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Cover photo: A PCA emblem is seen on the back of this white 356 at the Deutsch Marqu Concord. Photo by Michael Sherman.



der Vorgänger

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of the Founders' Region, Potomac,
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Publisher: Tony Kelly
6726 Lucy Lane
McLean, VA 22101
dvypublisher@pcapotomac.org

Co-Editor: Carrie Albee
Co-Editor: Glenn Cowan
Co-Editor: Michael Sherman
dveditor@pcapotomac.org

Contributing photographers: Ken Hills, Michael Madrid, Ken Marks, Tony Pagonis, John Vrankovich, Mia Walsh.

Contributing writers: Gary Brindle, Sydney Butler, John Eberhardt, Jonathan Kinberg, Tony Kelly, John Magistro, Tony Pagonis, Starla Phelps, Dan Rowzie, Steve Vetter, John Vrankovich, Mia Walsh.

Proofreaders: George Soodoo, Linda Gifford

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Porsche Is Better Than That

The parking garage in my office building has several good cars; two Boxsters, a 996 and 997, a Panamera and a new Macan. In the elevator last week two fellow passengers were wondering aloud what type of unethical or illegal business the owners of those Porsches were in! Sadly, popular culture would have you believe that every Porsche owner is either vapid or rabid. The reality of PCA members, at least, is more prosaic. The folks I meet are real car enthusiasts, not peacocks, and the notion of most or maybe any PCA Porsche owners as sociopaths is preposterous. I have met pilots, accountants, serving and retired military, doctors, lawyers, scientists, marketing managers, business owners, government executives, public safety officials and a few early retirees. I have yet to be introduced to a drug king pin, international arms smuggler, money launderer, or the playboy son of an industrial magnate (although I know they are out there). Yet it is the latter that Hollywood would attach to Porsche ownership, often depicting them as also being either posers or bullies on the road.

It is this latter slur that I think about and have control over when I drive; the reputation of Porsche drivers as being dangerous road hogs or plain old jerks behind the wheel. Every time I drive – every time – I am alternately amused or infuriated by the lack of courtesy, skill, or both evidenced by the drivers I encounter. From minor annoyances like failure to use directional



Carrie Albee



Glenn Cowan



Michael Sherman

signals to truly dangerous practices like lack of high speed lane discipline. My initial inclination is to express my incredulity or displeasure to the driver in, let's say, less than a civil manner. But I don't and never do so although my wife might get an earful if she is the car. I know that, not only won't it accomplish anything; it may also put me in the jerk column. While no one would know my name or what I do for a living, they would know that I was a Porsche driver and protecting our image matters.

One thing that impresses me about PCA driving events is how important this concept is to club members. We can have 25 cars driving together in truly fun open road circumstances and respectable, responsible road behavior is the norm, even the mandate. Indeed, the Porsche drivers I know do not think or act like they own the road. We know how to have fun while also representing the club and car well. So I salute your continued civility and the next time you are cut off by someone texting or showing off, continue to keep one of PCA's basics in mind - promote the highest standards of courtesy and safety on the roads. We can't do much to improve the skills of other drivers but we can refrain from adding to the Hollywood lore that being a Porsche driver equals being an unsavory, obnoxious person.

—Glenn

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Go For It

I am sitting here in the Union Square Marriot recovering from a late night out with a couple of old friends. We probably tore through half the bars in the 415 area code last night, and I am pretty sure I told one girl I was a neurosurgeon and another guy that I designed the latrines for the Apollo program. It just occurred to me how much fun life can be if you let it.

My friends and I are in San Francisco for a meeting. The meeting happened because I told them about an idea that I had. The idea happened because of some very smart people I work with. I work with those people because my last job didn't work out the way I wanted it to. I sure was upset about that at the time, but if things hadn't worked out the "wrong" way I wouldn't be sitting here today. And I really like where I am sitting today, because I am having a blast. Doing things I love, with people I like and respect.

Life has a way of working out. It often doesn't work out the way we want, but with an open mind and an open heart, you can see the possibilities through the disappointment. A job transfer to another city can be seen as a burden, or as an opportunity to see new places and make new friends. A health problem can be seen as "bad luck" or as a chance to learn just how strong you are. Losing a job or the end of a relationship is often devastating when it happens, but it also gives us the opportunity to look in new directions and re-invent ourselves, often for the better. Keep a positive attitude and learn how to make the most of what you have – what you are capable of may surprise you!



John Eberhardt

As an Autocross and Driver's Education instructor, I get to work with students teaching them about high performance driving, car control, and how to go faster safely. I have recently had the same student at two events in a row. It has been a real pleasure teaching and getting to know JD Schlough. JD is a great guy and lots of fun to hang out with (another one of those opportunities that life hands you!) and he is also a fantastic student. He is thoughtful and has a great attitude, which means he learns fast.

Like most new students to our sport (myself included) JD had to unlearn the desire to bend the car to his will and make it do things. At high speeds, physics has a different program for you. You have to learn to work with the car, with the track, and with the physics and dynamics of the vehicle. Sometimes it means doing scary and counterintuitive things, like unwinding the steering in a tight, high-speed corner. This lesson was first hammered into me by George Whitmore, who told me: "Catch them with smoothness, not with speed."

The lesson is true – to really go fast, you have to go with the flow of the car and the track. As JD has learned to work with the car it's been fun to watch as his speed, smoothness, and confidence on track make huge leaps. And bringing it full circle, here is the life metaphor: you go further, faster, better, happier when you work with what life gives you instead of fighting it. So go for it.

By the way, the latrines on the Apollo program were very complicated to design. Almost like neurosurgery.



