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der Vorgänger

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

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The editor's column

Potomac fills up the summer calendar

Lots of good stuff in this issue:

• A big road trip to Raleigh for a special viewing of 25 delectable, historic and significant Porsches at the N.C. Museum of Art exhibit "**Porsche by Design: Seducing Speed.**" The Drive 'n Dine event will be the weekend of Nov. 1-3 to an absolutely world-class, five-star hotel, the Umstead Hotel and Spa. Registration is open already at Motorsportreg.com; I've already signed up and talked my lovely wife into joining me. Raleigh holds special meaning for us, and it's a wonderful city filled with wonderful things to see and do.



Richard Curtis

• **Ron Davis, Lonnie Patch Kessler** and their spouses joined their 356 POG buddies for the annual trip to the **Pittsburgh Vintage Grand Prix.** Their report and photos are on Pages 12-13.

• More Porsches than ever before showed up for the **annual Chrome City fund-raiser** on the Eastern Shore that involved sports cars, motorcycles, vintage and classic cars and a good time for all. **Bob Hechtman's** report is on Page 14.

• The Founders' Region, Potomac rolled out a red carpet for two bus loads of young people from **Stafford Junction** in Fredericksburg for an entire day at the July Summit Point DE event. We treated our guests to a short, informative classroom session, time in the paddock inspecting cars and watching the on-track action, lunch, hats and a lifetime of memories. Story and photos are on Pages 15-18.

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Learning experiences

As an entrepreneur, I like to say: "Learning experiences are great, but if I have one more learning experience, I am going to starve to death." However, learning enriches and empowers our lives. This job as president challenges you in new ways, so I thought it might be fun to share some learning experiences. Some are new, some are old lessons that I get to re-learn, but one thing is certain: I still have a lot to learn.

Do your homework. Preparation makes a difference. Knowing the track you will be driving not only allows you to pick things up faster but allows you to focus on getting them right. I didn't do my homework for last month's Parade article and missed two Potomac members, Stephen and Lynn MacKellar, who not only took second place in their concours class but also took second overall in the gimmick rally, a major achievement!

Relax. My friend Leah Price told me: "You don't have to try so hard." Life, like performance driving, is challenging. A lot of times, if you just relax and let things come to you, you just figure them out.

People are different, but different is not necessarily bad. While we teach "the line" there are actually many different techniques for getting around a track. The people around you are the same. There are many different ways of doing things. Just because someone else's way is different doesn't make it wrong.

Follow your line. Some tracks make it difficult for you to follow your line. Life is similar and sometimes life makes it hard to do the right thing. Every time I am tempted to walk away from this lesson, I look at my friends David and Clare Dean. They manage to do the right thing no matter how

hard it may be.

Be patient. One of my best friends, Tuffy von Briesen, told me recently: "I know you want to act, but maybe you should wait a little and see what happens." One of the hardest things to do on the track is wait to turn in (Scott Hoffman knows this.) Life is the same; we want to rush through the danger. Patience allows us to see what is going on before we act.

Look up. When we get new DE drivers, one of the things we teach them is to look ahead and focus on what's important. Success in life requires the same vision, and one of our better instructors, Bill Calcagno, is kind enough to remind me constantly of this both on and off track.

Have faith. New students often don't believe what these cars are capable of, and we have to work them up to having faith. Our lives are like that too. My friends, Tony and Cindy Pagonis, are always reminding me that everything is going to be fine. They are always right.

People will surprise you. One of the most consistent drivers on the track, Andrew Fort, is also one of the most surprising off the track. A quiet, unassuming guy who likes to stand in the back of the instructors meeting, Andrew is one of the most dependable and strongest people I know and has been there for me on more occasions than I care to count. Give people a chance and they will surprise you for the better.

Have fun. If there is one thing I remember from DES, it is Dirk Dekker, Bob Mulligan and Dan Dazzo telling me to be safe, learn and HAVE FUN. I guess this is the final lesson: enjoy yourself. Life is too short and too hard to be moping around.



John Eberhardt

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Potomac's 2013 calendar

The information below is accurate as of date of publication. However, circumstances may change through the year. You're advised to check Potomac's website — www.pcapotomac.org >

Calendar > Potomac Calendar and/or www.pcapotomac.org > Programs for further information and the most up-to-date information. This calendar in *der Vorgänger* will be updated

each month through 2013. Details on the monthly brunches and event contacts are listed below. A listing of Program Chairs is below.

September

Aug. 30–Sept. 1: DE, Virginia International Raceway, Alton, Va.
6–8: Drive 'n Dine, The Homestead, Va.
7: Centreville, Va. brunch.
14: Fall High Performance Driving Clinic, Summit Point (W.Va.) Raceway, Jefferson Circuit.
14: Arlington, Va. brunch.
15: Club picnic, open board meeting. Fort Hunt Park, Va.
21: Glen Echo, Md. brunch.
27–29: PCA Club Race, Summit Point (W.Va.) Raceway.
28: Octoberfest, Lovettsville, Va. Drive 'n Dine, concours, rally.

October

5: Centreville, Va. brunch.
5: Drive 'n Dine, winery.
6: Autocross No. 6, Bowie (Md.) Baysox Stadium.
12: Arlington, Va. brunch.
19: Glen Echo, Md. brunch.
19: DE tech inspection day. 9 a.m.–2 p.m. Auto Sportsystems Group, 2810-F Dorr Ave., Fairfax, Va.*
19: Drive 'n Dine Fall Foliage trip.
19: Gold Cup.
25: Volunteer Appreciation Day. Summit Point (W.Va.) Raceway. Main course.
26–27: DE, Summit Point (W.Va.) Raceway. Main course.

November

1–3: Drive 'n Dine trip to N.C.

Cars 'n coffee gatherings

Fair Lakes, Va.

Sundays, roughly 8:30–10:30 a.m., Fair Lakes (Va.) Starbucks for coffee and cars is the site, 12599 Fair Lakes Circle, Fairfax, Va., just off Interstate 66 at exit 55B. Don't look for many cars if the weather is inclement.

Hunt Valley, Md.

Saturdays, 8–10 a.m., Hunt Valley Towne Centre @ Joe's Crab Shack, 118 Shawan Road, Hunt Valley, Md. Many, many cars of all types.

Burtonsville, Md.

Sundays, 7:30–10 a.m.,

Museum of Art, Raleigh, N.C. Special historic Porsche exhibit plus a private collection of Porsches and a Cars & Coffee event. Story, Page 22.

2: Centreville, Va. brunch.
3: Autocross No. 7, Bowie (Md.) Baysox Stadium.
9: Arlington, Va. brunch.
16: Glen Echo, Md. brunch.

December

7: Centreville, Va. brunch.
7: Annual officer election + open board meeting. 11 a.m.–1 p.m. Location TBA.
7: Holiday party, Clyde's, Bethesda, Md. 6 p.m.
14: Arlington, Va. brunch.
21: Glen Echo brunch.

*Tech inspections open to all members

Free DE tech inspections are designed to accommodate DE participants. Participants' cars in the Green, Blue and White groups must have a tech inspection by an approved inspector prior to every event.

