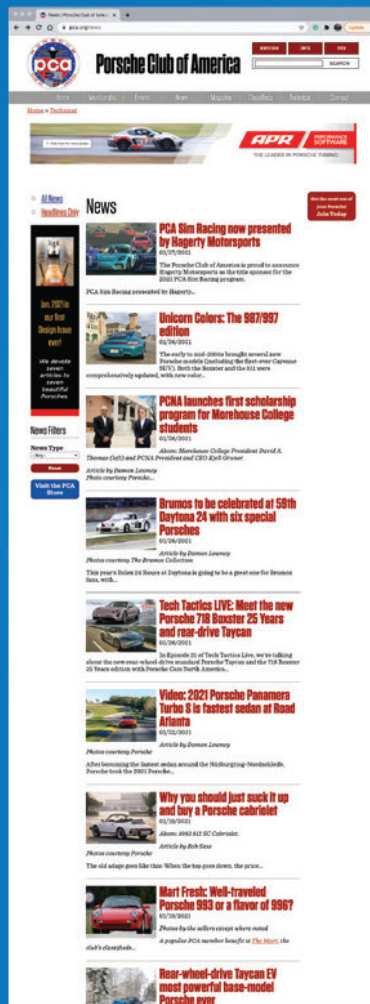


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# DER VORGÄNGER

THE OFFICIAL MAGAZINE  
OF THE FOUNDERS' REGION,  
POTOMAC, PORSCHE CLUB  
OF AMERICA, INC.

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**COVER PHOTO:** By Mia Walsh  
See the full cover photo story on page 17.



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# Which Car Should I Take?



Glenn Cowan

Life is full of choices. Some of us try to limit choices so as to simplify life while others thrive on multiple options. I am trying to make life somewhat easier by limiting what I now consider unimportant choices. For example, I used to have and wear many different “outfits” to work. Suit one day, sport coat and slacks another and casual Friday “dress” jeans occasionally. Some years ago I started cutting back on choices—fewer ties, fewer shoes, one watch, only a black belt—all aimed at making the tedium of dressing easier.

What and where to eat remains a matter of taste and lately can be safety dependent. Entertainment provides so many choices as to, not unusually, defy decision making. I consume the same news daily so no choices there. I pretend to decide which meetings to go to but certain management imperatives constrain actual free choice (or I might opt for none).

What team to cheer for—Steelers—don’t care otherwise so no choices. Vacations—what vacations? That’s a choice I look forward to.

Despite this attempt to cut down on petty decision making, there is one decision I make, often multiple times a day—which car to take? Hyundai Santa Fe SUV or Porsche 992 S Cabriolet? Seems obvious, right? Wrong.

1. Does my wife need to go somewhere? I’m taking the Porsche.
2. Is it snowing? Santa Fe for me.
3. Is the trip less than five miles? Santa Fe
4. Is there safe parking? No—Santa Fe
5. Does the trip require picking up anything dirty? Yes—Santa Fe
6. Am I picking up my granddaughter? Yes—Santa Fe
7. It’s a nice day, I have an hour or so—definitely 992

8. Potomac event—Not even a question.

It’s very likely you have a similar decision tree.

Unfortunately, in my case, numbers 7 and 8 are, in the scheme of things, infrequent. Which sort of begs the question, why have a Porsche? One answer might be, if you need to ask, you shouldn’t. But that’s a bit too facile and, to a degree, insulting. There are so many reasons to own one of these cars, even if an objective cost/benefit calculation might suggest otherwise.

Give me number 7 a few times a month and number 8 even once a month (in season) and that’s all the reason you should need. Whether the Taycan or a 924, two door or five, water or air cooled, this should be as easy a choice as you can make it. Take the Porsche as much as possible and use it as much as you can because even if less than you want, driving it will make for a joyous day! DV



# #RaceforEqualityandChange

More than a decade ago, when I joined the Porsche community after years of camaraderie with the DC motorcycle community, I expected to find the same shop talk, spirited drives, bench racing, and demographics—a preponderance of men as drivers, instructors, and club officers. While women are not absent at motorcycle events and leadership, I was surprised to find that their numbers pale compared with the diversity of PCA Potomac.

Even before I joined Mia Walsh on the Potomac Executive Board, I was proud when out-of-region people remarked about how many women, as drivers and instructors, participate in Potomac events. Although we can and should be more intentional about fostering diversity, equity, and inclusion, there is already space for women in our club and room for greater diversity

in our ranks. We have 1,200 women in PCA Potomac, more than 28% of our membership. Still, we can do better.

Recently, I was inspired about the role of women in motorsports on a Zoom call with 100 women motorsports enthusiasts. The legendary Lyn St. James, the first woman to win the Indianapolis 500's Rookie of the Year award (1992), introduced Beth Paretta. Earlier this year, Beth announced her all-women race team that will compete in the Indianapolis 500 on May 30 with driver Simona De Silvestro. Beth relayed her journey as a motorsports professional and as a racer, in an industry dominated by men. She was commended by Lyn St. James and other luminaries for her perseverance and determination. Beth emphasized the importance of putting women behind the wheel,

on the pit crew, and in engineering, marketing and other roles. It drove home how much we need to include and support women and greater diversity in this sport that we love, and how we need to foster the next generation of enthusiasts. Our first Women's HPDC October 3 and Tire Rack Street Survival Course October 10 are a start.

Women and people of color have a role in PCA Potomac; please become active with our club, participate in our events, join our committees, and encourage other Porsche fans in your lives to do the same. It will be well worth the ride. **DV**



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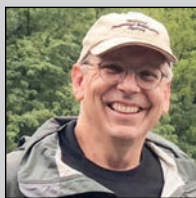
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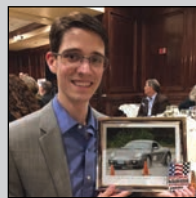
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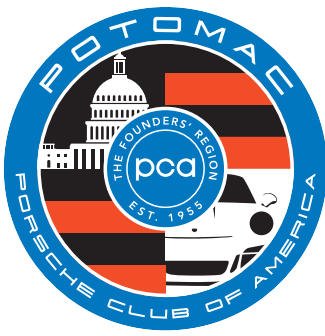
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# 2021 CALENDAR OF EVENTS

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.

## MAY

**1-2**

Drive & Dine to Hershey, PA

**2**

Spring Concours D'Elegance  
Occoquan Regional Park, VA

**14-16**

Drivers' Education  
Watkins Glen International, NY

**16**

Drive & Dine Spring Drive  
Creek's Edge Winery, VA

**22**

Tech Inspection for DE  
at Shenandoah Circuit,  
Summit Point on June 5-6  
IMA Motorwerke, Chantilly, VA

**23**

Autocross #3  
Summit Point, WV

## JUNE

**5-6**

Drivers' Education  
Shenandoah Circuit, Summit Point, WV

**11-13**

Lighthouse Tour  
Solomons, MD

**12**

Tech Inspection for DE  
at PittRace on June 25-27  
GT Peace Automotive, Chantilly, VA

# CLUB Announcements

## ANNUAL PICNIC DATE CHANGE

Moved from 8 May to 17 October.