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Drivers' Education

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 Registrar: Sally Herod
deregistrar@pcapotomac.org
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Programs

Autocross: Gary Baker
autocross@pcapotomac.org
 Drive & Dine: Claude Imbt, Andrew Fort

driveanddine@pcapotomac.org
 Club Race: Fred Pfeiffer
clubrace@pcapotomac.org
 Concours: Ron Davis, 703-409-0513
concours@pcapotomac.org
 Historians: Fred Phelps, George Whitmore
historian@pcapotomac.org
 Legal officer: Howard Hill
legal@pcapotomac.org
 Membership: John Magistro, Mia Walsh
 301-907-8031
membership@pcapotomac.org
 Public relations: Scott Mayster
 202.258.0902
publicrelations@pcapotomac.org
 Rally: Craig and Linda Davidson
 301-706-5776 (Craig) and 301-233-1530 (Linda) rally@pcapotomac.org
 Safety: John Sullivan
 703-608-9671 safety@pcapotomac.org
 Social, meetings: Annabelle Alvi, Michaela Shoop

social@pcapotomac.org
 Sponsor: Jody Lagioia
sponsor@pcapotomac.org
 Volunteer coordinator: Linda Gifford
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 Zone 2 Rep: Tom Zaffarano
 484-678-7746 zone2rep@pcapotomac.org
 Webmaster: Michael Handelman and Ken Harwood
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Model Experts

Cayenne: OPEN
cayenne@pcapotomac.org
 Cayman: Chad Todd
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 356 & 912: Tim Berardelli
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964: C2 &
 C4: Roger Bratter 930@pcapotomac.org
 986 (Boxster): John Eberhardt
boxster@pcapotomac.org
 914 & 914/6: Ray Plewacki
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 944 & 968: Charlie Murphy
intsptperf@aol.com
 924: John Brown
924@pcapotomac.org
 928: Kevin Lacy
928@pcapotomac.org
 993: ('95-'98) Jose Herczeg
hercegg@yahoo.com
 703-691-1771

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Publisher: Tony Kelly
dvpublisher@pcapotomac.org
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dveditor@pcapotomac.org
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Potomac's 2014 calendar

The information below is accurate as of date of publication. However, you're advised to check Potomac's website at pcapotomac.org for further information and the most up-to-date information.

July

- 4 Potomac's Drive & Dine Pie & Wine tasting. 10:30am - 1:30pm. Meet at the Manassas Battlefield Park visitor center.
- 5 Virginia Brunch at City Grille in Manassas on Saturday, 11am - 1pm.
- 12 Tech inspection at Autobahn. 9am - 1pm.
- 12 Virginia Breakfast at Thirsty Bernie Sports Bar & Grill in Arlington on Saturday from 10am - 12pm.
- 18-20 Potomac's DE at Summit Point main.
- 19 Maryland Brunch at The Irish Inn on Saturday, 11am - 1pm.
- 25-27 Potomac's Drive & Dine to Nemascolin/Fallingwater.
- 27 Third autocross at Baysox Stadium, 7am - 1pm.

August

- 2 Tech inspection at Porsche of Silver Spring, 9am - 1pm.
- 2 Virginia Brunch at City Grille in Manassas on Saturday, 11am - 1pm.
- 2 Potomac's Drive to Drive-in, 6:30pm - 10:30pm. Bengies Drive-in at 3417 Eastern Blvd, Middle River, MD.

3 Fourth autocross at Baysox Stadium, 7am - 1pm.

8-10 Potomac's PorscheFest DE at Summit Point.

9 Virginia Breakfast at Thirsty Bernie Sports Bar & Grill in Arlington on Saturday from 10am - 12pm.

16 Maryland Brunch at The Irish Inn on Saturday, 11am - 1pm.

24 Augustoberfest in Hagerstown, MD, 10am - 1pm.

24 Drive & Dine to Augustoberfest in Hagerstown, MD, 11am - 3pm. Meet at the Potomac Elementary School on River Road in Potomac, MD.

24 Augustfest rally.

29-31 DE at VIR.

30 Potomac's Gathering of the Faithful concours, 9am - 12pm.

September

6 Virginia Brunch at City Grille in Manassas on Saturday, 11am - 1pm.

7 Potomac's picnic and low-key car show at Fort Hunt Park, VA, 11am - 2pm.

13 Potomac's Fall HDPC at Summit Point.

Potomac Monthly Brunches

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

Virginia: first Saturday of each month, 11am at the City Grille, 10701 Balls Ford Road, Manassas, VA, 20109.

Virginia: second Saturday of each month, 10am - Noon. Thirsty Bernie Sports Bar & Grill, 2163 N. Glebe Road, Arlington, VA, 22207.

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

Cars & Coffee

Fair Lakes, VA

Sundays, roughly 8:30 - 10:30am, Fair Lakes (VA) Starbucks for coffee and cars is the site located at 12599 Fair Lakes Circle, Fairfax, VA, just off Interstate 66 at exit 55B.

Hunt Valley, MD

Saturdays, 8 - 10am, Hunt Valley Towne Centre at Joe's Crab Shack, 118 Shawan Road, Hunt Valley, MD. Many cars of all types.

Burtonsville, MD

Sundays, 7:30 - 10am, "Church of the Holy Donut," Dunkin' Donuts, Route 29 & 198, Burtonsville, MD.

Great Falls, VA

Saturdays, 7 - 9am, Katie's Cars & Coffee located at 760 Walker Road, Great Falls, VA. This is perhaps the premier gathering of interesting cars in the D.C. area. Don't look for many cars if the weather is inclement.

Bethesda, MD

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



The Porsche 918

Or How I Learned to Stop Worrying and Love Technology

*Story and photos by Casey Parkin
for der Vorgänger*

I paid my way through college detailing Porsches at a dealership in Canton, Ohio. The sales manager often had me take Porsches up to the gas station around the block as they had high test gas. The first Porsche I remember driving was a 2003 Boxster S in Seal Grey. I had no problem going forward but had absolutely no clue how to get it into reverse. It was easily the fastest car I had driven at the time, but as I continued in college I drove faster and faster Porsches including an X50 equipped 2003 Turbo Coupe. I remember going on boost the

first time and feeling like I couldn't catch my breath. That feeling of torque sucking you into the deep bolstering of a Porsche seat was intoxicating. After a while I started to get used to it.

Fast forward about 5 years. I made the progression from Audio Engineer after graduation to Porsche salesman. I have been selling Porsches for almost a decade and have had the opportunity to drive just about everything Porsche builds. And every



Above: The dual exhaust of the 918 roars from the top of the engine.

Left: The 918 interior is full of carbon fiber and display panels.

Opposite: Casey stands next to a 918 with a justified grin on his face.

time I drive each successive “latest and greatest,” I find myself thinking, “how could it get better than this?” That is what I thought of the new 911 Turbo S. It was the ultimate all-around package, nearly 200 mph, acceleration that makes you light-headed and the ability to function as a fantastic touring car. To me it was the most amazing Porsche ever made. Then I drove the 918.

I have drawn my share of winning assignments in my Porsche-selling career, including driving the Canary Island “Gran Canaria” in the new 2013 Boxster and lapping Algarve International Circuit in the newest Panamera. But these don’t even come close to the drive I had on a damp morning this past April in Braselton, Georgia.