However, tech days are also available to non-DE participants on a first-come, first-served basis. You car will be put on a lift and inspectors will look over your car, inspect the brakes, steering and other suspension components. It's an excellent opportunity to inspect a part of your car you don't normally see.

"Church of the Holy Donut," Dunkin' Donuts, corner of Routes 29 & 198, Burtonsville, Md.

Great Falls, Va.

Saturdays, 7–9 a.m., Katie's Cars & Coffee in Great Falls, Va., 760 Walker Road, Great Falls, Va. This is perhaps the premier gathering of interesting cars in the D.C. area, but be there early, like 7 a.m. If you're much later than that, parking can be difficult. Literally dozens and dozens of interesting cars. The coffee and food at Katie's are also tasty.

Don't look for many cars if the weather is inclement.

Potomac monthly brunch locations

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

Virginia: first Saturday of each month, 11 a.m. to 1 p.m. City Grille, 10701 Balls Ford Road, Manassas, Va. 20109.

Virginia: second Saturday of each month, 10a.m. to noon. Thirsty Bernie Sports Bar & Grill, 2163 N. Glebe Road, Arlington, Va. 22207.

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

Glen Echo, Md.

• • •
For more information, contact John Magistro or Mia Walsh at membership@pcapotomac.org

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Autocross: Gary Baker, autocross@pcapotomac.org

Club Race: Starla Phelps, Fred Pfeiffer, clubrace@pcapotomac.org

Concours: Ron Davis, concours@pcapotomac.org

Drive 'n Dine: Andrew Fort or Claude Imbt, driveanddine@pcapotomac.org

Driver Education: Alan Herod or Bruce Dobbs, dechair@pcapotomac.org

DE Tech: Dave DiQuollo or Dave Riley tech@pcapotomac.org

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

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New Potomac members & anniversaries

August 2013 anniversaries

45 years
James Hauhart

40 years
Mary Margulies

35 years
Kip Lanam
David Reese
Barbara Wozney

30 years
Wendy Schwartz

25 years
Michael Frank
Tamara Geissler
Richard Krueger
Michael Krueger

20 years
Jennifer Arzola
Teresa Hogge
Steve Hunt
Marydonna Judge-Henry
Reiner Oberst

15 years
Gail Herrmann
Chris Jones
Robert Martin
Gregory Nichols
Art Parsons
Thomas Peacor
Lisa Rauch
Steven Roberts
Jonathan Ross
Louise Wager

10 years
David Dean
Thomas Ely
Mike Frachel
Michael Rohleder
Melonie Sullivan

5 years
George Carter
Karen Close
Niccolo Della Penna
Vic Galindo
Howard Hill
Harvey Kabran
Kevin Leopard
Carol Mount
Carrol Orton
Arthur Orton

Chas Roscow
Marnie Roszyk
Greg Roszyk
Jeffrey Schramm
Ann Slaughter
John Slaughter
Jim Thomasson
Gail Tyus-Hill

July 2013 new members & transfers

Chris & Janice Campbell - 2008 911 Turbo
Hanna Chakarji - 1969 911
Dan & Van Chan - 2009 Cayman S
John Denegre - 2014 Cayman S
Harvey & Pam Ernest - 2013 Panamera
Jim & Diane Field - 2013 911S
Clay Gardner - 1999 911
Alan & Camilla Grenadier - 1999 911 Carrera
Richard Grime - 2004 911 cabriolet

Brad & Catherine Hoopes - 1978 911
Carolyn Hotz - 1999 911; family member of John Hotz
Michele John - 1978 911 SC
Jean Kerns & Gabriele Williams- 2006 Cayenne
Janet Kitson - 1978 911; family member of Gary Kitson
Roger Kranenburg - 2003 Boxster S
Thomas Lee - 2006 Cayenne
Daniel McCarty - 2003 Boxster S; associate member of Richard Fohl
Joe Mudd & Lyn Beyer-Mudd - 2010 Panamera
Jay Pabley - 2011 Cayenne S
Marquett Smith - 2008 911 S
Kevin Taylor - 2008 Cayenne

Joe Tortorelli - 2014 Cayman S
Guillaume Turpin & Shannon Downey - 2000 911 Carrera
Andy Worrell - 2003 996

Transfers

Matthew Adams, transfer from First Settlers
James Carter, transfer from First Settlers
Chris Marren, transfer from Carolinas
Andrew & Charlotte Roberts, transfer from Orange Coast
Mark & Angela Tlumacki, transfers from Green Mountain

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Stripping a Cayman — From luxury to raw metal

File photo by Don Mattingley

Long-time dV contributor John Vrankovich as seen at Virginia International Raceway in January 2011 with his now-track only Cayman in the background. Recently, Vranko has concentrated on reducing the overall weight of his car in search of better performance.

Below: The weight-loss program included removing all extraneous weight from both front and rear trunks.

Photos and story by John Vrankovich for *der Vorgänger*

I'll just remove a few of these extraneous pieces ... and that's how it all started.

Earlier this year I switched the stock master cylinder on my 2007 Cayman S for a GT3 master cylinder (thanks to fellow club member Bill Calcagno's assistance). To access the master cylinder, I needed to remove the plastic cover. I never bothered to put it back.

Well, why stop there, I thought, so over the next few weeks, in my spare time, I continued removing more and more plastic and carpet from the two trunks. It was about that time that I became obsessed with removing every unnecessary (for track use at least) cosmetic element I could find.

At first I thought sure I could easily put all this back, but after I started dismantling the passenger compartment I realized my Cayman was now a dedicated track car forever. No sense in going halfway. I was all in. I'm going to enjoy it as a dedicated track car, and if I ever want or need to sell the car, it will be as a track car.

After stripping the passenger compartment and door panels down to bare metal, I was left with a decision. Since I was keeping the side windows, window



motors and hardware, I needed to cover them up.

I had seen some nice RS door panels my friend Don Mattingley installed in his 993. I also saw Ryan Magrab's recently race-converted 997's custom door panels at a tech inspection. I thought that it didn't look that hard to replicate.

I fabricated panels out of some scrap plywood, bought cotton fabric to cover the plywood and found a grommet maker that I could use to protect the door pull holes I had cut into the plywood.

All that was left was to build a door pull out of rope I had lying around, which I attached to the door pull wire with some thread and epoxy.

To complete the transformation, I had Piper Motorsports install a full racing

DIY

Working on your car should be approached with all due caution and with safety foremost in mind.

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



cage. They had installed my original roll and harness bar, one-piece Sparco seats and custom seat brackets. They do excellent work (I'd actually describe it more as art), and I knew I could entrust them to build the safest cage to meet many racing organizations' requirements.

To build the new cage, they removed the roll bar they previously installed and the three-point seat belt assemblies. This, along with all the cabin materials I had removed, allowed the new cage to be built much larger (closer to the bare metal of the cabin) than the first roll bar. The greater the distance from the driver, the greater the safety margin.

To my pleasant surprise they were able to remove the roll bar in one piece and transfer it to Ed Hahn's Cayman R. It's nice knowing that my prior safety investment will live on protecting others instead of lying around in a heap of metal scrap!

