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THE MAGAZINE OF THE FOUNDERS' REGION • POTOMAC, PORSCHE CLUB OF AMERICA • 5.22



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# DER VORGÄNGER

THE OFFICIAL MAGAZINE  
OF THE FOUNDERS' REGION,  
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OF AMERICA, INC.

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# UNDER THE BOOT

4

The Editor's Column

5

The President's Column

6

Club Officers and  
Program Chairs

7

Potomac Events Calendar  
and Club Announcements

10

PCA Potomac Program,  
Highlights

16

Amelia Island 2022

18

Autocross: The Evolution

20

Playing with Pixel Dust

22

It's A Wrap, Folks!

26

New Potomac Members

27

PCA Potomac Anniversaries

## INSIDE BACK COVER

PCA Tech Tactics



**COVER PHOTO:** By Steve Grumbach.  
Troy Macias' award winning 996 Turbo (see pg.16)

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## Springsteen Was Right



Glenn Cowan-  
Co-Editor

Since January, I have sat in my car more than I have driven it. Family responsibilities, weather and the vagaries of the sciatic nerve (among other vicissitudes of age) have all contributed to my car acting more as driveway sculpture than as "... wow that was fun!"

For me, at least, I believe that much of the joy of Porsche ownership is knowing that it is there and that I can take advantage of its looks, feel and sound at my leisure. Except, as it turns out, when I can't. Possession, unlike the law, is not nine points of ownership. It turns out that, without driving, it's likely not worth having.

Getting pleasure from possessing stuff, while common, can be thought of as shallow. None of my friends or relatives think owning a fine time piece or historical artifact worth the candle. Most also

question my "obsession" with my car, but generally "appreciate" how it looks, or its cache and a few even understand how driving it might actually be fun, rather than just the chore that driving is to them.

Since January, nearly every day has been a taunt rather than a joy. I have tried to fill the gap by getting stuff for the car that neither I, nor it, need: new seatbelt strap shoulder cushion, new valve stem caps, one more magnetic phone holder, a "convertible" cup holder - I can't even remember what that is and in any case, its "backordered"!

It's been too cold and/or wet to sit outside and look at my car and, as it turns out, looking at it does not help. Having a Porsche has been one of my life's great pleasures, but if I ever wondered, I now know that while it may be both the car and the people, what it really provides

is the drive. Born to run indeed.

Keep an eye out - in the next weeks (with any luck and a good Surgeon) that stupidly grinning guy who just waved at you in your Porsche will be me - so happy to be able to laugh again DV

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# Make it Rain!

I remember the word “hydroplane” striking fear into my heart as a new driver. That word was invoked by my parents in a somber tone to relay just how serious it was. Losing control of one’s vehicle, especially in the wet, was to be avoided. And yes, I grew up in the DC area. (You’ve seen how DMV folks drive in the rain. It’s not pretty.) And of course, hydroplaning, as well as sliding on black ice, can be dangerous. But learning the basics of weight transfer, driving mechanics, and how to control your vehicle when traction is suboptimal is an important skill that many of us have developed through PCA Drivers’ Education and Autocross, thanks to a solid foundation from our skid pad instructors, many of whom are also BMWCCA NCC instructors. Such valuable skills have saved me more times than I can count, both on and off the

racetrack. Some Potomac members have even honed their skills on Porsche Experience Center skid pads, low-friction circuits, and kick plates.

Learning to recognize and control understeer and oversteer, as well as what to do to avoid a spin, are foundational skills that PCA Potomac teaches at the skid pad at high-performance driving events and at the Tire Rack Street Survival School. Traction control, stability control, and ABS have equipped most cars, but not most drivers, with the ability to quickly and precisely react to sudden changes in grip. Turning off the car’s nannies and pushing grip past the limits on a wet skid pad sharpens reflexes and muscle memory. And, honestly, in a controlled environment, it’s great fun. So when you’re in the twisties and you give it the beans

and the rear end of your car comes around on you, even with traction control turned on, your hands, feet, and eyes automatically know what to do.

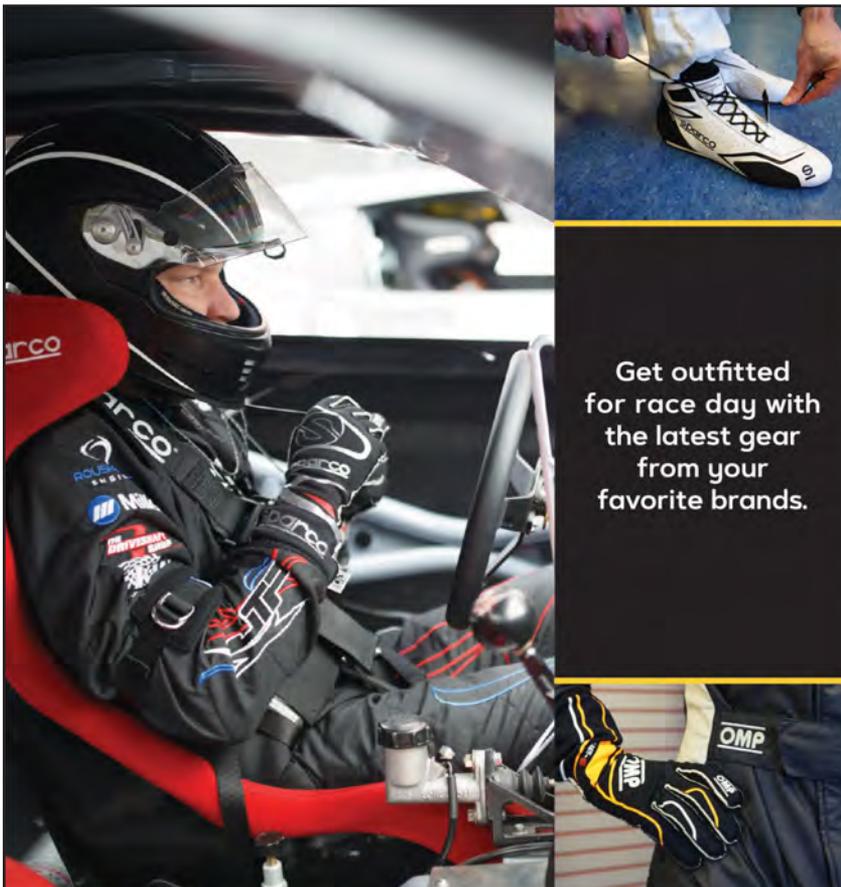
Thanks to top-notch skid pad instruction, doing laps on the track in the pouring rain or being caught on I-270 in a gully washer is a pleasure. Why? Not because Alcantara suede is waterproof, but because rain teaches you to be super smooth with all your inputs: twitchy braking or acceleration causes unwelcome drama. I learned early on that becoming a wet-track specialist on my Ducati motorcycle made me a better and more confident street rider.