I had been chosen by my dealership to become its “918 Expert” even though I haven’t yet sold a 918. Porsche believes it is imperative that they have representatives fully versed in all of their products and I drew the lucky straw.

The first 918 I saw was painted a not very common Dark Blue Metallic. The car looked otherworldly. It sat very low and very wide. LED lights trimmed all edges. It had huge wheels with be-

spoke Michelin tires that were soft to the touch. Dips and rises along the sides of the car straddled the edge between “designed in a wind tunnel” and “designed by a committee”. It was powerful. I have been around all kinds of supercars but none have struck me like the 918.

Thankfully, my group was one of the early ones that got to drive the car. First was an introductory lap at Road Atlanta. Other than some quiet nights playing Forza, I have never had the luxury of driving on this fantastic track. I had known from my “sim” days that it was very unforgiving – narrow and with lots of concrete walls. This spelled the ideal scenario for testing a million dollar “hypercar” on a nice damp Georgia morning. Cass Whitehead, chief instructor for Porsche Sport Driving School NA, invited me to have a seat in the passenger side of the 918. There were two on the track, both similarly outfitted in shades of silver. The one we were in had the magnesium options wheels and Rhodium Silver paint. It was gorgeous. I would have mine in silver.

As we left the pit the car was dead silent, I heard nothing but electric motors, tires and a lit-



Top: This 918 looks stunning in GT Silver with acid green brake calipers.

Above: The 918 seats are leather and carbon fiber. The embossed logo is a nice touch.

tle wind noise. Cass explained that the car was in E-Power. It accelerates about as briskly as a new 981 Boxster/Cayman, not as scary as a top-end Tesla Model S but certainly a lot faster than it needed to be in electric mode. Like the new Panamera S E-Hybrid, the 918 is capable of traveling in a full electric mode for up to 15 miles (Panamera will do 22). We didn't have to wait that long before sparking the flat crank V8 (derived from the

RS Spyder racing program). Cass switched the car to "Race Hybrid". This is the fastest program before "Hot Lap" and the car is still capable of scrubbing off excess braking, heat, and engine power to renew its large lithium ion battery sitting about 8 inches from my backside.

The gas engine sound of a 918 is quite unlike anything I was familiar with. Its architecture was familiar, however, and the fact that the exhaust outlets were about 18 inches from my head gave me quite the experience even as a passenger. Cass went flat, I was instantly taken back to the first time I ever drove a 911 Turbo. The torque was immense. At first it seemed unnatural, because it was, in the lower RPM band you feel a lot of the electric motors pulling the car along until the rev-happy 4.6L V8 comes into its own.

The naturally-aspirated side of the 918 produces 608 HP, before this point the fastest atmospheric-engined car that I had ever driven was a Carrera GT, its output was 605 HP. I think they made that gas side of the 918 faster on purpose not to mention that this was done with two fewer cylinders and .9 liters less displacement. The combination of the 3 powerplants is what makes

the car special. As Cass continued to accelerate deep in the mid-170s my mind became unable to process what was happening. Then it was my turn.

I quickly swapped seats with Cass and was given a thorough overview of all of the bespoke switches and toggles. Other than the key, the entire interior was different than anything I had driven previously. The gear selector is a small switch made of magnesium (to save weight). After buckling in I allowed the new 991 Turbo S that was pacing me to get a bit of a head start. I immediately snapped the controller on the wheel to "Race Hybrid" and heard the lump fire behind me. This would probably be the one and only time I had this opportunity so I better make the most of it.

The 918 felt light, strangely so, as it is a polar opposite to the 914 that sits back in my garage in nice dry northern Virginia. The steering is immediate and very quick. I worked my way around the first few turns to learn the rhythm of the car. Going through the esses was a great introduction to how the car gripped the road. I began to gain pace and then fell far behind as I rounded turn 7 (a relatively slow 90 degree right turn). After exiting turn seven I was instructed to go flat. The 911 Turbo S was between turns 8 and 9 at this point. This section of the track is where a Porsche GT1, driven by Yannick Dalmas, infamously did a backflip during the Petit LeMans in 1998. And then came something that I can only compare to the Millennium Falcon entering warp speed. Time seemed to bend. Thankfully, the car has wonderful seats and I had an amazing instructor, as before the hard left hand into turn 10A I was on the bumper of the 911 Turbo S. This is the fastest car I had ever been in. This car holds the production car lap record at the Nurburgring – this is modern automotive nirvana. After rounding a few laps I slowly brought the car back into

pit lane to swap drivers with another lucky guy about to embark on something that not many would have the opportunity to enjoy.

Upon returning to the dealership I sent a number of my clients photos from my endeavor in Braselton. Many asked "how was it?" and "how fast did you go?" The honest answer was "it is hard to put into words," and "way too fast".

The one objective statement that is made by the 918 exercise is that it is the future of Porsche. Enthusiasts point out that Porsches are getting larger, heavier and too reliant on technology. They are, but isn't that good? If you want a stripped out memory to driving involvement there are still the fantastic 914-6, Carrera RS, Carrera Clubsport, 964 RSA, and the list goes on. In a few short years all new vehicles are going to have tremendous restrictions concerning emissions and efficiency. The 918 is THE exercise on how to make this happen in an incredibly dy-

namic and enjoyable package. 918 is the future and 918 is the answer.


Long live 918!



• • •

Casey Parkin works for Porsche of Silver Spring in Maryland and is now their official 918 Expert.

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Instructors Needed for Street Survival July 26 at Dulles

The goals of the Street Survival program are to teach teen driver students some of the basics of car control, to enhance their enjoyment of driving and to improve their competence as drivers. We want the students to understand how their actions govern a car's responses, and as a result to become safer, more effective drivers on the road.

The students will become more observant of the traffic situation they find themselves in. They will learn to look far enough ahead to anticipate unwise actions of other drivers. As the students master the application of physics to drive their cars, they will make fewer unwise driving actions themselves. They will understand why they should always wear their own seatbelts, and why they should insist that their passengers wear seatbelts, too.

The primary emphasis of Tire Rack Street Survival is a "hands-on" driving experience in real-world situations! We use your own car to teach you about its handling limits and how you can

control them. During the event, students will maneuver their cars through exercises laid out using orange traffic safety cones in a closed parking lot. They will experience each exercise element several times, in order to learn from their mistakes and to improve their skills. A trained driving coach will accompany each driver to provide real-time feedback while performing maneuvers. There is no stopwatch, nor head-to-head competition with other cars. The students are here to improve their skills, not to compare themselves with someone else.