Will be at the Fairfax Hunt Club, Reston, VA

## HIGHLIGHTS FROM ZONE 2 BOARD OF DIRECTORS MEETING - 3/13/21:

- 146 regions now, 14 zones; 4 new regions in last 5 years
- Test Drive membership has doubled
- PCA Juniors Chair was appointed, over 4,000 members
- Focus on Street Survival
- Focus on more Technical resources for PCA members
- PCA website Extranet coming as a Porsche lifestyle destination
- Minor waivers coming on SpeedWaiver

Zone 2 Meeting Report is available on the PCA website

## CONGRATULATIONS SYLVESTER & GEORGIA BOOKER ON 50 YEARS OF PCA POTOMAC MEMBERSHIP!

## 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

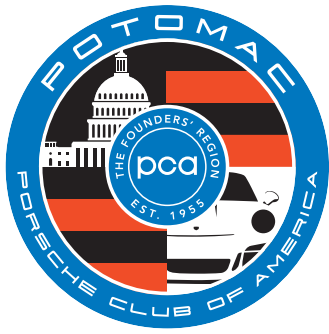
**25-27**

Drivers' Education  
Pittsburgh International Race Complex, PA

**26**

Tech Inspection for DE  
at Summit Point on July 9-11  
Intersport, Ashburn, VA

Barboursville Winery Drive & Dine  
Barboursville, VA



# Potomac Program Highlights

**DRIVERS' EDUCATION, SPONSORED BY OG RACING**



James McLaughlin's 2014 Black Cayman S #55 shown in the carousel of Summit Point's Turn 5. McLaughlin, a PCA Riesentoter member, has been driving with Potomac consistently since early 2019.

## Welcoming a New Season of Drivers' Ed Events

**SUSAN KIMMITT AND BOB MULLIGAN:  
PCA POTOMAC DE CHAIRS  
PHOTOS BY MIA WALSH**

The Potomac PCA Drivers' Education (DE) program for 2021 opened with an Instructor Workshop on March 6 at the Jefferson Circuit at Summit Point, West Virginia. We usually start our season with an "instructor refresher day" to get the cobwebs blown off and discuss and reinforce some pointers in communicating with our students on the track. Limitations on the number of classroom participants forced us to innovate the format this year. We divided activities on the day into three instructor groups: Lead-Follow, Skid Pad, and Instructor Candidate training. This turned out to be an extremely efficient use of the facility and greatly benefited everyone.

The Lead-Follow protocol was taught by Dan Dazzo, Safety Chair for PCA National and ex-chief instructor for Potomac PCA using methods developed and approved by our national DE committee. This session trained eight senior instructors as the "A" group of instructors who are then qualified to train other Lead-Follow instructors, if this training method were to become a necessary part of our DE protocols for the future. Lead-Follow is a very interesting technique, and we feel it may well have applications aside from replacing in-car instruction, which will remain the gold standard and our main approach to teaching students on-track.

Intermixed with the Lead-Follow course, we were able to provide track time on the Jefferson circuit and training in the classroom for eight instructor candidates to learn from mentors and practice right-seat instruction in a safe and controlled environment. This specialized instruction was provided as a follow-up to initial Instructor Candidate training started in 2020 which





Coming towards T9 at Summit are Andrew Clements in his 1986 Purple 944T with Paul Taeschler (Northern NJ Region) in his 2014 Blue GT3.



Instructor Candidates took turns talking "students" around the track. Father/Son team, Holder and Tom Trumbo, shared their 1988 Blue 951 coming around T5 during the practice sessions.

was limited in scope due to Covid restrictions. This 2021 training proved to be very beneficial to our candidates preparing for the National Instructor school scheduled for later in the month.

Finally, this day was used to work with eight instructors on advancing skills to instruct students on the skid pad. Our usual group of incredible skid pad instructors were present and worked with four instructors in the morning and four in the afternoon to improve comfort and techniques utilized in this challenging skill set.

The training day was followed by the weekend of Friday, March 26 through Sunday, March 28 at Summit Point Main circuit. Friday was set aside as the National Instructor day during which nine instructors were presented with a classroom curriculum, which is the basis for national certification. Throughout the day, Instructor Candidates were challenged with mentoring sessions leading to testing sessions where they were evaluated for compliance with standards established by PCA National to become qualified PCA Instructors. We are happy to announce that all nine Instructor Candidates who were part of this activity passed the required tests and will now be part of our active instructor core.

On that Friday, registration was also opened to our uninstructed white, black, and red run groups drivers uninvolved with the instructor training and testing. 63 of our advanced and intermediate drivers were able to take advantage of this and enjoyed an absolutely beautiful Friday away from all worries except how to get around turn X better.

The rest of that weekend was taken up with our first DE of the season which was attended by 193 drivers which included 63 instructors assisted by and 29 volunteers and crew. Saturday

was another lovely Spring day and we held this under our previous Covid 19 protocol that worked very well last season. Unfortunately, Sunday was Spring showers on and off all day, allowing for everyone to practice rain lines and to focus on smoothness and car control. The skid pad was open and very popular all weekend, which emphasized skills that came in very handy on the wet track on Sunday.

Changes for this year included a fully revised classroom curriculum. This included separating the green group classroom session on Saturday into two groups. Doing this allowed us to use both classrooms which helped increase the number of drivers accepted into the green group (limited



Colleen Reiche and Kenny Kong work contactless registration with the on-line system through MotorsportsReg.com. Chesapeake member, Gary Martinez, shows his Speedwaiver through the driver's window of his Midnight Blue Cayman S.

## DRIVERS' EDUCATION, SPONSORED BY OG RACING



Sven Dharmani came prepared with rain tires for his 2019 Atlas Grey 911 Turbo for Sunday's blustery day.

number allowed in one classroom due to Covid restrictions) and allowed those with more experience in the green group to get exposure to more advanced topics than the early green students. The Blue group was small enough to fit into one classroom and was treated to a session of instruction led by Steve Wilson, whose strong background in education makes for a very entertaining session which always provides an upbeat and valuable experience. Our feedback showed a very positive response to these changes in classroom procedures. Our student drivers were treated to solid information, good teaching techniques, and different topics this year. All things we continue to look forward to as the season progresses.

Thanks to all our volunteers who supported our track time and DE procedures. Without their help, things would not run as well or as smoothly. Thanks to our Grid workers, at-track registration workers, at-track tech workers, and everyone who put in time and effort before, during and after the events. Also, thanks to our students and our instructors who came out to enjoy track time and made our events happen. We all look forward to having this pandemic in our rear-view mirrors and getting back to normal life, especially at the racetrack. **DV**



DE Chair, Bob Mulligan, presents the Special Recognition Award to Dirk Dekker for his years of continued service in the Drivers' Education program and Club Race programs in PCA Potomac. Dirk is one of six people in the club who has received this award.



Chief Instructor, Steve Wilson, talks to the Blue Run Group about proper lines through a corner on the track.



