

In order to participate in PCA Sim Racing, you first need to register with the group (register-simracing.pca.org/). PCA Sim Racing is a Member Benefit and there is no registration fee or cost to enter events. The next step is to become a member of iRacing. Prices vary by discounts and commitment terms, but as of today’s writing, the cost is \$66 per year or \$120 for two years. For this subscription, you are offered 16 car configurations, 22 tracks and unlimited general racing platforms, which host over 400 private leagues, team racing with driver swaps and private racing events.

From there, within iRacing, there are ‘in app purchases’, which include purchasing additional cars at \$12 each and additional tracks priced between \$12 and \$15. For those feverish drivers, there are volume discounts when you reach a threshold of purchasing 40 or more cars or

tracks, you will receive an additional 20% off all future content purchases.

As a beginner Sim driver, the experience of being on tracks which I have driven IRL (in real life!) is really mind boggling. Each corner of Summit Point Motorsports Park, Watkins Glen or Virginia International Raceway is exactly what it is like when you are there in WV, NY or VA. The camber, elevation changes, barriers and run-off mimic what you would find in person. Realistic and authentic are key terms in the iRacing world and their website proclaims, “a real-world lap around a course and one inside our hyper-real racing simulation is indistinguishable from behind the wheel.” Though iRacing doesn’t have rain inside their simulation scenes (oh, how we love in real life choosing tires Summit Point when it’s raining on one side of the track and not the other), iRacing does have “dynamic track conditions and active weather effects underpinning each track”. iRacing’s laser-scanning system even picks up the cracks, pockmarks and wear of each track’s road surface, so the actual divot at the exit of T1 of Summit is replicated in the Sim experience. Eyes up!

Once you have selected a car, you will want to design some livery for it. iRacing has made this somewhat easy by having downloadable templates, instructions on editing a skin in Photoshop and uploading it to Trading Paints, a custom Sim car painting platform for iRacing (tradingpaints.com/showroom) .

Trading Paints also has pre-made paint schemes which you may use and upload onto your digital race car. If you always wanted a Porsche 911 GT3 Cup with a replica Patrick Dempsey’s fingerprint Identity design, it’s yours thanks to the designer, Michael Zimmermann3 on Trading Paints.



From real race car to sim race car. Sim Racers can design their own livery wraps and upload to customize their sim race car.



### Information Sharing

Just like in the paddock of any PCA Potomac event, iRacers are eager to share their knowledge and experience with other new drivers. PCA has created its own group on the social media platform, called Discord. If you have a teenager at home, you may be familiar with Discord as a game communications platform, which allows voice chat, video and streaming functions between players. During an actual race, you may talk live with other racers through this platform. Smack-talk at its finest!

In addition, our PCA Potomac members are part of the Zones 2 & 4 Zone Group. The 14 National PCA Zones have been combined into five Sim Zone Groups, having geographically similar areas and time zones. There are Zone Group events, including eDE Drivers’ Education program and actual Zone races, culminating in a Spring 2021 Zone Group Challenge Championship. Our Zone Group has its own website (https://pcasimracing.com/zones-group-2-4/) with our own competitive series within PCA. You may find all the race results here as well as downloadable materials.

### Summary

In its short lifespan, PCA Sim Racing has evolved into its own program category of participants eager to hone their skills and fulfill their competitive desires. With a relatively low financial commitment, this type of wheel-to-wheel racing may complement your own personal IRL track experiences or finally give you the opportunity to race from your own living room. It even may spark you to come out to one of our award-winning Potomac High Performance Drivers’ Education events in your favorite Porsche car!

### Part II

In our next installment, we will be covering the actual racing itself, with information on Scoring, Driver Classification, Race Controls, Incident Reports and with interviews with some of PCA Potomac’s highest ranked drivers, like Josh Viera, who is on the PCA Sim Racing Steering Committee. DV

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Shocked raffle winner, Joseph McIntyre is greeted by PCA National Executive Director, Vu Nguyen, at his doorstep. Family Labrador, Dover, barks in approval.



Raffle Winner, Joseph McIntyre, stands with his wife, Kit and PCA leaders Vu Nguyen, Diane Sullenberger and Gary Baker in front of a loaned 911 from Porsche of Bethesda.