This is a great way to give back to your community and help a new driver be a safer driver.

This event is being sponsored by our Chesapeake-Potomac Audi Club region and is a great program for teens. We need students, volunteers, AND instructors – some light preparation is required for instructors.

Please contact Joe Lagioia if you are interested: jnj@jlagioia.com.



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Contact Ron Davis, Concours Chair at concours@pcapotomac.org if you have other questions.



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www.augustoberfest.org



The Mysteries of DE Tech Inspection

Above: John Vrankovich (left) and Mike Lang (right), look over Vrankovich's Cayman. Sven Dharmin looks on at left.

Opposite Left: David DiQuollo leads a group discussion and explanation of Potomac's DE Tech form that must be filled out by a qualified inspector prior to each DE.

Opposite Right: John Toth helps set the lift arms beneath John Vrankovich's Cayman.

Story and photos by Richard Curtis
for der Vorgänger

The details of Potomac's Drive Education technical inspections prior to any DE event will not come as a surprise to regular participants—they go through inspections regularly or probably even to first-timers since they probably will have spent countless hours poring over every requirement of their first event—but there also are those club members who are increasingly taking advantage of a DE Tech event just to have their car put on a lift and given a thorough going-over.

These “courtesy” inspections are done for free and the corps of volunteer inspectors seem to take pleasure in explaining many of Porsche's technical and mechanical to the uninitiated. One benefit is that an inspector may point out something that has gone unnoticed, such as a tear in a constant-velocity (CV) joint boot. Discovering such a problem early can save the owner a lot of money.

DE Tech inspections are held no more than two weeks prior to a Potomac event and the season's remaining events are noted the Potomac website.

Alternatively, you can have an inspection done by a recognized independent Porsche specialist or at a dealer. An inspection typically takes about 20–30 minutes.

Here is a general look at what happens during a typical DE Tech event.

First, if you're intending to participate in the upcoming DE event, you must fill out a tech form (available at https://pcapotomac.org/images/PCA_PotomacTechForm.pdf). The form is not required for a “courtesy” inspection.

If you are participating in the DE, you need to complete the top portion of the form, and have an approved shop or PCAP tech inspector complete Section A. In other words, you need to arrive at the track with a Tech Form that has your info filled in at the top, and Section A completed and signed by the inspector. The form also must be stamped by the Potomac inspector or, if done by an independent Porsche specialist, the shop's business card must be attached to the tech inspection form.

Remember to note when your brake fluid was last flushed and refilled and note the brand and type of brake fluid.

Upon arrival at the event, you should sign in (cars are inspected on a first-come, first-served basis) and sign the required insurance waiver. Then, await your turn.

Next, avail yourself of the frequently available donuts and coffee, following which is much kibitzing and making friends. Spouses, Significant Others, etc., are welcome. Believe me, there is



NO dress code.

When your name is called, YOU drive the car into the shop and with the help of the inspectors, get the car aligned for lifting on the rack. Before switching off the engine, you will be asked to demonstrate that the brake lights and windshield wipers work. Open both ends of the car (luggage compartment and engine cover). You'll also be asked to give a hearty throttle blip while an inspector observes if the throttle-return spring works correctly.

You'll be asked to do the throttle blip even if the car has an electronic throttle. The inspectors love to hear hearty Porsche exhaust noises, plus it gives them an opportunity to observe whether the engine mounts might be suspect. Then, switch off the car, exit the car and compliment the inspectors on any degree of handsomeness.

Inspectors will check that the battery is well secured, and that the brake fluid reservoir is a little below the "full" mark and not leaking.

The engine compartment is checked for leaks, accessory belts, frayed wiring connections, general condition and whether any horsepower can be seen leaking out.

Seat belts or safety harnesses are checked. Does your car have its mirrors? Hopefully, yes; mirrors are required. Are there any cracks in the windshield?

The car is raised on the lift after the inspectors

have aligned the lift arms with the correct jackpoints. Drivers are encouraged to observe this procedure so that they can help the next time.

Note that Porsches don't all have the same jackpoints and sometimes crawling around on the floor with a flashlight is required to spot them.

The car is lifted in two stages: first, to where the wheels are at eye level. Here, the wheels are checked for loose wheel bearings and loose suspension or steering components. Further, brake rotors and brake pads are closely inspected for acceptable friction material, even wear and thick-nesses.

Note, too, that brake pads are checked each morning at Grid Tech before the car goes onto the track. So, while your brake pads might pass the initial DE Tech inspection, you'll be advised to bring a new set for installing before Day Two.

Afterwards, the car is lifted to the full height of the lift, secured, and the inspectors then give the bottom side a good look, checking for oil and

Tips for a DE Tech inspection

- Remember to fill out the brake fluid/flush information. It's the most often forgotten item.
- Not required to pass inspection but inspectors frequently mention the wisdom of taping wheel weights to the wheel. Use only "aluminum foil tape" also known as HVAC tape. Don't use common duct/duck tape.
- Always take an extra set of brake pads to the track and the tools necessary for changing the pads.
- If it's your first tech session, bring a notepad and pen for taking notes.
- Ask questions; there will be a wealth of Porsche knowledge in the garage.

other liquid leaks, loose nuts and bolts, suspension mounting points, CV joints and axles, dangerous rust, nails in tires (it is not unusual to find two or three in each tech session), brake lines, fuel lines, engine mounts, exhaust system, etc.

Assuming all is good with your car and that you have no questions, the car is lowered, your inspection form is signed and stamped (tip: then put it into the glove compartment because you'll need it AT the track) and you can drive your car

away.

You don't have to leave; you're welcomed to stick around and make new friends.

You can find a Frequently Asked Question page on the Potomac website at <https://pcapotomac.org>

• • •

Richard Curtis has been a Potomac DE tech inspector for the past seven years. He is the past editor of *der Vorgänger*.

Right: Jim McLeod's (left) 914 was an example of the cars that DE techs need to be familiar with. Obviously, all the stuff that McLeod has in his rear storage compartment has to be removed prior to grid tech at the track. Karl Macklin (left rear), David DiQuollo (center) and Jim Toth (right) look on.



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Steps to Photographing Cars

Story and photos by Ken Marks
for der Vorgänger

For a while now, I have been asked to write an article about “Photographing Cars”. Well here it is.

Visualization

The first thing to keep on mind is to “Take it Easy – The car won’t move (or if on a racetrack, it’ll come around again)”. Many photographers rush their shots and a rushed shot is often not a good shot. A great shot begins with some “pre-visualization”. Think about what you want to shoot and then think “How can I make it better”. Only after pre-visualization do you pick up your camera.

