

der Vorgänger





Be all, meet end all.

There's no more realization of what can be achieved than when the Porsche 911 Turbo is unleashed. It is the moment when six cylinders and 520 horses stir the souls of our drivers. When a 195 mph top track speed silences the harshest critics. And when an acceleration time of 0-60 in a mere 3.2 seconds amazes even us. It is the benchmark of what we know to be possible. At least, for now, Porsche. There is no substitute.

The new 2014 Porsche 911 Turbo

Porsche of Arlington
Arlington, VA
(703) 684-6660
www.arlington.porschedealer.com

Porsche of Tysons Corner
Vienna, VA
(703) 564-6200
www.tysons.porschedealer.com

Porsche of Rockville
Rockville, MD
(301) 881-0900
www.rockville.porschedealer.com

Porsche of Silver Spring
Silver Spring, MD
(866) 963-5812
www.silverpring.porschedealer.com

Porsche recommends **Mobil 1**



PORSCHE

Intersport

*Serving PCA Potomac
members since 1990*

*Charlie Murphy & Omar Hilmi
1524 Spring Hill Road, McLean VA*

*Renowned Porsche service
Pristine pre-owned vehicles*

- From Motorsports and Performance Tuning to Scheduled Service
- Elite Technicians: Peter Aylestock, Roger Kiper, Craig Williams, Artist Kitburee
- Fully equipped and experienced with Porsche from vintage to current models



www.intersportsales.com
www.intersportservice.net
omarkhilmi@gmail.com
tel:703.242.8680 fax:703.242.0358

Porsche **BMW**
Mercedes **Audi**

Table of contents

- 6 The editors' column
- 7 The president's column
- 8 Club officers and program chairs
- 9 Potomac's 2014 calendar
- 10 Reflections on two years of autocrossing
- 12 The Tallahassee Auto Museum
- 15 An epic road trip out west
- 19 A unique perspective of Jefferson Circuit
- 20 Get into track driving with the HPDC
- 24 Ever wonder how *dv* is printed?
- 26 Driving on black ice
- 30 Two pages of Readers and their cars

Cover photo: Glenn Cowan's 2013 Boxster S.



der Vorgänger

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

March 2014
Volume 60, No. 2

der Vorgänger is the official magazine of the Founders' Region, Potomac, Porsche Club of America, Inc. <http://www.pcapotomac.org>. Contributions for **der Vorgänger** should be sent to the editor at least six weeks preceding the month of publication, preferably via e-mail to dveditor@pcapotomac.org.

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.

der Vorgänger (ISSN 0199-0667) is published monthly except in January by the Founders' Region, Potomac, Porsche Club of America at 16726 Lucy Lane, McLean, Va. 22101. Subscription is limited to members of the Founders' Region, Potomac, Porsche Club of America. Annual PCA dues are \$42 (includes \$18 for **der Vorgänger** subscription). Periodicals postage pending at McLean, Va. and at additional mailing offices. POSTMASTER: Send address changes to **der Vorgänger**, 6726 Lucy Lane, McLean, Va. 22101. Statements appearing in **der Vorgänger** are those of the contributing authors and do not constitute the opinions or policy of the Founders' Region, Potomac, Porsche Club of America, its board of directors or the editors of the magazine. The Founders' Region, Potomac, Porsche Club of America neither endorses any advertisement nor warrants any product or services they may provide. Potomac Region reserves the right to cancel advertisements at any time, for any reason, in its sole discretion. For information regarding commercial advertising and rates, contact the publisher listed above.

Letters to the editor are welcome but should be brief and may be edited for length. Please include a contact phone number for verification.

To subscribe: You must join the Porsche Club of America. Details at www.pca.org

©2013 Porsche Cars North America, Inc. Porsche recommends seat belt usage and observance of all traffic laws at all times. Porsche recommends that when driving to use caution, safety, or display conditions.



Acceleration limits are given, while driving to the nearest one.

Come in today for a complimentary state inspection and to inquire about our great lease offers.

We can get you out of your lease up to a year early with no penalty!

Call or email us to find out how.

703-564-6300

webleads@porscheoftysonscenter.dsmessage.com

Experience the control of all-wheel drive.
The new Porsche 911 Carrera 4S.

Porsche of Tysons Center
9001 Westwood Center Drive
Tysons, VA 22102
(703) 440-6300
www.tysons.porscheusa.com

Porsche recommends **Mobil 1**



PORSCHE

Shah & Shah
APPRAISERS, INC.



fine jewelry since 1929

MIKE SHAH IS A PROUD MEMEBER OF THE PCA

BEST KEPT SECRET
IN WASHINGTON DC

1001 CONNECTICUT AVENUE NW
SUITE 607
WASHINGTON, DC 20036
202-223-6001
WWW.SHAH-SHAH.COM

BEHE
PERFORMANCE

Tuning Motorsports Service

- Performance Upgrades
- Parts and Accessories
- DE & Club Race Experts
- Service, Repairs, Alignments
- In house dyno and performance tuning
- Specializing in Porsche, Ferrari, BMW, and Corvette
- Custom DME calibrations for any OBD I cars - now legal in PCA Club Race Series!
- Just off of 495 exit 25

10850 Hanna St. Suite L Beltsville, MD 20705
301-595-3280(p) 301-595-3282(f) info@beheperformance.com

www.beheperformance.com

facebook.com/beheperformance

Preparing for Spring

March portends summer tires, open topped Cabriolets, pre-season detailing, floor mat change overs and stowing the car cover.

For Potomac PCA, March is Autocross School at Baysox Stadium on the 16th and High Performance Driving Clinic at Summit Point's new Jefferson Circuit on the 22nd. Last month our Autocross Chair, Gary Baker wrote about cone banger school. This month, Leah Price, an HPDC student from last year, writes about her experience at Summit Point including learning to bleed brakes! We hope you take advantage of these wonderful opportunities to safely learn about the amazing vehicles we all own. If your Porsche is a daily driver, this is the perfect way to push the limits a little more than is usually allowed in rush hour traffic.

Additionally this month we have a trip to a car museum, a transcontinental road trip, aerial photographs of a local race track, tips for dealing with black ice, the process of printing **dv** for everyone, and the Annual Awards Dinner.

Our contributors are volunteers and we rely on their willingness to share their stories, insights and knowledge. If you have an idea or interesting photographs, please let us know. We also welcome suggestions, criticisms and even comments on features you particularly enjoyed. We would particularly like to hear from Cayenne and Panam-



Carrie Albee



Glenn Cowan



Michael Sherman

era owners so we can all learn as Porsche expands their market into new territories. We recently saw the introduction of the Macan which may open the marque up to an even larger audience.

We are thinking about introducing a formal "Letters to the Editor" feature in coming months. For starters, why don't you write us and let us know what you think about the idea! We can be reached at dveditor@pcapotomac.org. Feel free to share letters about your own experiences with your car, PCA Potomac activities, or anything else on your mind that you would like the editors and your fellow members to read. Perhaps you have had an idea for a thought to share in **dv** but felt overwhelmed by the idea of writing a whole story about it - well this is your chance! Just write a paragraph and you'll be on your way to being a published author.

We look forward to seeing you at various Potomac events. Please peruse the calendar on page 9 to see what's coming up this month and pick one event to try for the first time.

The snow will soon melt and the sunroofs and tops will open. We're looking forward to swapping our Winter tires back to the Summer set.

Tax planning and returns?

Protection of wealth?

Financial planning?



Accounting and audit?

Litigation support?

Investment planning?

