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Porsche Club
Porsche Owners Club



Porsche Owners Club Newsletter

April 2012



Check out the Digital Dash on this Porsche 2011 GT3 R. You can't even see the analog instruments! This is the standard in modern race cars, and is becoming same with Amateur Drivers, Racers and Time Trial. Analog is out, digital Data Logger Dash Displays are in, and they are not going away.

Dear POC Supporter,

Thanks so much for your continued support and interest in the Porsche Owners Club. You will note at the top of the Newsletter, the Social Media logos. Please consider clicking the respective Social Media buttons to distribute the Newsletter to your friends.

As most know, Kim Waterhouse puts in significant effort

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Data Loggers. Continued

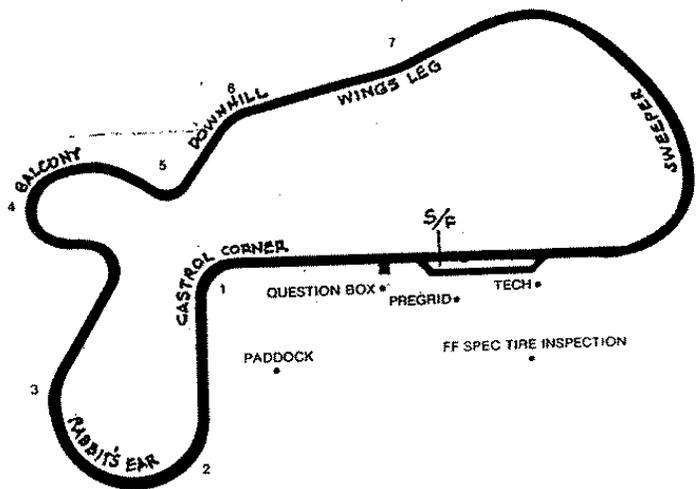
Data Loggers: Must Have or Fad, Part Duex

Data Loggers: Continued

As most know Kip Waterhouse puts in significant effort to bring us to world class venues, on a frequent and regular basis. Thanks Kip, your efforts are appreciated.

Now let's see what Kip has on the agenda for us for the Spring season.

April 21/22nd, the Triple Crown event at Willow Springs Raceway, the Fastest Road in the West.



How about some video? Check this You Tube video out! <http://youtu.be/fLCpHnA54cQ>

Let me also recommend Trackpedia:
http://www.trackpedia.com/wiki/Willow_Springs_International_Motorsports_Park

This is an event where all Club Drivers get together regardless of their primary driving focus, whether it be Performance Driving Series (P.D.S.), Time Trialing or Club Racing. It is a great opportunity for the P.D.S. Drivers to experience Big Track driving. Lots less of throwing the car around with a greater concentration on "the line", braking points, turn in and corner exit marks. This will be a two day event for all. PDS Drivers who have completed at least one (1) or more PDS Events. You are invited to participate in the

Triple Crown Event. And sorry to report, space limited to the first 60 Members

All Data Loggers look good on paper, but recall, Copywriters are dreaming up the appropriate language designed to influence you to make quick decisions, drool and be willing to open up your wallet, wide! These units will set you back at least the equivalent to 6 to 8 race tires, and that is the basic unit. Auxiliary sensors, if needed, are an extra cost + the labor to install them. Seems expensive? It does, but when you see the display and the data, you'll say, worth it! . For the significant others reading this article, the cost of a race tire is about \$100 each :).

So let's assume that there is adequate placements of the data logger of your dreams within the POC. Next step, talk to as many users as you can. Ask them what they like about the unit? What they dislike? Was it difficult to install? Is it reliable? Is the data produced usable and easily accessed? What about technical support? Have any of the users you have contacted called the factory for help and was it worthwhile? How is the product documentation, the manual, is it understandable and helpful? What about the

Manufacturer's web site? Is it helpful? Do they respond to

registering, first come, first serve. You will have 3+ hours of track time over the course of the weekend. PDS safety requirements will be in effect. Contact Dave Gardner, PDS Chief Driving Instructor poc_pds@akato-css.com, or Pat Brass, PDS Chairman, PatBrass@roadrunner.com, by April 14th, or sooner if possible.