When pre-visualizing remember that the rules of composition have to be considered. The first rule to consider is the “Rule of Thirds” – put the subject on an intersection of the third lines. Be sure to leave some empty space in the shot. Space around the main subject (which should be on one of the third lines) conveys the ambiance of the scene and, if working for a magazine, provides space for the editor to put in some words or at least gives them some framing space. Empty space is especially valuable in the foreground or above the car. The car itself should be aligned on the top or bottom third line, or better yet on one of the intersection points of these third lines.

Another rule of composition -- use “Leading Lines”. Use the lines of the car as leading lines to take the viewer’s eye on a journey through the photograph.

Use the “Photographers Circle” – take a look around. Look for the shot. Explore the possibilities. Many photographers are happy to shoot from the same spot as others. No, make your photograph unique. Look for the shot that others don’t have. This may mean don’t stay with the crowd. Will a different angle help? Always think - How can my shot be something different? You don’t want a snapshot. It is art.

Some photographers “mine” photographers work that they like for ideas. A lot of car shots



look similar the best ones are the ones out of the ordinary. Is there a photographer you like that can give you ideas?

But even in this pre-visualization step -- Don’t miss the decisive moment. Even with stationary cars these moments occur. Watch for the owner - Anything unusual about his clothes or face? If you are in a public place are other people looking at the car while you are trying to shoot it? Is there anything interesting about them? Do you want to incorporate people in the shot? Learn to anticipate and make it part of your pre-visualization.

Once these rules are considered, decide how you want the car portrayed. Figure out what angles work best for the particular car you are shooting. Take a head on shot, a $\frac{3}{4}$ shot from the front and rear, and then take a side and rear shot. As you start to hone in on the car, decide what is the most interesting aspect of the car you are shooting, the most interesting detail, etc. Shoot these details. Every car has something that makes it unique. If you can find and photograph a signature element of the car -- great. Perhaps, the flying lady on a Rolls-Royce, the side pipes on a Cobra, or the “hips” of a Porsche GT3 RS.

The rule of thirds visualized.



Find and photograph a signature element of the car – like the “hips” of a Porsche GT3 RS.

Shutter Speed and Aperture

Now that your pre-visualization step is over, let's get ready to take a photograph. Never forget that it is still photography and the basics still matter. Keep your camera's ISO (once called film speed; now it is a measure of sensitivity to light) at the lowest. Unless you are photographing a moving car you are not dealing with motion and there is no need for a high shutter speed. Better yet, shoot from a tripod if you have the time and space. If the car is moving, use the lowest ISO you can use to get the f-stop/aperture combination you want.

Speaking of shutter speed and f-stop/aperture, shoot in Manual or Aperture-priority mode whenever you can. This gives you better control over the depth of field and allows you to shoot for maximum sharpness. The old press photographer's slogan is “f8 and Be There”. It still holds true today and f8 is usually a good place to set your f-stop/aperture to start the shoot.



Consider shutter speed if you want to capture:

- Motion – shoot a little slower shutter speed and use a fill flash to exaggerate motion (no fill flash for auto races!)
- Depth of Field – Maybe a higher shutter speed and a more open shutter will de-emphasize distractions in the background.
- The general rule of 1 over the focal length of your lens still works. Example, when using a 200 mm lens try not to shoot slower than 1/200. But, if you have vibration stabilization you can shoot 1 – 2 stops lower. In other words, maybe at 1/80 sec (But if using a tripod, turn vibration stabilization “off”).

Light

Consider the light. Light is an essential element of photography. As a general rule natural lighting is best. Most photographers want to shoot on a bright day, but consider these types of lighting as well:

- Overcast day --The soft-and-even light of an overcast day is ideal for recording bright colors and fine details – just be sure to minimize the amount of overpowering white sky in your picture.
- In midday sunlight, shooting success hinges on flexibility. For instance, in the morning, a subject may be engulfed in shadows, but in the afternoon, the same vehicle may be shining in sunlight.
- Scrims (large diffusion panels) can be useful to cut down on overpowering overhead light, but watch their reflection on the car. A large white area can be distracting. Also, the scrim has to be large enough to make a difference (a scrim with dimensions something like a 6 ft. x 6 ft. should work).

Most photographers do not consider reflectors. But they are an essential tool for photographing static cars. They can enhance the natural light shot by highlighting elements of the car. But careful positioning is essential because you will want to hide the reflection of the reflector! Try hiding the reflection in a wheel well or on a tire (something non-reflective).

Another often overlooked tool is off camera lighting (flashes and strobes). They allow the photographer to use the exposure you desired. Proper use of fill flash can make a car stand out from the background.

Here's a “quick and dirty method” way to deploy your fill flash. First, select an exposure for the sky that is not above your camera's sync speed (i.e., not above 1/125 or 1/250 sec.; but read your camera manual to know for sure). Second,

set the flash or strobe on full power if there is strong sunlight. (Don't forget to use a diffuser if using a wide angle lens to spread the light from



the flash or strobe.) Finally, hold the flash or strobe to one side of the camera and use a sync cord to give you more distance from the camera. If the flash or strobe is too strong – change the aperture, dial down the flash, or take a step backwards (use and apply the inverse square law). If the car has reflective license plates take one step to one side or the other to avoid the glare.

Lens Choice

Another part of shooting is to choose the lens needed to get the photography you visualized and prepared for. Here are some quick rules:

Wide angle lens exaggerate a car's features. What kind of look at you trying to achieve? Wide angle lens often can yield a "tough look". Use this lens type to get close to the vehicle and exaggerate the perspective. How wide does the lens need to be? A 28-mm lens on a full frame camera is often enough unless there is a desire for extreme exaggeration. A normal to longer focal length will do the opposite (yield a flatter, more elegant look to the vehicle).

Other Elements of the Scene

At most car shows there are people everywhere. Here is where patience comes in -- Wait for them to move. In most cases people distract from the main subject of the photograph. If they don't move, look for another scene. Most show-goers gather near the "main stage" area. But great picture subjects exist on the fringes. Be sure to clear away litter in the scene or put elements into the scene that will enhance the photograph (but

if it is not your car, don't touch the car without the owner's permission). Watch out for poles, particularly telephone poles, fire hydrants, and electrical lines, and shoot around them. Even the sky can be a distraction and it can cause color shifts if the sun is too bright.