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## AUTOCROSS



# The starting line of the 2021 Autocross Season

**STORY BY BILL CONLEY, AUTOCROSS CHAIR**  
**PHOTOS BY WAHEED EL-MEHALAWY AND BILL SCHWINN**

Despite the morning chill, the engines were warm in the grid. Instructors were talking to their first students of the year; and their first students in a year! With a soft “when you’re ready” the first car launched from the starting line into a soft right-hand turn before coming back hard to the left. Howard L.’s excellent course had both new and experienced drivers thrilled to start the 2021 season!

It was a great day at Summit Point for all involved. While the setup was crisp in the predawn, the sun warmed not only our skin, but our tires and our spirits. Seeing a full set of cars pulling in at sunrise was a needed boost after a long, dark winter spent mostly inside.

Autocross, often called “Solo,” is a great way to enjoy your car while also maintaining social distance. Unfortunately for the author, several cones on the course did not obey the social distancing restriction and were bluntly knocked to the ground. (Perhaps the author is to blame for encroaching with six feet of

the cones!). Regardless, with the cobwebs dusted off, all drivers enjoyed multiple clean runs.

Each driver had five great runs through the course. We had a great turnout of new drivers and were able, for the first time since the pandemic, to have in-car instruction with 15 new drivers. Some were bringing their new cars, thrilled to find a community to share the performance under the hood. Other new drivers had recently fallen in love with an older Porsche. Of course there was the old guard, mostly in the same car as last year, hunting for a class championship. It was awesome having over 70 drivers on course and excellent competition across the classes.

“Come for the cars, stay for people” was evident throughout the day. Old friends got to reconnect through friendly competition. To ensure all our new drivers learn the basics, in addition to staying for the camaraderie, a half dozen drivers stayed at the end of the day for our first Autocross Fundamentals session. The goal is to teach one basic element, and allow drivers to practice just that one element multiple times. We set up a slalom and released drivers repeatedly through the cones. We ran all the way until the Summit Point staff reminded us that we had to pack up and go home. With a bit of sadness, we finished loading the cones into the trailer and headed out the gate. We left nothing behind but our tire rubber and took some great photographs throughout the day.

The results were rapidly posted for all attendees. Also new this year, we plan to share a running leaderboard for championship points in this very magazine! Mike T. won not only the coveted FTD (fastest time of the day), but also set the bar for a very competitive S5 class this season. Additionally, we saw some awesome driving from Kautiyla N. who brought his Macan out and secured the top spot in the S1 class. Our course designer Howard L. was #2 in the G class and 5th overall.





Jeff G. demonstrating the critical skill of looking ahead in the course



Mike T., FTD winner, with his suspension fully through the turn



Trey H. moves at speed across the top of the course in his new Targa

We'll be returning for the Autocross school and AX#2 the weekend of April 24-25 and then AX#3 on May 23rd. We look forward to seeing you in the paddock; returning drivers will see lots of familiar faces, and we're thrilled to be doing in-car instruction and Autocross Fundamentals with new drivers seeking to learn about their cars and themselves. We've updated [www.motorsportreg.com](http://www.motorsportreg.com) portal to allow us to best pair students with instructors.

All registration links are on the PCAPotomac.org webpage and please contact us at [autocross@pcapotomac.org](mailto:autocross@pcapotomac.org) with any questions. DV

Fastest Time of Day					
Rank	Class	First Name	Last Initial	Car	Best Time (sec)
1	S5	Michael	T	Porsche 718 Cayman S	53.013
2	G	Patrick	G	BMW M3	53.764
3	S4	Rafael	G	Porsche Boxster S	54.162
Class Winners					
Rank	Class	First Name	Last Initial	Car	Best Time (sec)
1	I	Marcus	F	Porsche Cayman S	54.727
2	I	Norm	F	Porsche Cayman S	56.95
3	I	George	K	Porsche 911	60.982
1	M	Steve	R	Porsche 981 Cayman S	59.759
2	M	Nicholas	R	Porsche 981 Cayman S	62.178
1	P2	Graham	M	Porsche Boxster S	61.547
2	P2	Drew	L	Porsche Carrera	63.634
1	P3	David	C	Porsche 993	54.59
2	P3	Vu	N	Porsche 996 Carrera	55.363
3	P3	Jeffrey	B	Porsche Cayman S	55.739
1	P5	Conrad	W	Porsche 911TT	67.31
1	S1	Kautilya	N	Porsche Macan	71.178
1	S2	Damon	L	Porsche Cayman	56.573
1	S3	John	B	Porsche 997 Carrera	54.977
2	S3	George	E	Porsche Cayman	59.653
3	S3	Johan	N	Porsche Cayman	72.87
1	S4	Rafael	G	Porsche Boxster S	54.162
2	S4	Kevin	K	Porsche Cayman S	54.77
3	S4	Eric	C	Porsche Cayman S	54.824
1	S5	Michael	T	Porsche 718 Cayman S	53.013
2	S5	Gary	B	Porsche GT4	54.38
3	S5	Tessa	H	Porsche GT4	54.709
1	G	Patrick	G	BMW M3	53.764
2	G	Howard	L	Lotus Exige	54.535
3	G	Dean	M	BMW M2	54.661

# THE ART OF POWER

STORY BY ALAN FRENCH AND PHOTOS BY BILL SCHOMBURG AND ALAN FRENCH



The 911T makes its baseline dyno runs

My first Porsche was a Guards Red, 911T. It was born in 1970. I have fond memories of the car and wish I had it today. It had an endearing character, both frustrating and rewarding. My interest was piqued therefore, when Porsche announced the revival of the 911T (for Touring) in 2018, albeit with a modern interpretation of touring.

Last year, Potomacan, Bill Schomburg bought a 2018 Guards Red 911T to add to his Porsche collection. While our two cars bore the same color and moniker, they were separated by 48 years of Porsche progress.

For those unfamiliar with the latter T, it slotted between the 370-hp Carrera and the 420-hp Carrera S in the 911 lineup. It used the base 370-hp 3.0L twin-turbocharged flat-six, took on the adaptive suspension (PASM Sport) from the Carrera GTS, a Sport Exhaust system with black exhaust tips, a shorter 3.59:1 final-drive ratio, a limited-slip rear differential with seven-speed manual transmission, and a “lightweight” version of the Sport Chrono package that kept the dynamic engine mounts and steering-wheel-mounted driving-mode selector, but without the usual dashtop gauge. Continuing the lightweight theme, the 2018 T had a GT3 rear window and glass set and a reduction in sound insulation, all contributing to a slightly lower curb weight.

The spec for the modern T sounds like it ought to be an entertaining package. Bill however, a big 997 fan, felt slightly underwhelmed by the on-road feel of this 991.2. The car is competent by most standards, but it didn’t stoke much emotion when driven. Its personality was more Mick Fleetwood than Mick Jagger.



