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der Vorgänger

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

Good friends, good cars

Another interesting issue filled with engaging stories by a variety of contributors, all from Potomac.

Sydney Butler, a frequent and highly valued contributor, has a continuing fascination with new-car introductions. On many occasions now over the past five years, he's called and offered coverage from any number of events, ranging from car shows in Germany to New York. He's also produced pieces of note about buying a Cayenne for European Delivery and numerous interviews with famous and not-yet-famous-but-really-interesting folks of the Porsche persuasion. This month, he's just returned from Frankfurt (again!) and offers his impressions of the sublime 918.



Richard Curtis

My lovely wife and I attended Oktoberfest in Lovettsville recently (see story on Pages 26–27). We were followed the last several miles into town by another of Porsche's more sublime—and actually possibly affordable by mortals—Agate Grey Metallic 991. We parked side-by-side in the Wash 'n Shine lot. Imagine our surprise when we introduced ourselves. The driver of the beautiful new car was **Michael Sherman**, a new *dV* contributor (see his story about European Delivery on Pages 15–18). Michael's story in this issue is but the first of a multi-part series on his buying/ordering process, and how he and his wife were able to enjoy their short, but enviable trip to Stuttgart as a result.

Mia Walsh enjoyed a recent volunteer stint at the Porscheplatz at the Baltimore Grand Prix where she paid appropriate attention to Patrick Long, Patrick Dempsey and others. Her story and photos appear on Page 12.

Scott Seyforth bit off the task of rebuilding the front calipers of his 930 Turbo. He writes about the experience for all you DIYers out there, beginning on Page 10. However, be cautioned that 930 calipers aren't necessarily as easy to rebuild as other 911 versions, so do your research before you tackle the same task on other 911s.

The annual club picnic took place again this year at Fort Hunt, Va., park. **Michael Budinski** reports that well over 100 people participated (see story on Pages 28–29), which should earn this event a recurring spot on each club member's calendar. Good friends, good food and beautiful cars at a beautiful and convenient location. What could be better?

Beware! Rant ahead...

Since we all drive Stuttgart's best, and knowing that all (most?) Porsches require premium gasoline, I'm sure you've noticed as I have that the price differential not that long ago was on the order of 20 cents to 25 cents per gallon—has now crept up to 50 cents or more. (In fact, within just a few days after shooting this photo about a mile from my home, the price differential went to almost 60 cents!). But what can you do besides drive your old truck. A historical note: The first time I put more than \$10 of gas in my tank was in 1973 when gas went over 50 cents a gallon. It was in my first Porsche, and it was premium.



In the September issue, we misspelled the name of noted race car driver **Spencer Pumpelly**.



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Help wanted

I just got back from a great track weekend at New Jersey Motorsports Park, hosted by PCA Delaware Region. There were some great guys there from Potomac: Roger McLeod, Jonathan Van Hise, Dave Fox, Art Schwartz, Justin Howard, Marco Alban and Adam Argenbright. In addition to driving a fun track and hanging out with some of the best people I know, I also enjoyed not being responsible for anything for a change.

I wouldn't trade my role in club leadership for anything (OK, I would trade it for a 917) but it is a great deal of work, for anyone who steps up to make our club run. This goes for everyone from the executive committee all the way to people who help shag cones at a single autocross.

Potomac puts on almost 100 events a year and there isn't one of these events that doesn't have at least one person working hard to make sure that members have a good time. All of these people work extremely hard, and all of these people have made a tremendous contribution to our club and the lives of our members. They all deserve thanks and, most importantly, help.

There is an old gag in the movies where stuff keeps coming at the character until they are overwhelmed and finally give up—the example most of us know is the scene in "I Love Lucy" where Lucille Ball gets the job in the chocolate factory and the conveyor belt speeds up until she finally gives up and starts shoving the chocolate in her mouth. I know a lot of volunteers for the club often feel like we have a mouth full of chocolate.

Which brings me to the heart of this month's column. On behalf of myself and all the club's volunteers, I am asking you for your help. We have done a great job in the past several years of growing the club's program-

ming, but unfortunately the volunteer base has not kept pace with the programming. So a lot of the "old faithful" volunteers keep working harder and harder to keep pace with the programming—and it is exhausting. We need club members, especially new members, to step up and volunteer to help with our club's events and programming. We especially need people willing to volunteer for positions of leadership, if only to help organize a single event.

We have a resurgent community service effort and need volunteers to help organize and lead community service efforts so that we can make the impact on our community that we should. With Richard Curtis' retirement as editor of *der Vorgänger*, we are moving into a new era and need people to help carry the burden forward—we need at least three people to fill Richard's shoes. We also need a sponsorship chair to take ownership of coordinating interactions with the club's many supportive sponsors and to organize all the relationships.

The Social and Drive 'n Dine committees need new members to fill in for people that are stepping down. Craig and Linda Davidson are always looking for help with Rally planning. And while things seem to be well in hand for our DE, Autocross, Concours, Tech and Club Race programs, I am sure that 2014 will bring with it people who need to move on or move away and we will need to fill these positions. It would be great to start getting people in place proactively.

I guess I will finish by suggesting that in 2014 I would like to see a surprising sight—more volunteers than we need.



John Eberhardt



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Potomac's 2013 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 — www.pcapotomac.org >

Calendar > Potomac Calendar and/or www.pcapotomac.org > Programs for further information and the most up-to-date information. This calendar in *der Vorgänger* will be updated

each month through 2013. Details on the monthly brunches and event contacts are listed below. A listing of Program Chairs is below.

November

- 1–3: Drive 'n Dine trip to N.C. Museum of Art, Raleigh, N.C. Special historic Porsche exhibit plus a private collection of Porsches and a Cars & Coffee event.
- 2: Manassas, Va. brunch.
- 3: Autocross No. 7, Bowie (Md.) Baysox Stadium.
- 9: Arlington, Va. brunch.
- 16: Glen Echo, Md. brunch.