I haven't had a chance to weigh the car after the con-



		Weight in lbs.
Removed	Trunk, cabin materials, airbags, etc.	130
	Door panels	30
	Heated sport seats	95
Added	Sparco seats, harness, mounts	45
	Roll cage (estimated)	120
Savings		90

version, but here's the approximate weight of the items I removed and installed.

I've been pleased with the results. The car is now much lighter, somewhat stiffer, and sounds and feels much more raw. Even if I never race it, I'll at least be able to enjoy the added safety a full cage brings and hopefully also enjoy many enjoyable years of Drivers Education events.

All I have left to do now is clean up all the parts I removed since they are still strewn across my garage. Did I mention my wife isn't bothered by that at all?

Okay, now she has two retractions to request!

Above left: The Cayman was stripped of its carpet.

Above right: The inner door panel was removed.

Above: The completed RS-style inner door panel, fabricated of scrap plywood covered in fabric. The door pulls were made from a piece of rope that Vrankovich found lying around his garage.

Above: The full cage that Vrankovich had installed by Piper Motorsports. By removing the inner door panels, Piper was able to place the cage's door bars farther from the driver, an important safety consideration.



Photo by Lonnie Patch
 A handy feature of Pittsburgh's Schenley Park Grand Prix weekend is this trailer-mounted map showing the layout of the paddock, the race course, the car corrals and vendors.

POGers play at Pittsburgh Vintage Grand Prix

Photo provided by Ron Davis
 Below: Potomac Concours Chair Ron Davis poses with fellow POGer Jim Hobbins. Davis's 356 is on the left; Hobbins's on the right.

Photos and story by Ron Davis and Lonnie Patch for *der Vorgänger*

Despite the threat of severe thunderstorms, 356 Potomac Owners Group folks Jim and Linda Hobbins, Russell and Lonnie Patch Kessler and Ron and Diana Davis spent a terrific weekend at the 31st Annual Pittsburgh Vintage Grand Prix held in Pittsburgh's Schenley Park.

The event was all the more interesting because Porsche specialist Russell Kessler spent the winter rebuilding a 1971 2.4 liter 914-6 for Todd Hahn and also provided track serv-

ices and support.

The weekend started out a little shaky, however, when the area was hit by a major downpour lasting about an hour. By the time Ron Davis and Jim Hobbins pulled their 356s into the Allegheny Region's paddock area, the grass in the park was already starting to dry.

The storm brought in cooler air over the next two days that made for superb car show and racing conditions. Jim Hobbins was all smiles when his beautiful, white 1963 356 took first place in the "people's choice" class for 356s and 914s.

Meanwhile, Russell was totally occupied getting Hahn's orange No. 9 ready for time heats. During Saturday's time trials he turned in the second-fastest time in the over-two-liter class behind a strong Lotus Elan driven by Bob Leitzinger.

However, Hahn's 914 developed a worrisome vibration that Russell traced to the rear end, thinking it might be a bad bearing in the transmission that could not be fixed at the track.

In any case, on Sunday it held together long enough for Hahn to take third place behind the Lotus and a 1970 BMW 2002.

When not watching the MGs, Jags, 356s, 911s, 914s, Healeys, Triumphs, BMWs, etc., battling it out on the track, Ron and Jim worked their way through the German, British, Italian and other show areas full of spectacular cars.





Above left: Todd Hahn poses with his recently completed 2.4 liter 914-6.



Left: Drivers Perry Genova, center, and Todd Hahn of Kensington, Md. are interviewed by an unknown Pittsburgh Grand Prix official after their race in Group 5, sports cars over two liters.

Below left and right: One of the rarest cars at the Pittsburgh event was this French-built Panhard with its two-cylinder opposed air-cooled engine.



Porsches, muscle cars, street rods, hawgs raise money for charity

Right and below: There were lots of muscle cars, street rods and classic cars on display plus a good turnout of Porsches for the annual fundraiser for the Benedictine School on the Eastern Shore.

Photos and story by Bob Hechtman for *der Vorgänger*

Porsche of Rockville and PCA Potomac co-sponsored a Porsche contingent at the 12th Annual Chrome City Ride that benefits the Benedictine School. The school is located in Ridgely, Md., on the Eastern Shore and provides state-of-the-art educational services for children and adults with special needs.

The Chrome City Ride has traditionally been for motorcycles, hot rods and classic cars, but Porsche of Rockville has taken the lead to show that Porsche cars can help kids, too. Quinn Burroughs coordinated the Porsche car contingent and Michael Handelman provided PCA Potomac representation.

The Benedictine School is operated by the Benedictine Sisters on a large campus that was formerly a farm near Ridgely. The ride participants gathered and registered at various locations around the Chesapeake Bay



and then were escorted by state and local motorcycle police to the school. This included closing the eastbound portion of U.S. Route 50 from Annapolis across the Bay Bridge to the school. Approximately 500 motorcycles and 75 cars participated.

Lunch was served to everyone, accompanied by live music, and raffles and an auction of various items were held. The Benedictine Foundation sponsors raised \$90,000 this year. The weather cooperated with an overcast day that kept the temperatures cool and people comfortable.

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What could be better? Wonderful kids and Porsches

By Richard Curtis
for *der Vorgänger*

The buses arrived at the Potomac DE event at Summit Point on a sunny Saturday morning, July 20 and disgorged 20 shy-at-first young people from Stafford Junction.

They visited for the day and were treated to a classroom session led by Potomac's Eric Stratton, who explained how DEs work with a few remarks about the cars and vehicle dynamics. Afterwards, each young person was paired with a Potomac host for a tour of the paddock and other activities. In the paddock, they got to sit in a variety of Porsches, watched the cars in the various run groups while the hosts explained what was going on, who was who and the mechanics of a driver education event.

Stafford Junction is a faith-based non-profit based in Fredericksburg, Va., that serves high-need children and their families living in Stafford County. Their stated mission is to transform lives through faith and action.

Potomac member Charles "Chip" Taylor, working in concert with Stafford board member Paul Wormeli, organized the visit by the nearly two dozen members of Stafford Junction who were bused from Fredericksburg for the day. Taylor organized the necessary volunteer hosts and events, which included the classroom session, lunch as Potomac's guests and Mobil 1 Racing baseball caps.

At lunch, the youngsters were treated to 30 minutes of lapping Summit's Main circuit with volunteer drivers.

"The event couldn't have been any better," says Stafford Executive Director Linda Hill. "Program manager Greg Minor was just thrilled with the organization of the event and how excited the children were. Minor was so impressed with how eager the hosts were to make the event rewarding for the children."



Photo by John Eberhardt

Above: At the conclusion of the one-day event at the July DE event at Summit Point, the Stafford Junction group posed for a photo with their volunteer hosts

Photo by Richard Curtis

Left: 10-year-old Robert Smith throws the checkered flag at the end of a lunch-time lapping session by Potomac members for the young people of Stafford Junction. Many of the group took the opportunity to ride the two-mile Summit Point main track in a variety of sports cars.