YOU BET YOUR GLASS WE DO

Glass Jacobson is a one-stop-shop for complete personal and business financial services, led by Managing Director and Porsche enthusiast **Michael Cohen, CPA**.

www.glassjacobson.com

michael.cohen@glassjacobson.com

410-356-1000

10711 Red Run Blvd Suite 101 Owings Mills, MD 21117



1901 Research Blvd Suite 300 Rockville, MD 20850

Predictions for 2014

I just had the pleasure of attending the 2013 Potomac Awards Dinner. Congratulations to all of our Autocross winners, and to Carol DeZwarte, John Walters, Ross McNair, Gary Baker, and Ron Davis. If you want to learn more about why, see our article on club awards in this issue.

The dinner was a great chance for me to reconnect with all of my Potomac friends, and get excited about the start of the season, which will be kicked off by the Open Board Meeting on March 1, New Members Breakfast March 8, Autocross School on March 16, High Performance Driving Clinic on March 22, First DE on April 5-6, First Rally on April 26, and Spring Drive and Gourmet Brunch on May 18.

So, with the new season upon us, I thought that I would channel the Great Karnak and make some predictions for 2014.

- Americans will argue about politics and religion. I know I am sticking my neck out on this one, but I really think it will happen. And we'll get heated and ticked off, and then go for beers afterwards, and tomorrow will be just like yesterday. And that'll be just fine.
- Husbands and wives will argue on rallies. Because Craig and Linda Davidson will make tricky routes and questions that will challenge you. But you'll have fun doing it.
- Speeches at club events will be (almost) too long. But I know our new safety chair, Irfan Alvi, will put a stopwatch on me at club events to keep me honest, since Club Presidents talking too long has been shown to have negative health effects.
- 944s will be slow and GT3s will be fast. It's not unheard of for a 944 to pass a GT3, but it is some kind of alternate reality. Unless



John Eberhardt

the 944 in question is driven by Joe Nathan "The Intimidator" Van Hise, in which case all bets are off.

- I'll screw something up on my car. And when I do, Tony Pagonis, Bill Calcagno, and John Conn will be there to help me unscrew it. And Leah Price will capture it all on film. And John Vrankovich will set it to music.
 - There will be a long discussion in the instructors meeting about passing etiquette. It will get heated. And Bob Mulligan and Dan Dazzo (who will be out doing DEs this year!) will remind everyone that it's supposed to be about fun. And Dr. K will make a smart-ass remark.
 - My car will be the dirtiest one in the Concours, again. Because, hey, no one else might show up and I just might win. Maybe. And Ron and Diana Davis will, as always, be good sports about it.
 - Drive and Dine will have great food. Our resident epicureans, Claude Imbt and Andrew Fort, will arrange for good outings and we will eat and drink like Porsche owners. Because, after all, who wants to eat and drink like a Yugo owner?
 - We'll make new friends. Like getting to know Chip Taylor better this year, we'll all have chances to get to know really super people. And we'll be grateful for it.
 - A good time will be had by all. And Brian and Mia Walsh's girls, Kate and Sarah, will probably learn some new words. And what's wrong with a broad vocabulary, anyway?
- So rotate the tires, wash the P-Car, put some gas in the tank, and I'll see you out there! You'll recognize me – I'll be the one talking too much.



Why pay dealer prices when you can save money AND receive more personalized services for your BMW, Porsche, Audi, or Mercedes-Benz?

Our experienced technicians provide all of your service needs including:

- Routine Maintenance
- Mechanical Repairs
- Pre-Purchase Inspections
- Professional Detailing
- 3M Paint Protection Packages
- Factory Warrantied Performance Modifications

Maryland's #1  Retailer and Installer

7410 Coca Cola Drive, Suite 110 Hanover, MD 21076 (410) 712-4290

Founders' Region officers

President: John Eberhardt

president@pcapotomac.org

Vice president: Howard Hill

vicepresident@pcapotomac.org

Secretary: Michael Handelman

secretary@pcapotomac.org

Treasurer: David Dean

treasurer@pcapotomac.org

Past president: Tuffy von Briesen

pastpresident@pcapotomac.org



John Eberhardt



Howard Hill



Michael Handelman



David Dean



Tuffy von Briesen

Drivers' Education

Drivers' Ed: Alan Herod dechair@pcapotomac.org

Registrar: Sally Herod deregistrar@pcapotomac.org

Cashier: Roger McLeod

decashier@pcapotomac.org

Track coordinator: Brian Walsh

trackrentals@pcapotomac.org

Chief instructors: Bob Mulligan (703)

709-8400, Dan Dazzo 410-608-3440

chiefinstructor@pcapotomac.org

Tech chairs: David Riley, Dave Diquollo

tech@pcapotomac.org

Programs

Autocross: Gary Baker

autocross@pcapotomac.org

Drive 'n 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

membership@pcapotomac.org

301-907-8031

Public relations: Scott Mayster

publicrelations@pcapotomac.org

202.258.0902

Rally: Craig and Linda Davidson

rally@pcapotomac.org

301-706-5776 (Craig) and 301-233-

1530 (Linda)

Safety: John Sullivan

safety@pcapotomac.org

703-608-9671

Social, meetings: Annabelle Alvi,

Michaela Shoop

social@pcapotomac.org

Sponsor: Jody Lagioia

sponsor@pcapotomac.org

Volunteer coordinator: Linda Gifford

volunteers@pcapotomac.org

Zone 2 Rep: Tom Zaffarano

zone2rep@pcapotomac.org

484-678-7746

Webmaster: Michael Handelman and Ken Harwood

webmaster@pcapotomac.org

301-652-0575

Model Experts

Cayenne: OPEN

cayenne@pcapotomac.org

Cayman: Chad Todd

chad_todd@msn.com

356 & 912: Tim Berardelli

356@pcapotomac.org

911 (older): George Whitmore

911@pcapotomac.org

930: Roger Bratter

930@pcapotomac.org

964: C2 & C4: Roger Bratter

930@pcapotomac.org

986 (Boxster): John Eberhardt

boxster@pcapotomac.org

914 & 914/6: Ray Plewacki

914@pcapotomac.org

944 & 968: Charlie Murphy

intsptperf@aol.com

924: John Brown

924@pcapotomac.org

928: Kevin Lacy

928@pcapotomac.org

993: ('95-'98) Jose Herceg

joseherceg@yahoo.com

703-691-1771

der Vorgänger

Publisher: Tony Kelly

dvpublisher@pcapotomac.org

Editors: Carrie Albee, Glenn Cowan,

Michael Sherman

dveditor@pcapotomac.org

Advertising: Tony Kelly

advertising@pcapotomac.org



Team Building & Client Entertainment

Reward your employees or treat your clients to a unique event at Allsports Grand Prix!

Call us for details!

Tel: 571.434.9566

45915 Maries Rd. Dulles, VA 20166

www.allsportsgp.com



RPM

PORSCHE Audi Volkswagen SPECIALISTS

New and vintage car maintenance / repair

Engine / trans rebuilds and upgrades

Suspension and safety systems

Precision 4 wheel alignments

Full track preparation

30+ years Porsche experience
20+ years racing experience

STAN FOX

8210 B. Cinder Bed Rd.
Lorton, VA 22079
5 minutes from Springfield Metro
www.rpm-performance.com

t: 703.550.8240
f: 703.550.0069
rpm@vacoxmail.com

Potomac's 2014 calendar

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

tomac Calendar and pcapotomac.org > *Programs* for further information and the most up-to-date information.

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, 11 am at the City Grille, 10701 Balls Ford Road, Manassas, VA, 20109.

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

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

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

March

1 Open Board Meeting 11am - 12pm.

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

8 New Members Party! 10am - 12:30pm. Location TBA.

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

14 Zone 2 DE at VIR, 8am.

15 Zone 2 DE at VIR, 8am.

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

16 **Autocross School** at Baysox Stadium, 8am - 2pm.