December

- 7: Manassas, Va. brunch.
- 7: Annual officer election + open board meeting. 11 a.m.–1 p.m. at Porsche of Tysons Corner (Va.) in the classroom over the body shop.
- 7: Holiday party, Clyde's, Bethesda, Md. 6 p.m.
- 14: Arlington, Va. brunch.
- 21: Glen Echo, Md. brunch.

Cars 'n coffee gatherings



Photo by Richard Curtis

An entire fleet of elegant Jaguars recently graced the parking lot of the Fair Oaks, Va. Cars & Coffee event.

Fair Lakes, Va.

Sundays, roughly 8:30–10:30 a.m., Fair Lakes (Va.) Starbucks for coffee and cars is the site, 12599 Fair Lakes Circle, Fairfax, Va., just off Interstate 66 at exit 55B. Don't look for many cars if the weather is inclement.

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, Great Falls, Va., 760 Walker Road, Great Falls, Va. This is perhaps the premier gathering of interesting cars in the D.C. area, but be there early, like 7 a.m. If you're much later than that, parking can be difficult. Literally 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.

Potomac monthly brunch locations

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

Virginia: first Saturday of each month, 11 a.m. to 1 p.m.
City Grille, 10701 Balls Ford Road, Manassas, Va. 20109.

Virginia: second Saturday of each month, 10 a.m. to noon.
Thirsty Bernie Sports Bar & Grill, 2163 N. Glebe Road, Arlington, Va. 22207.

Maryland brunch third Saturday of each month—11 a.m. to 1 p.m. the Irish Inn, 6119 Tulane Ave., Glen Echo, Md.

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

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

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New Potomac members & anniversaries

September 2013 new members & transfers

James & Sandra Atkins, 1996 911; Middleburg, Va.
 Eric & Joanna Beane 2009 Cayenne; Sterling, Va.
 Stephan & Greta Beauchesne, 1982 928; Bethesda, Md.
 Renate Caskey 2014 Cayman; Silver Spring, Md.
 Ho & Sandy Chang 2013 991 911 S; Clifton, Va.
 Greg Dale 2006 911; Gaithersburg, Md.
 Tom Dale 1997 Boxster; Leesburg, Va.
 Francis Daulong 2013 911; Arlington, Va.
 Jeffrey Forbes, 2008 Cayman; Alexandria, Va.
 Justin & Leah Hattan 2004 Carrera; Washington, D.C.
 Knut Holzer 1995 911

C2; McLean, Va.
 Paul & Janet Jameson 2014 Panamera; Great Falls, Va.
 Van & Connie Keys 1987 924S; Dumfries, Va.
 Neal Lee 2012 Carrera 2S; Arlington, Va.
 Eric Long 1994 Carrera 2; Washington, D.C.
 Jon Lower 2002 Boxster; Warrenton, Va.
 Jason Maisch & Joann Wray 1999 C2; Alexandria, Va.
 Don & Gretchen Major 1967 912; Vienna, Va.
 Kevin Martin 2006 911; Great Falls, Va.
 Bob McKinley 2009 911; Washington, D.C.
 Lisa-Ann McNeil 2013 911 C4S; Hagerstown, Md.
 Yahmin Norwood 2005 Carrera S; Centreville, Va.
 Ed Reardon 2004 Boxster; Washington, D.C.

Kiet Tran 2001 911; South Riding, Va.
 Seth Tuwiner 2014 Carrera; Vienna, Va.
 Faramand & Sophia Vahdatshoar 2014 Cayman; Columbia, Md.
 Gary Van Horn 2012 Carrera S; Burke, Va.
 Mike Williams 2005 Carrera; Severna Park, Md.
 Rick Windon 2004 Boxster S; Damascus, Md.

Transfers

Eric Lee 2007 Cayman; Arlington. Transfer from Jersey Shore (JSH)
 Yahmin Norwood 2005 Carrera S; Centreville, Va. Transfer from Central Pa. (CPA)
 Kiet Tran 2001 911; South Riding, Va. Transfer from Bluegrass (BGS)
 Mike Williams 2005 Carrera; Severna Park, Md. Transfer from Chesa-

peake (CHS)

October 2013 anniversaries

40 years
 Melvin Jones
 Patricia Melvin Somerville

20 years
 Chuck Landy
 Robert Overholser

15 years
 Gil Bohene
 Steven Inkellis
 David Lovato
 Michael Miller
 Jerome Welte

10 years
 Ardyanto Alam
 Lenny Ilkovich
 William Meyer

5 years
 Jonathan Alfert
 Stephen Cain
 Jeff Conley

Charles Cooper
 William & Karen Holt
 Clarion Johnson
 Bill Kaplan & Judy Kraut
 Chad & Casey Todd
 Brian & Mia Walsh
 Richard & Cheryl Yentes

Correction

We inadvertently omitted Patricia Melvin Somerville from the July 2013 celebration recognizing her 40 years of membership.

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How to rebuild 930 brake calipers

Stuff you'll need

Jack stands and floor jack

10 mm wrench, or use a brake line wrench to get more surface area on the brake line and connector line when removing

Punch tool or small screw driver

Rubber mallet

Sockets: 10, 11, 14, 17mm

Torque wrench

Penetrating liquid such as Free All, Liquid Wrench or similar

Propane torch

8 caliper scraper rings. Don't go cheap; use OEM

8 rubber seals

Air compressor with blower bit

Vice Grips, C-clamp or a brake-pad spreader

Pliers

Microfiber rags

Turkey baster.

Jack plate or something flat

Scotch-Brite or similar

Wire brush

www.dorkiphus.net when the stuff hits the fan and you need help

Brake cleaning solvent, degreaser

Brake fluid. I use DOT4

Caliper paint is optional

Photos and story by Scott Seyforth for *der Vorgänger*

This is a do-it-yourself article on rebuilding front brake calipers, specifically the calipers on a 911 Turbo is a relatively easy DIY; in my opinion, even a newbie could do this.

The total cost of parts is around \$250. Depending on how many or few of the items listed at left, the cost could add an additional \$100 or more. However, this is still a huge savings from having others rebuild your calipers. When performing this DIY, it is highly recommended to do both sides, hence the \$250.

