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Table of contents

- 6 The editors' column
- 7 The president's column
- 8 Club officers and program chairs
- 9 Potomac's 2014 calendar
- 10 A road trip to the Canadian Rockies
- 15 Register for the PCA Fallingwater trip!
- 16 Chassis Dynamics 101, an introduction
- 19 April Road Trip to Sugarloaf Mountain
- 20 It was a spectacular Deutsche Marque
- 30 Readers and their cars

Cover photo: A PCA sticker is seen on the windshield of an old Targa at the Deutsch Marque Concorso. Photo by Michael Sherman.



10



15



20

der Vorgänger

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of the Founders' Region, Potomac,
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Publisher: Tony Kelly
6726 Lucy Lane
McLean, VA 22101
dvpublisher@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

For questions about advertising rates and placement in **der Vorgänger**, please contact Tony Kelly at dvads@pcapotomac.org

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Reading Material

Were one to inventory the sources of automotive information I read, watch or listen to in a month you might conclude that I couldn't possibly have any other interests. *Car and Driver*, *Panorama*, *Excellence*, and *Christophorus* arrive by subscription. *Road & Track*, *Automobile* and *Motor Week* are digested in some waiting room or another. Various and sundry European enthusiast publications fill in hours in international airport lounges (some in languages I don't speak). *Total 911*, *GT Porsche*, and *911 and Porsche* are skimmed while perusing magazine racks at the book store. *Top Gear* keeps me distracted while kidding myself on the elliptical and *Car Talk* is frequently on while driving or otherwise seated.

With one exception I don't read or listen to every word from each of these sources. I'm not much interested in trucks, NASCAR, econoboxes or minivan comparos. I am interested in folks I know, cars I have seen and occasionally raced against, and Porsches in everyday life. I read every word of *dV* and have for ten+ years even before having to read every word as an editor!

I have liked this magazine from the first edition I read and every month we try to keep the articles as fresh and interesting as those we have enjoyed ourselves over the years. We have tried to follow our predecessor's advice to let the authors write their own pieces and to edit with a light touch. PCA Potomac has a lot of talented authors who have interesting experiences, insights and knowledge they are willing to share. Our job is possible only because so many of you write *dV* for us. If you even for a moment, think what you want to say might be interesting to even one other person, send it our way so we can share it with everybody. —Glenn

Are We There Yet?

Welcome to your new full color *der Vorgänger*! This is a big change. In fact, just about everything has changed at *der Vorgänger* over the last few months.

Losing our founding editor Richard Curtis to a well deserved retirement created quite a challenge. Richard had been the heart and soul of the magazine since we launched in 2008. He set a high standard with his tireless reporting on club events, his uncanny ability to engage members to tell their stories, and by producing brilliant editions month after month. In the space of a few months our new editorial team has shown that they have the right stuff to inherit Richard's legacy.

The new team had hardly started when the printer we had used since the first edition went out of business in February. The challenge was to find a new printer with the quality and timeliness of delivery that Potomac members had come to expect, but without taking a big hit on production costs. That was looking like a big ask until Potomac member Michael Brady of Media Technology Partners came up to the Summit point event in April. Working with Michael we have locked in a deal that gives us full color and a reliable production schedule at a very competitive price.

None of this would be possible without the ongoing support of our advertisers. These businesses are the backbone of the local Porsche community. They are Potomac members, the best of the best, and they would welcome your business.

I hope you enjoy the new full color *der Vorgänger*. We're working hard to make it better than ever. —Tony

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Three Men in a Motorcar

At home on my bookshelf is a book titled "Three Men in a Motorcar" by Hugh Rochfort Maxstead. Written in 1904, it is a story of a long motor journey in a Mercedes 18-24 through the South of France, Algeria, Tunisia, Sicily, and Italy. Of course, it was actually four men, but in 1904 the Chauffeur didn't actually count. The book, of course, got me thinking. Thinking about it, it might be nice to have a track chauffeur at some point – but that's what a ride along with an instructor is about, isn't it? Maybe I can get Brian Walsh to chauffeur me around Mid-Ohio for a few laps next weekend – I know I will be a better driver when we're done!

The book also got me thinking about road trips. Like a lot of us, I have taken many road trips over the years. And, as President of PCA Potomac, I still do. Some of you may have read about my trip around America in my column last summer, and this summer I will be taking trips to Mid-Ohio, Watkins Glen, VIR, and Carolina Motorsports Park as part of our DE Program and my semi-professional racing career. By the way, it becomes professional when they start paying me to let me race, instead of me paying them. I am hoping to get an appropriate sponsor, maybe someone who makes dramamine pills, cheap liquor, or polyester suits. I hear Kim Jong Il Shoe World is looking for a celebrity foot model.

Road trips are always great – and it's the people with you that make it fun. Last weekend, I took a road trip up to NJMP with the rest of my semi-professional race crew: Tony Pagonis, Andrew Fort, Chip Taylor, Jim Bynum, and "Intimidator" Van Hise. I could com-



John Eberhardt

pare our racing clinic to a well-oiled machine, but it is probably more like a greased goat. The weekend before, I took a mini-road trip as part of our first drive of the season and got to see old friends Pierce Troy, Ron Flax, and Damien Alexander as well as make new friends Dennis Donohue, and Ed and Beth Reardon.

I also have a lot of fun on my DE road trips, where I get to hang out with guys Tom Litjen (a lesson in enthusiasm!), my friend Rob Bobbit and his son Steve Bobbit, who was my student at the first DE of the year. Steve was a great student – it is always fun to ask your

student for perfection in the final session – and get it!

What makes for a great road trip? Youth, stupidity, and great friends. Never underestimate the potential of friends and stupidity. But we get to relive our youth and stupidity every time we go away, like going to Mid-Ohio last year when we found the combined Police Barracks/Vasectomy Clinic with Ed Hahn and John Vrankovich. How about fabulous BBQ in Danville with Greg Semann? Or pub trivia in New Jersey with Dave Fox? Basically, any trip where you don't end up divorced, bankrupt, or in jail is pretty much a good one.

Why don't you take a road trip this summer? We have two great Drive and Dine trips to Nemaquin and Greenbrier. We also have some great away DEs at Watkins Glen and VIR. Come join us - it's never too late to be young and stupid with great friends, and I promise you won't end up bankrupt or divorced. Jail, I can't promise anything.



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 Tech chairs: David Riley, Dave Diquollo
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Programs

Autocross: Gary Baker
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driveanddine@pcapotomac.org
 Club Race: Fred Pfeiffer
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 Concours: Ron Davis, 703-409-0513
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 Historians: Fred Phelps, George Whitmore
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 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
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 Volunteer coordinator: Linda Gifford
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 Zone 2 Rep: Tom Zaffarano
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 986 (Boxster): John Eberhardt
 boxer@pcapotomac.org
 914 & 914/6: Ray Plewacki
 914@pcapotomac.org
 944 & 968: Charlie Murphy
 intsptperf@aol.com
 924: John Brown
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 928: Kevin Lacy
 928@pcapotomac.org
 993: ('95-'98) Jose Herczeg
 joseherceg@yahoo.com
 703-691-1771

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 dvpublisher@pcapotomac.org
 Editors: Carrie Albee, Glenn Cowan, Michael Sherman
 dveditor@pcapotomac.org
 Advertising: Tony Kelly
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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.