## THE POWER GRAB

After driving it for a while, including a trip around the Dakotas, Bill liked the car, said that it had grown on him, but that it lacked the giddy-up that put a smile on your face. Bill decided to explore power upgrade options. The most attractive from a \$/hp perspective, was an ECU tune. A few companies were offering an extra 100hp,

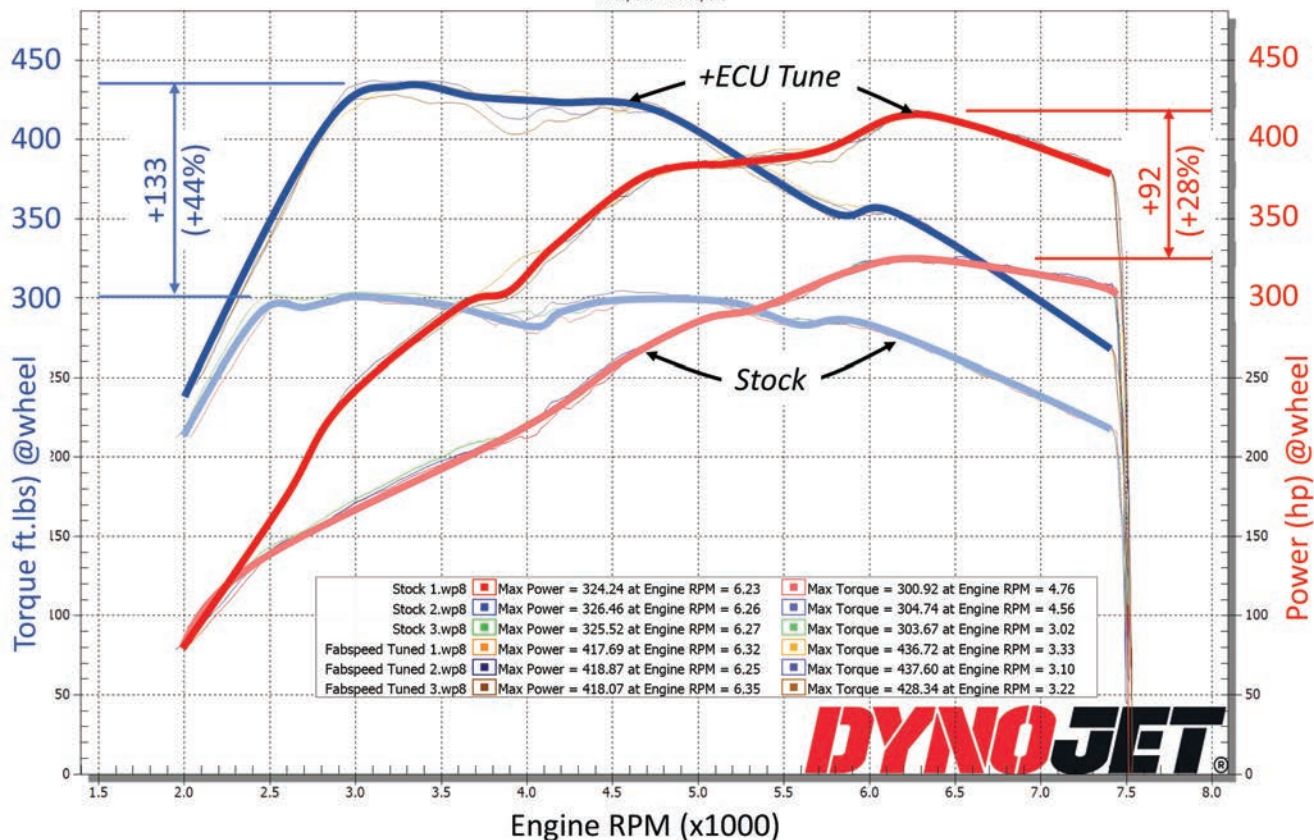
and 100 ft.lbs of torque for less than \$3,000. There isn’t much in the performance aftermarket that offers that magnitude of improvement for less than \$30/ hp.

Bill decided to go with the Fabspeed product. A software upgrade made through the OBDII port, which can be reset to stock in minutes via a handheld device; something that makes sense prior to a Porsche Dealer service to avoid any confusion and complications. One just plugs in the handheld after the service to return to the performance upgrade.

## OPERATION FABSPEED

Fabspeed is in Willow Grove, PA, on the outskirts of Philadelphia. It takes a full day to travel and get the upgrade fitted with some dyno runs to validate the performance.





Bill also wanted some on-road data, so he acquired some baseline performance information from his Dragy GPS Performance Box.

The Fabspeed facility is excellent with great people to work with. The majority of the Fabspeed business is performance exhaust systems for the exotic car market. Most orders go to Porsche owners. With an in-house chassis dynamometer for development work and Techs with tuning/remapping skills, ECU power upgrades are bread-and-butter easy to do.

We arrived at opening time for a rental-car-style vehicle inspection, prior to getting the T mounted on the chassis dyno for some baseline power measurements. Once the oil and coolant were up to temperature, three repeat performance curves were captured from 2,000 rpm up to the rev-limiter at 7,400 rpm.

The data showed repeatable power runs of 325hp at the rear wheels, at 6,250 rpm. The torque curve shows a plateau of ~300 ft.lbs from 2,500–5,000 rpm. These numbers correlated with how it felt on the road. As the power dropped significantly above 6,300rpm, nothing was really gained by hitting the rev-limiter before a gear change. The flat torque curve provided a linear acceleration in a given gear, perhaps contributing to the lack of crescendo that makes a car “feel” fast.

The base performance is typical of an engine with a low boost strategy. Porsche seem to have left a lot on the table with the stock tune. The Fabspeed tune raises boost by 3psi with fueling and ignition timing optimized to suit. It does not change the variable valve timing or intake tuning. The fuel and timing optimization, combined with the Porsche adaptive tune promised to improve the drivability and fuel economy, provided your right foot didn't get carried away.

With the baseline data now in hand, Bill and I retired to the sofas in the Fabspeed welcome area while the Techs emailed the baseline ECU data to the Dimsport company. Over the course of the next few hours, new maps were created in the Dimsport facility east of Turin, Italy, then emailed back to Willow Grove, PA for flashing into the 911T's ECU.

### TIME TO TORQUE

With the new maps installed and engine temperatures warm and stable, three new runs on the dyno produced a significant increase in performance. Maximum power increased to 418hp at 6,350rpm, an increase of 92hp (+28%) at the rear wheels, approximating to +106hp at the flywheel. That equates to around \$28/hp. The real story here though, is the increase in torque.

As you can see on the performance graph, peak torque rises to 437 ft.lbs at the rear wheels. That's 44% more torque!

## PHYSICS & MYTH SIDEBAR

Driving a vehicle at speed requires **POWER** to overcome the resistances of weight, aerodynamic drag and rolling friction. In our gas cars, power comes from the energy produced by the combustion of fuel. The bigger and/or more frequent the bang, the more power we have and the higher the gearing we can use to reach a higher speed. Automotive power is typically measured in horsepower (hp) or kilowatts (kW). Imperial horsepower, as used in the USA, is the measurement invented by James Watt. It is approximately equivalent to 0.7457 kilowatts (kW) of power.