Above: Potomac DE Instructor Eric Stratton points out to the Stafford Junction audience the finer points of driving along with a description of how a typical Driver Education event happens. He also set the stage for the remainder of their day at Summit Point (W.Va.) Motorsports Park: walking the paddock, talking to drivers, watching the run groups, lunch and a 30-minute session on the track in volunteers' cars.



Above right: Potomac member Mark Hubley, left, and Stafford Junction's Zion Chisley, 13, watch an on-track session from the pit-out tower.



Right: Nader Fotouhi points to action on the track from the Turn 10 tower to his son, Pars, 14, left, and Stafford Junction's Dakota Kahley, 13.

Photo by Greg Seemans

Right: Stafford Junction's Annie Bambang, 12, left, Madison Kahley, 11, and Jose Gomez take a break from the hot sun in the classroom with Potomac's Jim Kulbaski's daughters, Molly in the Dickinson College T-shirt and Anna, a student at Virginia Tech. Both Kulbaski daughters are DE drivers.



Photo by Richard Curtis
Right: GT3 Cup driver Brian Walsh describes driving to Wendell Lewis, 13, while standing next to Carson Soule's brand-new Cayman.





Photos by Richard Curtis

Above and right: One of the popular activities for the youngsters was a trip after lunch to the skidpad where they each could get a skidpad session at extremely low—and wet—speed.

Below left: Alex Aquino gives a V-for-victory sign prior to going on track during the lunchtime lapping session with Potomac volunteer Ryan Magreb.

Below right: Volunteer Peter Kaufman prepares to enter the track for the lunch-time session with his passenger, Isaih Hillyer, 11.





Photos by Ken Marks

Pumpelly, along with co-driver Nelson Canache Jr., drove the No. 45 Flying Lizard GT3 Cup to a class win at Lime Rock Park.

Pumpelly aims to add to victory total

By Richard Curtis
for *der Vorgänger*

Porsche hot-shoe Spencer Pumpelly now drives full time for the famed Flying Lizards Motorsports race team campaigning GT3 Cup cars in the American Le Mans Series. Pumpelly grew up in Northern Virginia where he attended Hayfield High School and James Madison University and is looking forward to returning to this area for the Aug. 31 Baltimore Grand Prix.

Pumpelly, with teammate Nelson Canache Jr., won the Lime Rock (Conn.) Park ALMS event in July. The future looks bright for Pumpelly as he and Canache have a share of the driver championship with half the season remaining.

The Lime Rock win for the No. 45 GT3 Cup only added to a brilliant and young career. Despite not getting his competition start in karts as a youngster, as do most successful professional drivers, he was attracted to racing by accompanying his dad, Tom, to sports car races in the 1980s and 1990s. Tom competed in several formula races and raced in GTP in the late 1980s. He raced several times at the 24 Hours of Daytona.

The younger Pumpelly worked several jobs in and around racing, though: a driver coach, a Skip Barber Racing School instructor, providing private driving instruction and even starting his own race team.

The James Madison University graduate (economics, 1998) lists on his resume two class wins in the Rolex 24 Hours of Daytona, the first in 2006 with Potomac member Mike Levitas of TPC Racing in Jessup, Md.

A full-time ride with Flying Lizard now takes up all his time, but he has



also driven for The Racer's Group and recorded a podium finish in the 12 Hours of Sebring in 2011.

He lists two stints at the 24 Hours of Le Mans in 2011 and 2012 with Flying Lizard Motorsports as instrumental in his career. He has multiple victories in the ALMS and Grand-Am-Rolux Sports Car Series.

Racing, especially at Pumpelly's level, demands a certain amount of physical strength and conditioning.

"I'm a big runner, about a four days a week," he says. Driving a Cup car taxes your cardio system greatly, he says, pointing out that hustling a Cup car around the 1.5 Lime Rock track in 90+ degree heat takes a tremendous toll on a driver's body, as it did in the July event.

"You endure not only a lot of G-forces," he says, "but there are constant repetitive motions" which are both demanding and tiring. "The (Lime Rock stint) was one of the toughest because of the temperature and humidity." Although the ambient temperature was only in the 90s, "the heat in the car was so thick it was hard to breathe," he says.

"We were aided by great pit stops, however" he says, "and thanks to the lead I was given by Nelson (in a driver change), I was able to cruise home."

"I train as much as I can, but nothing prepares you for that sort of heat. After the race, I just dumped a lot of water" all over my body.

Pumpelly is a member of the Peachtree Region of PCA but doesn't currently own a Porsche. With his wife, Lindsay, he drives three Volkswagens in and around Atlanta where they currently live. One VW is a 1972 Karmann Ghia ("it's air-cooled, like a Porsche!" he says). He has raced at Summit Point (W.Va.) Motorsports Park.

As for the future, "I'm really happy with Flying Lizards right now," he says. "I do think the impending merger (between ALMS and Grand Am) will shake things up a lot." There are really good people on this team," he says, "so I'm going to keep doing what I'm doing."

Wounded Warriors Rally: Good news, bad news

By Linda Davidson
for *der Vorgänger*

The Wounded Warrior Rally of 2012 was such a success, we (the Rally Committee) decided to run it again this year.

With no need to reinvent the wheel, we duplicated everything we did last year, only with a different route. We also gave all the participants goodie bags that included a T-shirt, an embroidered hat and a gym bag. Everything was in place for another stellar rally.

Planning a rally usually starts six to eight weeks prior to rally day. Once we have mapped out a route, we drive it

four to five times. Using the “All About Speed” format, multiple drives are necessary to ensure we’ve got the right “number.”

Taking advantage of sunny weekend days, it seems we’re doing these runs nearly every weekend. On our third trial run we encountered a tree that had fallen across the road. Being on a paved but unlined road barely two cars wide, there was no way around it. So we backtracked to get around to the other side in order to continue an accurate tally of the speed limit signs. It took us 12 miles to “go around the block” to the other side of the tree! Fortunately, the tree was removed a few days later so we didn’t have to re-map the route.

Our final dry run was July 26, the day prior to the rally. All the roads were clear, our numbers all jived with previous runs, and we had all the goodie bags packed and ready to be distributed. Everything possible was under control ... except for our 911 breaking down!

During the drive, Red Car (that’s what we call her), started making some odd noise in the front end, which got progressively louder as the day wore on. By the time we got home, it was evident that the only place Red Car was going was to the shop. Our back-up car is also a Porsche, but the Cayenne isn’t nearly as sexy as the Carrera. The Cayenne is in desperate need of new brakes. Looks like it’s going to be a banner



Photo by Vu Nguyen

Above: Potomac Rally Co-Chair Craig Davidson goes over the rally instructions at the beginning of the rally.

Right: The caravan of 28 cars arrive at the Walter Reed National Military Medical Center to pick up the Wounded Warriors.



week for our mechanic!

Once again Mother Nature was shining down on us with beautiful weather for rally day. We all corralled at the Pooks Hill Marriott in Bethesda, Md., and caravanned to Walter Reed National Military Medical Center to pick up our navigators.

We had 28 drivers that included three Navy veterans, two who served in Vietnam and one in the Persian Gulf; three Army vets, two of whom served in Vietnam, one as a helicopter pilot; one Air Force veteran; and three Marines, one a veteran of Afghanistan, one a veteran of Vietnam and the third still on active duty as part of an elite helicopter squadron.