June

1 Potomac's DE at Shenandoah Circuit at Summit Point.

7 Virginia Brunch at City Grille in Manassas on Saturday, 11am – 1pm.

7 Tech inspection at InterSport, 9am – 1pm.

8 Open board meeting, 11am – 1pm. Location TDB.

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

14 Potomac's Rally #2. Charting new territory. 10:30am - 12:30pm. Start at Dunkin Donuts, 3510 Crain Hwy, Waldorf, MD.

20-22 Potomac's DE at Watkins Glen, 7am – 5pm.

21 Maryland Brunch at The Irish Inn on Saturday, 11am – 1pm.

29 Second autocross at Baysox Stadium, 7am – 1pm.

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 Nemaquin/Fallingwater. See the article on page 15!

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.

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.

Potomac monthly brunch locations

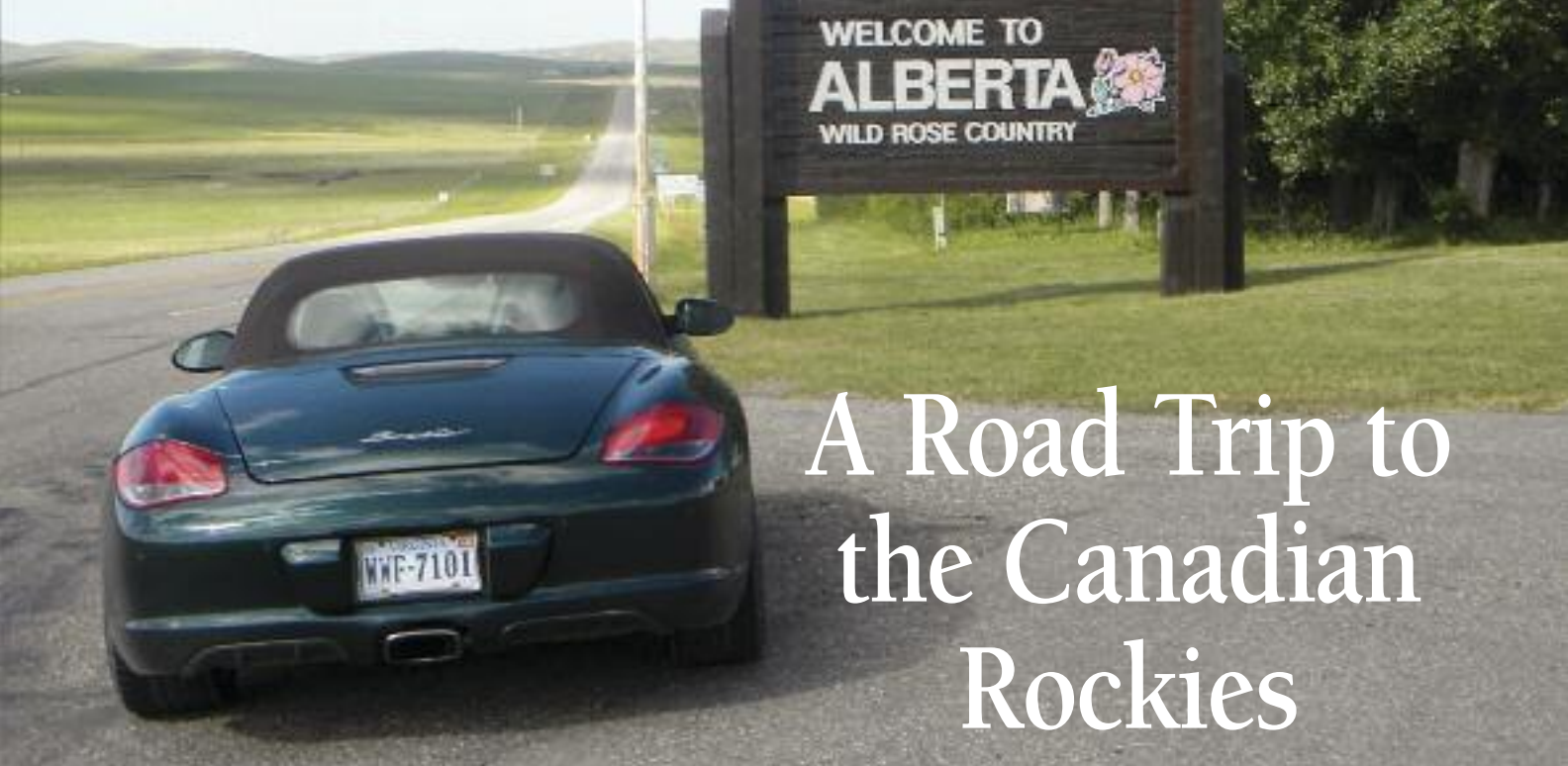
Potomac breakfasts and brunches are an excellent way to (a) have a tasty meal, and (b) make new Porsche friends or renew old friendships. Meetings are low-key with no agenda.

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.





A Road Trip to the Canadian Rockies

Gary and Cheryl drove their Boxster to Canada, through four provinces. Here they are entering Alberta.

*Story and photos by Gary Brindle
for der Vorgänger*

The end of July 2013 Gary and Cheryl Brindle took their 2010 Boxster on a 6,500 mile trip to the Canadian Rockies. The trip took us through 16 states and four Canadian provinces and included six national parks with about 20 waterfalls, one bear, two moose, a number of deer, several mountain goats, a herd of big horn sheep, several herds of cattle and one herd of horses. The cattle and horses were on the road.

The first part of any trip starts with planning; we made reservations for a time share located in Lethbridge, Canada, the largest city in southern Alberta. We knew the trip would be about 2,300 miles from Virginia but decided we could make the drive if we took two weeks of vacation. That allowed us to plan a stop in Kansas to visit Cheryl's brother and to see friends in Denver.

We had taken other vacations in our '99 Boxster so we knew we could do the trip and with the PDK the drive would be a little less wear and tear on the drivers. I took the car to a Porsche dealer for an annual service and had them check over everything.

As the tires were going to be close to being worn out I decided to replace them and actually went with a new wheel and tire package with 18-inch wheels; they would provide a better ride on the long trip than the 19s that the car had.

We also pre-packed the luggage to determine which bags fit better in the front and back. We went with a couple of rolling duffle bags, a larger one for the rear and smaller one for the front. To

these we added an accessory bag and computer bag for the front and a shoe bag and backpack in the rear.

Using both a AAA trip ticket and the navigation system we started the trip at 7:45 a.m. on Monday, July 15 after dropping off the dogs at the kennel. The first day took us from Nokesville, Va. through West Virginia, Kentucky and Indiana into Mt. Vernon, Ill. for the first night stop (785 miles).

The second day was from Mt. Vernon to Salina, Kansas for a short family reunion with Cheryl's brother and his family (508 miles). We left Salina to visit our friends in Erie, Colo., which is north of Denver. After a visit we continued north for our stay in Cheyenne, Wyo. (552 miles). From Cheyenne, we headed north through Wyoming to a stop to pay our respects to George Custer at the site of the Battle of the Little Big Horn in Montana in 1876 before heading off the interstate to go cross country in Montana to visit Great Falls.