16 Zone 2 DE at VIR, 8am.

22 **High Performance Driving Clinic** at Summit Point, Jefferson Circuit, 7am - 7pm.

29 Tech inspection, 9am - 2pm.

April

4 Instructor Day/Instructor Candidate School (7:00 am - 7:00 pm) Summit Point.

5 First DE of the season. 7am. Summit Point.

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

6 First DE of the season. 7am. Summit Point.

12 Drive & Dine (10:00 am - 4:00 pm). Drive to the Bavarian Chef.

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

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

Program Chairs

Autocross: Gary Baker, autocross@pcapotomac.org

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

Concours: Ron Davis, concours@pcapotomac.org

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

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

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

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

Cars 'n coffee gatherings

Fair Lakes, VA

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

Hunt Valley, MD

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

Burtonsville, MD

Sundays, 7:30–10 a.m., "Church of the Holy Donut," Dunkin' Donuts, corner of Routes 29 & 198, Burtonsville, MD.

Great Falls, VA

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

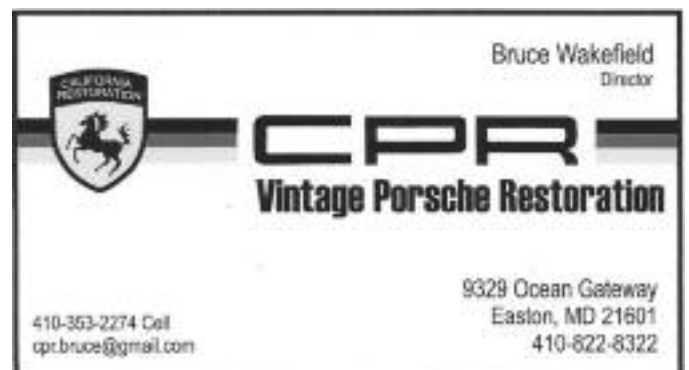
Don't look for many cars if the weather is inclement.

Bethesda, MD

Saturdays, 8–10 a.m., Corner Bakery Cafe, 10327 Westlake Dr., Bethesda, MD, Westfield Montgomery Shopping Mall.



Hoosier Tires Direct .com
Your Best Source for the #1 Track Tire™
515-203-3503 sales@hoosiertiresdirect.com
ask about FREE SHIPPING



Bruce Wakefield
Director
CPR
Vintage Porsche Restoration
9329 Ocean Gateway
Easton, MD 21601
410-822-8322
410-353-2274 Cell
cpr.bruce@gmail.com

Reflections on two years of autocrossing, or, How I stopped worrying and learned to love the cones

by David McGrew
for der Vorgänger


When you get in your Porsche, do you want to floor the accelerator, charge up to a sharp turn, jab the brakes, and squeal through the corner at the edge of traction? Are you willing to get up early on weekends? If you answered "yes" to both questions, then autocross is for you! For encouragement, let me share my own experience getting started in autocross.

I did not decide to autocross my 2006 Cayman S. Instead, I

first decided to try autocrossing, and then I set out to get a suitable car. Some research brought home the potentialities of the Cayman to me. I found a nicely preserved Certified Pre Owned black-on-black one, and I joined PCA and signed up for PCA Potomac's 2012 autocross school while sitting at the dealership waiting for the paperwork on my car, using my smartphone.

I enjoyed autocross school a lot; the instruction was good, and I met some great people. I am constantly impressed, but no longer surprised, at how well run PCA events are. I had not driven a manual transmission for fourteen years, and yes, I actually stalled at the starting line once during the school event. But

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



ASG
Auto Sportsystems Group
SERVICE - REPAIR - HIGH PERFORMANCE
2810-F Dorr Avenue Fairfax, VA 22031
Tel: 703.876.2811 Fax: 703.876.9802
www.autosportsystems.net

ProMotion Design - 303.447.1781

**The World's Largest Mobile Wheel
Repair & Replacement Company**



**Alloy
Wheel
Repair
specialists**

703-815-9757

**We Make Your Scratched, Gouged,
Bent, Wheels Look Like New!**

northernva@awrswheelrepair.com
www.awrswheelrepair.com/northernva

AWRSWHEELREPAIR.COM

when the Cayman was properly engaged in gear, I loved how it felt charging through the course. Autocross is like Disneyland, I told my friends: you wait in a queue for fifteen minutes, then you get one minute of rollercoaster thrills.

There is a very positive atmosphere at a PCA autocross event. It is true that each event is a competition, but PCA members approach them as an opportunity to improve their personal skills. I have seen some great examples of good sportsmanship, even between people competing for first place. Experienced participants help out the newcomers, and I received a lot of encouragement and good advice when I was starting out:

- *Don't look at the next turn; always look one turn beyond that, so that you can visualize a smooth driving line between those turns.*

- *Focus on improving the driver, not the car, when you are new to autocross. That piece of advice was the perhaps the single most important one that I heard.*

Many of the cars at a typical PCA autocross have upgraded tires, wheels, exhaust, or other components. Seeing and hearing the diversity of Porsches, many of which have been upgraded, is part of the fun; I especially relish the exhaust notes from the air-cooled era. But I resisted the temptation to upgrade my own car, and I am glad that I did; more on that later.

To be honest, I was not completely pleased with my performance during my first year. The best way to improve is to get more time in the driver's seat, so I attended some PCA Chesapeake autocross events as well as the Potomac region ones, and an SCCA autocross driver's school. I also drove the Cayman in some 2013 Driver's Education events at Mid-Ohio and Summit Point, which is a fantastic experience.

Additionally, I read the book "Autocross Secrets", and I watched the "Autocrossing with Dick Turner" videos on youtube. I sometimes re-watch the video on identifying the correct driving line the night before an event. For 2013, I volunteered on the autocross committee, to give back my share. It is a fun crew. I worked registration several times, which is a great way to get to know everybody's names.

Once you decide to autocross regularly, you probably want to prepare your car. An alignment that provides as much negative camber on the front wheels will give a noticeable improvement to handling, since it improves traction for the front wheel that is on the outside of the turn. This has the effect of reducing the understeer that is prevalent at low speeds. My Cayman originally had 0.2 degrees negative camber at the front, which I maxed out to negative 0.8. You can also set a slight amount of toe-out on the front wheels to improve turn-in (that is, the quickness with which the car will start turning after the steering wheel is turned). These changes will make a car more nimble, but the down-side is that they might make a car more twitchy, and increase tire wear. I didn't notice either problem on my car. As aggressively as I drive, I can not reasonably blame tire wear on the alignment!

The other major change for me was a fresh set of good tires; I went with Michelin Pilot Super Sports. What a revelation! The four-year old tires that I had been driving on must have gone hard, and the new tires made a noticeable change in the car. I

also found that having the right tire pressures is very important. For my car and tires, I need to run pressures that are lower than those recommended on the door sill. Using the recommended pressures, the back tires would have six more PSI than the front, and experience showed that the rear tires would break loose too early with that setup. Now, before an event, I set the tire pressures (with cold temperatures of 30 PSI front, 32 PSI rear on a hot day) and then make a white mark that extends from the edge of the sidewall upwards onto the tread for about one inch. After a run, the top of the white mark is worn away, showing how wide the tire's footprint was during the most aggressive corner. If the line is too long, I let out some air, so that the tire can flex more and have a wider contact patch. If the entire line is worn away, then more air should be added to prevent the tire from driving on the sidewall.

I have found two important elements to autocrossing. Car control is the ability to make the car do what you want, and to catch it when it starts to go somewhere that you don't want it to go. Identifying a good driving line - that is, the path between the cones - is essential to minimizing the time spent on the course. I have improved my car control, and now I need to work on finding that elusive driving line.