Until the mid-18th century, demanding labor required horses. With the advent of the steam engine, machinery began to replace horses for various tasks. But many people resisted this change; they were skeptical about the efficiency of the new machines. James Watt, frustrated by people's reluctance to adopt his new technology, decided to make a measurement comparison that buyers could relate to: horses. But instead of determining exactly how much power a horse produced, he guessed. Watt estimated that a pony could lift around 220 lbs at 100 feet/ minute ( $220 \times 100 = 22,000 \text{ lbf} \times \text{ft./min.}$ ). From there, he extrapolated that a horse could surely lift 50% more than a pony, bringing the estimated power of a horse, or horsepower, to  $33,000 \text{ lbf} \times \text{ft./min.}$

Watt's guesses were wildly inaccurate, but the scientific measurement stuck. The original pony that Watt observed must have been a real slacker. It turns out that a typical horse can produce up to 15hp. By comparison, a human being is capable of ~ 5hp. Reflect for a moment on the fact that it takes less than 15hp to keep a 911 at 55mph on a flat road.

To accelerate, we must apply more **TORQUE** to the wheels, either by using more throttle to increase the power produced, or by converting the power produced into more torque by selecting a lower gear. Torque is leverage and measured in ft.lbs, or Nm. Maximum torque quotes are interesting, but it's the engine torque available across the rpm range that gives us better insight into the potential acceleration between two speeds/gear change points. Mapping the maximum torque produced by an engine at various speeds (rpm) is an essential part of powertrain optimization. Designers and engineers know that the shape of a motor's torque curve affects our perception of performance and can play tricks on how fast a car feels to the unwary.

There are limitations of course, such as traction. We need to transfer engine torque to forward motion on the road/track under multiple surface conditions, which is why powertrain technology is so sophisticated.

Putting this ECU tune into perspective, the power and torque added to the stock engine was greater than that produced in total by the 2.2 litre motor in the 1970, 911T.



ECU Flash complete. Time to hit the road.

## ON THE ROAD - THIRD IS THE NEW SECOND

The performance gains looked significant on the dyno. It was time to put rubber on the road. We rolled out of the Fabspeed road and Bill eased into 2nd gear. Stomping on the right pedal produced a fun reaction: in the next two seconds, we were greeted with an encouraging thump in the back of our seats which produced Bill's best expletives, then a short pause to grab a breath while changing into 3rd, and a repeat of the experience before an urgent stop at the lights. We were surprised by the result. The 911T now had warp drive!

So, the questions Bill had on his mind were, how much faster will the car be, and would it be more exciting to drive?

	Rolling start, 5-60 mph	Top gear (7th), 50-70 mph
STOCK (SEC)	4.8	8.8
ECU TUNE (SEC)	3.9	6.9
IMPROVEMENT (%)	19	22

The comparative road data from a GPS Race Timer.

The data in the table confirms the car to be faster and more entertaining on the road. You can get away with fewer gear changes but if you need a momentary high, then third is the new second. It would take a good 50 miles of varied driving for the adaptive tune algorithms to make the fine adjustments to fueling and ignition timing. On the journey home, Bill felt the drivability had improved over the stock setup. Throttle response at light load and gear change transitions seemed easier.

The T shouldn't mean "tranquil". Perhaps the stock 911T wasn't the perfect choice for Bill's inner demon, but with just a little investment, it certainly becomes a fun, performance tourer. Bill's next challenge is to learn how to drive the car as a package, now that it has a Pony Express stamp. **DV**





# The Story Behind the Cover Photo

STORY AND PHOTOS BY MIA WALSH

"Go Irish!", shouts a lady in the parking lot of Target. "Wahoowa!" writes a friend on my Facebook timeline all the way from California. No matter where you are located, alumni from colleges and universities all over America share a bond with their brethren who attended their alma mater or who have children in attendance. Ditto with sororities & fraternities.

Did you know that Porsche Club of America has that "fraternal" bond and national coverage as well? No matter where you travel in the US, there is a PCA region nearby, offering driving activities, social events and gatherings.

Do you have a summer trip planned to Maine? Hop on Down-East-Region's website and sign up for their Ice Cream Run on June 18th. Spring in Charleston? Check out PCA Palmetto region and pop into their weekly breakfast at the Sunflower Café next Saturday.

This month's cover photo was taken at a driving event with the PCA Chesapeake Region and features PCA National's Past President, Manny Alban's, 1990 964 C2. As navigator, I was able to have my camera out during the entire 84 mile drive and had numerous shots of Manny's car on glorious curving country roads and forested climbs. It was nice to chat with other region's members and see how their events are run.

When you are ready to get out of your pandemic "homestay" and travel, consider joining another PCA region during your journeys! You won't be disappointed. DV

A photograph of a yellow Porsche Carrera GT driving on a track. The car is in the foreground, angled towards the viewer. In the background, a silver sports car is visible. The scene is set on a paved track with grass and trees in the distance.

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# HOW HARD COULD IT BE?

STORY AND PHOTOS BY MARK DEVINE



Several months ago I decided my Porsche needed attention. To be honest, I needed the attention more than the car did. Months of enforced isolation and stress had taken its toll (on me, not the car). I've found that many of my mornings start with me asking my wife, Denise, "What day is it, honey?" knowing full well that whatever the day was, they all seem to roll together anyway. So, what better way to keep my hands and at least part of my brain engaged than to "repair" my lovely 2008 997.1 The fact it was in near showroom condition didn't matter. Nothing wrong? Never stopped me before.

In a distant past life (also known as the '70s and early '80s), people actually paid me to work on their cars. And, yes, Porsche had been in my life back then, too. In fact, my friend and fellow autocrosser, Tom Tate, had invited me to join him for an all-too-brief stint selling Porsches and Audis (oh yes, and Hondas by the bucket full). Truth be known, Opel was just across the lot in the Buick showroom, too, but I never saw any customers there. Sure, I lusted after Porsche from an early age but the realities of a growing family and the size of my paycheck steered me in other directions.

During those early years, one of the things I learned was that, whatever the make, the reality was, and still is, that parts are the common denominator between most European brands. Whether they be Bosch or Weber, Brembo or Ate, ZF, Marelli, etc. (notice I didn't include Lucas or the French), if you were familiar with one or two brands, how different could any of the others be? I mean, what could possibly go wrong?

I have to blame Jerry Seinfeld for this specific project. I had been streaming a lot of Comedians in Cars Getting Coffee to help me get through the long days. Jerry had just picked up Eddie Murphy in a gorgeous silver Carrera GT that had yellow calipers and was tooling around...wait, did I see yellow calipers? Yes, yes, that was it! The yellow perfectly offset the silver and, hey, my grey 911 was close enough, or as close as I was going to get, that is. No red for me! Yellow calipers it would be. I had my project. I had direction, I had purpose. I had done this a million times before (okay, maybe 4 times), it was straightforward, low cost, and the biggest issue was whether I could use our new kitchen oven to heat-bake the paint (a good friend put me at ease and told me not to worry; if I ruined the oven I'd never taste the antifreeze Denise would add to my cereal). I almost laughed...

The car went up on jack stands, off came the wheels, and out came the calipers... sort of. I mean, all I wanted to do is take the pads out, take the calipers off, clean them up, paint them up, and put the whole thing back together with new fluid and stainless lines. How long could all that take? Hah!