The cut off saved us over 150 miles and as the side road speed limit was 70 vs 75 on the interstate. We still made good time getting into Great Falls by about 7 p.m. With the car having a PDK, both of us taking turns driving and cruise control the drive across the country was great. We averaged about 32 mpg on the highway and side roads combined. The biggest problem was the wheel track did not match the grooves in the road from all the heavy truck traffic so we had to spend a lot of time in the left lane because it provided a smoother ride.

The next day we drove into Glacier National Park for the first day of hiking to waterfalls, tak-



ing pictures of mountain scenery and our first trip across the Continental Divide on the “Going To The Sun Road” that runs through the park. The park was great with beautiful mountains, waterfalls and some mountain goats plus a lot of people and tour-bus traffic.

After some hiking and seeing five waterfalls we drove north into Canada. We had an interesting discussion with the border crossing guard as he asked, “You drove from Virginia in this?” He asked to see the trunk and I opened both of them, and he just shook his head and said have a nice visit to Canada.

We continued on to our townhouse condo in Lethbridge and were surprised when they owners had left us the remote for the garage unit. The car was happy as it was able to get a nice place to stay plus a bath to get rid of 2,000 miles worth of bugs and grime.

On Saturday, we drove to Calgary to meet folks from the PCA Wild Rose region for their annual charity car show. The show was all European cars with a lot of VWs, Ferrari’s, BMW and Mercedes along with the 40 or so Porsches. We were the

only green Boxster and were parked next to a 550 Spyder. (It was a Beck replica, but looked nice.)

The social chair for Wild Rose is Steve Warner. We had contacted him when I found out they were having an event while we were going to be there. Cheryl thought I set up the trip so we could go to the car show, but it was just a target of opportunity. We also met the region president and a number of the other folks who were there. They

Above: Packing the Boxster required some planning and creative packing.

Below: Gary and Cheryl join a Wild Rose region event.





The Canadian Rockies provided some stunning views of waterfalls and mountains.

were a very friendly group ('eh?'). We also visited a couple of the local attractions before returning to Lethbridge. Two weeks prior to the show, the park had been under several feet of water and took about 200 volunteers to prep the area for the show.

After a down day to relax we next drove to Banff Canadian National Park and the Canadian Rockies. We thought that Glacier was great, but Banff was even more spectacular with mountain lakes, waterfalls, glaciers and mountain peaks. The town of Banff is modeled after a Swiss Alps village and has a friendly feel to the town.

I had been concerned about how the car would run at higher altitudes, but it seemed to like the thin air and the miles per gallon seemed to keep going up. We took a lot more pictures in Banff National Park, hiked to some more waterfalls, saw a lot fewer tourists and a herd of bighorn sheep, all part of the day there. We finished with a trip to Lake Louise and then Lake Moraine. Both were great but no swimming as the water was 4⁰ C (39 degrees Fahrenheit). We did get into our first rainstorm as we drove out of the park to spend the night in Canmore. We enjoyed the Grizzlie Paw Brewing Company restaurant there for dinner.

The next morning we returned to the park for another day of mountains and waterfalls. We crossed over the Divide again into British Colum-



bia and Yoho National park. There we found the most breathtaking waterfall with a plume coming off the back of a glacier about 60 feet into the air. The whole valley was filled with a mist from the waterfall. The temperature for that July day was 48⁰ F. (It was 98 in D.C. that day.)

We continued into Kootenay National park and found two more waterfalls before starting the trip back to Lake Louise and Banff for some shopping before we returned to Lethbridge. We did get a scare when we ran into a hailstorm. Some drivers who stopped were not so lucky and had a lot of bumps and dents.

We had one more day before we needed to start the journey home so we decided we could get in another national park, the Waterton Lakes National Park in the southwest corner of Alberta. We visited the Prince Edward Hotel, which sits on a hill overlooking a lake. The Prince Edward (of Wales?) is one of the Canadian Railroad hotels built in the 1800s. It looked like a giant set of Lincoln logs had been used in the construction. Their theme was Christmas all year around with decorations, etc.

We saw more waterfalls, lakes and mountains. One of the hikes included a little rock climbing. Cheryl was not pleased when that part of the trail showed up. (The map said it was an easy climb).

We made one more stop back in the north side of Glacier National Park to the Many Glaciers section. We were rewarded with some more lakes and our first moose sightings. First was a cow swimming in the lake. The next lake had a large bull moose only about 100 yards away. He looked like a kid playing in the pool. Water temperature was about 40 degrees F.

We had to start working our way back toward Virginia the next morning. We decided on a different return route and headed east through Medicine Hat, Alberta, to see the world's largest teepee, and then to Moose Jaw to visit Al Capone's Canadian hideout. When the FBI was after him he took the railroad from Chicago to Moose Jaw where it joined the Canadian Railroad. In Moose Jaw, Capone had underground tunnels connecting the buildings that were used to store his booze. Local actors play the parts of the 1920s characters and put on a nice show.



We drove out of Canada and into North Dakota. The geographic center of North America is in Rugby, N.D. That was one stop we made during a long day's drive to St. Cloud, Minn. We stopped the next morning at the Mall of the America before driving on into Indiana. The whole state of Illinois seemed to under construction, really slowing us down. Our final day was

driving through Ohio, Pennsylvania and West Virginia to get back home in Virginia.

We put 6,578 miles on the car and had a terrific trip. The drive back did get a little long and then it was time to do another oil service on the car and start planning for the next trip. Maybe we'll make it a little shorter next time. Outer Banks maybe?

Cheryl stands next to the Boxster that would have 6,578 extra miles on the odometer.

At times like these, it's particularly important to know who services your Porsche.



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HPDC Highlights



By Carrie Albee
for der Vorgänger

HPDC first-timer Mike Patterson (left) took his '01 996 Turbo out on the track under the expert instruction of John Vrankovich (right). A colonel in the U.S. Army and a collector of old motorcycles, Mike lives in Falls Church, Virginia with his wife, Ellen. He acquired this silver beauty last April, and although this is his first Porsche, Mike

has admired the marque since growing up around his father's 356. With the morning sessions under his belt, Mike observed that the HPDC was not just about going fast, but also about the confidence that you gain behind the wheel. Judging from his license plate, Mike doesn't intimidate easily, so don't be surprised if you spot him on the DE circuit this year. dV is looking forward to seeing Mike and Ellen at future PCA events.



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PCA Potomac's 2014 Fallingwater Trip is July 24 – 27

Registration is Open!

By John Eberhardt

PCA Potomac's Fallingwater trip is THE major overnight Dine & Drive event for PCA Potomac. This popular event combines an enjoyable drive to Pennsylvania's Laurel Highlands, multiple nights at the incredibly beautiful Nemacolin Resort, fine dining, scenic drives, and the highlight – a tour of Frank Lloyd Wright's Fallingwater and Kentuck Knob homes.

These legendary homes are known for how well they are integrated into the surrounding natural environment including the use of indigenous materials and the way the home becomes an element of the natural topography. In fact, the Fallingwater home overhangs a beautiful stream in such a way that the stream becomes an integral feature of the home and home becomes an integral feature of the stream. The Nemacolin resort is one of only 6 hotels and resorts in the world to host Forbes Five-Star, AAA Five-Diamond lodging and dining. Situated on 2,000 acres, the resort features the Woodlands Spa, 36-holes of championship golf on two courses, a shooting academy, and an outdoor sporting facility on 140 acres complete with 30-stations, wing shooting, a spacious lodge and Orvis® Endorsed Fly Fishing. We have negotiated a \$180 per night room rate, which is a substantial savings over the rack rate.