DoD and DEA were also represented, showing the broad range of support for our troops and wounded warriors. While many of our drivers had participated in the first WWR, Chas Roscow has kept in touch with his navigator, Guny Aragon, even though he moved back home to North Carolina.

Guny had such a great time in last year’s rally, when he needed additional surgery he planned it around this year’s rally. And he brought along his pregnant wife.

Left: Rally participants line up for a group photo at Walter Reed at the rally's start.

Below: Rally Co-Chair Linda Davidson chats with a Wounded Warrior, Guny Aragon, who was a repeat from last year's rally.

Below left: Potomac's Tony Pagonis shoots photographs of the gathering that were handed out as souvenirs at the rally's conclusion.

Below right: Photographer and PCA Executive Director Vu Nguyen's children, Justine and Jason with the family dog, Katie.



While we waited for our warriors to be bused down to our parking lot, Tony Pagonis set up everyone's cars for some awesome group photos. These photos were developed and framed while the teams were on the course, and presented to them as souvenirs at the end.

We had checked with the event coordinator on Wednesday, at which time there were 22 people signed up. PCA member Steve Peth, who works at Walter Reed with the amputees, had been advertising the rally with flyers for three weeks, and he told us there was much enthusiasm.

Running almost an hour late, the bus finally arrived. Out came a soldier with his adult daughter, one other soldier (this kid is part of the U.S. Army National Guard serving with the NATO peacekeeping forces in Kosovo) and the point-of-contact employee.

For a variety of reasons, we now had only six navigators, but they were excited, and so were we.

We headed to the starting line in Rockville, where some of the navigator-less drivers linked up and rode together and ran the rally anyway.

Everyone set out on an 89-mile route through Montgomery, Frederick and Howard Counties. About halfway in, there was a pit stop at Worthington Manor Golf Club, which provided an array of cookies and drinks. Then we returned to the road for the second half of the rally and eventually to the final destination of Branded 72 BBQ in Rockville for lunch and awards.

With a total of 168 speed limit signs, the final answer was 3,975. The team of Ryan Lynch (driver) and Barry Greeson (navigator) were the winners with a final score of 3,965, pretty close! Although there were so few soldiers, everyone seemed to have a good time.

So why good news/bad news? The good news is that there are fewer patients at the hospital. The bad news (for us), is that there are fewer patients at the hospital.

Hopefully, next year there won't be any patients at the hospital, and this type of event won't be necessary.





Registration now open for Porsche exhibit D 'n D trip to Raleigh

An extraordinary trip to see the “Porsche by Design: Seducing Speed” at the N.C. Museum of Art in Raleigh, N.C.

The museum marks its first design exhibition, exploring the history and development of the Porsche lineage from the 1930s to the present day.

In honor of this special exhibit, the Potomac region has organized a Drive 'n Dine trip to visit the museum along with a stay at a special five-star hotel/spa at a greatly reduced price. This trip will be a three-day event occurring Nov. 1–3, 2013.

To learn more about the exhibit, please visit the museum’s web site at NCMA (http://ncartmuseum.org/exhibitions/porsche_by_design_seducing_speed).

The Potomac group will get a docent-led tour of the exhibit along with a gourmet lunch in a private dining room. Members of the Hurricane Region of PCA will lead the tour.

We will leave the Washington area late Thursday to check into our hotel and be ready for events on Friday and Saturday.

We have negotiated an extremely preferred rate with the Umstead Hotel and Spa (<http://www.theumstead.com/>) of \$199/night for the nights of Thursday, Friday and Saturday, Oct. 31–Nov. 2, for a premier guest room.

To book your room, call 919-447-4050 and reference code GRCVB1013 or mention Porsche Club of America to secure our special rate and book rooms for the program.

This hotel is located on 12 acres of wooded land, gardens and a lake in Cary, N.C., a close-in suburb of Raleigh. It is a high-end hotel with a fantastic spa.

In addition to the museum, we have reached an agreement with the Ingram family to tour their private Porsche collection in Durham, N.C. This private collection contains over 60 significant cars (about 40 on display at any one time) ranging from 356s, racecars, to the latest 911s, all in concours condition. This collection rivals Jay Leno’s Garage but is all Porsche. Several of the Ingram cars are included in the N.C. Museum of Art exhibit.

Registration opened Aug. 5 on www.MotorSportReg.com. Please register early since we will need to cap the number of people at 50. The cost

Tentative schedule

Thursday, Oct. 31: Arrive at the Umstead and check-in. Meet with other members for an optional dinner at either the hotel or a nearby restaurant.

Friday, Nov. 1: Optional drive through scenic back-country roads or enjoy a day at the spa at the hotel.

Meet at the Ingram Collection in downtown Durham, N.C. at 4 p.m. for beer and wine and a tour. Meet for the buffet dinner at the Umstead at 7:30.

Saturday, Nov. 2: Early drive to Cars & Coffee in Cary, N.C. (a few miles south of the Beltline).

1 p.m.: Meet at the N.C. Museum of Art for lunch and special exhibit tour.

Late afternoon can be spent visiting the rest of the exhibit at the museum (the museum has a fantastic outdoor art walk) or optional tours of Duke University or N.C. State University.

Sunday, Nov. 2: Drive home with an optional stop at one of the best BBQ joints in the country (according to a famous Duke alumnus). Also offered is a tentative drive led by local PCA region members.

Register on-line at MotorSportReg.com and get latest up-to-date schedules. Looking forward to this one-time special event for PCA members.

will be \$225 per person, which includes the Ingram collection with beer and wine Friday afternoon, a banquet dinner at the Umstead on Friday, the N.C. Museum of Art exhibit and lunch on Saturday.

For further information, contact Michael Handelman, N.C. Museum of Art trip coordinator, at mhandelman@pcapotomac.org

Annual Potomac picnic set for Sept. 15



2012 photo by Rob Bobbitt

Plenty of food and Porsche fellowship marks the annual Potomac club picnic.

The Potomac Region Picnic is back. The picnic will be held at Fort Hunt Park, Va. Located on the lovely George Washington Parkway about six miles south of Old Town Alexandria, Va., near Mount Vernon, Fort Hunt was originally part of George Washington's Mount Vernon estate.

The menu will feature grilled Nüremberger-style artisanal Bratwurst sausage, burgers, sides and desserts. Local micro-brewed beer and sodas will also be available.

The sausages and burgers are handmade at Society Fair in Old Town Alexandria (a "must stop" for meat aficionados.)

In addition to the fantastic food, participants may park their cars in the "wash and shine" car show in the parking lot set aside for Porsches. There will also be games and other diversions.

The picnic will be held on Sunday, Sept. 15, 2013, from 11 a.m. to 4 p.m.

Located at the Fort Hunt Park, Picnic Area B, there will be Porsche-only parking and a covered shelter.

Payments may be made through the Potomac PCA online reservations (look under Programs>Drive and Dine>Registration>

https://pcapotomac.org/index.php?option=com_dregister&Itemid=82

Adults are \$18; children under 12, \$5. Registration is required by September 10. Coordinator: Mike Budinski, 202-596-0437.