Before I autocrossed, I did actually worry about the wear on the car, but I no longer think about it. Relative to driving on the track, autocross is comparatively gentle.

People in the know talk about the importance of handling the car smoothly, with quick but not jerky inputs with the pedals and brakes. They are right, but I find that my personal driving style also involves a lot of "lets see how far down I can get the throttle, and how long it can stay there". It is fun, and sometimes it is fast too.

At a PCA Chesapeake event in August, there was a fast course where my "keep the throttle down" approach worked well. I was pleasantly surprised to win "fastest stock car" that day, making me especially glad that I had not modified the car! Kudos to PCA for all of the education and encouragement that I got in my two years of autocrossing.

Cars line up at the 2013 Autocross school Photo by Michael Sherman





A Stop At The Tallahassee Auto Museum

By Richard Curtis
for der Vorgänger

On a recent two-week trip through the U.S. Southeast, we found ourselves in Tallahassee, Fla. for a few nights. Among other attractions — the historic state capitol, a visit to the beautiful Governor's Mansion and a tour of the Florida State University campus — the Tallahassee Auto Museum, of course, beckoned.

The Tallahassee Auto Museum occupies prime acreage right at Exit 209A (Mahan Drive) of Interstate 10. If you drive on Mahan Drive south into Tallahassee, in a few miles it will put you right in the center of town.

Outside the museum's grand and expansive two-story structure is the requisite to any museum in the South: a pink Cadillac mobile disc jockey car-and-trailer plus a statue of Elvis. The museum is filled with founder and owner Devoe Moore's collection of, well, things that apparently interested him quite a bit. Moore spared no expense in building a place for his stuff. It is quite impressive.

Among the museum's many and diverse offerings, in addition to over 140 cars including a full collection of original Batmobiles, Duesenbergs, Thunderbirds, a Rolls Royce and a Cord, are:

- hundreds, if not thousands, of knives of all sizes, colors, and degrees of specialness, most of them W.R. Case & Sons Cutlery knives. Moore, who is still collecting knives, began his at the age of 9;
- thousands of model cars, trucks and other vehicles;
- adding machines, calculators and antique brass cash registers, some dating to 1864;
- an impressive collection of golf clubs and other sporting equipment including fishing lures;
- outboard boat engines dating back to 1908, most re-

stored. There also are historic wooden boats including a beautiful replica of Humphrey Bogart's African Queen;

- motorcycles;
- historic hand guns, rifles and knives;
- dolls;
- brass fans;
- antique spark plugs;
- pedal cars;
- Steinway pianos; and
- antique time pieces.

The oldest known surviving pre-production automobile, a 1894 Duryea, is just one highlight of the auto exhibits. The Duryea offered such revolutionary features as a differential rear end, a hand crank that disengaged and a three-speed transmission. The car, with tiller-steering, is still coated in its original paint. There is a nice collection of Model Ts and As.

For car buffs, the collection has a wealth of muscle cars, street rods, a 1969 Studebaker Avanti and a rare 1954 Kaiser Darrin (whose doors disappear into the fenders), one of only 435 built. One of my favorites on display was a fully restored 1955 Ford F-100 truck, one of 42 built to this specification and the ninth F-100 built. There are big-block Chevrolets and Pontiacs galore. Throughout the collection, there appears to be an emphasis on low production vehicles. The collection also features an uber-rare 1948 Tucker, one of only 51 manufactured.

Sadly, Moore wasn't much into air-cooled cars like our Porsches. Among the very few was one late 1960s Corvair, a VW Karmann Ghia and a VW bug.

The museum, a wonderful place to while away several hours, is located at 6800 Mahan Drive, Tallahassee, Fla. 32308; phone



Above: Among the museum's 130 cars and trucks are a significant number of Ford Model As and Ts, all restored to original condition.

(850) 942-0137. Open every day of the year except Thanksgiving and Christmas. The museum also offers banquet facilities and generous free parking. Admission charged.

• • •

Richard Curtis is past editor of der Vorgänger and a member of The Founders' Region for 10 years. He drives a 1993 911 C2.

Opposite: Nicknamed "Effie," his 1955 Ford F-100 pickup was one of only 42 built to this configuration. It is equipped with a 317 cu.in. Lincoln Power King V-8 and has been restored to original condition. It was the ninth F-100 built.

Right: An innovative car built in 1954 by Kaiser Motors, this Kaiser Darrin was notable by being the first car with a fiberglass body with doors that, instead of opening conventionally, slid into the front fender wells. Only 435 production Darrins were built.



Photos by Richard Curtis



Above: Built in 1894, this significant automobile reshaped automobile production and innovation. This tiller-steered vehicle featured a differential rear end, disengaging hand crank and a three-speed bevel gear transmission. The car has original paintwork and on the underside of the floorboard was attached the original pencil drawing of the patented differential. *Photo by Richard Curtis*

Museum owner, Devoe Moore, worked his way through nearby Florida State University by working as a traveling blacksmith. He came to Florida State to major in criminology with plans to become an FBI agent; however, business got in the way and, more than 50 years later, he is a successful entrepreneur. He opened the Tallahassee Auto Museum in 1996 and moved the collection to its present and new location in 2007.

He reportedly drives a Smart car for his daily personal transportation.



Experience performance with confidence.

THE ULTIMATE CHOICE FOR PEOPLE WHO KNOW PERFORMANCE



- Sought after by the world's best.
- Feel confident and in control during high-speed maneuvers.



Performance Sport
Michelin® Pilot® Sport P52

PCA POTOMAC DISCOUNTS
Porsche specialist tire advice
Race, DE and Autocross tires
Expert service and support


Supporting PCA Potomac for more than 20 years.

Radial Tire Company
 9101 Brookville Rd Silver Spring, MD (301) 585-2740

Please call for Directions
www.RadialTire.com





“...the goal was to drive the two most famous tracks on the West Coast, Sonoma Raceway and Laguna Seca, in our own cars, together with some of our favorite fellow instructors.”

By Eric Stratton
for der Vorgänger

2013 West Coast Adventure

The Best Road Trip Ever!





Cars unloaded and drivers reunited with their cars at Sonoma *Photo by Roy Gizicki (as well as previous page photos)*

One of the greatest joys of this passion called Drivers Education is the opportunity to drive and learn exciting new circuits with your friends. We've had the pleasure of many wonderful road trips, ranging from solo to large groups and making new friends along the way, and we have driven amazing professional tracks steeped in racing history, including Formula 1. The reigning pinnacle was Canada. Anyone who has been there knows how incredible Le Circuit Mont Tremblant is, especially during the 10-day International Festival du Blues and when combined with an event at Mosport. When considering the total package, Mont Tremblant is hands-down the best overall track destination we had experienced.

But then our sights were set to aim even higher: the goal was to drive the two most famous tracks on the West Coast, Sonoma Raceway (formerly Infineon and Sears Point) and Laguna Seca, in our own cars, together with some of our favorite fellow instructors. Joining on this trip were Tom and Anne Marie Trew, John and Melonie Sullivan, Joe and Jody Lagioia, Gary and Betty Church, and at Laguna Seca, Martin Tekela and Hazel de Burgh from Toronto, Canada. There was also one other supremely important person in our group, Bob Russo; you'll see why shortly.