The pads, however, refused to budge from the calipers. I had run into this in the past but usually on cars that had been left in a pasture to become one again with the earth. Not my prized Porsche. As I'm sure most of you already know (and are shaking your heads at my ignorance), I discovered that the pads are glued (and I mean really glued) to their backing plate. Okay, not insurmountable. In fact, once I figured this



out, a quick lever with the trusty screwdriver and the pads popped out with my self-confidence only slightly shaken.

But wait, why didn't the backing plates come out with the pads? That's never happened before, ever! Hmmm...what I discovered was that these lovely little backing plates have, themselves, little pistons on the back of them that fit snugly (remember this word) into the pistons of the caliper. It's nice to know that, even at my age, I can still experience something utterly confounding and perplexing. Given that it's been 35 years since I professionally wrenched, I imagine technology has made a few advances but, still...

I'm sure there's an excellent engineering reason for this arrangement, the reason for which completely alludes me as I contemplate my situation, which is a nice way of saying I hoped the neighbor's kids hadn't just heard what I had uttered. The problem, however, appeared to be that "snuggly" (there's that word) had become "permanent". Yes, these plates had become one, forever, with the caliper pistons. Could this be a function of metallurgy or possibly environmental factors? Possible, but far too logical...I'm convinced it's the inevitable clash between German and Italian parts that creates antibodies that try to reject each other. A reaction of some sort was bound to happen.

As some of you have probably experienced yourself, all this had very real domestic consequences, What was to be a short, quick upgrade was now a game of waiting for parts (Honey, can I borrow your car, again?) and explaining how a minor diversion was now a lengthy repair. I'm sure that Denise, far smarter than I, was wondering at this point, "Why would anyone need/want to paint their brakes"?

As it turned out, only one caliper was trouble free. All the rest had at least one, often two pistons that needed the



backing plates extricated from them. To say the least, there was a lot of MacGyvering going on which, having experience with the Italians before, I'm pretty good at. Backing plates and their pistons had to be pried apart, drilled out, even heated in the afore-mentioned oven before it was all over. Everything had to de-scaled; one caliper piston was beyond repair, and the rest cleaned up. New parts included a bit of everything – seals, boots, a piston, and backing plates. Here, I hesitated... do I want to go through this again? No, and hell no! The miracle of anti-seize inside the pistons put those fears to rest (I hope).

Only now, a week later, have I arrived back at that exact point when I thought it was such a great idea to paint the calipers. Talk about anti-climatic! By now the painting was an afterthought, the only possible crisis arising when I put them in the oven to bake. As it turns out, no after-smell, which was very good for my life expectancy. The yellow was perfect (mostly) without any runs, drips, or errors. The new Porsche decals were perfect for the proper look and the re-assembly was as smooth as silk, (as well it should be with all the new parts). After all that, the calipers even looked great on the car, giving just the effect I wanted. Time to have that Guinness and cigar!

The question always comes up as to why we do this to ourselves (it can't just be me, can it?), and why do we continually enjoy it? Hey, doesn't it always seem like a good idea to begin with? At some point there was no going back, the only way is forward (or the drive of shame with boxes of parts to the local shop). I do love a challenge...more and more, however, this can be a little nerve-racking when I'm standing in my garage, Porsche pieces in my hand, and a growing tightness at the back of my skull, thinking "uh, oh, what have I done now". To paraphrase someone much wiser than me, learning is such sweet sorrow...DV



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# DETAILING

STORY BY BRAD WILL AND PHOTOS BY GLENN COWAN

Most of us in the Porsche world are pretty intense about our car's mechanical routine maintenance. Routine maintenance helps keep our vehicles running great for many years and helps prevent major mechanical issues and is especially important if one tracks their Porsche or drives it like it was designed to be driven.

Unfortunately, cleaning and detailing a vehicle is not always part of our routine maintenance plan. There is a common misconception that detailing is done to restore the "like new" appearance of a car or when the car no longer "gleams" after routine washing.

This is not good practice if you want your Porsche to look great for many years. Dirt, soil, and road grime are acidic. If these substances are allowed to dwell on the exterior paint they can quickly damage the surfaces. The same concept applies to the interior of your car. Dust, body oils and dirt will eventually start to damage the mats, carpet, leather, vinyl and plastic. The key is to remove these substances frequently before they begin to damage the materials. Detailing also adds protection to the vehicle surfaces, which will help mitigate the damage from dirt and the sun.

Making auto detailing part of your vehicle's routine maintenance need not be a challenge. A good plan is to detail your Porsche, inside and outside when you do an oil change; which for most newer cars is once or twice a year. Of course, you can detail it more often but this gives you a starting point for your plan. You can always do a wash and quick vacuum at any point, if you feel the car can benefit.

We all know that Porsche brake pad compounds can cause the wheels to get soiled very quickly and can also begin to bond to the painted areas downwind from the wheels. This makes it especially important to wash, clean, and detail the exterior more often. As for the actual detailing process and products; keep it simple. Modern products are easy to use and perform well. The differences between product lines is typically marginal. If you are using products that are working well for you, my advice is to continue using them. You can detail your vehicle, interior and exterior, with around five products.

You will need some clean microfiber towels, which are dedicated to each task, and a vacuum. A few foam applicator pads are helpful to apply dressings and

protectants. Modern rinseless wash products and spray waxes are basically all you need to keep your car's exterior looking fantastic. This assumes you are not waiting until the car is covered in mud, sand, or salt before you wash it. If you prefer to use traditional car wash soap and lots of water, that is fine too. Vacuuming the interior removes sand, dirt, and dust. A properly diluted all-purpose-cleaner and a microfiber towel is all you need to clean the leather, vinyl, and plastic.

I always recommend spraying the product on the towel, rather than on the surfaces directly. An aerosol window cleaner and a fine microfiber work best on the glass. You can use the dampened glass towel to gently wipe the glossy trim pieces, clear plastic, and infotainment screens. This will achieve a streak free finish on those surfaces. Finally, you can apply a quality UV protectant to the dash and door trim, and even the leather if you want. There are products available that will not leave a glossy finish, if applied correctly.

The key is to go over the protected surfaces with a dry microfiber towel to remove any residue. The protectant will help to repel dust and dirt, as well. Remember, the key to keeping your Porsche looking like new, is to make cleaning and detailing a part of your car's routine maintenance plan. If you make it a point to detail your car with every oil change, the process can be fairly easy and not too time consuming. If you wait until your car looks like it needs to be detailed, more than likely the surfaces are already being damaged by dirt and road grime. **DV**

*Editor's Note: Many years ago, then Co-Editor Michael Sherman and I wrote "dueling" pieces about whether to use a carwash or hand wash your Porsche. Michael scoffed at my use of a carwash and I thought his hand washing fanaticism much overkill. Having never had my car detailed, I retained Brad Will of Reflections Auto Salon (A DV advertiser) to make my car "look new". I don't have a garage and it had been two winters of car washes that according to Michael Sherman had "ruined" my finishes.*

*After watching Brad attack my car I have to admit that a car wash is a sad substitute and probably did a good deal of harm. Brad found all manner of imperfections, swirl marks, surface scratches and etched glass that I had stopped seeing.*

*The detailing took some time but was still a third of what a plumber's time would cost and I won't have to do it again for at least a year. Given the way my car looks, I now think it a good investment and will watch over the next months as to how it holds up with me doing the interim washing!*





Re-finished 3-piece Fuchs, ready to install.