For those who have not been on this trip before, it is a fantastic opportunity to enjoy yourself and your Porsche in the mountains and to meet other Club Members and Porsche enthusiasts. For those who have been before, we are expanding the trip this year. Last year 79 PCA members with their 44 cars attended the event, with many members returning once again. This year we expect to have similar attendance and are expanding the activities. And remember – Nemacolin has a dog spa and many family activities, so KIDS and DOGS are very welcome!

For those who would like to make it a three day weekend, we will have cocktails Thursday night and a driving/touring day to some of the local resort towns on Friday. For those coming up on Friday, PCA Potomac is organizing a group drive up through the country. On Friday night, we will have a BBQ on the deck of the Golf Clubhouse overlooking the Golf Course. For those up on Friday, we will be touring some of the local resort towns. On Saturday, participants have the choice of participating in one or more activities, including mountain drive, a visit to Kentuck Knob, a Sporting Clays Shooting Tournament, or a Golf Tournament. Guests can also just relax and enjoy the spa and hotel facilities before the Saturday night banquet. On Sunday, participants can choose to relax at the resort, visit Fallingwater, shoot Sporting Clays, join us for lunch, or enjoy a mountain drive back home.

The registration cost for 2014 is STILL \$120 per person which covers the Friday BBQ dinner and Saturday banquet and wine; \$145 per person also includes a tour of either Kentuck knob or Fallingwater; and \$155 per person also includes tours of both houses. If you need to rent a gun for Sporting Clays, cost is \$65 and includes gun, ammunition, and targets. Golf is \$65 per person. Advance registration is required by July 10, 2014 in order to ensure adequate planning for tours and dinner. Please register using our on-line registration system at MotorsportReg by clicking the following URL: (<http://www.motorsportreg.com/events/pca-potomac-nemacolin-fallingwater-tour-founders-drive-dine-244703>) You can also email driveanddine@pcapotomac.org or johne@pcapotomac.org. To book your room, please call Nemacolin reservations at (800) 422-2736 and mention that you are with the Porsche Club Nemacolin / Fallingwater trip.

Chassis Dynamics 101, an introduction

By Collin Mechler
for der Vorgänger

The technology of our beloved race and track cars has been improving rapidly over the years. And, as much as it pains me to say it, we drivers haven't been improving at quite the same rate. Most track cars, and nearly all race cars, offer some level of sophistication that the average driver may not quite be ready to digest – at least, not without a good bit of training (be it formal or otherwise). There are three particular aspects to a vehicle that have reached these lofty regions of advancement: data acquisition (along with other vehicle electronics), vehicle dynamics, and engine technology. I've already briefly touched on data acquisition in a previous article of dV, and unfortunately engine technology is not a forte of mine (so I'll leave that article to the experts). Which leaves vehicle dynamics, and with it, suspension and chassis tuning. Fortunately this is something I can talk about.

One fundamental component to an advanced chassis/suspension is the level of adjustment available. Most track-oriented cars have been built to take advantage of this adjustability – and even some production cars are coming ready-equipped. Unfortunately, for most folks this poses an issue: more adjustability yields greater complexity. In the search for creating a perfect car, we all-too-often see cars that have been improperly tuned, causing suboptimal – even dangerous – outcomes.

First let me start with laying some key points:

- 1) No car is perfect. No car will ever be perfect, and no car in the history of the automobile has ever been perfect. What we can do, however, is get the car to be the best it possibly can be under the given circumstances.
- 2) The vehicle behaves as a single, cohesive system with many interwoven components. Changing one aspect of the chassis will always have an effect on the rest of the car. The difficulty can lie in understanding the severity of that impact and how/if one must make changes elsewhere to compensate.
- 3) Keep it simple, and work within your boundaries. When making a modification to a

chassis, don't bite off more than you can chew and when necessary, seek additional input to ensure your decisions are sound.

4) For the purposes of this article (and especially when starting off), assume the primary aim is to maximize the tire's contact with the road at all times.

5) Always try to control as many variables and make as few changes at a time as possible.

Additionally, the vehicle chassis comprises a few primary components:

A) The frame – this provides a (theoretically perfectly) rigid base/backbone/endoskeleton, on which the suspension components can be mounted securely. The driver compartment, engine, bodywork, etc. also fit here.

B) Suspension components (made up of springs, sway bars, and shock absorbers)

C) Tires

For the sake of sanity, we will assume the frame is perfectly rigid. This is never truly the case, and with older cars is a terribly naïve assumption. Unfortunately, we have no other option – understanding the complex nature of how the frame might behave under load can only be achieved using sophisticated computer modeling (called FEA)...and even then it's never 100% accurate.

So for now, let's focus solely on (B) and (C). Forming (B) is an array of control arms, steering mechanisms, halfshafts, brakes, springs, sway bars (also called anti-roll bars, or ARBs), and shock absorbers. Often, one of the most challenging aspects to chassis tuning is determining which part of the chassis actually needs changing – do I modify the spring rate? Should I change the shocks? Fool with tire pressure? To make these decisions one must first understand the purpose of each component.

The wheels/tires are rigidly mounted to the outboard suspension components, together making what's referred to as the unsprung mass. Anything the suspension holds up – e.g., the frame, doors, body panels, driver, engine, etc. – becomes the sprung mass. Actually doing the "springing" (i.e., holding the sprung mass up in the air) is a system of springs, sway bars, and the tires. Springs come in a few different flavors, no-



tably coil springs, torsion springs, or leaf springs. On independent suspensions (as is with most sports cars), the left and right sides of the vehicle are sprung separately. ARBs (almost exclusively a torsion spring) are what bring the two sides of a vehicle together by directly connecting the left- and right-hand side control arms. Note: for now, pretend the tires are also perfectly rigid...trust me, there's enough to worry about by focusing on just the springs and ARBs.

The spring + ARB (+ tire) combination combine to create the Ride/Roll Rate. Note that we have not yet discussed the shock absorbers. Important: for now, do not think of the shock absorbers as a spring, because they are actually a dashpot. Down the road (pun intended), one can see a time-dependent parallelism but for now, it will merely confuse things.