When planning such a long trip several factors come into play, not the least of which is figuring out how to get enough track days to make the long commute worthwhile. It turns out that those famous tracks out west are very difficult to get time on. We in the mid-Atlantic region are blessed with several tracks within a day's drive, and all post their schedules with lots of club events to choose from. Not so at Sonoma Raceway and Laguna Seca. With the large number of high-profile spectator events, professional racing schools like Skip

Barber and Jim Russell, and the Audi Driving Experience to name a few, there are very few club dates available and they are spread across the calendar. We prefer Porsche or Audi club events, but we don't discriminate; we'll join any club that will give us the track days we want. For example, at Road America in 2014 we'll be driving with the Northwoods Shelby Club and the Integra Type R Expo. The Shelby club is really a great group to drive with; and trust me when I say that we represent the Porsche community quite well!

Our West Coast trip was the culmination of over four years of effort and 9 months of intense planning, coordination and logistics. The first thing to do was nail down the track time that had eluded us for four years. We received notice that the BMW Okto-

Tom, Anne Marie, and Eric Wine Tasting at Ledson Castle



berfest (analogous to PCA Parade) would be held at Laguna Seca in August 2013, and the event included four track days – unheard of at Laguna! With this event as the anchor, the immediate task was trying to find a way to drive Sonoma. Well, that wasn't so easy. In fact, the closest club event of any type was over three weeks away. After talking with the track rental contact and nearly an hour on the phone with Shawn Jackson of emotive/Simraceway, the exclusive school operator at Sonoma, we struck upon the golden ticket! Shawn asked how many cars we would have (six) and offered to rent us a private run group during their school day!!! Awesome! Five 30-minute sessions the first day, and six 30-minute sessions the second day, with essentially private track and two dedicated coaches! One final matter of interest was track insurance. The Oktoberfest event was already covered by Lockton Affinity's PCA HPDE insurance, but our private school event at Sonoma wasn't. Fortunately, I was also able to connect Ryan Staub from Lockton Affinity with Shawn so that our "event" and all future schools were approved for DE track insurance coverage.

The next major logistical obstacle became how to get all of our cars, driving equipment, tools and spares across the country, between tracks, and back again. With the sole exception of uber-hauler Gary Church, everyone else was motivated to find an alternative. This is where Bob Russo first comes in. It was in a dialog following the genesis of the idea years ago that Bob said: "I know a guy that has an 18-wheeler with enclosed trailer that can carry up to six cars." Now, that had potential! However, we needed to allocate one bay to tools, equipment and 44 spare wheels and tires, so we only had room for five cars.

Arrangements were made to lease the private rig from Classic Car Carriers in Indiana, but we still needed a qualified driver. Once again, Bob to the rescue! He was interested in the trip and took it upon himself over several months to earn his CDL so that he could be our accredited driver. And not only that, he agreed to help us out by providing track support! For those who may not know Bob or his background, allow me to put that in context: Bob is a highly respected Porsche technician that worked on many significant racing Porsches, including Holbert Racing's Lowenbrau Special 962 chassis 103 that won 3 IMSA Championships, 2 Daytona 24 hours (1986-1987), and recorded an astonishing 24 of the wins featured on Porsche's "962: 50 wins in 4.6 years" poster! Bob is also putting the final touches on his full restoration of the Jim Busby Racing BF Goodrich 962 chassis 106 driven to 3rd place at Daytona, 8 podium finishes and 12 top 5 finishes in 1985-1986 by Jim Busby, Rick Knoop and Jochen Mass. This will be one of Mass's cars featured at the Amelia Island concours in March. Needless to say, we were in very capable hands!

It was critical to verify that the total weight and axle weights on the big rig were under the DOT limits, so arrangements were made with the owners of a large parking lot near the Jessup, MD truck scales for loading of the cars, equipment, spares and Bob's motorcycle (imagine Bob's bucket list entrance arriving in Sturgis with his Harley in an 18-wheeler!). Dodging intermittent rain-drops we successfully loaded everything into the rig in about three hours and it passed with a weight of 73k pounds, safely under the limit of 80k pounds; the rear axle weight was much closer at 32.6k pounds, which was only a 1,400-pound margin.

While Gary was busy transporting 100 gallons of race fuel from COTA to Fairfax then to California (he ultimately sold some to us because he had so much, then ran out...), the rest of us opted to fly out. Each had different itineraries and highlights, but for me, Tom and Anne Marie we enjoyed 3 days in Napa, 3 days in Sonoma, 3 days in San Francisco and 8 days in Monterey! We



Turns 1 and 2 at Sonoma Photo by Eric Stratton

sampled great wineries such as Franciscan Estates and Peju in Napa, Artesa in Carneros, and Ledson in Sonoma. Every day was filled with outstanding food, highlighted by such amazing views and exquisite food at restaurants such as the Spinnaker, Rocky Point and the Marinus at Bernardus Lodge. Seeing the America's Cup sailing races and the amazing new rigid wing catamarans was very impressive, we went tide pooling at Point Lobos in Big Sur, and one night we enjoyed a fabulous dinner in Sausalito, complete with an entire town power outage! When we were in Napa, the Oakland Raiders were holding their preseason camp nearby and staying at the same hotel. Together with wonderful



Sharing the garage with Indy cars at Sonoma *Photo by Joe Lagioia*

weather and a ride in a hot air balloon over the valley, these all made for fantastic experiences!

The two track days at Sonoma were absolutely outstanding; the best single "event" I've ever attended. When we arrived Indy Car was just wrapping up two days of testing, and we had access to their garages and drivers, surprisingly including former Porsche factory driver Lucas Luhr, who was making his first drive in an Indy Car. I mentioned to Lucas that we were a group of Porsche drivers from the DC area; when he asked what I was driving I said an RS America; Lucas' face lit up and he said "The red one? I saw it!" A very cool moment for me!

With only six cars, it was essentially private track time and we also had exclusive use of the NASCAR garage. The only issue we had was that the Indy cars laid down a layer of very soft, and incompatible, rubber that it took us a few sessions to rub off (deja vu of our experience with the ALMS Star Mazda series at Mid Ohio, but significantly worse). In fact, each of us had the sensation that we had a bad tire and were shocked at how a seemingly clean racetrack was resulting in loud bangs as the rubber we scrubbed off and picked up was hammering the underside of our cars!

Allow me to provide a little insight into just how effective our private coaches were. For context, please understand that I place such a high premium on the learning experience that I prefer to

learn a track on my own rather than having someone show me the line. However, we started with a lead-follow with three of us behind each instructor car at a good pace. We each had radios so our instructor could provide insights as we drove, and each lap we changed positions so that each of us had a couple of laps directly behind our instructor. As mentioned, I prefer to learn on my own, but in this case this approach made very good sense; of all the tracks I've driven, Sonoma is by far the most technical (an opinion shared by the rest of our group, as well). And also one of the busiest; the steering wheel is rarely straight and there is no time to relax. Sonoma can definitely bite you if you make a mistake or have a lapse of concentration. In other words, it is an absolute blast!

There are lots of elevation changes and many tricky sections, starting with a very narrow, concrete lined front straight that isn't, well, straight, followed by a wonderful, if not a tad bumpy, steep uphill left hand turn, and several blind turns with apexes at the crests of hills that push the car wide by their very nature – and the track comes to you and seemingly runs out.

There is also a couple of very tricky downhill braking zones followed by downhill off-camber corners, and a section of linked esses where it is critical to enter properly and stay disciplined to avoid an off.

The coaches each positioned themselves at critical places around the track and observed our lines and performance. We initially questioned the value of input from outside the car, but we realized that this is how they teach Formula 3 single-seaters, so they were very experienced at it. After each 30-minute session we returned to the garage where each driver received individual feedback from both coaches! This was both valuable and exceptional; they enhanced and accelerated the learning process without interfering with our own ability to develop an understanding of a new track. Things we could have learned on our own if we had many days, but we only had two. Their general impression was also very favorable; they witnessed the competence and applauded the improvement, citing that we never dropped a wheel in 11 sessions. In the end, we each learned the track well and proceeded to run very good lap times. Our event was a first for the emotive school, and both parties left thinking it was a very successful, if somewhat expensive, model.