Parts needed:

- Brake caliper piston scraper ring, part number 93035154700; four required per caliper

- Brake caliper piston sealing ring, part number 93035155501. Four required per caliper

- One liter of brake fluid

Prior to beginning, inspect all brake lines, bleeder valves, brake pads, wheel bearings and rotors.

Of course, you could pay someone to do this job, but really, is this an option?

- Remove as much brake fluid as possible from the brake fluid reservoir using the turkey baster.

- Secure the car on stands. Remove a tire and turn the steering wheel towards the outside of the wheel well to allow plenty of room to perform a visual inspection of the mentioned items and to make enough room for removing the two bolts that secure the caliper.

- Use pliers to remove the cross spring holding the brake pads.

- Use Vise Grips or C-clamp to press the brake pads far enough to pull out the pads. This will release pressure on the rotors. You may need to use a small screwdriver to work the brake pads out unless you have the brake-pad removal tool.

- Disconnect the brake line and connecting line from the caliper. Be careful removing the screw socket. This has several small copper washers. Now remove the two caliper bolts. The calipers will just slide right off.

- Soak the bolts with penetrating fluid. Heat the caliper area near the bolts (Photo 2). Repeat many times; I repeat, many times. When you think you have finished, do it again for good measure. Most likely this is either the first time you have performed this task or time is your worst enemy since these bolts can be corroded on the inside, making this a difficult task. Remove the bolts and secure the caliper



The caliper disassembled into all its component parts.

to a work bench using a large vise. Bolts are torqued to 60 Nm or 43 lb-ft.

- Remove the bleeder valve. Place a block of wood between the pistons. Place a rag over the calipers and, being careful not to shoot the piston across the garage, use a small amount of compressed air to force air through the bleeder valve. After one piston has popped out, loosely replace the piston. You still need to work the other one out.

- Use a screwdriver/punch tool with a mallet to work on the scraper ring (Photo 3). Be careful not to scratch the inside. Take your time and work at the ring slowly. Now you can remove the rubber ring using a small screwdriver or dental pick. The rings are easy to remove, but be careful. Do not scratch the inside, because this will cause issues later.

- Clean all parts. Be sure to use a Scotch-Brite to remove all debris on the piston. Spray all parts with brake cleaner and allow to dry. Then use compressed air to ensure no small particles are left inside the caliper. Use a wire brush and scrape the corrosion from the bolts. (Now may be a good time to repaint the calipers.)

- Use a bit of brake fluid on the rubber seal and insert (Photo 4). Repeat for the other cylinder.

- Place the scraper ring lettering side down. Repeat!! Place the lettering side down and using the jack plate or something similar, use your rubber hammer to insert evenly (Photo 5). Repeat for other cylinder.

- I found it easier to insert the pistons in the freezer and the caliper against a portable heater for about 30 minutes. Then lubricate both the piston and seals with brake fluid. Press evenly and they will slide in like a warm knife through

DIY

Working on a car should be approached with all due caution and with safety foremost in mind.

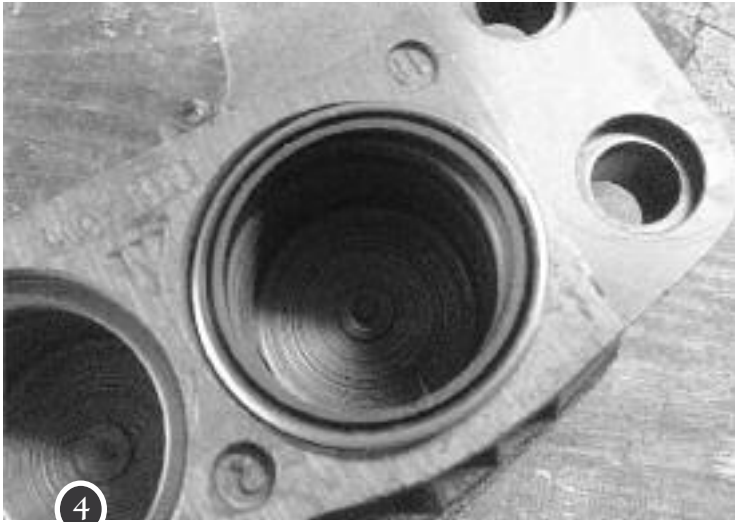
Share your own do-it-yourself stories with dV readers by sending an email to dveditor@pcapotomac.org. A high-resolution photo will be necessary also.



2



3



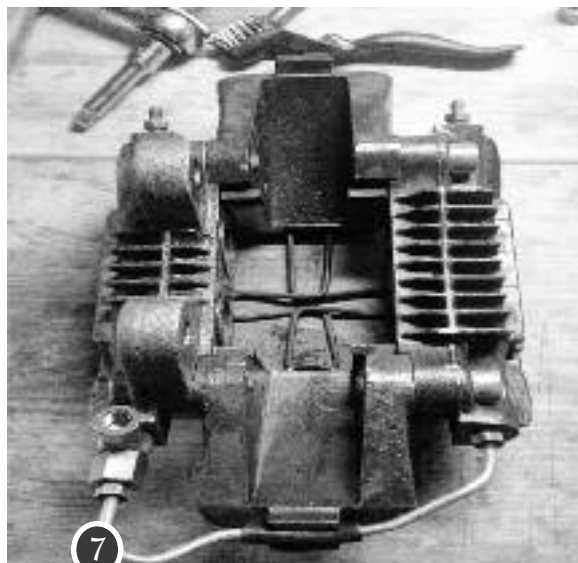
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5



6



7

butter.

- The pistons are to be installed so that the line is as shown (Photo 6).

This is based on a 930 workshop manual for fronts and reverse for back calipers.

- Reassemble the caliper (Photo 7) and then start on the other one. Torque the bolts to 43 lb-ft. As added insurance, I used blue thread locker on these bolts.

- Once completed, bleed the entire brake system starting with the farthest caliper from the master cylinder and work to the nearest caliper.