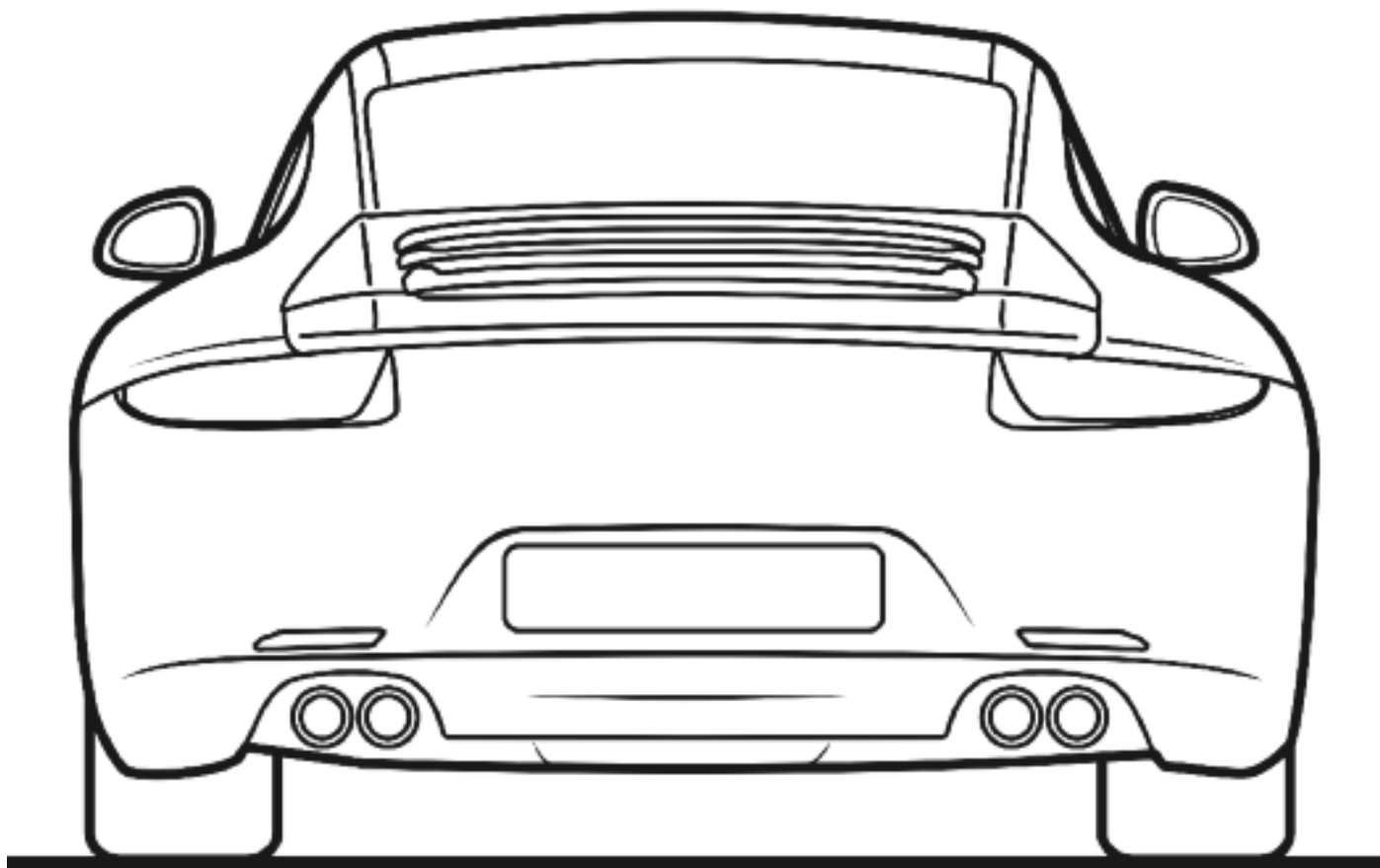
"Shocks" is a colloquial term to refer to the shock absorbers on a vehicle. For some reason on race cars they're called dampers. (Note: do not say "dampeners" – it's a common mistake akin to saying "nuculer" that drives the rest of us nuts.) Anyway, the shock absorbers on a vehicle are fluid-filled (sometimes liquid, though more advanced shocks nowadays use gas – typically nitrogen) dashpots that control each corner of a vehicle by limiting the rate at which that corner's

suspension may move.

The rate at which the suspension may move – note that it is not the amount which the suspension may move, which is the responsibility of the springs. This is a very important distinction, and the most common misunderstanding I see with folks looking to understand suspension dynamics. Unfortunately, this notion, if not given the proper amount of deference, will singlehandedly force the aspiring race driver into a downward spiral of tail chasing shock + chassis tuning. Shocks do not impact the spring rate of a suspension or how much body roll is exhibited through steady-state cornering because they are only relevant through transitions.

The next logical topic to discuss from here is differentiating between what is meant by "steady state" and "transitional" cornering. Steady state is achieved when the vehicle has entered the corner and the chassis has settled into the load – there is a lateral acceleration producing a force on the suspension, causing it to deflect a certain amount. Think of your car on a perfectly-smooth skid pad, traveling at a constant speed, with a constant amount of steering input, around a constant-radius corner. This is steady state, and is the responsibility of the springs to ensure the tires remain in contact with the road as optimally as

Most track cars, and nearly all race cars, offer some level of sophistication that the average driver may not quite be ready to digest.



possible. In true steady state cornering, the dampers do nothing.

Transitional cornering is a bit more nuanced, but centers on the notion of whenever the vehicle must undergo a momentum shift – an obvious example would be navigating a slalom: the chassis will not be at steady state for any appreciable amount of time. Instead, the chassis is continually changing its attitude/roll/pitch/yaw, meaning the vehicle's suspension must control the car's mass being thrown around. Were no dampers present, the vehicle would be uncontrollable because the springs would throw the car around with considerable force (think of a slinky cascading down the stairs – what happens if you grab hold of it mid-flight?). The dampers then become responsible for controlling the chassis and enabling the driver to change trajectory without fear of flying off track.

Now, as mentioned earlier, the primary aim is to maximize the contact patch of the tire on the road surface. Aside from perhaps the engine or the driver, the tire is the single most complex component on a vehicle.

Contributing to that elusive contact patch is veritable cornucopia of parameters:

- vehicle weight
- spring rates
- damper curves
- tire pressure
- atmospheric conditions
- sidewall deflection
- tire construction
- tread wear

- camber/caster/toe curves (and suspension geometry)
- wheel rate
- friction coefficient, thermal conductivity, and heat capacity of the tire compound
- and of course: driving style

I hope this helps illustrate why I suggested we assume the tire is a perfectly-rigid component of the suspension – it can get complex. Starting out, I recommend the following approach: talk with your trusty tire guy (Paul at Radial Tire in Silver Spring, MD, for example) for a good hot pressure starting point. After each time on track, visually inspect the tire and ask fellow racers for second opinions. In the interests of space, I'll be writing a separate blurb for reading tires.

Stay tuned for Part 2: actually making changes to your suspension. Tuning the chassis can be a very formulaic, objective, and rewarding undertaking, provided one follows the correct trains of thought and reads the car properly. To realize the full benefit, this also involves analyzing the car's data in concert with gathering driver feedback.

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April Road Trip to Sugarloaf Mountain

Story and photos by Jim Albin
for der Vorgänger

Above: Everyone made it safe and sound.

Saturday April 19th club president John Eberhardt led club members on a drive from the Irish Inn at Glen Echo through the back roads to Sugarloaf Mountain. Along the way, no bikers were hit and we obeyed the speed limits (at least as we passed through Poolesville). To the best of my knowledge we all stayed in line (i.e., following the car directly in front of us) and not following some "stray" Porsche home by mistake.

Below: John, recruiting students for the "Performance" and "Driver's Ed" courses.



Above: Jim's wife Ann explains that driving her Porsche is safer than riding shotgun in his.

Right: The cars parked at the destination.