Look for adventures at Laguna Seca next month in part 2!

Dinner at Marinus with Tom, Joe, Martin, Anne Marie, Eric, Jody, Gary, Hazel, Bob





Jefferson Circuit *an aerial perspective*



PCA Potomac's High Performance Driving Clinic

Perhaps you'll become addicted, too.

By Leah Price
for der Vorgänger

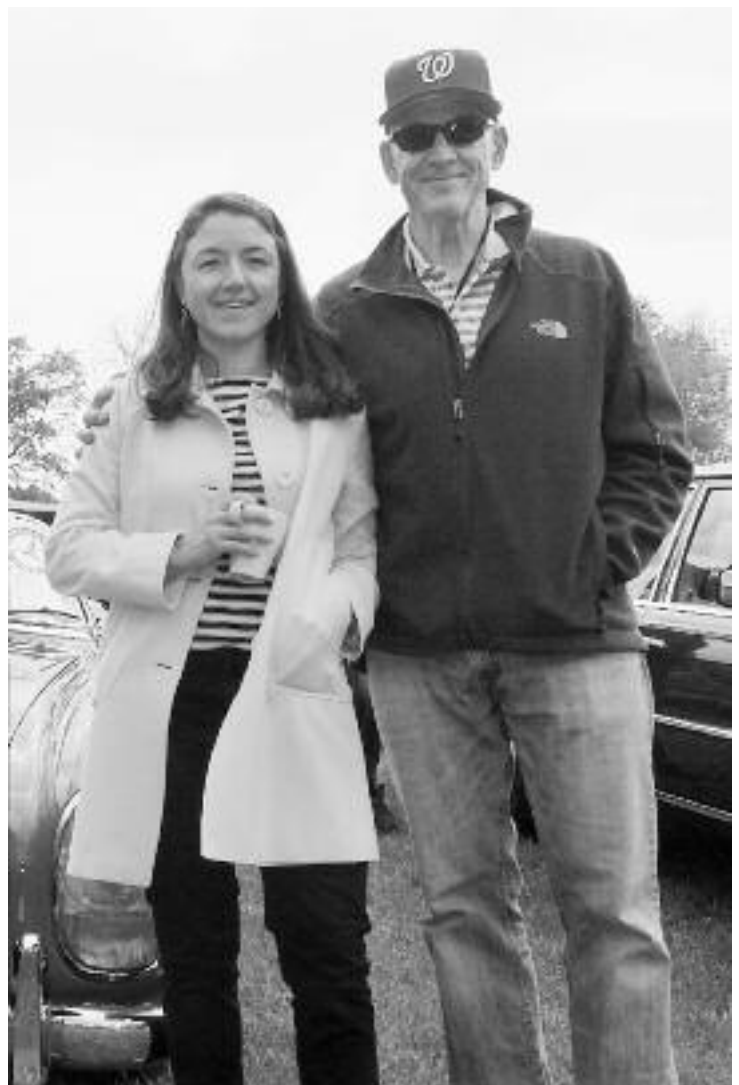
In March of last year, my father and I took my 1999 Boxster and his 1995 Z28 Camaro to the Porsche Club of Potomac's High Performance Driving School at Summit Point.

Let me start by saying that I am the least likely person to be found driving a Porsche around a race track. For the past 10 years I lived without a car at all, and even now that I have my Boxster, I tend to obey speed limits to the irritation of everyone else out on the road. My interest in participating in the HPDC was piqued by fellow Boxster-owner John Magistro (who is an instructor) over a PCA breakfast, who explained how the HPDC worked and that it was a great way to enjoy my new-to-me Boxster.

My father and I signed up to participate in the event together. Since his car doesn't have a roll bar, the DE organizers allowed him to drive his Z28 for the morning exercises (which included classroom sessions, cornering exercises, skid pad, and slalom exercises) and then to share my Boxster for the afternoon of track time.

In the weeks leading up to the HPDC, my excitement started to build, but I was mostly filled with terror at the thought of "breaking" my car. My dad, a sports car enthusiast and one-time amateur drag racer (apparently that used to be a thing) observed my anxiety, but convinced me that I would have the time of my life and would probably end up completely addicted to it.

We arrived at Summit Point around 6:30am on a sunny March morning and lined up for tech inspection. We were all eager students, and I could sense the excitement in the air as we gathered for our first classroom session. Our teacher taught us such concepts as "getting the line," "cornering," "oversteer" and "understeer," and explained how the track was laid out as well as track etiquette (yes, there is race track etiquette).



Leah Price and her Father Jonathan Price



Leah Price driving her 1999 Boxster at Summit Point

After some classroom learning, all the pretty Porsches and one growling Camaro lined up, and were split into three groups for cornering, skidpad, and slalom. I started off in the cornering group, and was instructed to accelerate hard into the corner until my instructor would tell me to apply my brake. I am embarrassed to say that I screamed at the first corner. The next session was slalom exercises to practice turning, which was followed by skid pad. Of the morning exercises, the skid pad was the biggest thrill. A skid pad is a smoothed, circular area of the track that has been drenched with water in order to practice regaining con-

trol of your car as it starts to spin. My first spin on the skid pad literally took my breath away.

The students gathered for lunch and then had another classroom session, and then were split up again into our three groups for an afternoon of track time. Trained, experienced PCA instructors were assigned to each student, and we paired off to have our first track experiences.

At this point I would like to say that it was a fairy tale ending and I discovered that I was the next Danica Patrick, however, consistent with life, that was not the case. I was probably the slowest person on the race track that day, and I managed to consistently brake early, at one point coming to a screeching halt yards before the corner.

My father, on the other hand, was having the time of his life that he had promised me, pushing my car to its limit. In fact, he pushed the car so hard that at one point he boiled the brake fluid as he was headed into a corner at 100 mph. When he came off the track early that session and told me the brakes had gone out, I was certain that this was it, my car was permanently destroyed, and my Porsche career was over. But some friendly PCA members stepped in and explained that it was probably an issue with old brake fluid, and taught me how to bleed the brakes and solve the problem.

Each run group had several sessions on the race track that afternoon, and then around 4pm, the day ended at the beer tub, where students and instructors re-hashed the excitement of the day. Some of us were clearly on-the-spot addicts, and this was to be the first step down the slippery slope of what is Drivers Edu-

Leah's Boxster all ready for the clinic *Photo by Leah Price*



cation. Come to think of it, I was probably the only skeptic of the group, still fearing that my car's brakes might not make it the 1.5 hour drive home.

But my car did make it home, and more fun came in recalling the HPDC to my family, friends, and colleagues. I convinced myself that I might have more fun as I gained confidence, and two months later I did my first Driver's Education, and then my second, and now I have four track weekends under my belt at Summit Point and VIR. I'm still pretty slow and will probably spend years in the green run group, but I do get a thrill when I know I've got the line. Most of all, through the experience I've made some great friends, and can attest to the truth of the PCA slogan, "it's not the cars, it's the people."

PCA Potomac has two High Performance Driving Clinics each year at Summit Point. The first is on March 22nd, 2014.

Sign up and find additional information at pcapotomac.org and pcapotomac.motorsportreg.com! Sign up online and grab a spot in one of this year's High Performance Driving Clinics.

Cars lined up as drivers wait to get onto the course Photo by Leah Price



A 911 Cabriolet corners hard around the track



LOOKING FOR A HOUSE WITH A **LARGER** GARAGE?