Baltimore Grand Prix: For better or worse

Photos and story by Mia Walsh
for *der Vorgänger*

By the time Labor Day weekend comes around, I normally have six or seven DE weekends under my belt. My 2009 Cayman S has been given TLC, brake pads changed, cracked rotors replaced, shocks adjusted this way or that and I am always eagerly awaiting Potomac's three-day Labor Day weekend event at Virginia International Raceway.

This year, however, a wedding invitation came in the mail from the flower girl from our wedding 20 years ago. Both of my daughters were asked to be junior bridesmaids.

"For better or for worse..." wedding vows were circling in my head. For better, obviously, because we knew it would be a special event for an important person in our lives. For worse, because we would miss my favorite DE of the season. Or was it?

FINALLY, I said to myself, I would be able to be a part of my hometown madness for the Baltimore Grand Prix. Each year, when I wanted to partake in the Grand Prix race and celebration, my DE-avid husband would say, "Would you rather drive or watch people drive?" "Drive," I would respond. No further discussion.

This year was the year! "For better!"

I contacted PCA National to ask if I could volunteer at the PorschePlatz, located adjacent to the south-side of the course. A Friday spot was available in the afternoon, and I jumped at the opportunity. I hopped into my Cayman and headed to downtown Baltimore with my camera in hand.

Walking around the paddock was a thrill, and the roar of the engines around my hometown city streets was enchanting. I shot over 150 photographs that day, eagerly snapping shots at cars from the IZOD IndyCar Series, American Le Mans and ISMA Porche GT3 Cup categories.

Photo by Jean Kapusnick

Right: Patrick "Mc-Dreamy" Dempsey, an actor and noted Porsche race driver. He finished 16th overall, fourth in class.



Photo by Ken Marks

Below: Potomac member and TPC Racing owner, Mike Levitas, competed in the GT3 race.



Race support teams worked in their tented areas to prepare the cars. I was even able to walk into pit lane as the racers were preparing to enter the hot pits.

Later, while editing the photos at home, I noticed an inordinate amount of photographs were of the drivers themselves. Racers stretching by the side of their cars, racers focusing and concentrating behind the steering wheel, racers walking through the paddock in their fire suits.

Photographs of drivers posted on my Facebook page from track events usually spark comments only from the males. But when posting photos of "The Patricks," Patrick Long and Patrick Dempsey, my Baltimore Grand Prix photo album had a plethora of comments from the female persuasion. Summing up the best from Potomac's fastest female speed-demon, Melonie Sullivan, was "So. Much. Hotness."

Yes, "For Better" was the choice for the weekend.



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Your vote is important to The Founders' Region, Potomac

In accordance with the club's bylaws, the 2014 executive officers will be elected by the membership on Dec. 7, 2013 at the annual membership meeting at Porsche of Tysons Corner (Va.) in the classroom over the body shop from 11 a.m. to 1 p.m. The 2014 officer candidates proposed by the club's nominating committee are presented below.

If you would like to nominate an additional candidate pursuant to the Potomac Bylaws, please submit your candidate, along with the endorsement of five active Potomac members, to the nominating committee (pastpresident@pcapotomac.org) by Nov. 11, 2013.

Your vote is important to Potomac. As a result, Potomac is providing three ways to vote this year—electronically (via Potomac's website), mail-in ballot or in person at the annual meeting. Details regarding electronic voting and the mail-in ballot will be posted on our website and sent out in an e-Blast on Nov. 14.

For president: John Eberhardt

John Eberhardt joined PCA in 2006 after buying his first Porsche, a Boxster. He is currently the club's president, former vice president and former Drive 'n Dine chair.

John is a regular autocrosser, DE participant and races in the 24 Hours of Lemons.

John runs research and operations at his own consulting company.

As club president, John's goals are to ensure a wide diversity of programming for our members, membership growth, expanding the volunteer pool and making sure everyone has fun.



For vice president: Howard Hill

Hill is a native Washingtonian committed to community service with a passion for Porsche since his high school years.

The Porsche light first shined when a friend took him for a ride in his new 1970 911T. Howard had not thought about that joy ride until looking to replace his 1997 Ford Escort. He looked no further after the test drive of his 2007 C2S vividly reminded him of that ride almost 40 years earlier.

Hill has degrees from Duke University and Columbia University. He served as an infantry officer in the Marines while stationed in Kaneohe Bay, Hawaii where he volunteered as a mentor with Big Brothers/Big Sisters of America. He joined PCA in October 2008. In addition to Po-

tomac DE, he has attended events at Lime Rock Park, Monticello Motor Club, New Jersey Motorsports Park and Mid-Ohio Sports Car Course.

He is the club's current vice president and has spearheaded two PCA license plate projects: one in D.C. and the other in Virginia.

In addition, he plans to become more involved in the various activities that the club now offers and to bring a fresh perspective.

For secretary: Michael Handelman

Handelman's passion for Porsches began when he was a teenager and saw his first bathtub Porsche and thought it was his ideal car.

He came to Washington in 1970 to attend George Washington University. He eventually worked at the International Monetary Fund for 28 years until his retirement at the start of 2012.

He has been married 35 years to the same wonderful woman, and they have two grown children. After the last tuition payment, Handelman was finally able in 2009 to buy his first Porsche, a 2006 Seal Grey 997S cabriolet.

He is our current secretary and is our webmaster. As secretary, he hopes to continue with website activities and offer his support to the executive committee in maintaining and developing activities that continue to be attractive to our large, diverse membership. With his knowledge of innovative technology and new social media applications, he hopes to be able to leverage this to achieve attractive programs that will continue to draw and excite members.



For treasurer: David Dean

David Dean joined PCA in 2003 following the purchase of his first Porsche—a 2003 Boxster S that he and his son picked up in Stuttgart. Following two weeks of driving in Europe with his son and his wife, the car was dropped off for shipping with a long, six-week wait for the next drive.

In 2004, Dean attended Potomac's September HPDC and was hooked for life.