Some may take care to avoid rain in their Porsches, but I say, get out there and drive. And make it rain!

DV



Diane Sullenberger



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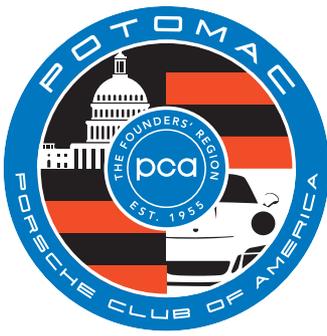
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# 2022 CALENDAR OF EVENTS

The information below is accurate as of date of publication. Check Potomac's website at [pcapotomac.org](http://pcapotomac.org) for further information and the most up-to-date information.

**MAY**

 **1**  
38th Deutsche Marque Concours  
Occoquan Regional Park, VA

 **7**  
Autocross #2  
Summit Point-Washington, WV

 **13-14**  
WGI Drivers' Education  
Watkins Glen, NY

**14**  
Spring Drive & Dine  
Hunter's Head Tavern, VA

 Food Bank Drive @ Drive & Dine  
Event

**22**  
Tech for Shenandoah Drivers' Edu-  
cation  
Matt Curry's Craftsman Auto Care  
Merrifield, VA

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**JUNE**

 **4-5**  
Shenandoah Drivers' Education  
Summit Point, WV

 **10-12**  
Zone 2 VIR Drivers' Education  
Alton, VA

 **11**  
Autocross #3  
Summit Point-Washington, WV

 **12-18**  
Porsche Parade in the Poconos  
Kalahari Resorts, PA

 **18**  
Tech for PittRace Drivers' Education  
TBD

 **24-26**  
PittRace Drivers' Education  
Wampum, PA

Meals on Wheels Collection @ PittRace  
Wampum, PA

 **25**  
Tech for Summit Point Drivers' Education  
Porsche Chantilly, VA

# CLUB Announcements

## SAVE THE DATES

**Open Board Meeting** - Saturday, May 21, information forthcoming...

**Parade Drive to Dinner** - Thursday, June 16, at Desaki Restaurant. <https://desakirestaurant.com/>. Details to come.

**Fall Picnic** - Sunday, Oct. 16. returns to Circle D Farm in Woodbine, MD <https://www.circledfarm.com/>

## WITH HEAVY HEARTS..

Since last publication, we have seen the passing of two dear friends of our region.

Jeff Sander, who many knew from his participation in Autocross, DE, and Drive & Dine, as well as pioneering the Tire Rack Street Survival program in our region. We send our condolences to Elise, Jeff's wife, family and friends.

David Mulligan, CEO of our sponsor, Video-Dynamics, Inc. and brother of Bob Mulligan, our DE Chair, passed in March. We send our condolences to Dave's family and friends.

## POTOMAC MONTHLY BRUNCHES & LUNCHES

Potomac brunches and lunches 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

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# Potomac Program Highlights

DRIVERS' EDUCATION

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Skid pad training is an essential part of driver training, and fun too!

## DE Season Gets The Green Flag

March 2022

STORY BY SUSAN KIMMITT & BOB MULLIGAN, POTOMAC DE CHAIRS

PHOTOS BY MIA WALSH & ETECHPHOTO

### March 5-6

Potomac PCA High Performance Drivers' Education program opened the 2022 season with a busy weekend at the Jefferson Circuit in Summit Point, West Virginia. The first weekend in March, 2022 included Saturday, which was our instructor refresher day, and Sunday, which was the Spring HPDC. On Saturday, approximately 70 new and experienced instructors enjoyed a day of exercises, discussion, and presentation of new material. This was followed by our Spring HPDC (High Performance Driving Clinic) on Sunday during which we welcomed 36 drivers to this introductory clinic, which is a pathway into our regular HPDE (High Performance Drivers' Education) events.

The HPDE's are more commonly known as DE's and are multiple day events held at dedicated racetracks including our local track at Summit Point, West Virginia. This year will include away events at Virginia International Raceway (VIR), Watkins Glen, and Pittsburgh International Raceway.