It Was A Spectacular Deutsche Marque

Story by Ron Davis
for der Vorgänger

Photos by Ken Marks

"Spectacular" was the word most often heard at Nottoway Park in Vienna as people commented on the 2014 Deutsche Marque. A field full of Germany's finest automobiles was indeed a beautiful sight. Among those 200 gleaming cars were 70 Porsches, including fifteen 356s, a couple of 914s, a 912, and 50+ 911s of all years along with many Boxsters and Caymans. The weather was nearly perfect and the field was dry despite days of heavy rain earlier in the week. "Best of Marque" and "1st place in 356 Judged" went to Dan Roger's beautiful dark green '64 356 Coupe with an absolutely sparkling engine and superb car overall. As a fellow 356er, it beats me how he got it so spotless. Chris Wilson's '67 "Soft Window" Coupe received an award for most unique (seldom seen) car, which was also beautifully presented.

The "People's Choice" class is always interesting because as the saying goes "beauty is in the eye of the beholder". Proof of this was clear in the "People's Choice" Open Car class when 1st place went to Gary Brindle's always immaculate 2010 Boxster, but 3rd place went to Megan Murphy's

'76 914 which looked like it had last been washed in 1976!! I think Megan needs to visit "Inter-sport" where her dad might be able to give her some help.

The overall event went off very smoothly thanks to great support from the volunteer judges headed by Matt de Maria and Joe Howell. Great organization by the registration team of Lonnie Kessler, David Gross and Diana Davis kept things running smoothly at the sign-up table.

Lots of advanced planning by the three clubs made this year's wine & cheese reception a huge success, with a special thanks to Jim McLeod and Rick & Dayna Flanagan for handling purchase and delivery of drinks and ice and to Richard Hudson for bartending. We again thank John Hopkins of Fairfax County Parks whose hard work made our show such a success.

Our Club truly appreciates the support of sponsors "Porsche of Tysons", "Mercedes-Benz of Tysons", "BMW of Fairfax", "Odds & Ends Detailing", "Dent Masters", "Harrell's Miniatures", "Cocomatts.com", "Dent Masters" and "Radial Tire Co.".

Caymans lined up on the grass awaiting the judges' discerning eyes.



The 2014 Deutsche Marke Winners are as follows:

Best of Marque

Dan Rogers, '64 356 Coupe

Most Unique

Chris Wilson, '67 Soft Window Coupe

356 (Concours)

1st – Dan Rogers, '64 356 Coupe

2nd – Harvey Cherner, '62 Cabriolet

3rd – Jim Hobbins, '63 356B Coupe

Early 911s, 912s, 914s 1965-83 (Concours)

1st – Daniel Blair, '66 911

2nd – Kelly Manley, '73 914

3rd – Andy Jaunzemis, '71 911S Coupe

Mid-911s 1984 - 98 (Concours)

1st – Steve Mackeller, '97 911S

2nd – Erik Sulcs, '96 911C2

3rd – Brandon Jones, '90 911 Carrera 2 Cab

Late 911s 1999 – 2012 (Concours)

1st – Richard Waddell, '08 911 Carrera S

2nd – Don Zelm, '12 911 GTS

3rd – Charles Stringfellow, '03 911 Turbo

Boxster/Cayman (Concours)

1st – Ron Gordon, '07 Cayman S

2nd – James Skelly, '08 Cayman

3rd – Scott Stevens, '08 Boxster S

924, 928, 944, 968 (Concours)

1st – Joe Howell, '84 944

2nd – Brian Schmergel, '93 928 GTS

3rd – Mike Copperthite, '88 924S

356s (People's Choice)

1st – Bill Tate, '58 356 Speedster

2nd – "Littlejohn" Schebish, '58 356 Speedster

3rd – Tim Berardelli, '59 356 Convertible D

Coupes All Years (People's Choice)

1st – Russell Kessler, '72 911

2nd – Walt Ziffer, '08 911 GT2

3rd – Don Flynn, '02 911 996 Coupe

Open Cars All Years (People's Choice)

1st – Gary Brindle, '10 Boxster

2nd – Roger Downey, '02 911

3rd – Megan Murphy, '76 914





PCA Potomac and Me

By Mi Jee Song
for der Vorgänger

"What I really like about Porsche is it's not just about the cars, it's the lifestyle - the sense of community..."

I fought back the eye roll, and asked, "What does that mean?"

Peterson Martins, the Sales Advisor at Porsche of Tysons Corner, responded with, "Porsche has fun events throughout the year. You drive to different destinations and meet other Porsche owners. We did a ride to a Twilight Polo Match earlier this year. It was a lot of fun! We're going to have a Poker Run in a few weeks. You should go to that."

"Is that me?" I thought to myself.

The base Boxster I was hoping to buy had come off the trailer earlier that day. While the dealership prepped it for the test drive, Peterson suggested that I test the manual and PDK Sport model Boxster. Afterwards, I told him, "...nope, I'm not gonna need to upgrade to one of these later. Yeah, the Sport model sounds great and it was fun to drive, but what am I gonna do with all that? I'm ok with the base model."

By around 6pm, the base Boxster was ready for me to test drive. Halfway through, Peterson says, "...hey, you're driving this one differently. What's going on?"

"I'm the first person to test drive it and it could be mine by the end of the day..." Then sure enough, a few minutes later, I baby-ed the clutch too much, and we stalled out making an uphill left turn. By 9pm, the Boxster was mine.

A week later, I was back at the dealership to pick up a mount for the front license plate when a 911 owner leaving the dealership asked, "Are you a PCA Member, yet?"

"No, what's that?" I asked.

"Porsche Club of America - it's for Porsche car owners. They organize events, and you get a discount on parts that you purchase - that alone pays for the membership...you should do it," and he drove off.

A month later, my husband and I were back at Porsche of Tysons to participate in the Poker Run, a joint event with PCA Potomac which was open to non-PCA members. After taking a "spirited" ride through Virginia, making various stops to pick up a card for our poker hand, I began to understand what was so appealing about a Porsche event: the drive on winding country roads with 40 other Porsches and the ease of conversation with other Porsche enthusiasts. Our final stop was at a polo match in The Plains, Virginia, where familiar faces from

Porsche of Tyson's welcomed us to their pavilion for food that the Sales Manager, Brian Kim, and others from the dealership were grilling, and cold drinks from their bottomless coolers.

"So how was it?" Brian asked with his usual broad smile.

"It was a FUN," I smiled back, and I signed up for my PCA Potomac membership later that month.

After a winter of baby-ing the car in the snow and ice and many days on the couch reading Panamera, Christophorus, and der Vorganger, I decided to attend PCA Potomac's New Member's Breakfast. It's was held at TPC Racing, a garage dedicated to Porsche's, where shelves held racing trophies and engine bays held past Porsche's that garage owner and professional driver, Mike Levitas, and other team members of TPC Racing used to win the trophies.

The PCA Potomac Committee Chairs talked about their various committees and Mike talked about the races he won, the models he chose to drive, and just a hint of the tweaking he and his engineering team performs on the cars to get them race-ready.

Before leaving the breakfast, I see PCA Potomac's President, John Eberhardt, and can't stop myself from asking, "What is Autocross, again?" "How fast do you go?" "How many cars are on the track at the same time?" "What's the difference between Autocross and DE?" John happily answered - his excitement for Autocross and DE was very obvious. "...This Autocross thing - that's not me, is it?" I asked myself. "I didn't get my car so I could race it. But gee, it is fun to drive. Maybe the Autocross School is a good way to see what all this excitement is about..."