# Building and Re-Finishing 3-Piece Track Wheels

STORY AND PHOTOS BY BOB WILLIAMS

---

My '79 930 came with two sets of 3-piece wheels constructed using factory Fuchs centers machined for BBS 20 bolt barrels. One set was nice, but the other set was abused at many track days. The heat, brake dust, and neglect severely degraded the finish on both sides of the wheels.

Since this 930 has mostly street duty in its future, I wanted to make a nice set of street wheels from the track set, convert the front wheels from 16" to 17" for better tire selections, and re-use the rear barrels to control the cost. The polished outer barrels were stained and pitted, and the surface of the inners was etched and caked with baked-on brake dust.

The front wheels would mostly be an assembly project since I just needed to bolt the centers to new BBS 17" barrels. The major challenge lay in the restoration of the rear wheels.

I broke down the wheels, inspected the parts, and prepped the rear barrels for cleaning. After the initial cleaning attempt, it was apparent that more aggressive methods were needed. Using my 12 quart oil drain pan as a catch bucket, I applied a heavy coat of commercial aluminum cleaner. After letting it work for a few minutes, I scrubbed the barrels vigorously with a scotchbrite pad to remove the stubborn grime. This commercial cleaner is tough stuff and you need rubber gloves,





The rough condition of the wheels.

eye protection, and a chemical respirator (pre-filter, HEPA filter, and charcoal canister) to use it! Wearing clothes you don't care about is also wise.

Next, I cleaned the centers, took them to NV Coatings in Chantilly to be powder coated, and began the arduous task of refinishing the rear outer barrels. Because the outer barrels were polished, the aggressive cleaner was not an option (it etches the surface of the aluminum). I cleaned the barrels and then experimented with my high-speed die-grinder, various cloth buffs, different compounds, and alternate techniques on a test area.

The best method to restore the finish turned out to be polishing the outers with the die grinder using rubbing compound first, then fine polishing rouge; next was the hand applied metal finishing paste, and finally a hand buff with a microfiber towel.

It took four days to complete the stripping and powder coating of the centers. NV Coatings did an awesome job. The centers are smooth and glossy like a high-quality painted finish but far more chip resistant.

There are some important factors to consider when assembling 3-piece wheels. The hardware is critical. BBS noted that the hardware could be reused if the wheels were not abused or used extensively at the track. However, on a mystery set of track wheels in this condition, I decided to replace the bolts and nylock nuts with new BBS hardware. These wheels used the old style tapered brass reusable washers. Since they are no longer available, it is particularly important not to lose any of these washers!

Gasket rings are required between the rim halves to provide an airtight seal (technically, that makes these wheels 4-piece... just sayin'). According to BBS, if the gasket rings are in good condition, they can be reused. However, if the history of the wheels is questionable, it is best to purchase new gasket rings.

Now, with everything in hand, it was time to build some wheels! After spending two long days refinishing the rear barrels and considering the cost of the new front barrels, I did not want to damage the outters during assembly. Painter's tape is perfect to protect the polished surfaces, so each outer barrel was taped before starting.



After flushing the barrels with water and applying two coats of Sharkhide Metal Protectant, the inner barrels looked acceptable





Results of about 10 hours of labor for each barrel. It was a tedious job!



Everything needed to build one rear wheel.

Next was determining the torque value and how to get there. BBS recommended 155 in-lbs (INCH pounds!) for these 20 bolt barrels. You need a high-quality torque wrench and a sensitive touch. You should torque the wheels using a cross pattern based on the 4 quadrants of the wheel and bring the torque on each bolt up to spec in 3 steps. I used two 55 in-lb increments and a final 45 in-lb increment to get to the 155 in-lb final torque. I checked each bolt again to be sure they are all at spec. If you're keeping track, that is 80 torque events per wheel. It is tedious and time consuming but will ensure your wheel is tight and straight when you are finished. Why do this? Because you can actually distort a barrel if you are not careful.

Knowing this would take a while, I parked myself on the family room floor and got started. It took about an hour per wheel, and I counted each torque rotation. You can do it faster, but this is not a good job to rush.

Mike at Mach V Motorsports carefully mounted and balanced the new Toyo R888R's; 255/40-17 on 17x9.5's up front and 315/35-17 on 17x12's in back. Mike commented on how straight and true the wheels were and that 3 wheels balanced with a single ¼ oz or ½ oz weight. The remaining rear wheel did not require any weights (we checked it three times). I was excited to have them finished and ready to install!

The Toyos completely fill the fenders and I had to roll the rear fender lips for a bit more clearance. They handle great and are a huge improvement over the mis-matched tires that came on the car. With the wheels done, it's now time to replace the badly "restored" interior...but that's another story. **DV**

*Bob Williams is a Past President of Potomac (1991) and a past Chief Instructor for DE (1995-1998)*