Time Trial Students need to contact Chief Driving Instructor Marty Mehterian @ (818) 203-9699. He must know you are coming by April 14th, Instructors need to be arranged for the Students.

Vehicle Tech Inspection: Have this done at a POC Technical Station prior to the event. In the event you cannot get this done, Tech Inspection is available at the track for \$20. Always best to get this done before coming to the track in case something needs to be replaced or repaired.

Tire Services are available from **Topless Performance**, Hoosier, Toyo and Hankook tires ASAP. Call (928)636-1222. Tires need be paid for before Lynn bring them to the track for you. Please support Lynn; he has been supporting us for years. You won't pay California Sales Tax and no charge for shipping. On a \$1,200 set of tires, you have saved about \$200 using Lynn's services.

Pre-Registration, from 7:00 to 9:00 PM is available at Coach's Sports Bar, on Rosamond Blvd., on the way to the track. Always a good idea to register on Friday night, Saturday morning is invariably a very, very busy time. Gate open all day on Friday for you to stake out your spot gate opens at

e-mail queries? Are software updates downloadable off the web site?

Let me reiterate, these units are at least 10X more sophisticated than an in-car Digital Timer.



And recall, the cost of to acquire a Data Logger being equivalent to the purchase of 6 to 8 tires. This should not be a frivolous purchase for most of us.

Installation? Thankfully, most Data Logger units presently available **on the market are plug-and-play.** All they need is power.



Going to plug-and-play with no additional sensors is the simplest and least expensive way to get started. You'll be generating first class helpful data from your data logger as well as a digital dash (Color?) that will make you the envy of all your non-data logger

For you to stake out your spot, gate opens at 6:00 AM Saturday AM

May 19/20th: PDS Event at the Streets of Willow, Rosamond, CA.



If you have never done a POC Driving Event, the Performance Driving is the place to get started. Minimal safety gear is needed for cars up through the Prepared classes, basically a helmet, long sleeved shirt and long pants...shoes needed too. If you are running a car past Prepared, call Pat Brass and see what you need.

This course is no wimp course. It is very technical and challenging. We do run the Bowl. Because there are four (4) different run groups, you can drive at a speed that is comfortable for you. You will have an in-car instructor.

.June 1/3rd: Auto Club Speedway Fontana

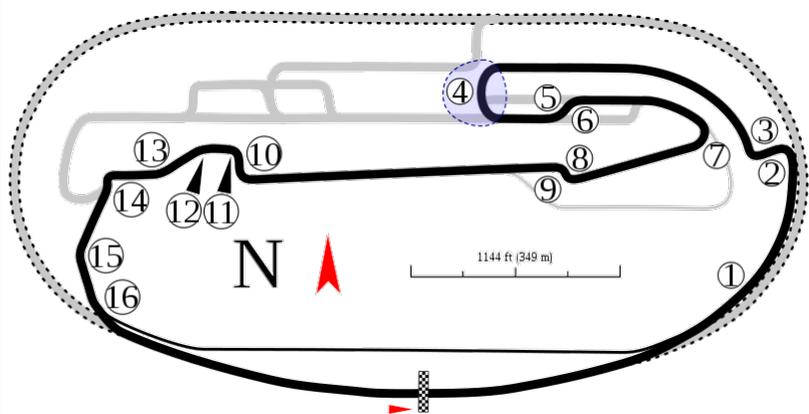
entry of all your non data logger Racer pals, notwithstanding the reams of data you will be collecting. In theory, all of the features of a Data Logger should help you become a quicker and more accomplished Driver.

If you want delve deep into data logging detail, you'll want some additional sensors such as brake pressure, steering angle, oil or water temperature, oil pressure. Data loggers mentioned herein are all capable of track mapping using 3-Axis Internal G Force Sensors/accelerometers. Your path around the track will be plotted on a track map, as well data gathered for lateral "G"s, acceleration and deceleration "G"s. Can all of this be plugged into a "Friction Circle"?

I am ***investigating this.***



The "Tribute to Le Mans".