Try to find an attractive place to photograph the car. With an expensive car, try shooting at a country estate. With a race car, a pit shot may work nicely. At a car show, you may not have many options, but if the adjacent car takes away from the shot be creative.

Try not to take eye-level shots. Shots taken from eye level are often boring. Car shots look their best when the view is from the same height as the driver or lower. To get the shot you may have to kneel, lay down, or stand on something. When laying down and using a telephoto lens, the car will look more aggressive and purposeful.

Details

Don't forget the details. Details often make for creative shots that catch the eye of the viewer.

Some ideas:

- Get closer (exclude other details)
- Crop the shot really tightly (either in camera or in post processing)
- Try shooting a tail light, an emblem, a curve of the bodywork, a quarter of the front grill with a headlight, etc.
- Learn to tell a story with one shot

Car shots look their best when the view is from the same height as the driver or lower.



Details often make for creative shots that catch the eye of the viewer.



- Having worked with the car, you should know its main design features. Have a good look around, working handheld, to try and exploit any details such as bodywork shapes and lines, manufacturers badges, wheel structures and grills.
- It's also important to remember that there are many interesting interior details worth shooting. The manufacturer's logo will appear many times within the car's interior, and there will

hopefully be a few nice design features that may be worth considering. Make sure there is enough light available for the shoot, especially if you've been shooting on location in the evening light. You may want to wait until you can effectively light the interior, as it would be a shame to miss out on the details especially if you have a chance to enhance them with studio lights.

Good Shooting!

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Mid-Ohio As A Double Zero

Story by JD Schlough
for der Vorgänger

Unwind the wheel. Unwind the wheel. The words echoed in my head as my eyes

opened to the alarm on Sunday morning, the 11th day of May in a hotel in Bellville, Ohio near the Mid-Ohio Sports Car Course. Today would be the third and final day of my first ever Driver's Education event.

The weekend so far had consisted of a very long drive from DC that mostly missed traffic. A hotel that booked me in to what had to be a honeymoon suite (note: Jacuzzi in the living room and Christmas lights threaded carefully throughout the half dozen or so painfully fake plants). Some above average ribs, and two days on a race track with my 991. A guy could do a lot worse.

Having attended HPDC at Summit Point in March, I came into the weekend well prepared. I knew I needed a tire-pressure gauge, a form certifying a qualified technician had inspected my car and found it track-worthy, water, snacks, and the basic understanding of vehicle dynamics I gained on Jefferson Circuit by flinging myself through slaloms and in a wet circle faster and faster until I drifted off in pure glee. Check, check, check, check, aaaaand check.

I even ran this very track (with chicane) about

a thousand times on an iRacing simulator. I thought just seeing the turns and getting a sense of the speeds would pay big dividends. Instead, I wrecked about a thousand Spec Miatas and Jetta TDI Cup cars, leaving my confidence badly shaken. "We're gonna have to tow it back to the pits" the electronic voice said gruffly in my headphones, again and again. The racing and car were simulations, but my guilt for destroying those fine automobiles was all too real.

Once I finally got to the actual track it didn't matter all that much what I did beforehand. I was not remotely mentally, emotionally, or physically prepared for what would happen that weekend. But at least I knew my new mantra.

Be safe. Have fun. Learn.

It turned out that even on a track as demanding as Mid-Ohio proved to be, all I really needed was a positive attitude, a great instructor, two functioning ears, and a Big Gulp of humility. Thankfully for me and everyone in the green group (and blue once we were summarily combined) I had all those things in spades. And I have to say the tire pressure gauge, water, and snacks were absolutely key.

Track driving with PCA is a much more accessible endeavor than one might think. Join the club, show up, listen to what people tell you, ask questions, go to the website, register for events,

show up. Rinse. Repeat. The seamless nature of the experience isn't a fortuitous accident. Potomac PCA has the process and the practice of conducting events pretty well wired. If you pay attention you'll know where to go, what to do, what is expected of you, what to bring, and how to get the most out of your weekend without it ending with your car, or you, on a flatbed transport device piloted by people in high-visibility jackets ferrying you off somewhere to get properly mended.

That last bit is worth another paragraph. SPOILER ALERT high-speed driving isn't the safest thing you can do with your free time. Being on a race track requires you to stay focused while taking direction and applying it (sometimes quite quickly). The structure that PCA Potomac provides – from the format to the facilities to the basics drilled into new drivers religiously – are what makes it accessible AND safe. To students and instructors who want to keep splitting oxygen and running the Krebs cycle, those two things aren't

you are feeling just like you do in that moment. They know what you will do with the car before you do it, how to recognize mistakes, and so they can anticipate the information you need to be safer, have more fun, and learn more. Smooth is fast. Find the line. Brake hard. Now get in there. Squeeze the power.

Unwind the wheel.

I was lucky enough to have our esteemed President John Eberhardt as my instructor all weekend. John taught me that Mid-Ohio is not actually all that intimidating. If you respect the track and your abilities, it's a playground. Sure it's technical, but I found those 14 turns a perfect environment to get to know what an unsettled car feels like. After a few laps of not really internalizing that feeling, John had me pit out relax so we could discuss what had gone awry.

We sat for a few minutes and discussed the peril of coming off throttle in the wrong place in an off-camber corner, my less-than-smooth inputs, why those things are dangerous, and how

to avoid upsetting the car's balance in general. I went on to have some great laps and got to know (a bit) the feeling of a properly settled, loaded car. I also learned the wondrous benefits of braking uphill and the thrilling feel of hard braking at the edge of ABS. All are feelings I will not soon forget.

And in the end, I learned those feelings and the placement of the flaggers well enough to earn my second green sticker on Sunday morning and run a session solo. Those laps sealed the deal – I'm in for the season. I don't expect things to be

flawless by any measure. At Mid-Ohio for example, the food left much to be desired (fried hamburger?). The drive to the track indeed takes some time, but long car rides are a great place to relax and get some thinking done. The people, the instructors, the level of organization, and the camaraderie all add up to an experience as memorable as turn one is scary. It'll keep me coming back – not just to DE events – but to Mid-Ohio with this club each and every year I can.

After all, I know I need to unwind the wheel just a little sooner, and a lot smoother. No worries, but I need to work on it. And I know that the incredibly challenging nature of motorsport means I'll be working on just the basics for many years to come.



mutually exclusive.