At the HPDC Happy Hour, the "Who wore it better?" question was either Laura Kunkle's, Frozen Berry Metallic, 2022 Cayman, or Dirk Dekker's, Red Rose Cassis, 1988 Targa



Charles H. navigates the cones successfully.. this time (see below)



The HPDC included some fathers and daughters. Dan Ahnsbrak volunteered on the slalom cones while daughter, Catherine, had fun learning



### Hillary Harms: My Newbie HPDC Volunteer Experience

I volunteered at the Spring HPDC event, chasing fallen cones in the slalom course. While my husband had a very different experience receiving the introduction to high performance driving, we both had a marvelous time and can't wait until our next events.

This was my first time being at a racetrack, and I had some nervous energy to burn from simply being on the sidelines. Nerves quickly turned to multisensory excitement as I witnessed three groups of students gain proficiency weaving in and out of cones. I saw the tension and joy in drivers' faces, barely heard an electric Taycan stealthily swim the course, and felt the rumble of enhanced exhaust systems. Many of the students (and some of the instructors) required cone up-righting procedures, including my husband, Charles, who said he hit three cones in his first run to, "give me something to do". But in many ways, this made my registration for the upcoming Fall HPDC less intimidating. What's so wrong with hitting a few cones? Nothing: the cones are small and soft and nearly everybody does it! This knowledge will ease my nerves in October, at which point I'll have an opportunity to slay a few cones to give the volunteers "something to do." DV



Joe M. positions his GT4 with precision in Turn 10 at Summit Point - Main

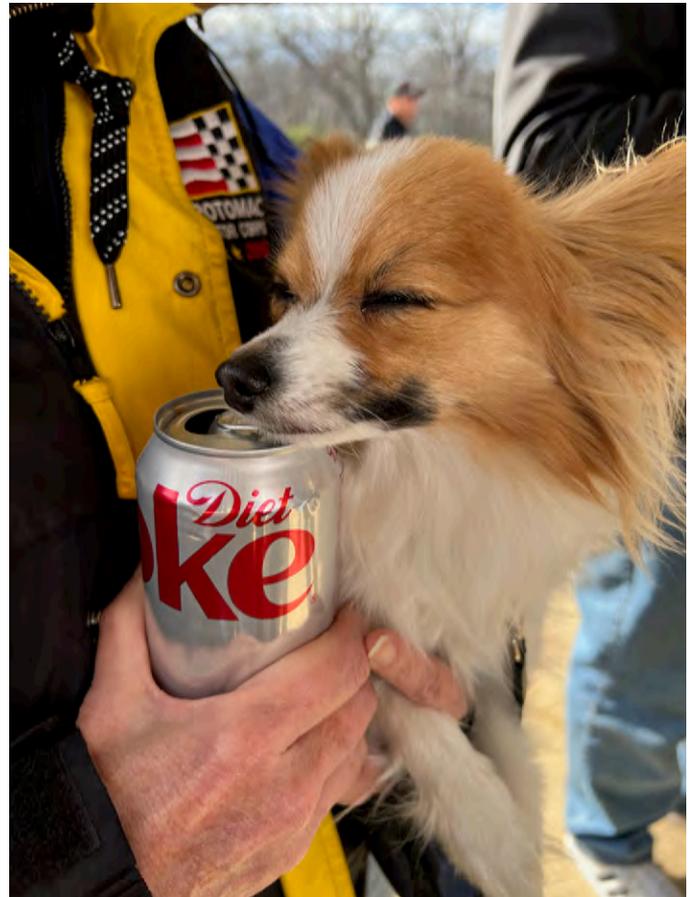
### March 25-27

Our opening DE for this season came later in March at Summit Point's Main Circuit. Friday, March 25, was a non-instructed drivers day and also completed our PCA National Instructor Training School. The weekend, Saturday March 26 and Sunday March 27, had our usual schedule including five instructed and non-instructed run groups.

Despite very cold blustery weather including even snow flurries, this was a successful First DE weekend with milestones reached for several people. We graduated 10 new instructors into our instructor corps, and had multiple promotions between run groups. This included 6 Green to Blue, 6 Blue to White, and 2 White to Black.



Steve L. enjoyed the season opener in his 996 Cabriolet



Shouldn't that read Diet k9?  
Susan K. brought Jack to the track, largely as a hand warmer we suspect



Todd P. benefitting from instruction and getting on the gas in Turn 9 in his 996 Carrera



This year, we are having to adapt to seeing Jay's GT3R, in new blue livery, closing rapidly in our rear view mirrors



With snow flurries and a biting wind during the day, the indoor happy hour was a huge hit when the track went "cold"

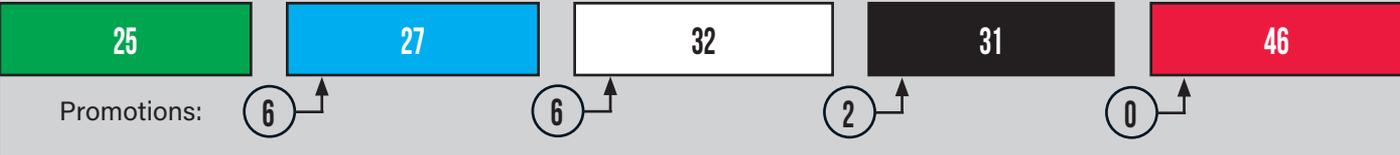
MARCH HPDE - BY THE NUMBERS

Drive Group Participants:  
Beginner

Intermediate

Advanced

Instructor Corp 60



## COMMUNITY SERVICE



ELF Charity Laps - Uriah Mor, visiting from Israel, gets a ride with Instructor Paul Heilig

# Let's Get Rolling!

### STORY & PHOTOS BY PAT KAUNITZ COMMUNITY SERVICE CHAIR

Charity Laps at Summit Point - the first of the season had a great turnout, drawing participants from as far away as Israel. We raised almost a grand for the Erin Levitas Foundation and a good time was had by ALL! Drivers and passengers were greeted, signed away all conceivable rights, given the rules (NO PASSING) and sent out sandwiched in between our 997-Boss-Cup-996-Boxster escort team for spirited laps around Summit Point Main.