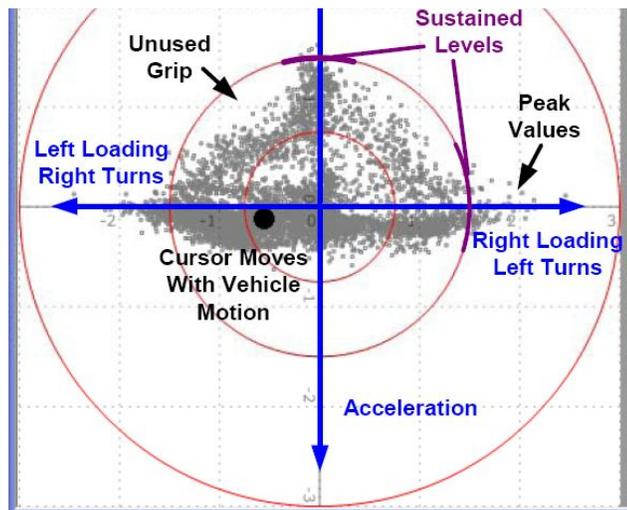
This is our premier event, with a four (4) hour Enduro on Saturday afternoon. The Enduro entrants consist of Teams, from 1 to 4 people, with time handicaps based on their car classes, the fastest cars with the biggest time handicapped. The Members of the Teams also compete to see who can come up with the catchiest Team Name...some are just plain hilarious. Driving in the "Tribute" provides the Drivers the opportunity to be on the track with all sorts of cars, from a 944 Spec car, to a 600HP twin turbo GT1 car. Situational awareness is a mandatory requirement.

There is also a practice day on Friday. If you don't drive on the track yet, this is a great place to see some racing. The speeds down the front straight and through Turn 1 are astronomical for some cars.

So that is what you Club has on deck for you this Spring. We would love to see you, at one or more of these events. Please support your Club. Participation is what keeps us going.

Your Editor,

Martin Schacht



If you have decided want detailed metrics, metrics more precise than what is available from the accelerometers, as an example, just how hard did I depress the brakes going into Turn 1 at Willow Springs on my fastest lap, compared to my slowest lap? You'll need a brake pressure sensor. This data is gathered by splicing a pressure sensor into the brake line.

Some may also want precise metrics on throttle application. This would require a string potentiometer sensor be installed.

And for us "fossils" that still drive oil cooled cars, and wanting warning lights that can't be missed for low oil pressure and high oil temperature, two more sensors required. You may also want steering wheel angle to complete the picture. Water pumpers will want water

Data Loggers: Must Have or Fad, Part Duex: Introduction

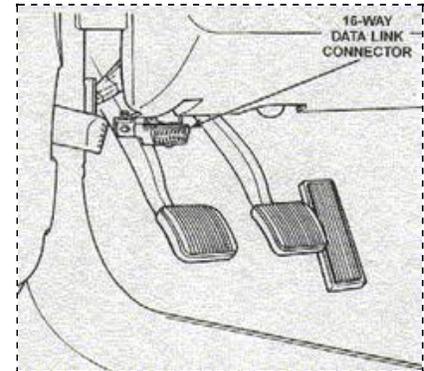
Data logging, is that done in Oregon? No my friend, it is done in nearly every race track in the world by Drivers and Teams that need to know where they are performance wise compared to the other guys and themselves, primarily themselves. And they are on an eternal quest to know and implement what it is going to take to get better. Where can the areas of improvement be found? Remember on a Professional Team, if a Driver doesn't stay consistent at a minimum, better yet improve, he gets fired! Now that is some serious stuff .

Sure here we are , a bunch of Amateurs, well most of us anyways, regardless, a lot of us want to improve our driving. A number of us have hit performance plateaus with our cars, we just can't seem to get any faster, although we know in our hearts that the potential for improved performance is there, but where?