Before his first Drivers' Education event in 2005, David became the proud owner of his second Porsche, a 1979 911 SC prepared for the track. David became a DE instructor in 2010. In 2011, he began Club Racing his current track car, a 1993 RS America.

David received his degree in accounting from West Virginia University in 1986 and is a CPA. He is our current treasurer and a managing member of Fitzwater and Dean, PLC, an accounting and advisory firm in Woodbridge, Va.

For past president: Tuffy von Briesen

We are all sad to see Dick Seltzer, current past president move out of the Potomac Region (to the Kansas City Region), but are glad he will be able to spend more time with his children and grandchildren. Dick has informed the executive committee that, because of the move, he will be resigning from the committee effective Dec. 31, 2013. Since the position of past president is vacant, a very active past president, Tuffy von Briesen, has been nominated to fill the position of past president.

Tuffy has been involved with cars all his life. One day in 2003, he wandered over to Porsche of Arlington and walked out with a neat 2003 996 cabriolet and membership in the Potomac Region of PCA. He began participating in Potomac events at a High Performance Driving Clinic and then became involved in the Driver's Education program. Tuffy was the DE Registrar in 2006 and chairman of the DE program for 2007. He volunteered for Club Race for three years and worked on the Potomac Escape into American History and PCA/Potomac Porsches at the International Gold Cup. He was elected vice president in 2008 and served as president in 2009–2010. Tuffy was appointed the Zone 2 secretary in 2010 and continues to hold that position. Tuffy also serves on the PCA National Staff, formerly as the National Awards Coordinator and currently as the Porschetz/Car Corral Coordinator.





Photo by Laura Sherman
On the day Sherman arrived in Munich, after an all-night flight, he and his wife enjoyed a beer at the Hofbräuhaus in Munich.

‘I want to buy a new Porsche 911, and I want to pick it up in Stuttgart’

Earlier this year, 15-year Potomac member Michael Sherman walked into a Northern Virginia Porsche dealership and bought a new 991. He asked for, and received, the European Delivery option. What follows is the first of a three-part series describing the ease with which he got delivery in Stuttgart. He wound up driving away in his new Agate Grey Metallic 991 while enjoying a short vacation with his wife.

Photos and story by Michael Sherman
for *der Vorgänger*

My first car, a 1986 Porsche 911 Carrera, was purchased back in 1998 when I graduated from college and moved into the real world. Since I had been dreaming of this particular make and model from the time I was 8 years old, it was my only logical choice. This year I needed a new car.

Since I think the 911 is the perfect embodiment of performance and practicality, it meant getting the latest variant of this historic sports car, which is celebrating 50 years of production this year. To fulfill a lifelong dream, I needed to travel to Germany.

The ordering process

I arrived at my local Porsche dealer and was greeted by a sales manager who asked, “Can I help you with anything?” I replied, “I would like to buy a new 911, please.” That grabbed his attention, and he quickly found another sales manager to assist me.

He asked if I knew what I wanted. Since I had been researching the car for months, I listed what I desired: 911 Carrera, Agate Grey Metallic paint, sunroof, manual transmission. That’s all, please—no additional fancy options.

When the sales manager’s computer started acting up, I had a chance to peruse other 911s on the lot. The sales staff completely understood that I wanted to eschew additional options, such as an upgraded sound system; however, there were two options they thought I should consider: slightly upgraded wheels and the 14-way adjustable seats.

I spent time investigating these options on some of the cars there, but I couldn’t justify the seats (9-way adjustable is enough); the wheels, though, were starting to look good to me.

The stock wheel is a 19-inch with a sort-of-five-spoke look. One step up was a rather nifty looking Carrera S 20-inch wheel, and I decided to add that option.

The last option I threw in was the Sport Design steering wheel, which looked much better than the stock steering wheel. It was a bargain at only \$250.

Now I had one order: a 2013 Porsche 911 Carrera with Agate Grey Metallic exterior, black interior, manual transmission, sunroof, 20-inch Carrera S wheels and a Sport Design steering wheel.

There was one last option I had to have, a zero-cost option. I wanted European delivery, where your car is built in Zuffenhausen, Germany, and then held at

the factory until you arrive to pick it up. This option made my visit more interesting, because at one point I had four salesmen trying to figure out how to do this and how to do it as quickly as possible.

Porsche recently re-vamped their European delivery



Photo by Richard Curtis
Right: Sherman chats with fellow Potomac member Art Orton at the Oktoberfest event in Lovettsville, Va.

Photo by Laura Sherman
Below: Sherman at the Chinesischer Turm beer garden in the Englischer Garten on the day they arrived in Munich before taking the train to Stuttgart.



program, and the representatives at the dealer said they had not prepared a European delivery since the changes had been made, hence the team effort to get this done. At first, things did not look encouraging. The delivery option meant having to be more aware of when the car would enter production, so timing was more of a factor in the order. Eventually, someone suggested looking at “changeable” orders. These were orders that were already in the production line allocation but similar enough to what I wanted that small changes could be made and my car delivered sooner than five months, which I had been expecting.

In fact, with the factory slowing down in July and August, I was already dreading an earliest delivery of September or October (this was April).

At that point they told me I had to order a 2014 car, but they didn’t yet have that ability. Basically, I feared the dealer would tell me to return in a month or two to place my order when they had the 2014 ordering set up.

Having a 2013 car was meaningful to me, since it is the 50th anniversary of the 911. Much to my surprise, they found a changeable order that was just what I wanted (911, manual, Agate Grey, sunroof), except it had more options. To turn it into my car was no issue, and voilà! The car would be ready, but what about picking it up in Germany?

Why it’s important to know the right people

The inventory manager knew someone at the Atlanta headquarters of Porsche Cars North America to ask about European delivery. After talking on the phone for a while and scribbling notes on a sheet of paper, he said, “Well, you can’t pick it up before May 13.” Whoa—May 13! That was only a month away, and I had been expecting five months. Everything began to feel real.