CELL: 301.775.9405

FAX: 301.570.7859

JBHALLEN@VERIZON.NET

SPECIALIZES IN FORECLOSURES, SHORT
SALES, AND INVESTMENT PROPERTIES

WWW.JBHALLEN.COM

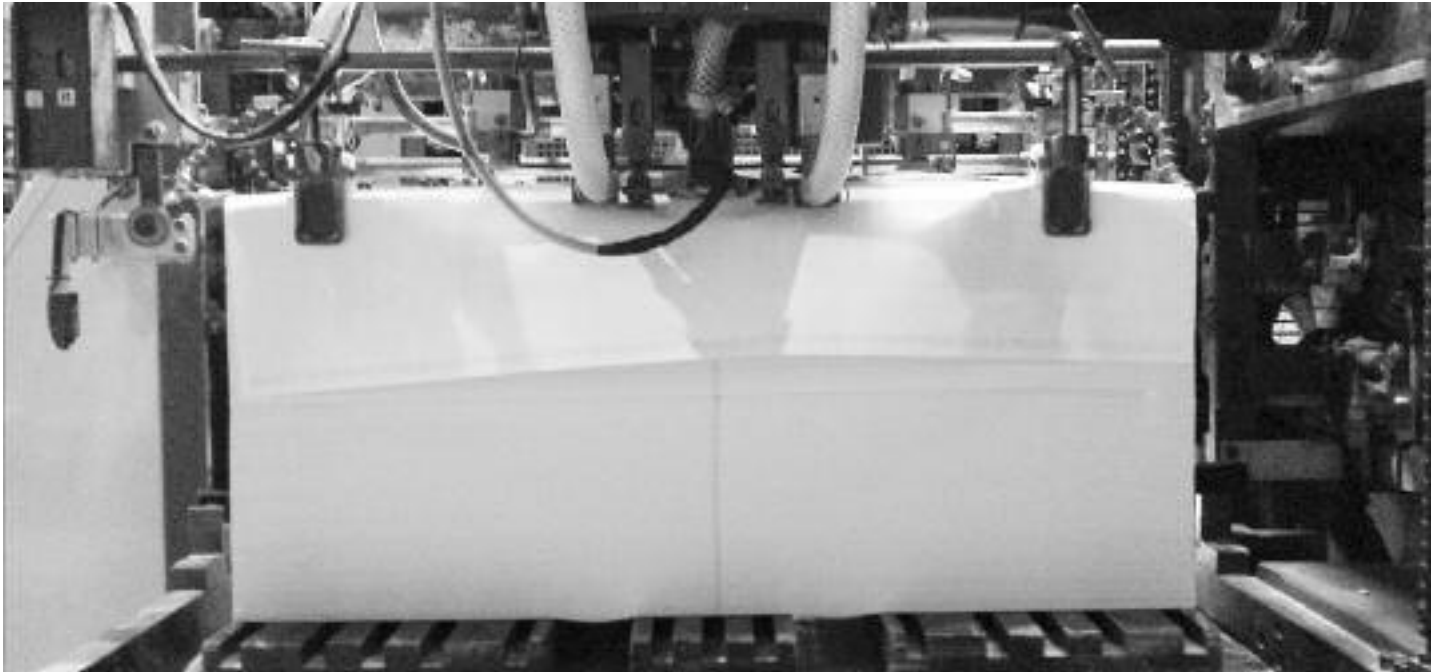


LONG & FOSTER | 301.469.4700 | 7719 TUCKERMAN LANE | POTOMAC, MD. 20854

Printing *der Vorgänger*

Each month the editors put together the content, but somehow that has to get printed on paper and mailed to you. We managed to get a few pictures of the process!

Before there is a dV, there is just blank paper loading to a press prior to printing.



**The Best Brakes.
From the Best Source.**

PFC
BRAKES

HAWK
PERFORMANCE
BRAND PAD TECHNOLOGY OF CHAMPIONS™

PAGID



Meet Mark Francis:
OG Racing's Trackside Support Specialist

He's a 20 Year Potomac PCA Member. He has an unhealthy obsession with anything Porsche. He knows a lot about brakes. Look for him at your next Potomac track event.



OG RACING

Title Sponsor of Potomac's Driver Ed Program • www.ogracing.com • 1.800.934.9112



Above: The magazine is now on the stitcher, being bound, inkjet and ready to mail to members!

Right: Skids of completed pages getting ready to be cut and folded into books.



PORSCHE OF SILVER SPRING



We've got your back!

Proud supporter of the Porsche Club of America, Palomac Region

We are pleased to welcome back Tom Vahle
as Service Director at Porsche of Silver Spring

Porsche of Silver Spring
3141 Automobile Blvd.
Silver Spring, MD 20904
porscheofsilverspring.com
1-855-520-4880



Stuttgart Performance Engineering

Porsche specialist service since 1970

- Carburetors, Fuel Injection, OBDII
- Suspension, alignment, corner balance
- Electrical systems
- Pre-Purchase Inspections
- Maryland Certified Emissions Repair Technician

stuttgartperformanceengineering.com

Matt De Maria
By appointment only

301.948.6762
Gaithersburg MD



odds and ends detailing

Factory Authorized Dealer

201 Davis Drive Suite LL
Sterling, VA 20164

703-675-8819
Adams@OddsandEndsDetailing.com

Driving on Black Ice

By Robert Cahoon

If you want to get technical, black ice should really be called "clear ice." Because black ice forms with very few air bubbles, it's virtually transparent and much harder to see than normal ice. Drivers usually mistake black ice for wet pavement, so they're often totally unprepared to react to the slippery conditions. One study found that driving on black ice was five times more dangerous than driving in normal conditions. Stopping on black ice takes nine times longer than normal. Studded tires and snow chains can help you stop faster, but not by much.

Making matters worse, black ice can form when you least expect it. A snowfall may have melted days before, but the roads can still have patches of black ice waiting to send your car out of control. Black ice is more likely to cause problems in the mornings and at night when temperatures drop.

You should be particularly wary of driving over bridges and overpasses once freezing winter temperatures kick in, but black ice also can form on shaded sections of the road. Besides driving

slowly and carefully, there's not much else you can do when you find yourself on black ice. If you're fortunate, the highway department will have treated the roads with salt or sand, but even then your car's stopping distance and handling will be impaired.

Plan ahead, allow extra time to get to your destination during winter months.

• • •

Editor's note: Many people believe Winter tires are only for improved traction in snow and ice. That's part of it, but Winter tires are made of a different rubber formulation which doesn't get as brittle in the cold, making them more suitable for keeping traction on cold asphalt, with or without snow and ice. Summer or performance tires usually start to become very hard around 40° Fahrenheit.

AUTOBAHN
SERVICE, INC.
porsche specialists
Over 1,200 cars serviced a year

- Full Service Shop - Factory Equipment
- New Car Maintenance
- Electronic System Diagnosis & Repair
- Engine & Transmission Rebuilding
- Performance Modifications
- 4-Wheel Alignment

- 24 Months Warranty
- Quality Work with an Eye On Details
- Free Transportation To and from Metro
- 30+ Years Experience



www.autobahnserviceinc.com

3158 A Spring Street • Fairfax, VA 22031 • (703) 691-1771

advancing the design/build industry.....