Wouldn't it be great if we had measurable data to improve upon? What about an in-car lap timer, isn't that good enough? I suppose it could be...but a 1:39 at Willow Springs on a lap timer is just that, its yesterday's news. The question is, what are you going to do to get to a 1:36? To get to your class record? Or better yet, to set a class record. Based on years of experience doing the same dumb things over and over and expecting a different result, if you want to improve, you need to drill down into your performance, and that just isn't possible with an in-car timer. You need to do

temperature, I would think.

For those of us with cars having an OBD II (On Board Diagnostics II) port, do the unit(s) under consideration, accommodate an OBD II connection?



Perhaps this may be available with some units, but keep in mind OBD II is "old school", and is merely a diagnostic port, not necessarily a performance monitoring port.... although data is available there if you know how to get it. You also need to deal with an OBD II cable protruding out of the transmission tunnel, not a good thing...just one more thing to break off with the right knee. Don't expect miracles with an OBD II connection, some installers actually discourage this approach to accumulating data. On the 1999 and later Porsche 911 cars, they have a much more sophisticated CAN BUS port in place of the OBD II port. What is CAN BUS? Simply go to the following web site and the "scales will be peeled from your eyes."
<http://www.canbuskit.com/what.php>

splits, and compare lap to lap data.

The only way to do this, get a Data Logger with a digital display. Go around the pits at a Pro Race and look at the cars...see any in-car lap timers? Not on your life, they are nearly all equipped with a Digital Dash and Data Logging. So data logging is the theme of this months POC Newsletter. Some may say there is too much detail, and others not enough. Let's just hope I take care of your need for information!

My data logger saga began when with my first data logger in 2011, a used Racepak IQ3. The track-mapping feature, wasn't working (A broken pin on a board we later discovered), but the RPMs were indicated as well as the shift light. Did I ever love that shift light, and you will too should you get one!

With a shift light, especially one with a sequential lighting array, one big problem for some is resolved, ambient noise. In the race track high track noise environment, especially a start, it is difficult to hear the engine for shifting cues. The only options are to shift on the Rev Limiter or glance at the tachometer. This all goes away with an array shift light and, now it is possible to shift at optimal RPMs while keeping your eyes focused on the track.

With the semi-operational IQ3, and lacking a color display, warning lights, GPS mapping, lap times, predictive lap times and other features, I wanted to take it the next level. The IQ3 could be repaired, but this would not get me a LCD color display with warning lights. Who amongst us can drive a track and

For 1996 to 1998 911 OBD II cars, hard wire connectivity for oil temperature and pressure will be needed. A brake pressure sensor may be a good investment as well. You may wish to add a string potentiometer for throttle position, as well as well as a transmission temperature sensor.

Check with your Porsche Dealership, or Independent Shop to see if your Porsche Boxster, Cayman S, etc are OBD II or CAN Bus. If you have CAN Bus, you are lucky....but let's face it, if you have a Porsche and you are going to the track, and your significant other puts up with it, you are really lucky! If you feel you want/need a data logger (Need, people don't usually buy things they need, they buy what they want? Example, all you need is a black and white TV, seen any of these lately?), do your homework.

On a personal note, I recently acquired a used RLC Data Logger and saved some money over new, always a good thing. This is not to say that any of the other brands mentioned in this article are inferior, all are pretty darn good.

There are a number of features on the RLC that caught my eye. The digital dash warning lights are two stage, as programmed by the operator. For mid-level problems, a red backlight is displayed on the oil

regularly monitor oil pressure temperature? Big "Idiot Lights" are the cure! The consequences of driving a car in a racing environment with low oil pressure and/or high oil temperature can easily be catastrophic. Why not eliminate these possibilities if possible?

Now the shopping begins, where to start? On the web, of course: To my surprise, I found two sources locally (Paso Robles, CA), Veracity Data (www.veracitydata.com) and RLC (RLCRacing.com). I contacted Veracity first. They handle AIM, MoTec and others. They were very helpful on the phone. In addition they are S.C.C.A. Racers, they know of what they speak. Next, I contacted RLC Racing, based on seeing their ad in Grassroots Motorsports. They too are located in Paso Robles and are also racers. I made arrangements to go to the RLC plant for a demo and see the Micro Pod Pro Data Logger in action...the 7" wide LCD color display, plug-and-play installation as well as an array of available sensors really caught my interest. But now time to check references, a mandatory step, for a purchase of this magnitude, noting that I would be living with my new data logger for quite some time.