Overheard was a participant saying, "Yeah, the Porsches are pretty, but the Mustang is the fastest!". We beg to differ but hats off to Paul Heilig for pulling off the deception. (Vroom vroom!)

Club members also attended the "Every Body Talk" book launch in Towson, where Annabelle Alvi and Pat Kaunitz pitched in to tend bar. Darren George took a break from parenthood to make an appearance before racing home to his beloved Mumford, the newest addition to the PCAP Driver's Education puppy paddock. "Every Body Talk" is a book about bodies and boundaries, teaching kids (and adults!) protective skills to support healthy relationships in a beautifully illustrated package. You can buy the book here: <https://everybodytalkbook.org>



ELF book launch with Annabelle Alvi, Darren George, Pat Kaunitz and Michael Levitas



The inimitable Kenny Kong (the one with the UNLIT cigar) waves a close to the ELF Charity Laps



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Chairs: Pat Kaunitz & Don Keppler



# Oh, Amelia!

Judged show field at Werks Reunion drew a large crowd of admirers

## STORY AND PHOTOS BY STEVE GRUMBACH

It was almost too much. Three days of blessed Florida sunshine and tropical warmth in early March, combined with mega car gatherings and celebratory participation by enthusiasts (across all marques), that is “The Amelia”.

In its 28th year, it is now under the Hagerty banner, having transitioned from its founder, Bill Warner. The weekend saw more than 22,000 in attendance. The Cars & Community day on Saturday had 450 cars on show across categories such as the hilarious Concours d'Lemons, 80's and 90's themed RADwood, and of course, selected sports and exotics at Cars & Coffee.

For those heavy of wallet, there were the auctions; you could have snapped up a 1955 Porsche 550 Spyder for a cool \$4.185 mil at Bonhams. Maybe a more reasonable choice would be the 1971 914/6 for \$544k at RM Sotheby's. I'd suggest you ship either home rather than trying your luck on I-95.

Sunday's Concours d'Elegance displayed 215 distinctive vehicles of all eras from vintage classics, historically significant sports and notable race cars in 25 judged categories, including classes celebrating the 100th anniversary of Lincoln, Ferrari's 75th anniversary, the 90th anniversary of the '32 Ford, and Gurney Eagles and cars of Chip Ganassi, this year's Honoree. There was even a category of rare Japanese sports cars. Certainly a lot of everything and more than enough for anyone.



The PCA Booth and judged 356s

### The Werks Reunion

On the Friday preceding the Concours d'Elegance, PCA hosted the Amelia Werks Reunion consisting of over 750 Porsches. Displays spread across the fairways of the Amelia River Golf Club consisted of a Corral organized by models, and a judged field for club members to compete for awards in various categories.

Potomacan Troy Macias from Leesburg is a regular at The Amelia, as a long-time, former resident of Tampa, FL, and a self professed “car guy”. He made the trek again this year and displayed his beautiful 2002 Lapis blue 911 Turbo, resting nicely on 19-inch BBS LM Wheels in Custom Gold. (Yes, the same holding pride of place on the cover of this DV.) Troy also hosts a Facebook group with information and discussion particularly helpful to first-timers. The group is dedicated to

all the events and happenings for The Amelia weekend.

He placed 3rd in the 996/997 Class. "I'm thrilled," he said. "I bought the Turbo in 2018 as a birthday present to myself after a long search. I especially wanted it based on my love of the design and capabilities of this platform. It's so great now to see others appreciate it as I do."



Congratulations Troy Macias for 3rd place at Werks Reunion, and the front cover of Der Vorgänger this month

Speaking of the often dismissed and under-appreciated 996's, they are finally starting to get some love. Porsche Classic in partnership with PCA unveiled the gorgeous Sport Grey Metallic with thin Club Blau accent stripes, duck tail and 18-inch Fuchs wheels, as the 1-of-1 911 Classic Club Coupe. The 1999 model-year 996 was restored and modified in Stuttgart-Zuffenhausen, guided by PCA, Porsche Cars North America, and Porsche AG and completed in February 2022. The car will tour various venues throughout the year and will be auctioned to PCA members next year.



### The Brumos Collection

If all of this wasn't enough to fully satisfy your appetite, a stop at The Brumos Collection in Jacksonville is a must. The display of three dozen cars, many notable Porsches from the Brumos racing stable, along with other legendary cars spanning more than a century, is open to the public; advance reservations are easily obtained.



Brumos Collection competition line-up

The 35,000-square-foot, two-story facility showcases some 40 cars at any given time, each with interactive digital kiosks, including a 2017 Porsche 911 GT3 RSR that Porsche raced as a tribute to Brumos in 2019, as well as the 1970 Gulf-liveried Porsche 917K that actor Steve McQueen drove in the movie Le Mans. The car sold at the Gooding & Co. auction in 2017 at Pebble Beach for \$14,080 mil.



2017 Porsche RSR

Add it all up and The Amelia is certainly the most impressive event of its kind this side of Pebble Beach. And it is within a day's drive of the DMV (assuming you have good luck on the slog down I-95). Consider it a worthy addition to your bucket list. DV



The GT4 that Gary and I share, and compete with each other, on course

# AUTOCROSS: THE EVOLUTION

**STORY BY TESSA HALL**

**PHOTOS BY TESSA HALL AND JORDAN STRAIT**

I had no idea what to expect at my first Autocross event in 2017. I thought I'd be dead last. I find most people who wind up with Porsches tend to be competitive, so I know just thinking about coming in last stings. Spoiler: I did not come in last. You won't, either. How do I know? Keep reading.