About my aforementioned lack of preparedness. Here's the thing – you can't be completely prepared for what you'll experience at your first Driver's Education event. It's not possible. The anticipation, the nerves, the excitement, the sounds, the people, the laughs, the adrenaline, and the pure raw emotion that comes with parking in the paddock after a really fun session with new friends and talking all about what just happened... it's all overwhelming.

And that's just fine.

It's fine because the instructors of Potomac PCA are well trained and experienced. They've been through the learning process themselves. They've seen a number of people sitting where

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May - mid-June 2014 new Potomac members and anniversaries

New members

Michael Anderson - 2003 Boxster
- from Silver Spring
Brett Antonides - 2008 Boxster S
- from Ashburn
George Arterberry - 2006
Cayenne - from Woodbrige
Stuart Burgh - 1997 Boxster -
from Richmond
James Cadman - 1992 968
Coupe - from Alexandria
Dario Campolattaro - 2004 911
Carrera 4S Cabriolet - from
Brambleton
Ed Carden - 2007 Cayman -
from Winchester
John Cho - 1985 928S 928 -
from Bethesda
Brian Congdon - 2012 Cayman R
- from Fairfax
Jana Cornell - 1965 356 - from
Sharpsburg
Kevin Cossaboon - 2011 Boxster
- from Round Hill
John Coviello - 2014 911 Turbo -
from Silver Spring
John Heller - 1965 356 356c -

from Cockeysville
Basheer Ilyas Sr - 2011 Panamera
Sedan - from Falls Church
James Jackson - 2011 911 Car-
rera S - from Gaithersburg
Collins Jones - 2006 Cayman S -
from Bowie
Scott Laughlin - 2008 Cayman S
- from Vienna
Royster Lawrence - 2009 Cay-
man - from Brunswick
Andrew MacLean - 1974 911 -
from Fairfax
Scott Marikian - 1949 356 914 -
from Chantilly
Ngoc Nguyen - 1996 911 Car-
rera - from Ashburn
Thomas & Sandra Parke - 1949
356 - from Ashburn
Colin Reese - 1990 944 S2 Cabrio-
let - from Lorton
Keith Reutter - 1986 911 Carrera
- from Herndon
Gerald Ritzert - 2008 Boxster -
from Fairfax
Chris Rukan - 2014 Cayman -
from Arlington
Carl Sceusa - 2011 Cayman -
from Washington

Peter Sheridan - 2006 911 Car-
rera 4 Cabriolet - from Chan-
tilly
Riddick Vann - 2006 Cayenne -
from Washington
David Wallen - 2001 Boxster -
from Vienna
Kevin Wheeler - 2009 Cayman -
from Washington
Jeff Wynne - 2012 Boxster -
from Boyds

25 Years

Roger Harold
Noel & Kira Hinrichs
Joseph West

20 Years

Andrew & Marie Egeland
Bob Miller
Alexander Van Leen
Donald Zelm

15 Years

John & Marjorie Bleiweis
Matthew Curry
Alan Helfer
George & Kristy Kovatch
Hugo Paez
Brian Schmergel
Mike & Caroline Walgren

10 Years

Charles Akre
James Clifford & Jeff Clifford
Richard Curtis
Emery & Jessica Freeman
Russell Henson
Christopher Huff
Marty & Laura Kuest
Archie & Julian Mitchell

Anniversaries

40 Years

Chris & Marsha Swatta

35 Years

Eduardo & Alexandra Costa
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Mark Schellhammer
Matt Stone
Diane Sullenberger
George Vomvolakis
Richard Wexell

Top Ten Lists You May Or May Not Care About

By Dick Badler
for der Vorgänger

It seems like I'm being inundated, more and more, every day, by lists. Top ten lists. Lists of things I need to know, or should forget about. Lists of things I need to do, or shouldn't be caught dead doing. Lists of cars I should drive, or should never even sit in. Lists of where I should go, what I should say, how I should say it, to whom.

Who are these people, who are creating these lists? I know, they're people with more time on their hands than they know what to do with. Or, they're writers, people with deadlines to meet and space to fill, both real and

virtual. For which a top ten list is an easy way to get the monkey off their backs. Like me.

You see, I'm pressed for time like everyone else.

And, guess what, it's deadline time. So I'm joining the fray. Herewith are my own lists.

But wait, you say, you don't have any actual lists in this column, just the names for the lists! Ahh, you're cheating. You're skipping ahead. That's not fair. Come back here.

The fact is, I don't have the time for that! But I do have a few thoughts, and I have indeed included them. You can flesh them out yourself, if you're so inclined.

So, now, consider these a starting point to how you, too, can play the lists game, like real writers.

— *The top ten reasons why Porsche should start making pick-up trucks.*

I'm sorry, it's not that farfetched. If you can make the Porsche of SUVs, how hard would it be to make the Porsche of dual-cab 4 x 4s? Isn't the architecture kind of, uh, the same?

And then, Herr Piech, considering the sales volume of pickups, especially in the US, you would meet your volume projections in weeks, rather than years.

Are you listening, VW and Audi? Can you say platform sharing? Can you say domination of the US market? At last?

— *The top ten reasons why Porsche won't build pick-up trucks.*

Its off-brand, stupid! There's a limit to how far afield from its core DNA the Porsche brand can go. Remember Porsche aircraft engines? The Porsche Indy car that went nowhere? Porsche tractors?

— *The top ten reasons why Porsche won't go rallying again, but it will sink millions into Le Mans prototypes that are little more than F1 cars with bodies stretched over them, and maybe some more reliability engineered in.*

If you lose at Le Mans, yes it's a big deal. Especially if you're Porsche, with a pedigree that goes back decades. But the loss probably won't affect showroom sales that much. I mean, who really equates winged contraptions hurtling down the Mul-sanne Straight with road cars you can actually buy in a showroom?

Unless you're a 919 shopper. In which case the entire discussion is irrelevant.

Then there's the fact that today's rally cars are cheap little buzz boxes with big boost and sequential shifters. Porsche doesn't build buzz boxes. They build real sports cars, cars that can be modified into GT-3 Cup and RSR race machines, without breaking a sweat. So why ARE they building Le Mans prototypes?

— *Top ten reasons Porsche pockets \$23,000, on average, every time someone buys one of their vehicles.*

Yes, it's true. I read it. In an article listing the top ten most profitable cars on the road today. Don't believe me? Do a search. And I'll help you out; another member of the brand family, Bentley, is second, at \$19,000 per car.

You know the reason why... they always have just the color you want. Or they can order it for you. For a fee. Just bring in a sample. Plus, we consumers are always ready to help the VW Group build its kitty, so it can add another marque to the brand stable... especially if it's red and sometimes yellow.