Assuming you have read this far, perhaps my article in the March 2012 POC News Letter, [Data Loggers: Must Have or Fad?](#) tweaked your curiosity? Or, you are already in the hunt for a Data Logger as a possible upgrade for your car? Let me digress for a moment and clear up the nomenclature. There are stand-alone data loggers such as a Race-Technology DL1, with no dash display. All these units can do is log data for a future

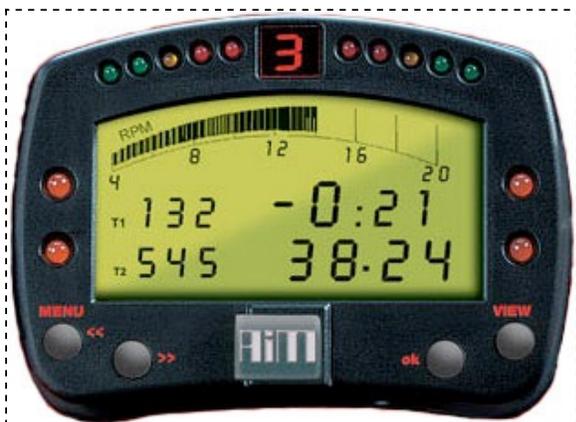
temperature/pressure dash sectors found on the lower edge of the display, left to right. Should the car experience critical warning levels, the entire display goes red with the relevant warning, example, "HIGH Oil Temp", or "LOW oil pressure". I have always wanted this feature as a security blanket. I plan to install two more sensors in the future; a transmission oil temperature sensor as well as a string potentiometer for throttle position logging.

The multi-colors on the 7" wide screen are stunning. In addition to a shift light (3 options) and RPMs, the display shows the gear the car is in as well. The remainder of the display is customizable. For my needs, I choose oil pressure, oil temperature and the default battery voltage. There is room for one (1) more sensor display of your choosing. In addition, the unit will save start-finish lines.

Conveniently all tracks where we run in the west are already loaded into the Micro Pod Pro X unit. Once the start/finish line is established by the driver via touch screen, the Micro Pod Pro X automatically divides up the track setting virtual GPS markers. From RLC, "Predictive lap times continuously update every time one of these GPS markers is crossed and you know instantly if you are faster or slower at that exact point on the track compared to the fastest lap."

upload to a PC.

What most of us are looking for, are Data Logging Race Dash Systems with LCD displays, such as we see from AIM (MyChron series)



MoTec (ADL)



Racepak (G2X and now the self contained plug-and-play IQ3),



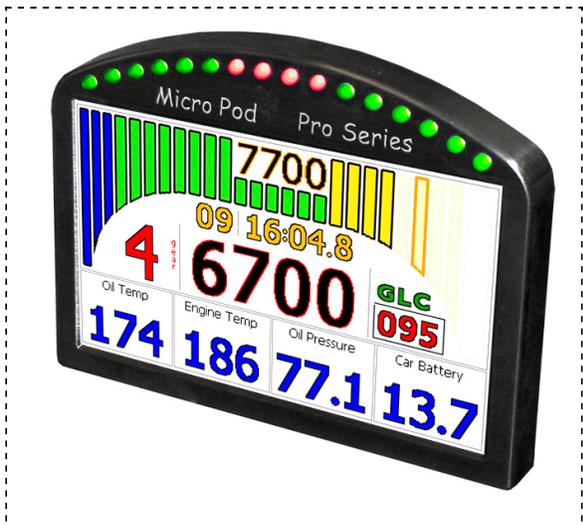
The Micro Pod Pro X unit is designed to accept video input from the most common cameras, GoPro, ChaseCam, Sony and Canon cameras. The RLC Data Logger turns the camera on and off automatically. Have you ever forgotten to turn your camera on and or off? What a great feature. Also note, there are a number of Professional Instructors working with POC Drivers that will only accept Students with Data Loggers installed. Old school seat of the pants "ride alongs" just aren't good enough for the Instructor to generate the specific and detailed driving recommendations for you to make a significant improvement in your driving. Some Data Logger Owners have their Instructors take the car out solo for a benchmark lap. Subsequent laps can be compared to the Instructor's fastest lap.