Since several dates were available in May and June, I had to make a decision and let him know after the week-



Wednesday delivery, we would be leaving home on a Monday afternoon and arriving in Munich Tuesday morning. After spending the late morning and afternoon in Munich, we would travel by train to Stuttgart and check into our hotel.

Porsche recommended two hotels, and we chose the Hotel am Schlossgarten. The next morning (Wednesday the 22nd), we planned to take a taxi to the factory for a tour, lunch and picking up the car. For the next few days we would be based in Stuttgart and go on day trips to southwestern Germany.

The day before our flight home from Munich, the car would be left at the factory and we would take the train back to Munich to spend the night before flying home the next morning.

On April 15, I visited AAA to get an International Driver Permit. That was exciting!

How the European Delivery Program works

I stopped by the dealership after work on April 24, and my sales representative had the leather portfolio waiting for me. The portfolio cover was embossed with the Porsche logo and “European Delivery Program” on the front.

Inside I found a welcome letter with details about the pickup, hotel and taxi vouchers, a brochure on the whole Euro delivery program, a book on the 25 best drives through Germany, a pad of paper and a pen, and, best of all, the window sticker for my car!

I paid for my car, wrote a separate check for the VAT (which I will get back once my car is in the States) and everything was finished. My car had a VIN and was even noted as being in the status of “V300—Exit Production.”

My car had been built and was sitting patiently in Zuffenhausen waiting for me to arrive. The sales reps at the dealership still couldn’t get over how fast this had happened. I had been fortunate in my timing.

Delivery of the car to my local dealer would take about three to four weeks after I arrived home from Germany. Apparently it takes boats a certain amount of time to cross the Atlantic.

The hotel in Munich for our final day was booked, and the itineraries for the day trips out of Stuttgart were being finalized. It looked as if we would be spending a day northeast of Stuttgart (Rothenburg and Würzburg), a day in the Black Forest area (Baden-Baden and southwest) and perhaps a day driving into Zürich, Switzerland. I was also feverishly studying German with the Rosetta Stone program to acquire a little working knowledge of German before the trip. *Ich freue mich, nach Deutschland zu gehen!*

For delivery I decided to add the European GPS data option. I figured if we wanted to drive on back roads most of the time, finding a paper map with fine detail over the whole area we planned to cover might be difficult. Besides, it would be nice at the end of the day just to punch in the hotel location and not worry about paper map navigation late at night. This option cost \$250, but to my surprise the PCNA representative and my local sales rep covered this cost for me! I loved this company; it seemed they actually wanted me to have a good time and to stop worrying.

We depart for Germany

May 20, departure day, had finally arrived for flying to Germany. We allowed plenty of time for the trip to the airport and getting to the gate. We went to a wine bar to relax and pass time. The United flight into Munich was smooth

end. May 22 or 23 were looking like a good choice.

After the paperwork was printed, I signed some forms and presented a check for my 10 percent deposit. One of the interesting bits about a European delivery is having to pay the value added tax (VAT), which is not a small amount of money. The VAT is figured into the full purchase price that I would have to pay about a month before delivery. Fortunately, the VAT would be refunded when I took possession of my car in the States.

I left the dealer with a folder filled with copies of all my forms and a stupid grin on my face. Did I really just order a new 911? Crawling into my 27-year-old 911 seemed odd at that point, as if I were cheating on my faithful car of 15 years.

On April 5 I scanned and emailed my passport to my sales rep. They needed it to plan the European delivery. I also picked the date I would prefer—May 22.

Then it became a waiting game for confirmation. Everything depended on locking in the pickup date; I couldn’t book flights, hotels or plan day trips, nor could I make arrangements for my house.

A few days later, I visited the Porsche dealer on my way home from work to see if I could get an update on the pickup date. Because I’m an anxious person by nature, I wanted to purchase my airline tickets as soon as possible. The salesman greeted me and said he’d call PCNA right away.

A few minutes later we were able to confirm the plan—10 a.m., May 22, in Zuffenhausen. Now it was official. The staff at the Porsche dealership had diligently taken care of business. It looked as if I would be able to buy plane tickets that night and then start planning day trips and hotel stays as I waited until April 22 to settle up with the dealer.

My wife, Laura, is great at planning itineraries, so it was nice to make more travel arrangements. It was suggested that we fly to Germany at least one day in advance; for a



Above: The Schlossgarten area of Stuttgart, a wonderful German city worth spending time in, especially if you're only waiting to pick up your new 911.

Right: The European Delivery Program includes a leather portfolio containing pen and paper, taxi voucher, introductory letter, a few brochures, and the new car's window sticker.



and then went to Mike's Bike Tours to rent a couple of bikes. If you're in Munich on a nice day, this is the way to go.

We rode into the Englishgarten and stopped at the Chinesischer Turm beer garden for a couple litres of *Hofbrau Weißbier*. Next, we returned the bikes and stopped at the Hofbrauhaus main hall for snacks and more beer. That left just enough time to walk back to the train station and hop on our ICE 515 train to Stuttgart.

In a little over two hours, we arrived in Stuttgart and walked across the street to our hotel, where we would spend the next five nights—

and passed quickly with the personal DVR in the seat back in front of me.

On a prior trip, I had passed through the Munich airport and knew it was nice. While we were there, we picked up our tickets for the train that would take us to and from Stuttgart for the main part of the trip.

We took the S-Bahn into town to the Hauptbahnhof (main train station) and stored our bags in lockers. Since our train to Stuttgart wasn't until 15:30, we had approximately seven hours to sightsee in Munich on a cool, sunny day. We walked towards the Marienplatz and had breakfast at the Glockenspeil restaurant overlooking it.

Next we visited the Porsche Design store just for kicks,

the Althoff Hotel am Schlossgarten, which I highly recommend. Porsche would reimburse us for our first night and our last night in Germany.

We wandered around the Schlossgarten for a little while, but by this time, we had been up for 32 hours. I think that's the best way to adjust to the time difference—just power through the first day.

The next morning would be the fulfillment of a childhood dream: picking up my new 911 at the Porsche factory.

• • •

Next: The Shermans drive away with their new 911.