When I attended my first event, I didn't know about how Autocross classes different Porsches to ensure an even playing field for everyone. You get multiple "runs" to navigate the course. We provide coaches to help you whether you're a novice or are driving a new-to-you Porsche. As a coach, it's a blast riding along in all Porsches, old or new, stock or upgraded.

How do I know you won't come in last? That's because at some point an Autocross veteran will probably bring out a vintage car with low horsepower because they're just fun

to fling around on course. If you've never ridden along in a 914 on an Autocross course, you've been missing out.

In fact, you might see everything from a 914 to a fully race-prepped Porsche at the same event. The particular race car I'm thinking of was driven by someone who's won the Rolex 24 at Daytona. We like to give an award to the fastest novice of the day and he technically won it that day. (He'd never done an autocross with us.) He politely declined the honor so we could give it to a novice with a little less experience than he had.

I wound up winning the fastest novice award at the last event where I was considered a novice. That was when I had my 2006 base 911 cab. After that, I hovered in 2nd to 4th place in my class and the bottom third overall. I now have a 2016 GT4 and typically duke it out for first place with my fiancé, Gary Baker, who splits the GT4 with me.

While I upgraded my car over the years, we also upgraded to a pro photographer for Autocross. You now get a ton of professionally retouched photos free for you to save and use for social media. You know all those photos you couldn't help but take because your Porsche is a stunning piece of art and machinery? I bet they're still shots. Come out to Autocross. You can get some phenomenal photos of your car in action.

While I loved my 997, a large part of my upgrade to the GT4 happened because one of my friends (Chris N.) in my Porsche Club second family let me drive his GT4 at an autocross event. I had never experienced the mid-engine feel in autocross before that. A lot of happy giggling happened during those runs. Within seconds of my first run, I knew I was hooked.

What about this orange GT4 you see in action? That's the GT4 I got to drive before I bought my own Sapphire Blue GT4. Another member of our Porsche Club second family (Roland P.) now owns it. That brings me to another benefit of coming out to Autocross events: connecting with the very same people who may currently own the next Porsche you end up buying. If you're like Roland P., you intimately know the story behind your new-to-you Porsche. You can't get that kind of insider information and connection anywhere else.



I loved my 997!

The passion and history behind our cars brings us together on the Autocross course and forges lasting friendships. Create an account at [motorsportreg.com](http://motorsportreg.com) and search for "PCA Potomac Autocross" Won't you come be a part of our second family? We'll have breakfast waiting for you.



This was the first GT4 that I drove, now owned by Roland P.



# PLAYING WITH PIXEL-DUST

## GINGER IN FALL

### STORY AND IMAGES BY STEVE GRUMBACH

Lately I've been exploring the more artistic utilities of Photoshop in my car photography. To be clear, I am not a trained graphic designer or professional photographer, but rather an enthusiastic hobbyist. More recently, especially during these winter months of forced indoor seclusion while the Porsches are hibernating, I've gotten reacquainted with the rich possibilities of creating stylized images from my catalog of pictures accumulated over the years.

#### The Image

My neighbor in Leesburg has a red maple tree next to our shared driveway. Every year in late November at the peak of fall foliage season it turns a spectacular shade of golden yellow, sometimes with a hint of auburn red. In the late afternoon on a clear sunny day the angle of the sun lights up the changing colors in a bright enveloping canopy.

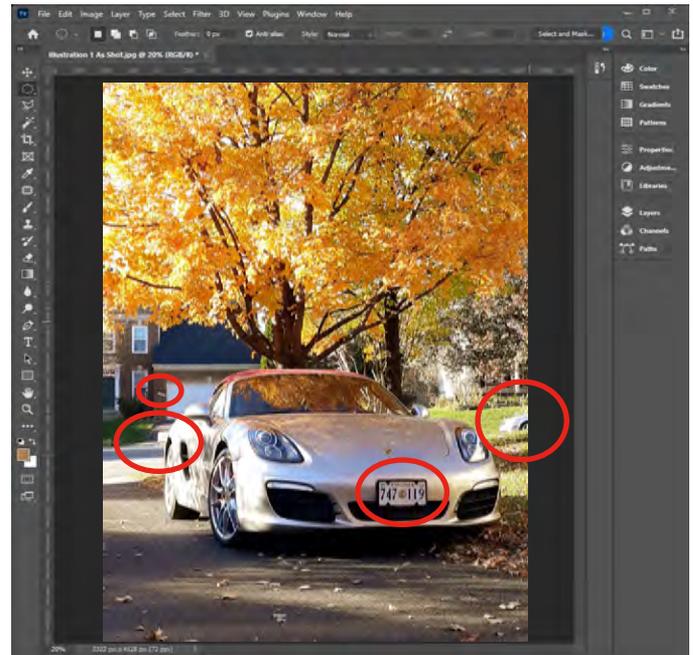
I placed "Ginger", my platinum silver metallic with red top 2013 Boxster S, next to the tree at just the right time and took this picture with a Samsung phone.

#### Post Processing

Typically, I'll edit and retouch my photos within Adobe Lightroom or Photoshop; there are lots of photo applications already available on your computer or device, but I am most familiar with these and remain impressed with their rich capabilities and ease of use. Invariably when I first pull up the image I see it differently on-screen than in my mind's eye when I shot it. Seemingly small things around the central point are actually distracting from the image, not to mention exposure, color balance, and composition. Never mind – Photoshop to the rescue! Time now to open the toolbox.