A week later, it's an unseasonably cold March morning, and I was in the Bowie Baysox Stadium parking lot before the sun is up. (This part is NOT me.) John, the PCA Potomac President I met last week was one of the people inspecting the cars. I pulled up and he gave me a welcoming, "hi again - glad you came out... Ok, now drop the clutch."

I looked up at him with doe eyes and said, "I don't know what that means..."

"Clutch and gas down at the same time..." he says.

"What about the parking brake - On? Off? Oh just do as he says," I told myself. Left foot off brake onto clutch, clutch down, gas down... and the car starts rolling backwards. In my periphery, I saw John firm his grip on the door and casually

hold the car in place. Note to self: next time, parking brake on...

After all the cars are inspected, we gathered around the trailer and John kicked off the day with a speech about “hoons” getting the rubber glove treatment, and John Bendekovic tells us about the different types of cones, hints on how to correct your car in different situations, what to expect when you’re working the course, and his top 10, (which I immediately forgot because it was cold and I couldn’t feel my toes anymore).

The course consisted of 3 sections, a skid track in the shape of a large number “8”, two slalom runs with lots of little number “8s”, and a “loop” with an outside ring for the first lap and an inside ring for the second lap. Drivers were divided into three groups, each group was assigned a section of the course, and the drivers were sent to get their cars and line up.

I queued up and waited for an instructor to wriggle their way into my car – instructors were dressed more like ski bums than race car drivers, so it was an effort to get in and out of the low cars with all of those layers. After each 30-second practice run, I pulled up to the back of the line and the instructor wriggled out of my car and ran down towards the front of the queue and into the next car awaiting an instructor. It was like speed dating. Kinda.

After each group had an opportunity to practice on each section of the course, the students had lunch, and the Autocross Team and volunteers connected the 3 sections of the course. Before running the two heats, the instructors walked the course with us to teach us how to read the course and provide driving hints: “This is an example of off camber...” “Don’t look at the gate you’re going through – look at the next or second next gate...” “Look for the line...” “Think about slalom skiers and how they actually hit gates to take a straighter line, professional drivers actually want to hit a few cones...”

Hit a few cones?!?!? On purpose?!?!?

I was in the second heat, which meant I worked the first heat. At the Finish Station, Karen Vamberi, another student, worked the red flag and the finish cone, I worked the “writing-of-the-times-on-little-yellow-stickies” and the radio, and Bill Calcagno, one of the instructors, was herding cats: “Don’t hold the flag that way.” “Don’t stand over there – stand over here.” “Lift up the finish cone.” “Don’t already write the points on the yellow sticky.” “Put the finish cone back.”

Bill also took my radio away; yeah, I guess I was really just “wearing it” instead of “using it” – especially since John Bendekovic and crew in the trailer was only 50 yards away and I could hear him without the radio. But ok, ok, follow the rules, safety first, and don’t risk getting the rubber glove treatment.

It took us a while to sort out the kinks at the Finish Line Station: listen for which driver accrued points, watch for cars coming in hot to the Finish Box (and use Bill as a human shield), yell back to the trailer (since I didn’t have the radio anymore) that the time is not showing up on the board, listen for the lap time called out over the microphone, write the time and points on the sticky, hand the sticky to the dazed driver, say something encouraging to the driver, lift up the finish cone, remind the dazed driver they need to briskly move out of the box, don’t trip over any cones when stepping out of the box,

and put the cone back. Once we found our rhythm, we relaxed and watched for cars to crest the hill and run the last section of the course. Bill eventually got a new responsibility: call out the year, model number, engine size, and any other pertinent information he knew about the car that came into view. He still found time to throw in a few, “Don’t write down the points so early...”

Switch!

We left our work stations and queued our cars onto the grid to begin the Second Heat.

Thoughts from my first run:

“Gate? What gate? THAT gate!?!?!?”

“This is not smooth. This is not fast.”

“Was the instructor laughing at me or with me, at the end of the run?”

Thoughts from my second run:

“Gate? Where? Where? Where’s the gate!?!?!?”

“Why... am... I... sway...ing... so... much...”

“Off camber”, ‘oversteer’, ‘understeer’... can’t remember where the gates are, can’t remember any of the new vocabulary...”

Although I hit every gate, I wasn’t quite satisfied with my time. Surely I can do better. “Ok, this is your last run - pull it together,” I told myself as I listened to the low hum of 911’s surrounding me in the grid. “Hmmm, this little Sport button I rarely use... should I have been using that?” Before I can answer myself, Bill, the instructor who took my radio from me, got into my car.

“So, do you want help during the run or should I not say anything? Do you want me to use hand signals to point out the gates?” he asked.

“Well, the hand thing doesn’t really work well for me. And yes, I would like for you to help me during the run. You can talk as much as you like. In fact, you can talk the entire time – it won’t bother me,” I told him.

I had no idea what I just asked for. Once over the Starting Line, I began getting a rapid earful of, “Go! Go, go, go! Go! Brake! Brake! Go, go! Brake, brake, brake! Go, go!” Who knew a person could speak this fast?

“Brake! Brake! Brake harder! Now go! Go! Go faster! Go faster!” At that point, the car was still in second gear, the pedal was on the floor, and I thought, “Yeah, ‘shoulda pushed the Sport button.”

Probably forty more adrenaline-filled seconds of “go, go, go’s” and “brake, brake, brake’s”, and I was done. With my heart racing, I pulled into the Finish Box and Bill asked, “How was that?”

I looked at my yellow sticky, and said, “Woo-hoo!!! A 74.2! That’s better than my other two scores. Thanks, Bill - I guess all I needed was someone yelling at me the entire time!”

Driving on the Autocross track was a rush. (I don’t think I stopped smiling the entire ride home.) It was made possible by the Autocross Team and volunteers so drivers can “Go faster” and “Brake harder” in a safe, fun environment. And at the end of the day, it wasn’t the cars, it was the people that made the day memorable.

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PVGP '14



Pittsburgh Vintage Grand Prix

By Ed Rice, ARPCA, PVGP Committee Chair, pvgp@arpc.com

Plan to attend the Allegheny Region Porsche Club's premier event - the Pittsburgh Vintage Grand Prix (PVGP). This annual charity event gathers thousands of cars each July in the heart of Pittsburgh, and includes car shows, club gatherings of all marques, and racing. It is the nation's largest vintage race, and the only one run on public streets. The main event is the Saturday July 19th car show on the golf course at Schenley Park in the heart of the city. There are vintage qualifiers that day. The car show continues on Sunday, with the actual races taking place through the day. New this year for our Club will be the Top 10 People's Choice Concours for all registered Porsches in attendance. We will also again host our "out of town" Club friends at the Double Wide Grill (just North of the city), on Friday evening July 18, beginning at 5 pm.

The PVGP is itself a worthy event - proceeds go to the Autism Society of Pittsburgh and the Allegheny Valley School, a place providing residence, treatment and services to developmentally disabled individuals.

For more details, visit our website at <http://arpc.com/2014/03/pvgp-2014/>; Register at motorsportreg.com. Be sure to register through our Club's ARPCA site.