Michael Sherman, of Herndon, Va. has been a PCA Potomac member for 15 years. His first Porsche was a 1986 911.



Porsche looks into future; sees a Spyder

Photo and story by Sydney Butler
for *der Vorgänger*

With 11 cavernous halls, 900,000 visitors, 1,100 exhibitors, 80 press conferences and 159 premieres, the 2013 Frankfurt Auto Show will deplete the energy reserves of the most intrepid enthusiast. By the second afternoon of this year's show—in keeping with “E-mobility and Connectivity” show theme—my mobility energy was drained; I needed a full recharge.

I found a haven overlooking the Porsche floor display where I could switch off my mental engine and connect to some relaxing reflections. As my kilowatts (in battery-speak) built, I shook my head in amazement. The show had been an extravaganza of electric and alternative energy cars and systems.

Tesla had announced its commitment to establish battery recharging stations within 150 miles of every major European city. Mercedes had presented its S500 Intelligent Performance car that had traveled over 60 miles in city and country traffic without the driver touching the steering wheel. I had driven an all-electric Smart car on the autobahn, and been astonished by BMW electric i3 cars driven on an elevated racecourse inside their hall.

Porsche, in celebration of the 911's 50th birthday, displayed a panoply of new models. No fewer than 25 Cayennes, Caymans, Boxsters, Panameras and 991s (including two 50th Anniversary editions), were arranged like a silver wave flowing from two enormous stages with IMAX screen-sized backdrops. Those stages—with stunning visuals and sounds—had hosted

the world premieres of two engineering marvels—Porsche's 918 Spyder and 991 Turbos (both the Turbo and S models).

The 918's numbers had been well covered in the press—887 hp, 0-62 in 2.8 seconds, etc.—but the visual impact can only be absorbed live. Beautiful, brutal, elegant, threatening and phenomenally powerful, it at once honored an unmatched racing heritage and set Porsche's future on a necessary and irrevocable course.

Beyond power and design, the 918's significance lies within the e-hybrid logos scripted in chrome and luminous green on the front flanks. Its dazzling performance is integrated into and dependent upon a true hybrid system capable of achieving performance and fuel efficiency.

When asked what distinguished the 918 from other hybrid supercars, Dr. Franz-Steffen Walliser said, “The 918 is a pure hybrid supercar, with seamless transitioning between electric and full race power,” he said. “Neither the McLaren nor the Ferrari has such a seamless, integrated system over a full performance range.”

This was no hyperbole. The 918 had turned a 6:57 lap of the Nurburgring just days before.

Only slightly shy of the 918's performance, the 991 Turbo and Turbo S presented the perfect choice for emphasizing the engineering underneath the cars' powerful exterior designs. With 520 and 560 hp for the Turbo and Turbo S, respectively, blazing performance is assured.

Both cars are loaded with exceptional technology, including four-wheel steering and front and rear spoilers that modulate in tandem for downforce. At one-fifth the cost of the 918, the Turbos are downright bargains by comparison.

Make no mistake, Porsche's future engineering will shift dramatically to hybrid and alternative drivetrain technologies. Porsche CEO Matheus Muller was forceful when he said that “plug-in and hybrid performance technology will certainly be a part of Porsche's future.”

It darned well better be if Porsche is to remain in the forefront of sports car engineering. Every show manufacturer was offering its latest electric/hybrid technology, and German manufacturers alone will invest \$20 billion in electric, hybrid and alternative drivetrain systems over the next four years. As one show sign warned, “Plug in, Connect or Lose Power.”

As my afternoon faded to evening above the Porsche display, I felt a strange mixture of nostalgia and excitement. My Porsche life (with a 1966 912) began soon after the 911's. I grew up with Solex and Weber carburetors, with drum then disc brakes, with horsepower measured in the one hundreds. Over decades I had gotten comfortable with turbocharging, with new sedans and SUVs.

But I was witnessing something truly extraordinary here in Frankfurt, something moving as fast and fantastically as a time warp film of a Hewlett Packard mainframe morphing into a MacBook Air. And on this September, 2013 afternoon, I could not imagine a more qualified producer of that film than Porsche, or a more finely engineered time travel machine than that liquid silver 918 I glanced at over my shoulder as I walked away. That gleaming transporter is beyond my budget, but if Porsche designs a 918-shaped smartphone case, I'm in ...



Twisty business, or the Homestead/Greenbrier trip

Photos by Tony Pagonis

Above: The obligatory group photo of the Drive 'n Dine trip members to the Homestead Resort.

Right: Winding country roads with many scenic barns and farmsteads were the order of the day.

By Linda Davidson
for *der Vorgänger*

2013 has been a rough year for Craig and me. We had to cancel a Caribbean cruise in January for health reasons (all resolved now). In June we had to cancel our trip to Porsche Parade, again for health reasons (also resolved). So we were understandably excited about the road trip to The Homestead, if only for a three-day weekend.

On the Wednesday before departure, I came down with a horrendous head cold. Craig's initial reaction was to cancel this trip also, but we really needed to get away. I decided to pump myself full of cold meds and "man up."

The day before departure, we still hadn't received any details about when and where to meet for the caravan down. Finally, at 10:30 p.m., an email arrived with instructions to meet at 9:45 a.m. at the Food Lion in Haymarket, Va., with a scheduled departure at 10 a.m.

There were also links to Google maps and instructions to print everything and bring with us Friday morning. For some reason I couldn't get the maps to print, so I did a "Reply All," asking for someone to please print an extra copy. Little did I know that the links didn't work for anybody and no one had directions. Well, the trip leader, Alex Lunsford, did, but just in his head.

Friday dawned with spectacular weather. Coming from Gaithersburg, Md., Craig and I gave ourselves plenty of time to get to Haymarket and arrived about 9:30 a.m. A half dozen cars were already there, and the rest, except the tour leader, pulled in within the next five minutes.

All of us were pacing around the parking lot, getting angrier by the second. My head was still pounding, and Craig



was ready to blow off the entire weekend.