## PCA POTOMAC MEMBER, JOSEPH MCINTYRE, WINS THE FALL 2020 PCA RAFFLE GRAND PRIZE

BY DIANE SULLENBERGER, PCA POTOMAC VICE PRESIDENT  
PHOTOS BY GARY BAKER, PCA POTOMAC PRESIDENT

On a chilly, overcast afternoon in January, PCA Executive Director, Vu Nguyen, PCA Digital Media Coordinator, Damon Lowney, Potomac President, Gary Baker, and I met with Joshua Jones and Quinn Burroughs at Porsche Bethesda. They loaned us a sleek 911 to surprise Fall 2020 PCA Member Only Raffle winner and PCA Potomac co-member, Joseph McIntyre, of Rockville, MD, who won a 2021 911 Targa 4S, plus \$25,000 in cash!

After a series of text messages from Vu orchestrating our moves under the guise of membership renewal sent to Joe's wife and PCA primary member, Kit Ng, we stealthily—as stealthily as the throaty 911 engine will allow—made our way up Joe and Kit's driveway, banner and balloons in tow. As we approached, Joe, a composer and professional musician who had just emerged from his studio after teaching class via Zoom, stepped outside with Kit and their dog, Dover, close on his heels.

Surprise, then disbelief appeared on his face as he recognized Vu and soaked in the banner declaring him the winner. As we celebrated his good fortune

and Vu explained his prize options, he answered, "I don't think it's sunk in yet" when asked how he felt. Smiling toward Kit, he added incredulously, "She just told me not to buy any more tickets!" And how many tickets did it take for Joe to win the raffle? Exactly two, at \$50 each. The odds, Vu explained were 1 in 38,000. Joe shook his head, as if to clear it.

Kit, who regularly commuted in her 2018 midnight blue Cayman before the pandemic, asserted that Joe deserves a Porsche of his own. There seemed little question about whether Joe would choose the car or opt for a cash payment, as he inquired about available models with a manual shift. No stranger to performance driving, Kit and Joe had attended the PCA Experience at Summit Point, WV, two summers ago, and Joe enjoyed a two-day Porsche Track Experience at Barber Motorsports in Birmingham, AL.

Before the PCA team drove off into the sunset to return the loaner car, a wide-eyed Joe and Kit thanked PCA and promised to show off Joe's new car at PCA Potomac events. Dover barked his approval. **DV**



JANUARY  
NEW  
POTOMAC  
MEMBERS

**GREG ARSENAULT**  
2003 911 Turbo  
transfer from Orange Coast

**ROBERT BOUCHER**  
1986 911 Carrera Targa  
from The Plains

**JOSEPH BREA**  
2012 911 Carrera 4 Targa  
from Leesburg

**GLENDON BROWN**  
1986 944 Turbo Coupe  
from Leesburg

**CHUCK BUBECK**  
2008 Boxster S  
from Columbia

**STEVE COOK**  
2002 Boxster S  
from Springfield

**ROGER COUNTS**  
2006 911 Carrera 4 Cabriolet  
from Fairfax

**PATRICK CROSS**  
2014 Boxster S  
from Herndon

**ALAN DUBIN**  
2018 718 Cayman S  
from Potomac

**JEFF GARY**  
2007 Cayman S  
from Arlington

**MARTIN HARRISON**  
1987 944  
from Parsonsburg  
transfer from Delaware

**ANDREAS HELLMANN**  
2017 Macan GTS  
from Washington

**DIRK KALWEIT**  
2021 718 Boxster T  
from Herndon

**STEPHEN KENT**  
2014 Boxster  
from Arlington

**ROBERT KING**  
2009 911 Carrera S Coupe  
from Woodbridge

**THOMAS LEUCHTNER**  
2013 911 Carrera 4S  
from Oakton

**JOHN LIM**  
2013 911 Carrera Coupe  
from Urbana

**RYAN LIPTON**  
2012 911 Carrera S  
from Fairfax

**JOHN LUONGO**  
2008 911 Carrera 4S Targa  
from Herndon

**MICHAEL MANKIN**  
1977 911 Turbo  
from Mclean

**JOSHUA MILLARD**  
1988 928 S4  
from Rockville

**KAUTILYA NALUBOLU**  
2019 Macan  
from Bethesda

**ALEX PETRAITIS**  
2001 Boxster S  
from Leesburg

**JEFF PLANT**  
2013 Boxster  
from Washington

**ANTHONY ROMANO**  
1989 944 S2 Coupe  
from Washington

**ALAN ROMICK**  
2018 Macan S  
from Washington

**DILIP SATHEESAN**  
2011 Boxster  
from Alexandria

**SCOTT SAVOLD**  
2005 911 Carrera S Coupe  
from Waterford

**STEPHANIE STEYN**  
1986 911 Carrera Targa  
from Ashburn

**MATTHEW STOVER**  
2018 911 GT3  
from Chantilly

**DAVE WALKER**  
2021 911 Carrera S Coupe  
from Alexandria

**ALEXANDER WILLIAMS**  
1991 944 S2 Coupe  
from Huntsville

**JOHN WINSTEAD**  
2006 911 Carrera  
from Alexandria

**DAN WITHERS**  
2021 911 Carrera 4S Targa  
from Vienna



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**Sunday  
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DER VORGÄNGER