DESIGN
CONSTRUCTION
INSURANCE
RESTORATION

Global Housing
Alliance

GHA

info@globalhousingalliance.com



New Potomac members & anniversaries

January 2014 new members

Timothy Van Hise - 2007 Cayman S - from Arlington
 Brian Armstrong - 1990 911 C4 - from Washington
 Jeff & Allie Baker - 2014 Boxster S Cabriolet - from Vienna
 Fred & Laurie Bloch - 2011 911 Coupe- from Reston
 Kristy & Patrick Brown - 1976 914 Targa- from Rockville
 Tim & Kim Bumgarner - 2014 Boxster S Roadster- from Sharpsburg
 Linwood Creekmore - 2008 911 Coupe- from Alexandria
 Michael Cushing - 2014 Cayman S - from McLean
 Peter Daly - 1983

Porsche Cabriolet - from Clarksburg
 Jamey Derrington & Amy Fritz - 2011 911 - from Alexandria
 Doug French - 2005 Boxster - from South Riding
 Les Hollis - 2001 911 Cabriolet - from Silver Spring
 Ian Macauley - 2014 911 C2S - from Ashburn
 Jim Magruder - 2005 911 - from Fairfax Station
 Mike Maxwell - 2007 Carrera 4S Cabriolet - from Potomac Falls
 Bunt & Champa Sok Mo - 2014 Cayman S Coupe- from Laytonsville
 Richard Mostow - 2013 Boxster Cabriolet - from Bethesda
 Dominick & Karen Pizoli - 2004 Cayenne SUV-

from Stafford
 Jim Turinetti & Monique Kelsey - 2002 996tt - from Alexandria
 Steve White and Judy Bishop - 2003 911 Turbo Coupe- from Potomac Falls

January 2014 transfers

Chirinos Charlotte & Ivan - from Fairfax - transfer from Golden Empire
 Gillibrand Jonathan & Kirsten - 1976 914 Coupe- from D.C. - transfer from Hudson Champlain
 Schleh Kenneth & Julie - 1986 911 COUPE- from Frederick - transfer from South-west Michigan

January 2014 anniversaries

40 Years
 David Jernigan

35 Years
 W Chang
 Howard Leikin

30 Years
 Ralph Marks
 Ronald Reed

15 Years
 John Bailey
 Jonathan Jones
 Scott Linton
 James Panagis
 Glenn Sontheimer

10 Years
 John Bordlemay
 Doug & Theresa Comp-ton
 Reggie Forster
 John Lycas
 George Marquardt

Neil McMahon
 Michael & Regis Menke
 Shawn Roberts
 Karl Wagner
 Mike Walker
 Don & Haf Zink

5 Years
 Geoffrey Barrows & Nada Golmie
 Jim Denaro
 Steve Ege
 Kenneth Hills
 Roderick Hosang
 John Hyman
 Charles & Maureen Keegan
 Robert Korzen
 Douglas & Diane Lamb
 Michael Levendusky
 John Lyon
 Cynthia & Jon Marker
 Kenneth Marks
 Devon Musselman
 Drew Pathwick
 Daniel Waltz





996 & 997 CT520 Turbo Conversion
 (bolt on 490-575hp)



986 & 987 Turbo Conversion
 bolt on 485-550hp

www.tpcracing.com

410.799.7223



127mm 996tt & 997tt intercoolers



Pro Series Suspension



PASM Compatible Race Series Coilovers



Proprietary VGT 997TT Blitzkrieg Turbos

Annual Volunteers Award Dinner

The Potomac PCA Annual Awards Dinner was held on March 8th at Maggiano's Little Italy in McLean, Virginia. This event serves to remind the Club of the central role played by the hundreds of volunteers who make our myriad events possible. In his opening remarks, our President, John Eberhardt commented to the 150 attendees on how proud all of us should be in having been named PCA Chapter of the Year. John acknowledged that this honor is essentially recognition of the volunteers who make the club run.

Among the highlights of the night, Carol DeZwarte and John Walters were named Enthusiasts of The Year for their unflagging willingness to be there when needed, even though only in their first year with Potomac!

President's Awards went to Ron Davis, Gary Baker and Dick Seltzer. Ron is said to have joined Potomac before it was club. Although unable to enter his own car in the Concours he organizes and manages, he has made it possible for thousands of enthusiasts from Potomac and other regions to enjoy preparing and

displaying their cars. With Diana's help, Porsches through the years have been marveled at, enriching many weekends!

Gary Baker has taken the Autocross baton from Tony Pagonis and the program has continued to excel without a hitch – well, one or two timing equipment issues, but undaunted, Gary has lead the program to increased participation and continued fun. Autocross season is now and the Cone Bangers among us look forward to spending time with Gary.

Dick Seltzer has held just about every position in the club and exemplifies the enthusiasm that makes membership rewarding. Dick has moved away from us but he will be remembered fondly and missed by many.

The award of Instructor of the Year to Ross McNair was met with considerable approval and loud and long applause. Known for his willingness to go beyond the expected he is truly a lynchpin of the DE program.



Our Volunteers Are Important

Before you add volunteers, our Founders' Region of the PCA is a non-governmental organization and legally constituted corporation created by natural or legal people that operates independently from any form of government. That's all it is. Add volunteers and you have a good time! We do not receive funding from anyone but participants and we wouldn't actually exist, other than under the law, if we didn't have volunteers engaged in every aspect of what we do.

After your initial perusal of this month's *dv*, go back to the beginning and read it again through a "Volunteer Lens". Think about the extraordinary number of members who have to show up for this club to exist. The Masthead alone lists 26 people (some of them twice). The Officers and Programs page lists more than 50 people. Go to any event, be it Autocross, Drive 'n Dine, Rallies, DE, Club Racing, Concours – the list goes on – and you will see dozens of people making it work. Every single one of them is a volunteer.

Something else to notice at events is that many of those having the most fun, the folks involved in animated conversations, the ones laughing and joking, the ones who can answer your ques-

tions and seem delighted to do so – they are the volunteers. Not only could we not function without volunteers, but many of our most active members wouldn't enjoy membership nearly as much without the rewards that come with being a volunteer.

Most of us really like our cars but we also like being around others who like them, and know how they work, and how we can drive them better, and fix them when they break, and make them look good and go fun places in them. Potomac has organized events for all of that and more. But not one single thing we do even begins to happen without volunteers.

Volunteers conceive the programs, plan the events, and recruit other volunteers to help make the rally, or the DE, or the tech inspection happen. If you want to really get something better out of your Porsche, volunteer with this club and you will never look back other than to wonder why you waited so long.

Linda Gifford is our new Volunteers Coordinator and she is waiting to hear from you – ask her what you can do to help and then stand back! You can reach Linda at volunteers@pcapotomac.org and begin getting more out of your club by giving something back.

Join PCA the easy way

Pointing your smartphone with a QR app at the image below will take you to the website where the membership form is located.

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, surf on over to <http://www.pca.org/Membership/JoinPCA.aspx>.



How you can contribute to *der Vorgänger*

Your favorite Founders' Region monthly newsletter/magazine can benefit from your observations and 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. Those can be of interesting Porsche people you meet, or interesting Porsche cars you come across.

Here are some ideas that resonate with *der Vorgänger* readers:

- Travel stories that involve a Porsche. An example is Michael Sherman and 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; examples are seen in every issue of *der Vorgänger* on Page 31. No low-resolution cell-phone 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 Avenue, Frederick, MD 21701, along with your name and telephone number.

Advertisers' index

Alloy Wheel Repair	10
Allsports Grand Prix	8
Autobahn	26
AutoSportsystems Group	10
At Speed Motorsports	7
BEHE	5
CPR	9
GHA	26
Glass Jacobson	6
John Hallen Realty	23
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

Readers and Their Cars

Members had a good time at the annual awards dinner where a meal was shared and awards were presented.

Photos by Tony Pagonis





Left: Brian and Mia Walsh.

Below: Tim and Diane McConnell with their 911 SC at the 30th Deutsche Marque Concours d'Elegance.

Photo by Richard Curtis





Presort Standard
U.S. Postage Paid
Baltimore, MD.
Permit No. 3432

A 2013 Boxster S waiting patiently for Spring *Photo by Glenn Cowan*