If you want to go over the top, RLC Racing has a WiFi Racing available as an application at the Apple store. There is a cost involved to adopt this feature, less than \$500. It

allows your instructor, coach or racing buddy to download your laps on the fly in real time assuming the smart device is within 1,000 feet of your car, on to a smart device i-Touch, i-Phone or i-Pad. If you are out of range, the data will be available as soon as your on-



RLC Racing (Track Commander and Micro Pod series),

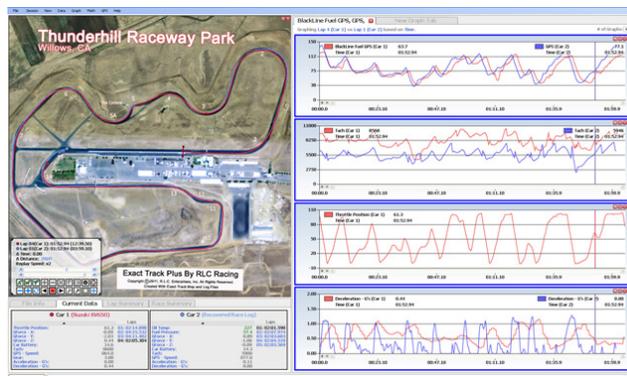


Traqmate (Traqmate Classic and TraqDash)



course car is within 1,000 feet of the smart device, where according to RLC, all "timing and sensor data will automatically update when the car comes back into range." Imagine for a moment, that you and the coach are in two-way voice communication, he has your real time data, imagine the possibilities?

RLC also provides unique GPS track mapping where your racing lines are overlaid on satellite images from Google maps. Check this feature out on their web site. It is mind-boggling.



They also have a complete video library on You Tube detailing various aspects of their software. The You Tube channels are accessed through RLC's web site. I am working my way through this section. In addition, the product manual is very well done too. In a future report, I will discuss my actual experiences with the Micro Pod Pro X at the POC Triple Crown. I can hardly wait to turn the corner and become a data logger geek! Join the Club it will be great



you're with the club, it will be great fun! And just for reference sake, I have never heard of a data logger owner taking the unit out of the car. Once you are with the "program", there is no turning back.



and others. In addition to an analog (shift light) and digital display of miscellaneous user defined parameters, these units, other than the Traqmate Classic lacking a shift light) also log (store) data.

So let's discuss Data Loggers. You may assume they have a display, either LCD or LCD color. After a track session, or for that matter, a day at the track, the logged data is downloaded. For RLC it is downloaded to a memory stick for transfer to a PC. No Macs...the RLC software is designed to run on a PC. This will be an added cost for those in the Mac world. It seems the PC software overlay for the Mac just doesn't handle the RLC software.

So what should you consider as you sift through possible vendors? The first thing I would look for is an established base of POC users as well as strong factory support. These data loggers are an order of magnitude more sophisticated in contrast to what you may have used in the past, perhaps an in-car timer: That would be 10X more sophisticated.

About Us

Porsche Owners Club is one of the oldest Porsche Clubs in the world, 50 + years. Our Club is primarily a Driving Club. We do run at most all of the tracks in the west to include Auto Club Speedway in Fontana, Willow Springs Raceway in Rosamond, Buttonwillow Raceway, Laguna Seca Raceway in Monterey, and from time to time we are at Sears Point as well as Thunderhill. In addition we do Spring Mountain in Pahrump, NV. We have multiple levels for Drivers, Performance Driving Series (PDS), the shorter tracks with slower speeds, the Time Trial Series and the Cup Racing Series that drive the larger tracks. We also have a P.D.S. Clinic for aspiring Drivers, as well as a Racers Clinic for those wanting to learn wheel to wheel racing, on the way to their Cup Racing License. In addition, we have an annual banquet where awards are presented for all classes in the Club.

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