First, cleanup. Cluttering up the image I notice the nose of my neighbor's Mercedes (we can't be havin' that), the corner of the mailbox that juts out from Ginger's rear right fender, the front license plate, and the number on the house across the cul-de-sac. It's all gotta go. There are various tools in Photoshop to eliminate objects (such as Spot Healing Brush, Patch, Clone Stamp, etc.) that make this an easy, if a somewhat time consuming and exacting, task.

Next in my workflow is to adjust exposure, highlights, contrast, color balance, vibrancy, clarity, and several other factors to enhance or accentuate all or precise portions of the image. This is where creativity comes in as there are so many things you can do; most often it is a case of "try it and see", along with opinionated subjectivity as to what you think



As Shot image cleanup in Adobe Photoshop

looks good. In my case, here's the result: Slightly cropped to improve the composition; the license plate chopped out; the distracting objects removed; and the tree leaves now a more dramatic yellow with hints of red. Simple: Stop when it looks good.

#### Stylized Rendering

Most folks would be well satisfied with that – it's certainly simpler and cleaner with stronger focus on the primary subject. But I thought it might also be more interesting in a stylized version which would make it more dramatic. Time to dive deeper into Photoshop.

A wide variety of artistic filters such as Ink Sketch, Watercolor, Palette Knife, and others render various styles. I selected Oil Paint, which when fully scaled up transforms the image into thick, luscious Vincent van Gogh-style paint globs and strokes. In this case use of the filter didn't subtract significantly from the proportions or sensuous curves of the Boxster, while enhancing the dynamic sweep, vibrant colors and depth of the tree. In particular the effect rendered a stronger orange weave among the yellowed textured leaves.

Were he alive today I have no doubt Vincent would drive a Boxster. **DV**

# It's a Wrap, Folks!

STORY BY ALAN FRENCH

PHOTOS AND CAMEOS BY BARB BILODEAU AND BILL SCHOMBURG

Many of us have spent months, maybe years, trying to find the perfect build sheet for our next Porsche. A Sapphire Blue 2012 997 4S, with Sport Chrono, PDK transmission, and less than 50k miles, is my current, weekly search.

But this search experience is not just for those shopping in the used car market. Buying new through a dealer may be an awesome experience, but your choice almost always ends in a comparison of dealer allocations, such as between Wagen A – exactly what you want from the factory, delivered in, say, seven months; and Wagen B – 85% of what you want, available in 10 days.

Color is often a complication in new and used searches. We all prioritize color differently. I've always liked Guards Red and was lucky to find my 987 Boxster at the very moment I needed a Porsche project. Having invested significantly in a new paint job on that car, I looked at various options to protect it for the longer term. Market options at that time included the traditional Clear Bra, Paint Protection Film (PPF), Ceramic Coating, and combinations thereof. I chose a clear PPF for the whole car, requesting "an invisible job" when viewed from the outside. (I'd seen some examples where the

precut film was just too small for the body panel, creating visible lines and subsequent dirt traps.) I was very happy with the result. The PPF enhanced the gloss by adding the appearance of many extra layers of clear lacquer.

But this same technology is now loosening the color constraint in car shopping as well. For example, the easy find for my dream 997 4S would be Black, Gray or White, rather than Sapphire Blue. Must I compromise on my dream? And you may be in even more of a bind. What if you're looking for a Gulf Orange Taycan S? Must you wait until the day before forever for that rare car to materialize?

Not anymore. Seeing the vinyl wrap technology evolve, particularly in advertising and on race cars, I'm leaning like the Tower of Pisa, to just find a car with the right performance specification in whatever color it happens to be, and then changing the color – not with a new paint job, but with a colored wrap.

## So what is a wrap?

The polyurethane film we see in PPF and wraps today was originally developed by textile and chemical giant 3M as a military product. At the height of the Vietnam



The typical Paint Protection Film (PPF) set protects the car from a frontal assault by debris

War, the U.S. Department of Defense (D.O.D.) received many reports of helicopters being significantly damaged by debris and shrapnel, particularly on rotor blades and surfaces carrying sensitive military equipment.

The D.O.D. set out to find a solution. They asked 3M to solve this problem and tasked its best and brightest to develop a protective layer that could be just as resilient as it was transparent and lightweight.

By modifying the chemical structure of a super strong urethane film, 3M's engineers developed a product that could withstand both significant amounts of elemental abuse and moderate surface damage from things like artillery shrapnel. It was inexpensive, relatively easy to apply and replace, and resistant to UV degradation and common aviation fluids.

Able to conform to, and form a tight bond with almost any parent surface, this film became commonly referred to as "helicopter tape," or "heli tape" for short. Today, this product is still marketed as "Heli Tape" in certain global markets, even though it is rarely used for its original purpose.

At this point, I should note the difference between PPF and vinyl wrap. PPF is generally 8 mil (eight thousandths



The original 3M application: Heli-Tape

of an inch) of protection against rocks, sand, scratches and other debris.

Vinyl wrap is typically 2 mil thick, which allows an installer to wrap all edges, making the vinyl look like a factory painted car. Cost is typically half the price of a PPF wrap.

If you've attended one of the Monthly Brunches, or Drive and Dine events this year, two brightly colored Porsches in attendance will NOT have escaped your eyes. Barb Bilodeau decided to wrap her Boxster, and Bill Schomburg wrapped his 997 Carrera.

Barb and Bill's stories follow..