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Driving my new Boxster to Nemaocolin on Pennsylvania's lovely backroads

Ken Becker photo

With just two months of ownership of his 2013 Boxster S, new PCA member Ken Becker is already hooked on the marque's many attributes.

By Ken Becker
for *der Vorgänger*

On Friday, June 7, I took the leap of faith and traded my 2006 Mercedes-Benz SLK 55 for a red 2013 Boxster S and became not only a proud new owner of a Porsche but also a member of the Porsche Club of America.

PCA members had been gracious when I went to their events in my Mercedes. I signed up and paid for the PCA Nemaocolin Resort trip. I was excited to attend a Porsche event with my own Porsche.

I couldn't wait to jump into the car and drive. The scent

of the new car with its full leather trim was alluring.

Despite the nasty forecast, I hopped into the Boxster and followed Potomac President John Eberhardt to the resort. The drive to southwestern Pennsylvania was a pleasure. The 14-way seats with heat and ventilation was wonderful. I felt as if I were sitting on a throne custom made for a king.

I had never owned a car with Bluetooth. I was amazed, therefore, when I received a phone call and could answer without touching my iPhone. My new car was packed with additional technology to enhance the driving experience. My Boxster has the following options: PDK, Porsche Torque Vectoring (PTV), sport suspension, sport exhaust and 20-inch Sport Techno wheels.

Driving through the backroads of Pennsylvania was the perfect place to test my Boxster's technology. Testing the car was simple: Find a road with lots of sharp S curves, hills, dips, twists and straights. Eberhardt and I found that road and put the Boxster through its critical driving mission.

To me, the car was like a fighter jet: lightning fast from a stop and when we encountered the S curves, boy, did the PTV kick in and made us look like Formula 1 drivers. PTV allowed us to enter S curves and exit those curves faster than normal. Going up and down the hills was like riding a roller coaster. The rush was intense and gratifying. The driving experience was phenomenal.

I want to thank The Founders Region, Potomac, for the most exciting driving event. I loved staying at the Nemaocolin Resort and meeting all the Porsche members. Thanks to all the members who made the trip possible. I will attend this trip again in 2014.



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How to interpret output from a data acquisition system

By Collin Mechler
for *der Vorgänger*

The world of amateur racing—or even DEs, for that matter—is an intriguing one. Often, the driver is confronted with the latest technology and not the greatest understanding of how to actually use the stuff.

During the 1980s and into the 1990s, motorsports experienced a massive evolutionary shift, due primarily to the advent of relatively inexpensive computing power. At long last, the “dark art” of race car design and development now could be quantified.

As the technology improved, so did the cars. During this time, however, the hardware was ultra-expensive and the simulations were incredibly crude and unwieldy, meaning only the topmost echelon of racing could possibly hope to get anything of any benefit out of it.

As the personal computer became more accessible and Moore’s Law seemed to dictate the pace of technology growth, this sophisticated technology found its way into the hands of Everyman, at least, every person willing to fork over the (still considerable) dough.

Fast forward to the present day: Attend any track day and chat with the most “hardcore” drivers there. What is one item they all have in common? Data Acquisition, or more affectionately referred to as DAQ or simply data.

Most data acquisition systems (DAS) are fairly simple, and even cell phones equipped with a GPS chip now have the capability of logging basic parameters of the car: lateral/longitudinal G’s, speed, lap time, etc.

Why use data? Because the data doesn’t lie; it’s objective insight into the performance of a car.

What can I do with DAQ

At the risk of a cliché, the possibilities are endless.

At its core, data can help lower lap times through two fundamental avenues of analysis: Driver Training and Chassis Tuning.

On the driver development side, analyzing data can inform the driver on more efficient throttle/braking application, enhancing smoothness, shifting optimization, deficiencies in the driving line, “why the car won’t hook in T9,” as well as a host of other information.

For chassis tuning, the analysis is equally beneficial, though perhaps more nuanced: the engineer can determine if the car is cornering at its potential, where the shocks can be optimized, perform downforce/aerodynamic analysis and read dynamic ride height plus suspension geometry changes, tire and brake temperature/pressure/wear, every engine parameter one can possibly imagine, torque and strain inputs... the list is long and, provided the budget is available, there’s a sensor for almost anything.

But let’s be realistic: Most of us, particularly when starting out, will have only the basic parameters available to monitor. Generally speaking, driver development-specific data is typically easier to analyze and more readily available. The most important elements to any data acquisition sys-

tem are:

- GPS capability to monitor lap times, speed, longitudinal accel;
- Multi-axis accelerometer for lateral and longitudinal Gs;
- Basic engine parameters: RPM, throttle position, plus water/oil temp if possible; and
- Camera.

These inputs will be most useful for driver development, and for the sake of simplicity, the remainder of this article will focus primarily on this avenue of analysis.

While tuning a chassis is certainly possible using only these parameters, there is quite a bit left on the table, it is a more difficult analysis to perform and requires far more words than I have available in this article.

Particularly with more involved analysis, I will often incorporate simulation data from supplemental models I have developed in parallel as a way of backing up the DAQ. This can all get fairly complicated.

What can the driver, mechanic or engineer do with this relatively limited amount of information? More than may be at first apparent.

What follows next is a summary of the most commonly used analysis techniques the driver or engineer can employ. I’ve tried to keep the points listed below agnostic to any specific DAS software brand. Any decent system will provide this functionality out of the box. The aim of this article is to focus on the analysis, not the system.

Before beginning, a few notes:

Incorporate video where ever it is of value. Let the focus of the analysis be on the data itself, but feel free to watch video to confirm what the data is telling you.

No data analysis should ever be complete without also considering the feedback of the driver. Data is intended to enhance the driver feedback, never replace outright.

The track, weather and chassis conditions will always cause variations in your approach.

Analyze the entire session for trends

Ensure the data encompasses the entire session or race. “Zoom out” of the data and review the engine parameters: if temperatures are available, identify the max./min. peaks, etc. and determine if the engine was running as expected.

Take a look at the lap times across the entire session and GPS-built lap (if applicable) and ensure the system was properly calculating everything, i.e., does everything look right? Few things are more frustrating than reviewing data that is incorrectly interpreted by the system.

Still zoomed out, review your maximum speed and RPM. This will provide a frame of reference. Your minimum speed will be irrelevant, given that you were likely at full-stop at some point.

Identify your fastest lap. How does this lap compare to the rest of the flying laps in the session?