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# New Potomacans

## KAM AMIR

2018 911 Carrera Coupe  
from Chevy Chase

## JACK AMOS

2008 911 Carrera4S Coupe  
from Richmond

## MICHAEL CALLAGHAN

2021 911 Carrera 4S Coupe  
from Manassas

## ANDREW CHESLOCK

1986 944 Turbo  
from Alexandria

## DIRAN CORRIA

2021 911 Carrera S Coupe  
from Fort Washington

## WILLIAM COYLE

2019 911 Carrera 4 GTS Targa  
from Rueschlikon

## JOHN CUMMINS

1985 944  
from Glen Burnie  
transfer from Chesapeake

## ROSS DICKEY

2014 Boxster S  
from Alexandria

## ANDREW DOANE

2021 Taycan Turbo  
from Vienna

## JOEL FISTER

2002 911 Carrera 4  
Cabriolet from Aldie

## GLORY FORTUNA

2021 911 Carrera  
from Alexandria

## ANDREW FOX

2018 Macan  
from Alexandria  
transfer from Delaware

## ROB GREEN

2014 Cayman S  
from Mineral

## GREG HAPGOOD

1968 912  
from Alexandria  
transfer from Schönes Land

## GRAHAM HARLOWE

2014 Cayman S  
from Prince Frederick

## LUIS HERNANDEZ

2013 Boxster S  
from Leonardtown  
transfer from Musik Stadt

## FRANK HUM

1999 Boxster  
from Herndon

## LUKE JAMESON

2014 Panamera GTS  
from Reston

## SCOTT JOHNSON

2016 Boxster S  
from Annandale

## DAVID KEELING

2009 911 Turbo  
from Chevy Chase

## JASON KENNEDY

2006 Cayman S  
from Sterling

## KEITH KIMMONS

2019 911 Carrera  
from Stafford

## KURT KLAUSNER

2006 Cayman S  
from Alexandria

## STEVEN LEBOWITZ

2011 Boxster  
from Olney

## EZRA LEVINE

2017 911 Carrera Coupe  
from Washington

## JEFF LUCAS

2017 Cayman S  
from Centreville

## AARON MARTIN

2015 Boxster  
from Stephenson

## RICK MATNEY

2007 911 Turbo Coupe  
from Frederick

## JIM MCLAUGHLIN

from Doylestown

## ALLEN MILES

2021 911 Carrera S  
from Washington

## ANDREW MORGAN

2016 Cayenne S E-Hybrid  
from Baltimore

## FRANK MUNIZ

2007 911 4S Cabriolet  
from Fort Belvoir  
transfer from Carolinas

## KRIS MURPHY

1973 914 2.0  
from Alexandria

## ELIZABETH MUSTAIN

2015 Cayenne Diesel  
from Fairfax

## MATTHEW NOLES

2007 Boxster  
from Washington

## JOHN PARRY, JR

2012 Panamera Turbo S  
from Vienna

## VITALI POTCHEKIN

2017 718 Cayman S  
from Rockville

## MATTHEW RAMMES

2018 911 Turbo S Coupe  
from Ashburn  
transfer from Blue Ridge

## NATE REYNOLDS

2001 911 Turbo S  
from Alexandria

## MATT SANDERS

2015 Panamera GTS  
from Vienna

## JEFFREY SCHMIDT

2019 911 GT3  
from Bethesda

## JOHN SHERBURNE

1965 356 Coupe  
from Fairfax

## DAVID SIMPSON

2018 Panamera 4  
from Reston

## DARRELL SUTTON

2020 911 Carrera 4S Coupe  
from Alexandria

## RICK VAN ROSSEM

2007 Cayman S  
from Haymarket

## DAN VILLAR

1983 944  
from Silver Spring

## STEPHEN WALSH

2018 718 Cayman GTS  
from Herndon

## MITCHELL WEATHERLY

2015 Panamera GTS  
from Falls Church

## STEPHEN WEBER

1968 911 Targa  
from Arlington

## CORRINGTON WHEELER

2000 Boxster S  
from Fairfax  
transfer from  
Chesapeake

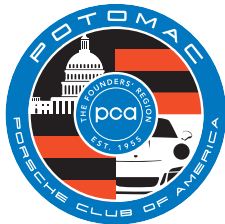
## S. WILLIAMS

2018 Macan  
from Falls Church

## LANCE ZIOLKOWSKI

1983 928S  
from Woodbridge





# PCA Potomac Anniversaries

APRIL  
2021

## 50 YEARS

Sylvester & Georgia Booker

## 40 YEARS

Daniel McChesney & Bonnie Strickland

## 35 YEARS

Paul Beam & Lynn Harris

## 30 YEARS

Jerry Kurihara

## 25 YEARS

Raymond Williams

Robert Williams

## 20 YEARS

George & Christine Hill

Sam Nikoomanesh

## 15 YEARS

Phillip & Gregory Martien

Jack & Patrick Shayegan

## 10 YEARS

Kathleen Garrity & Holly Horn

Charles & Greg Hammon

Craig & Kim Havenner

Rajiv & Jay Khandpur

Zenon & Zenon Kulyk

David Moore

Robert & Carolyn Morris

Daniyal Syed & Tubba Ali

Brett & Marianne Williams

Robert Wilt & Kimberly Klausing

## 5 YEARS

Tony Anderson & Ali Mast

Haven Barlow

David & Chloe Edgington

Peter Perros

David Pugin & Ed Kim

Eric & Patricia Trexler

Robert Watkins

Avi Weitzman

Martin Yancey

## 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 99L.
- 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](http://pcapotomac.org) for submission instructions, the latest edition, 50+ years of archived DV, and more!

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# What if your car reviewed you?

Just think for a moment of the massive number of car reviews we all have read, viewed, digested and absorbed? The plethora of Porsche reviews alone would be enough to make heads spin if laid in front of us all at once—and they never stop. They just keep coming in.

I must admit to contributing to the wordy tales about the latest and greatest thing. Finding those tasty bits of pro and con, behavior analysis, dripping spec sheets, things new, details overlooked (or not), things missed from the last model to the next, and those seat-of-the-pants characteristics we think our peers will respect now that we have pointed them out. Whew. Trust me, by comparison to the old days, cars are so good now that journalists have to become picky to find fault. This in an automotive world that continues not to be able to please all of the buyers all of the time.

Despite this, journalist after journalist does their best to drive and deliver press materials and specs in their own creative way. On the reader's end, we try to pick and choose the personalities we feel we can trust, or more specifically, that will entertain our car loving information appetites. Oh, to just look at the photos and move on is so easy.

But what if there was a spin on things? What if instead of the reviewer reviewing the car, the shoe was on the other foot...or tire as it were? What would happen if your Porsche reviewed you? What would your Porsche have to say about you, its owner and driver? Hum? Fingers crossed that it wouldn't be quite so picky. Let's play the game and have some fun. I've asked my Spyder to quickly review me. Let's see how it goes.

***"Taken For A Ride" - 1955 Tom Neel review***  
Story By - 718 Spyder

A classic of the 1950s, from the days of Sinatra and comedians with names like Milton Berle, Tom Neel still manages to drag himself from bed in the morning with a smile. I understand there is snoring, but it's not heard from the garage. Despite a balding sunlit glare where the part in his hair once was, Neel offers a timeless quality, filled with character and zest. A hat often replaces hair, making us both convertibles! Critical parts are still in order, digits still point, knees still bend, feet still shuffle. Under the hood, the belts are in good shape though they've increased in size. Graying has surprisingly been kept to a minimum, though the overall patina for a model his age is noticeable.

## FUEL FOR THOUGHT

BY TOM NEEL

When not fiddling about with musical instruments, he makes his way to the garage. If it matters, there are four vehicles in the Neel garage, but only twelve wheels, you figure that puzzle out. I'll just say, this odd number of wheels relates to how much seat time I get. But I am cared for. My battery is kept tended to, as are my shiny surfaces.

Once my door is opened, Neel places himself in and in doing so never drags his feet across my door sills, thus avoiding those horrible scratches for me to live with. This is very much appreciated and when Mrs. Neel accompanies him she has also obviously been schooled to show the same respect. Bless her.

My key is turned on and he gets my juices flowing with a proper warm up. I've enjoyed drives with both top up or down, windows half way, sport exhaust on, and the stop/start system is never in use. I like this, as hearing myself at idle is me purring like I'm a kitten. Neel tends to just listen to me talk instead of blaring my sound system. I appreciate this as he's a good listener. The Auto-Blip feature is in use for more spirited drives. I think Neel enjoys this because he says his feet just don't fit my pedals for good heel-and-toe action. I think it has more to do with his feet, but he may be on to something. As my onboard electronics are spot on, I don't hold it against him for relying on it.

Steering input is smooth, as are his shifts, though as a product of the GT department, simply relegating me to his smile inducing country roads hardly finds me pushed to my limits. Despite this, wonderful triple digits are still experienced on occasion. It's a risk I feel better suited for at an occasional DE or track day, but something is better than nothing. He doesn't like me showing off too much, so seeing other Porsches while having coffee hasn't been high on the list either. All in all though, the vintage 1955 Neel still has a good strong pulse.

So, what does your Porsche think of you? **DV**



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



PHOTO CREDIT: BILL SCHWINN