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.
- Browse the MAGAZINE area on [pcapotomac.org](https://pcapotomac.org) for submission instructions, the latest edition, 50+ years of archived DV, and more!

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# Advice

Let's face it, Porsches are worth talking about. We all do it. We all share our Porsche thoughts with friends and fellow PCA members. In doing so, we also share and offer our personal opinions, which often become advice. Advice is different than opinion. Advice is more authoritative. At the least, if we have a strong enough opinion to be advising someone, we should be doing it with some solid first-hand knowledge. Advice is not always welcome, even when apparently solicited. So, opinion and advice have that grey area between them, and when the giver is not being compensated for his or her opinion, that opinion is often thought of as simply that, an opinion that need not be heeded.

I mention this because the stories we share here, are our own. They are derived from our personal experiences, making them relevant based on how the experience affected us. Others may have had similar experiences and have their own set of thoughts and opinions which differ from ours. Fuel For Thought is just that, my thoughts I share with you. If you are reading this right now it is because you choose to. My purpose, in this case, is to simply provoke thought via my opinions, not to necessarily change yours.

Okay, so what's your point, Tom? As a writer you place yourself in a position anticipating that some will want your opinion or even advice while others will not. Prior to my five years of sharing thoughts and experiences here in *DER VORGÄNGER*, I had a long running art related newspaper column called The Artist's Perspective. Through this outlet I was frequently asked my opinion or advice about a broad range of art related topics, but mostly about the art business of which I had extensive knowledge. Most of my exchange of information was done without merit, or a fee, though if things got particularly involved and detailed, I would be hired as a consultant. In most cases I just wanted to help.

Now with respect to Porsche, I have offered my opinions to several PCA members mostly by helping them configure their Porsches, or choosing the model which would be best for them. I've even found myself advising salespeople who are trying to help their clients configure a new Porsche, as I have a reasonable amount of experience with this. In that regard, I can say that configuring a Porsche is a very personal thing. A bit like interior design; one needs to be very careful that the choices being made are derived from the customer's wishes. This only comes from listening. If they like blue and you like silver, advising them to buy silver and justifying all the reasons they should listen to you instead of their own tastes, is just

# FUEL FOR THOUGHT

BY TOM NEEL

plain wrong. Not unusually, people feel they are so lost in the process they just ask, what would you do?

In my case, even without outside advice and guidance I became so frustrated with the options when configuring my 718 Spyder, that I first configured Gentian Blue, then Speed Yellow before settling on GT Silver, and that's leaving the other zillion detailed decisions aside. Buying a \$100,000 plus car should never be a ten minute process. It should provoke thought and pleasure with the outcome. Short of seeing the final product right in front of you, we can all have second thoughts. I can share the dangers of this by accepting, as should you, that although Porsche Exclusive representatives are skilled in not telling customers what they should do, but helping them make their own decisions. They want to bear no responsibility for something you don't like when it arrives. Salespeople have to walk this fine line as well.

I recently helped a friend I met through PCA with choosing a Macan. I enjoyed doing so and felt comfortable in offering opinions and advice because my wife and I also have a Macan. It was easy to not only share what we liked about our Macan S, but to advise him with a great deal of knowledge on things to look out for. All the while I was hoping I wasn't being too enthusiastic in having them buy something we love that they may not. A fine line.

I was also contacted by a reader who wanted help with his Spyder allocation. Again, I have one, so I was able to offer some real advice in this area. But still, as that decision is not completely made yet, I think we all have to be careful in not steering a person we wish to help, in the wrong direction. We are all part of one big Porsche loving family, but we are also individuals in our own right. In that regard, our thoughts will always be driven by opinions, but our opinions should not always be given as advice. DV





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The Founders' Region, Potomac is the founding region of PCA. The club offers over 100 events each year, including Drivers' Education with free Tech Inspection for members, Concours, Drive n' Dine, Autocross, Rallies and other social events.

To join the PCA, visit [pca.org/user/join/membership](https://pca.org/user/join/membership)