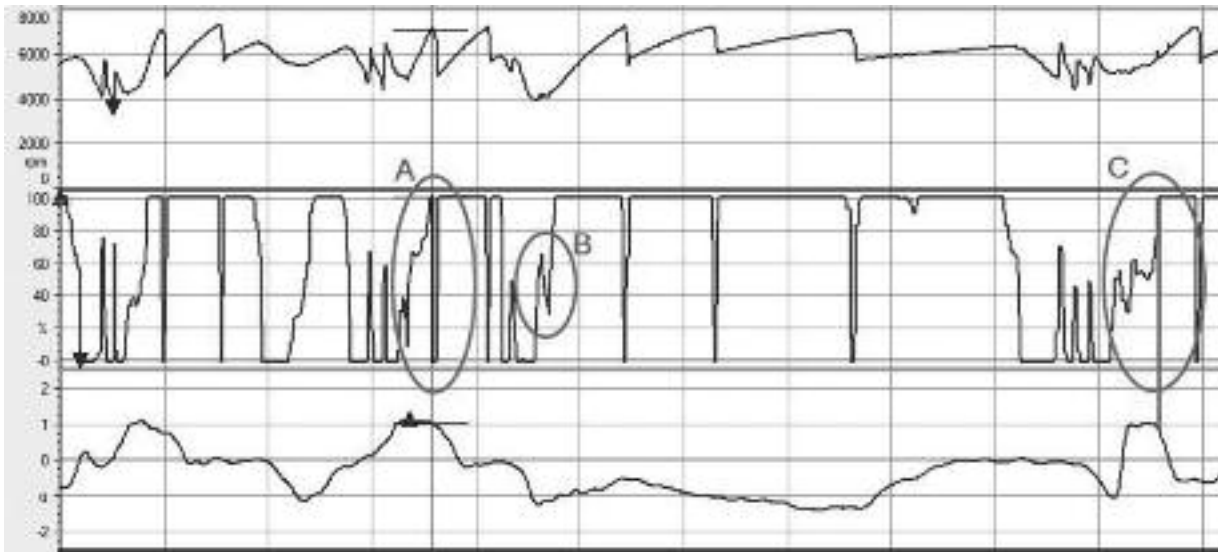
To compare, what was your fastest rolling lap? This is the lap generated irrespective of the true start/finish line

No data analysis should ever be complete without also considering the feedback of the driver. Data is intended to enhance the driver feedback, never replace outright.

Tech tip

An explanation of Porsche maintenance, repairs and systems as described by professionals to help you understand your car.

Have a suggestion for a Tech tip feature? Please email dveditor@pcapotomac.org



and determines the fastest single track distance where your lap time was lowest. As an example, the Rolling Lap could be from T3 to T3, rather from start-start.

Build your theoretical fastest lap

Many systems provide the ability to construct a “theoretical fastest lap” by breaking down the lap into sections, identifying the fastest of each section across the entire session and piecing together the theoretical best lap possible.

A note of caution: Take care in selecting your sections. As a good starting point, each corner and major straight should be its own section. At Summit Point Main, for example, start with 12 sections: 10 for each corner, plus two for the two main straights.

This DA chart shows the RPM, throttle and lateral acceleration traces for a 997 around the Daytona track.

Points A and C illustrate the optimal time to apply throttle: given that the car produces between 300–400 hp, the lateral acceleration at which full throttle is reached should be approximately 85% of the max lateral acceleration.

Point B shows the driver's battle with oversteer via a cut on throttle.

Note the throttle cut immediately after Point A is an upshift.



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There is danger in this approach, however. Often corners must be considered as part of a complex: The entry to the one corner dictates the entry/exit from another. Many transitional corners (left-right, or left-right-left, etc.) are examples. Typically, the user will end up with approximately as many sections as corners, and it is best to err on having too few.

How does the Theoretical Fast Lap compare with the Rolling and Actual Fastest Laps? The TFL should be taken with a grain of salt at all times: If your true lap times are within a half-second of the TFL, your driving is likely as close to its max as it'll ever get. If your TFL is five seconds off your fastest lap, you've definitely got room for improvement!

How is the lap-to-lap consistency? Assuming no traffic or other impeding factors, the driver should aim for each section to be within 2% of the section's fastest time.

A note before incorporating the channels

Identify your target corners for analysis. All corners should ultimately be analyzed, but inevitably the engineer/driver will focus on a select group of corners.

The most important corner on any race track is the corner leading onto the longest straight. Next in line would be the highest-speed corners that are not taken flat-out. After that, the driver should identify his/her most problematic corners. These would usually be due to a complex driving line, uneven/mismatching surface or a

corner where braking and/or throttle application is difficult.

At this point, it's time to look at the individual channels themselves. As a general rule, never use filters. On occasion, such as when analyzing complex math channels, it's necessary, but for the raw data? Steer clear.

Analyzing corner entry of the fastest lap(s)

Time to look at the driver's entry into the corner. First and foremost: How smooth is the throttle plot? When the driver cuts throttle, is it an immediate chop or a gradual lift? The driver should cut throttle as quickly as possible without upsetting the balance of the chassis.

Likewise, review the braking application. If no sensor is available, review the longitudinal acceleration. The max longitudinal acceleration will always be under braking, unless you're drag racing. Furthermore, the less time spent under braking, the faster the lap will be.

How long does the driver take to reach maximum longitudinal deceleration, i.e., minimum acceleration, not minimum speed? A duration of a half-second should be the target; any briefer than this will impact the chassis balance, while appreciably greater than this number generally means the driver has room left over. Of course, various conditions will affect this target value.

How is the driver downshifting while braking? The braking input (and therefore longitudinal Gs-per-second) should remain constant.

How is throttle blipping during shifts? Look

for waviness in the longitudinal deceleration plot, indicative of inconsistent braking and/or too much/little throttle blipping.

Not sure if the driver is heel-toeing? Compare the RPM plot to the throttle plot. If the downshift occurs when no throttle is applied, the driver is not using heel-toe.

Next, analyze the driver's transition from braking into turning. To do this, we must now include the lateral acceleration. What is the maximum longitudinal deceleration (Gs) of the car, and where is this minimum compared to the point of maximum lateral acceleration? Typically, maximum possible longitudinal deceleration is approximately 95% of maximum possible lateral acceleration (this figure decreases for front-engine cars and wide tires).

There will be a brief period, after braking/turn-in and before throttle application, where the car is at steady-state. How long is this period? The lat/long acceleration and speed should be relatively flat here, with a slight downward trend. Turning does scrub speed. This period should be as brief as possible.

With high speed corners and/or cars with low horsepower, this period will seem larger than for low speed corners and/or cars with high horsepower.

Analyzing corner exit

Review how the driver applies throttle. Remember that abrupt throttle application can seriously upset the balance of the car, so applying

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the throttle smoothly is key. Typically, throttle application above 150%-per-second is a needless effort that has negligible effect on performance.

For low/medium speed corners: What is the percentage of maximum lateral acceleration, i.e., of the corner, where full throttle occurs?

Without inducing debilitating wheel spin, the driver should aim to apply throttle as early as possible. For low horsepower cars (less than 150), the lateral acceleration where full throttle is applied should be at approximately 95% of maximum lateral acceleration. For high horsepower (over 400) cars, this drops to approximately 80%.

Additionally, review the smoothness of the lateral acceleration and RPM out of the corner; are there any spikes? Assuming no steering angle sensor is available, the lateral acceleration can show how difficult the car was to handle and how well the driver interacted with it.

Reviewing the line

What if you go back on track, apply some tips you've gleaned from the data and still can't handle a particular corner the way you'd like?

There is a chance your line is at fault. Most GPS-based systems will show the driver their exact line around the track. While analyzing the racing line is particularly helpful when comparing drivers (be sure to do this as much as possible!) the racing line can also shed light on why a particular corner is causing the driver problems.