— *The ten most cost-effective things you do with your Porsche.*

This should be easy. You decant a good Pinot, let it breathe, pour yourself a glass, take a sip and saunter over to the garage to... stare. Hey, as Blondie sang, dreaming is free.



A new, premier Porsche gathering during the world-famous "Car Week" on California's Monterey Peninsula. PCA welcomes all Porsches, Porsche enthusiasts, and Porsche clubs to join us for a day at the beautiful Rancho Canãda Golf Club in Carmel Valley.

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Or you can take it out, go find a tunnel, park it and... gun the motor, again and again. No mileage build-up, no tire wear, no depreciation. You're just letting the fluids come up to full operating temperature. Yeah, that's the ticket!

— *Top ten ways to make your Porsche more utilitarian.*

Yes, yes, I know, every once in a while Porsche tries to promote how utilitarian its sports cars actually are. Especially in the winter.

Ever wonder why they continue to do this? Could it have something to do with the fact that the factory's view of reality still hasn't sunk in with us consumers? We've all seen the ads, for the gum ball winter tire-wheel sets. And the ski racks. Who buys these things? Nobody I know. Most of the Porsche owners I know who ski have another vehicle, often a Porsche SUV, to get them there.

No, the real play is to promote sunroofs, which come as, yes, think about it, it's hard to believe,

standard equipment on most 911 models. Yeah, really. Porsche should talk about how sunroofs, which, unlike, say, floor mats, are not extra-cost options, are just the thing to stick your 2 x 4s through, on your way home from The Home Depot.

Ok, that's enough. I'm out of time. And space. Please feel free to go ahead and add your own items to the categories I started here. Just fill them in. And, if you're really inspired, create some new categories of your own!

Then, send them to your friends. Who knows, they might think you're moonlighting as an actual working journalist!



Join PCA the easy way

Membership entitles you to receive *der Vorgänger* but also monthly issues of PCA's magazine, *Panorama*. Porsche dealers also recognize PCA membership with a 10% parts discount.

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

To join the PCA, visit <https://www.pca.org/user/join/membership> or point your mobile phone QR app at the image below to take you to the website where the membership form is located.



How you can contribute to *der Vorgänger*

Your favorite Founders' Region monthly magazine can benefit from your experiences with your Porsche.

We are always in need of articles, photographs, illustrations, maps and charts 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. Those can be of interesting Porsche people you meet, or Porsches you see.

Here are some ideas that resonate with readers:

- Travel stories that involve a Porsche. An example is Michael Sherman and his wife's trip to Europe for delivery of his new 991.

- Visits to car museums.
- DIY (Do-It-Yourself) articles on some small or large project that you've done. Examples abound, from rebuilding an engine to replacing

hood struts.

- Interviews with interesting people who own interesting Porsches such as the one on Sal Fanelli, who owns a Porsche tractor.

- My first experience with PCA Potomac, which could be what your High Performance Driving Clinic was like, or your first Drivers Education event or just an entertaining Drive 'n Dine.

- Why I Love My Porsche articles are always welcomed. Please include a photo of you with the car.

- Photographs of yourself or fellow Porsche owners enjoying their cars. No low-resolution cellphone photos, please; we simply can't use them.

Write your stories, snap your photos, and send them to dveditor@pcapotomac.org.

If you are old school, you may also send hardcopy materials to Carrie Albee at 216 Dill Ave, Frederick, MD 21701.

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Readers and Their Cars

Right: Don Zelm's
2012 911 GTS. *Photo*
by Michael Sherman.

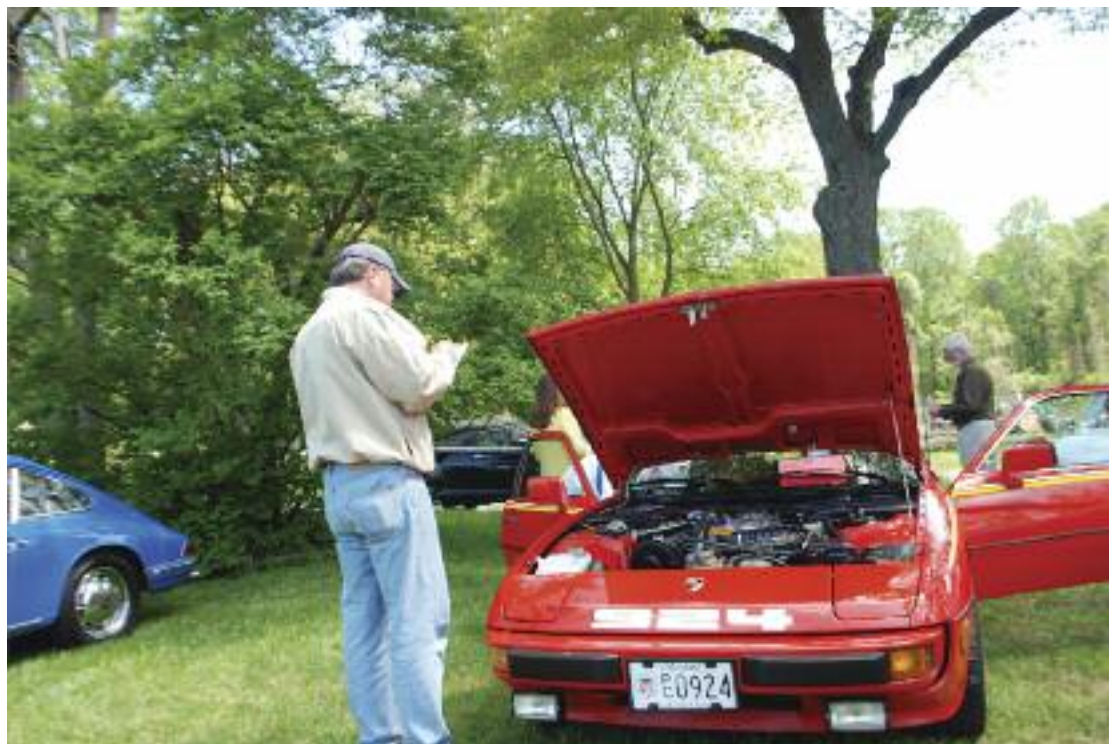
Below: Tom McInnes'
brilliant Cayman S.
Photo by Michael Sher-
man.





Above: Mike Smalley on the beach.

Right: Ron Gordon scores a 924 at concours. Photo by Richard Curtis.





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