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April 2014 new Potomac members

April new members

Andrew Blahuta - 1986 944
Turbo - from Sterling

Steve & Tracy Boutelle - 2013
911 4S Cabriolet - from Ar-
lington

LC Corchon - 2013 991 S
Cabriolet - from Chantilly

Larry & Stephanie Diaz - 1999
996 - from Fairfax

Doc Doctor - 2008 911 - from
Lorton

Mike Freeman - 2006 Cayman
S - from Alexandria

Lee & JT Godown - 2007 GT3
- from Fairfax

Jeff & Kimberly Hall - 2010
997 - from Lake Ridge

Joseph Hammerstrom (family

member of Francesca Ham-
merstrom) - 2006 Carrera -
from Arlington

Katharine Harvard (family
member of Scott Harvard) -
1969 911 - from Winches-
ter

Sue & Charles Henningsgaard
- 2013 Boxster S Roadster -
from Damascus

Vic & Sonja Jewell - 1993 968
- from Leesburg

Inna Kataeva - 2004 Cayenne S
- from Fairfax

Paul Klein - 2014 Boxster -
from Springfield

Darryl Lesesne - 2000 Boxster
Roadster - from Laurel

Danny & Diana Mancini -
2011 Cayman - from
Alexandria

Frank & Juan Narvaez - 2014
Panamera 4 - from Arling-
ton

Bert & Michael Page - 2014
928 - from Catharpin

Ron Petrie - 2011 Boxster -
from Oakton

Steven Purvis - 2014 911 -
from Woodbridge

Jay Reyes - 1998 Boxster Road-
ster - from Gaithersburg

Jake Schofield - 1989 944 S2 -
from Reston

Larry Wright - 2014 981 -
from Seabrook

Kevin & Melanie Zaletsky -
2014 Cayenne - from
Rockville

Bob & Nancy Zuskin - 2014
Cayenne - from Reston

April transfers

Steve & Bryant Grumbach -
2002 911 Carrera Targa -
from Leesburg; Transfer
from Peachstate

Katya & Alex Kariman - 1973
911 Targa - from Oakton;
Transfer from Shenandoah

Michael & Teresa Keaveny -
2014 Cayman S - from
Alexandria; Transfer from
First Settlers

Al Nelson - 1972 911T - from
Annandale; Transfer from
Chicago

Tammy & Tim Rabideau -
2002 Boxster S Roadster -
from Fairfax; Transfer from
Longhorn

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April 2014 Potomac anniversaries

April anniversaries

Joel Velasquez

45 Years

Richard Knoblauch

30 Years

Harold Gray

George Klouda

20 Years

William Haney

Christopher Young

15 Years

Christopher Fennell

Rand Folkman

Jay Kurelich

Scott Linton

Sinclair Stewart

Eric Wills

10 Years

Humberto Calvani

Adrian Eichhorn

Randy Gross

Joe Kammerer

Andrew Polott

Brian Tringali

5 Years

Tyson Becker

Patrick Greaney

James Hood

Jack Kemper

Steven Leonard

Jerry Murphy

Jim Pauli

*Photo by
Ken Marks.*



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New Potomac Website Goes Live

By Ken Harwood

PCA Potomac
Webmaster

PCA Potomac is proud to announce the successful launch of its new website on April 1st, 2014. The old website was initially built in 2008 by Potomac PCA members Tony Kelly and Michael Johnson. It finished 4th and 3rd place in the National website competition in 2011 and 2012 respectively for Class V regions. Although it has served its purpose admirably, it was past time for major update in technology and a modern face lift.

The website is like many used by small business and organization websites in that it's constructed using mostly free and open source software to keep costs and maintenance down. The Potomac website uses the Joomla open source content management system which is a popular CMS used by Harvard University, Alfa Romeo, AV Capital, and many other PCA club websites.

Beginning in December 2013 current webmaster Ken Harwood formed an ad-hoc sub-committee of volunteer members to gather requirements and help drive the re-design effort. Basically the new committee met at the 1st & 3rd brunch

meetings and drafted anyone else who would listen to the discussion. A number individuals contributed both critiques and new ideas. The resulting new design was reviewed and approved by the Executive Committee in March in time for the April 1st re-launch.

The PCA Potomac website has always performed two chief functions: 1) Disseminate information about activities and schedules to current members, and 2) Recruit new members. The goal was to continue to support these key functions while at the same time improving the overall user experience and offering additional features.

The new website has a number of new features including:

- Newly imaged website logo based on the Potomac logo.
- New Cherry Blossom and George Washington monument theme to clearly indicate the Region's unique location and identity.
- Google Calendaring system of Program/Activity specific calendars you can add to your own Google calendar.
- Responsive web design which works on a va-

The new web page features a new DC theme as well as easier ways to access important information.



riety of devices and screen sizes.

- Reorganized web content it easier to find information & events.

The website also features a number of member requested features such as a image slide show, easier to read black text on white, easier to navigate menus, quick click activity Porsche emblem badges, links to social media, and a Facebook page for PCA Potomac was created by John Walters. The very popular award winning *der Vorgänger* magazine section has drawn the most traffic since the relaunch. It features all current and previous issues going back to 2008 in a new easy to browse gallery of magazine covers. The Tech form for Drivers' Education events is prominently displayed on the home page and has proved the single most sought after download. Also returning is the photo gallery with a new twist. A page featuring links to member's third party hosted photo galleries was also added beginning with our resident prodigious amateur photographer and former Autocross chair Tony Pagonis. Tony's incredible photos are used extensively throughout the site. Thank you Tony!

We would like to thank the following members and associates for their contributions to the new website:

Steve Gifford, Linda Gifford, Carol Dezwarte, John Walters,

Claude Imbr, John Vrankovich, Michael Kaunitz, Richard Mostow, Tuffy von Briesen, Michael Handelman, Ron Flax, Iris Rodriguez, Jon Eberhart and all the chairs who have contributed content. Please forgive me if I've missed anyone here but thank you to all the volunteers!

Credit for the new website logo and activity badges goes to Ron and Iris who are also joining the web team. And a very special thank you to Iris who worked on this project near full time in between her own projects to create the new "web content" pages from the older articles.

We are requesting your help to make this website better! If you would like to volunteer some photos for the slide show, member's gallery, or original content, please email webmaster@pcapotomac.org or see our new Content Submission guide under Contact Us.

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.

Advertisers' index

Alloy Wheel Repair	13
Allsports Grand Prix	8
Autobahn	26
AutoSportsystems Group	13
At Speed Motorsports	7
CPR	5
GHA	26
Gainesville Garage	5
Glass Jacobson	6
John Hallen Realty	18
Hoosier Tires Direct.com	9
Intersport	3
Odds and Ends Detailing	25
OG Racing	24
PCNA	2
Porsche of Silver Spring	25
Porsche of Tysons Corner	5
Radial Tire Company	14
RPM	8
Shah & Shah	5
Stuttgart Performance	25
TPC	27
Truban Motor Co	32

Readers and Their Cars

Right: A striking white 356. Photo by Ken Marks.

Far Right: The amazing shapes of Walt Ziffer's GT2 rear wing. Photo by Ken Marks.

Below: Never too young to fly the colors. I think she likes 911s. Photo by Michael Sherman.





Above: Michael Dian-drea shows off his 2013 911 Carrera 4S at the May 4th Deutsche Marque.



Left: Stephen Schrobo talks about his green 2013 911 Carrera S.

Photos by Michael Sherman.



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