A skilled Technician applies the film - image courtesy of Twisted Media

## BARB'S BOXSTER IN FUSCHIA PINK

I bought my base 2007 Boxster in the fall of 2018. I hadn't had a sports car in a long time and had been doing some test drives. This particular Boxster was not really what I had in mind, because it was an automatic - I like driving stick and as this was going to be my car for fun above all. I saw this one in a private sale and made arrangements to test drive it. I just really loved the feel of the car so much. It was in such good condition. It seemed like a no-brainer, so I went for it, and it was at a time in my life where I needed something to smile about. And now, I can't say the word "Porsche" without smiling. I love it.

I'd made some jokes with some girlfriends about having it painted pink, and I'd seen some photos of something in that kind of color. One of my friends said, oh, if you do that, you'll be my daughter's hero. The more I joked about it, I thought, this could be a lot of fun. So, it was really about having fun with it and smiling about it.

I thought about getting it painted. And then looking into the cost, I wondered, how much money would I want to put into it? How long was I going to keep it? I found out that it was going to be slightly cheaper to wrap than to paint. It had the advantage that, if I decide to sell the car, the wrap can be removed to reveal the original white paintwork. Not many men, perhaps, would be interested in buying a pink Boxster!

I decided to go ahead and get it wrapped. I did not want a baby pink, but I did want a "slap in your face" pink. Some surfing on the internet for manufacturers' colors, and companies that applied the product to a car, led me to the official 3M color, "Fuchsia".

I checked with a couple of detailers in the area, and the drummer of the band I play in (I'm the bass player) is an insurance adjuster with extensive knowledge of body shops and detailers in the area. He recommended the 3M Certified Installer Zebra Stripes, in Chantilly, Virginia.

I got a competitive estimate from them, and they did a great job, including the door wells, the interior of the trunk, and other rarely (but sometimes) seen surfaces.

Zebra said it would take about a week to do, but had difficulty in getting the wrap. I had signed up for the Women's HPDC at Summit Point in October, and wanted to attend in my car, so although the wrap became available late in September, I opted to wait until the day after the event. With Covid challenges, it ended up taking two weeks.

Now, almost every time I take it out just for a drive, I get someone honking at me in the lane next to me, rolling their window down saying, "I love your car!" Or I see someone in the car behind me with their phone out taking a picture. I love the attention it draws.

I've had conflicting information about maintaining the vinyl. I'd like to make it last as long as I can. The guy who did the work told me to just treat it like paint. I've read other things that say not to put waxes on it. Eventually, I sent a message to 3M to ask what to use and the only thing they recommended, of course, was their own product.

So, for the most part, I'm just using a Chemical Guys shampoo in a gentle, two-bucket approach to washing the car, then applying their Wrap Detailer product.



As a tip I offer to others, consider getting the door mirrors painted in the color you want. Door mirrors are very difficult to wrap. I didn't do mine but am thinking about going back and getting it done.

If anyone is on-the-fence about getting a wrap, I'd say,

**"Go for it! It's fun!"**

## BILL'S 911 IN GRASS GREEN

If you go in a parking lot, there are a lot of silver, black, and white cars. My 997.2 in Arctic Silver metallic is no exception. I had added some black stripes to differentiate it a bit, but after seeing a GT3RS in Lizard Green, I felt the need to make a drastic change! I found that color to be polarizing, and it really captivated me. So, I started with the brake calipers. I got a lot of interest and positive comments, so after six months, I decided to go ahead and do the whole car.

I thought about repainting the whole car, but because most Porsche people are fanatics about keeping the car original, getting a vinyl wrap seemed worth researching. I checked a couple of wraps and found the one that was closest to my color choice: Grass Green, made by Oracal.

Like most things, if you're a Porsche guy, you want to have only good people work on your car. So I asked for a recommendation from somebody in the club who happened to be a customer of a detailer close to my house, Xtreme Auto Details. He had been very happy with the work done on his Porsche, so it was a no-brainer.

I dropped it off in October last year and decided to do a little bit more than just the wrap. I wanted to take that color inside of the car as well – door jams, door mirrors, center console, etc. – and I got the windows tinted as well. We decided to paint the surfaces that are difficult to wrap, such as the door mirrors. I was impressed with the match of new paint color to wrap color. Xtreme was able to see my vision and they made a few unaccompanied changes as to what to paint inside, and I give them kudos for that. The subtle differences they added, made a big impact on me.

There were some technical challenges, and some delays with the wrap and the decals, which delayed me picking it up until February. After the initial wow of seeing it for the first time, I had the biggest of grins on my face. I <expletive #1> love this thing! I love the color. It's just exactly what I wanted to do. They did a fantastic job. I wouldn't think twice about recommending them. The best part for me is the interior match. When I go to the club monthly lunches, or out on a drive, I get really positive reactions.

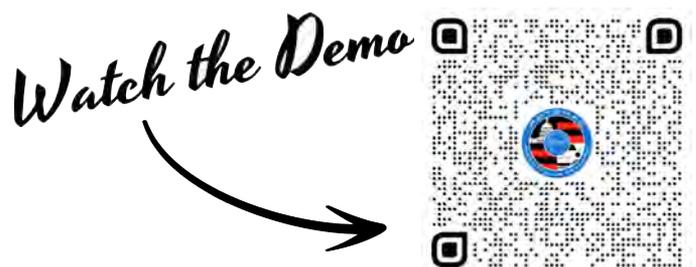
For anyone considering doing this, my top three tips are:

1. Always do it right, do it once, so find a company that can do just that.
2. Don't expect it to be a two-week process.
3. Get a big sample and put it up on your car. Don't go buy a picture or a little spot and try to imagine the big picture. I'm not a visual guy. I'm more technical, so I needed to be able to see what it was going to look like, and at that moment, I was excited.