Areas of analysis using the channels above:

Data Overlays: Many systems offer the capa-

bility to overlay multiple laps on top of one another. This is helpful, particularly in driver development. Comparing one "slow" lap against a "fast" lap sheds tremendous light on ways a driver can improve or confirming whether the car is behaving differently than on previous laps. Be sure to confirm the laps are aligned properly before analyzing.

Throttle histogram: This simple technique is provided by many acquisition systems to identify the duration the throttle is open over the course of a lap. Generally speaking, lap times will decrease when at full throttle for longer. Generating a data overlay of throttle histograms is a great way to shed light on why one lap was faster than another.

Combined Acceleration: The "Combined Acceleration" is the hypotenuse of the lateral and longitudinal accelerations [$G_{combined} = \sqrt{G_{lat}^2 + G_{long}^2}$]. Graphing this value is helpful to identify the car's traction circle, and whether the driver is taking advantage of it. Additionally, it can inform whether the driver is braking too early into a corner.

Upshifting: Is the driver shifting at the proper RPM? While determining the "proper RPM" is a somewhat involved process requiring a dyno chart and gear chart, the data will also inform whether the driver is shifting too high/low, plus the duration between shifts.

How is the car's responsiveness to curbing (spelled "kerbing" in British English)? Ideally, the car would be equipped with more sophisticated

sensors, but when absent, review the lateral acceleration, throttle and RPM to determine if the use of curbing should be avoided.

Channel/dashboard simulation: Many systems have the ability to display a simulation of the car's parameters during the course of a lap. Even better is when the data is displayed alongside the video.

Channel vs. frequency, channel vs. channel, channel vs. time/distance, other channel histograms and other math channels. These are advanced techniques that become more critical as the analysis become more sophisticated.

• • •
Once again, I'm forced to reiterate clichés: This is just the tip of the iceberg. There's an even greater breadth and depth of analysis possible beyond this article.

The analysis techniques suggested here will be the most important and fundamental analysis a driver/engineer will perform, due in large part to the degree of flexibility this level of data provides. With time, this "baseline" analysis becomes second nature, affording the user precious brainpower for more involved techniques.

• • •
Potomac's Collin Mechler enjoys driving his 944 Turbo that he's owned for six years. He has degrees in materials and mechanical engineering and has provided freelance race engineering support for teams ranging from Formula Atlantic to Continental Sports Car to vintage F1.



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How you can contribute to *der Vorgänger*

Your favorite Founders' Region monthly newsletter/magazine can benefit from your observations and experiences.

We are always in need of articles, photographs, illustrations, maps and charts to help tell the stories that intrigue us all.

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. Those can be of interesting Porsche people you meet, or interesting Porsche cars you come across.

Here are some ideas that resonate with *dV* readers:

- Travel stories that involve a

Porsche. One example is Tim Atkinson and daughter's trip across the country in a new-to-him 964.

- Visits to car museums.
- DIY (Do-It-Yourself) articles on some small or large DIY project that you've done. Examples abound, from rebuilding an engine to replacing hood struts.
- Interviews with interesting people who own interesting Porsches. One example that appears in this issue is 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 inter-

taining Drive 'n Dine.

- Why-I-Love-My-Porsche articles are always welcomed, but they must be accompanied by a photo of you with the car.
- Photographs of yourself or fellow Porsche owners with their cars.

Write your stories, shoot your photos (no low-resolution cell-phone photos, please; we simply can't use them) and send them to me; I'll help you clean up the grammar, spelling and punctuation. Please send to dveditor@pcapotomac.org or call me at 703-239-1678. Thanks.

2014 Potomac officer elections set for December

By Micheal Handelmann
for *der Vorgänger*

In accordance with the The Founders' Region, Potomac's bylaws, the 2014 executive officers will be elected by the membership on Dec. 7, 2013 at the annual membership meeting (location will be announced in the November *dV*). The 2014 officer candidates proposed by the club's nominating committee will be announced in a later issue, also.

If you would like to nominate an additional candidate pursuant to the Potomac bylaws, please submit your candidate, along with the endorsement of five active Potomac members, to the nominating committee (pastpresident@pcapotomac.org) by Nov. 11, 2013.

Your vote is important to Potomac. As a result, Potomac is providing three ways to vote this year: electronic (via Potomac's website), mail-in ballot or in person. Details regarding electronic voting and the mail-in ballot will be presented in the November *der Vorgänger*.

'Gathering' show, Aug. 31

The annual Gathering of the Faithful Porsche show will be Aug. 31 at the Reston (Va.) Town

Center.

The 356 models will be beneath the Pavilion while all other models will be displayed on Reston's Main Street centering on the fountain.

As has become traditional, this will be a non-competitive show with lots of door prizes.

The \$5 registration fee for showing your car will be collected at the door; a

price you can't beat for such a popular event. Spectating is free!

Cars will be parked beginning at 9 a.m.

Order your Potomac Region member badges

Now is the time to get your name badge.

Potomac Region PCA badges are back. We are now taking orders for another batch. The badges measure 3 inches wide by 1 1/4" high and include your name, board position or car model, along with the Potomac Region logo.

The badges are blue with white lettering and have a magnetic clasp,



so they won't put holes in your clothes. The cost is \$20 each plus \$5 shipping and handling if you want it mailed to you. You can save shipping and handling by picking up your badge at a club event.

Delivery would be in about 3-4 weeks after order. To speed ordering, you can pay with a credit card or e-check by using our new registration system www.pcapotomac.motorsportreg.com to order your badge. We will use our main web registration system for ordering, and paying by check will be available, too.

There is no limit on the number of characters for each line, so if you want to list multiple cars you can. If you have any questions feel free to contact Michael Handelman at secretary@pcapotomac.org.

Join PCA the easy way

Just point your smartphone with a QR app at the image below to to the PCA website to find the form for joining.

Membership entitles you to receive not only *der Vorgänger* every month (except January) but also monthly issues of PCA's official national magazine, *Panorama*. Some dealers recognize membership with a discount on parts.

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



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Readers and their cars



Photo by Richard Curtis

Erich Bauer, from Vermont originally, participated in the April DE at Summit Point (W.Va.) Motorsports Park in his '91 964 Turbo that he bought in 1999. He's stationed with the Coast Guard in Annapolis. This was his first visit to Summit Point.



Above photo by Greg Seemann

Gathering in the bar after a rewarding day of DEs at Watkins Glen in July were, from left, Dirk Dekker, Greg Seemann, Rob Campbell, Potomac Region President John Eberhardt and Past President Dick Seltzer.

Photo at left by Jim Albin

Cliff Dressler and girlfriend Lyly Pham enjoy an afternoon respite on the grounds of the Nemaocolin Woodlands Resort. They participated in the annual Potomac Drive 'n Dine trip to see Frank Lloyd Wright's Fallingwater and Kentuck Knob houses in the nearby Pennsylvania Highlands.



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At Lime Rock Park in July, dV Photographer Ken Marks captured this 962 sitting outside the Alex Job Racing car hauler.