One of the things they did on top of the wrap was put a five-year, ceramic coating on. So, I just wash it with the appropriate cleaning shampoo, or whatever, and then just hand wash like you would normally wash your car. So, no polish, no wax, no automated car wash, no machine car wash.

I'm glad I did it. I love the color. I love the outcome. I don't know if it suits my personality, but I think it's <expletive #2> great.

Watch the two minute video of Bill's car being wrapped by clicking on the QR Code. DV



**MARCH  
2022**



# New Potomacans

## **KHALED ALAJMI**

2019 911 Carrera T  
from Washington

## **EMERSON BLUE**

1982 911 SC Targa  
from Ft. Washington

## **ROMAN BORODAY**

2008 911 GT3 RS  
from Oak Hill

## **CLARK BOTTNER**

1971 911S  
from Chevy Chase  
Transfer from Delaware

## **TOM CARROLL**

2010 Panamera  
from Towson  
Transfer from Chesapeake

## **D. CODOSEA**

1986 928S  
from N Springfield

## **MILEN DINKOV**

2022 Panamera GTS Sport  
Turismo  
from Washington

## **BRIAN DUFFY**

2001 911 Carrera Cabriolet  
from Haymarket  
Transfer from Florida Crown

## **PAUL DRURY**

2005 Boxster  
from Alexandria

## **JEFFREY FRIEDMAN**

2019 911 Targa 4 GTS  
from Potomac

## **NEENA GOOZNER**

2006 911 Carrera S  
from Arlington

## **ANASTASIA GUSEYNOVA**

2021 Cayenne Coupe  
from Arlington

## **JOSEPH HARN**

2022 718 Cayman GTS 4.0  
from Aldie

## **ERON JORDAN**

2009 911 Carrera 4S  
from Bowie

## **WILLIAM JORDAN**

1989 944 S2  
from Arlington

## **JOSH KING**

1982 911 SC Targa  
from Purcellville

## **ROBERT MCCRAY**

2019 Macan S  
from Rockville

## **LUCIOUS MCDANIEL III**

2020 911 Carrera S  
from Ashburn

## **WAYNE MCMILLAN**

2015 Cayman GTS  
from Accokeek

## **PATRICK MEENAN**

2021 Taycan 4S  
from Centreville

## **ADRIENNE STONE**

2011 Panamera 4  
from Warrenton

## **ANDREW STUART**

2008 Boxster RS 60 Spyder  
from Vienna

## **ANTHONY THOMAS**

2005 911 Carrera S  
from Poconoco City  
Transfer from First Settlers

## **KENNETH TRIPLIN**

2018 Panamera 4  
from Leesburg

**NEW MEMBERS = 24**



PCA Members, old and new, enjoy time together at Summit Point Motorsports Park



# PCA Potomac Anniversaries

APRIL  
2022

## 35 YEARS

Theodore Hack & Patty Joyce

## 30 YEARS

Gregory & Pat Smoak  
Michael & Natalie J. Sturm

## 25 YEARS

Barry Rudolph

## 20 YEARS

Stephen & Susan Peterson  
Joseph & Eileen Minarik

## 15 YEARS

William & Ellen Mason  
Farid Hanna & Jenny Ramirz

## 10 YEARS

Bruce & Segundina L. Kinsler  
Martin & David Lefcowitz  
Eric Wilmeth & Karen W. Hurst  
Stephan & Sheilah Milliken  
Steven Schmitz  
James & Patricia Smith  
Glen & Jane Hirose  
Frank & Leslie Holland  
Michal Czupryn

## 5 YEARS

Justen Pitches  
Bradley Nicklin & Jeffrey Hunter  
Byron Williams  
Faisal Choudhary & Melissa Larkin  
Mike Stephens  
William Whitman & Sallie Davis  
James Pettit & Denis McSweeney  
Aaron Risdal & Jennifer Wylie  
Michael Duncan & Anne Vito  
Todd & Curtis Harris  
Lawrence Roe  
Bryan Hubbard  
Ken & Kirsten Georgi

## DER VORGÄNGER

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

We are always in need of articles and photographs 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. Here are some ideas that resonate with readers:

- Travel stories that involve a Porsche. An example is Michael Sherman's and his wife's trip to Europe for delivery of his new 99L.
- 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 photos, please; we simply can't use them. Send original sizes.

Browse the MAGAZINE area on [pcapotomac.org](http://pcapotomac.org) for submission instructions, the latest edition, 50+ years of archived DV, and more!

## ADVERTISERS' INDEX

Auto-Therapy	8
Autobahn	8
Auto Sportsystems Group	3
BlueRidge Motorwerks	28
Craftsman Auto Care	4
Grenier Law	28
Intersport	2
McLean Mortgage	8
OG Racing	5
Porsche Silver Spring	3
Porsche Tysons	9
Radial Tire Company	IFC
Reflections Auto Salon	8
RPM	8
SSI	9
TPC	3



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## PCA POTOMAC: DRIVERS' EDUCATION WATKINS GLEN INTERNATIONAL, NY

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**MAY 13-15  
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### WGI TRACK DETAILS

"The Glen" is a mecca of North American road racing. The track is 3.4 miles long, offers the climbing esses, a pair of falling esses that drop 14 stories in height, the famous toe of the boot, and plenty of high-speed driving on an outstanding smooth racing surface. Join the fun and learn new skills at our HPDE event.

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Membership entitles you to receive **DER VORGÄNGER** and 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 Drivers' Education with free Tech Inspection for members, Concours, Drive n' Dine, Autocross, Rallies and other social events.

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