We decided to give Alex a few more minutes. We didn't have a choice—we had no directions! Finally, at 10:20 a.m. he pulled up—driving a CORVETTE!

Really, Alex? For a Porsche road trip? We were going to have 20 Porsches following a Chevy? Ferry Porsche must have been rolling over in his grave!

And Alex couldn't get the maps to print, either!

When we finally started, it was almost 11 a.m., so we had some serious time to make up. As we wound our way up and down and around the mountains in follow-the-leader fashion, no one would ever accuse Mr. Corvette of having a problem putting the pedal to the metal. To call his driving "spirited" doesn't do it justice.

The roads were awesome, the scenery was even better, and all the Porsches managed to keep up.

Our first chance to socialize was a lunch stop at The Depot Grill in Staunton, Va. One of my favorite parts of these trips is the chance to chat with the other wives. At ral-



lies I'm usually too busy as the rallymaster to spend quality time with the other women, and the guys only want to talk about cars. (I get it, guys, but after a while I just zone out). So who do you think sat next to me at lunch? Mr. Corvette Man—a sign of things to come.

The second half of the drive to Hot Springs, Va. was even more spirited as we twisted our way through the Blue Ridge Mountains and multiple state parks. This was definitely not for the faint of heart, with continuously banked turns, switchbacks and serious elevation changes. Despite nobody having directions, we all arrived in one piece.

The Homestead had a parking lot cordoned off for "Porsche Parking" (no, that is NOT a typo), but no Corvettes were allowed.

The dinner plan was to meet at the hotel bar at 6:30 p.m., then head to Sam Snead's Tavern for dinner. [For those of you who are non-golfers, Sam Snead was one of the greatest golfers of all time, and he is a commanding presence in the area].

When we checked in, I realized I had forgotten to bring some medicine for my cold. The concierge said there was a pharmacy right next to Sam Snead's and that it was open. It was 5:30 p.m.

We dropped our luggage in our room and headed on foot to the pharmacy. We got there at 6:01 p.m., and the door was locked; they had closed at 6 p.m.! The lights were on and the staff was right there inside the door, but they still wouldn't let us in. So much for southern hospitality!

I pulled out my iPhone and learned the nearest drugstore was 12 miles away in Clifton Forge. About the last thing we felt like doing was getting back in the car, but my head felt as if it were filled with concrete, so off we went. The only problem was that those 12 miles were "as the crow flies." When we saw a sign that said "Clifton Forge 27 miles," we trashed that idea and u-turned back into town.

Since we arrived at the restaurant before the others, we sat at the bar to drink my cold away (it worked). We struck up a conversation with a man at the end of the bar, who turned out to be Sam Snead's son! For Craig, a lifelong golfer, this was a special treat. And after chatting about golf in the old days and his father's impact on the local community, he picked up our bar tab.

Craig and I were now the last to get to our dinner table, and the only seats left were next to Corvette Guy. We were going to get to know him really well this weekend.

Saturday morning arrived way too quickly, but the weather again was spectacular. We started with the obligatory family pictures in the parking lot with all our cars, minus one. Then, unlike Friday, tour leader Corvette Driver

had maps and directions for all.

The first half of this morning's cruise stopped at a rickety old bakery with a gravel lot and a single gas pump that had to be 100 years old (which no one would touch). Although this place was literally in the middle of nowhere, they had the lightest fruit tarts I've ever had. Everyone indulged, and then we were off again for the rest of the drive to The Greenbrier in White Sulphur Springs, W.Va., on more super-fantastic roads. The drive was awesome!

We all arrived safely and parked in front of the resort in a special row reserved for the Porsches. Corvette Man had to park somewhere else.

We headed to lunch before touring the Congressional Bunker. Although the bunker is not stimulating visually, the story of the concept and construction of the bunker while keeping it hidden and secret from almost everyone, friend or foe, was fascinating. It was a worthwhile tour.

At 4:15 p.m. we gathered for the return trip to The Homestead, once again playing follow-the-leader behind the Corvette. Although we had directions, we followed like lemmings when our intrepid leader made a wrong turn and took all 20 of us down a road that got narrower and narrower. When we saw the Corvette doing a u-turn on the barely paved road, we all followed suit. Eventually we got back on track and made it back without further issues.

Dinner Saturday night was a barbecue buffet at the ski lodge with entertainment by the bluegrass band "Southern Rail Express." During cocktails I was finally able to catch up with some of the ladies and talk about something other than cars and horsepower. When we finally sat down to eat, who do you think sat down beside me? Yup! Mr. Corvette, my new best friend!

Sunday everyone was on their own. Some went skeet shooting and others checked out the falconry, but most headed home.

Craig thought he was ready for some highway driving on cruise control, but after about 10 miles of looking at the rear end of trucks, he exited Rt. 81 and drove the rest of the way north on Rt. 340. It was a good choice.

As rallymasters, Craig and I know how much planning goes into an event like this. Alex did an outstanding job, in spite of the few glitches, and I don't think I heard a single complaint all weekend. The roads couldn't have been better, and that's really what it's all about. Did I mention he was driving a Corvette?

Photos by Tony Pagonis

Above left: Winding roads were on the menu both going and coming from the Homestead Resort in Hot Springs, Va. with a side trip to the Greenbrier in White Sulphur Springs, W.Va.

Above: Arrival of the Porsches in White Sulphur Springs, W.Va. The Greenbrier is widely known for housing "the Bunker," a once-secret fallout shelter beneath the resort built during the Cold War to house Congress in case of nuclear war.

Porsche mines depths of hybrid technology

By Fatih Selekler
PCA GT2, GT3, Cup Register Advocate
for *der Vorgänger*

If you were in the market for a luxury sedan, would the Panamera S Hybrid be on your list of vehicles to consider?

Frankly, it would not have been on my list, but I had the chance to drive one for a few days, and it was an interesting experience. I always have been a sports car fan, I have never owned a four-door sedan and I probably never will.

So, I was not excited to have a sedan for my daily driving for few days, let alone that it was a plug-in hybrid.

This model has a 3.0 liter V6 engine up front with 333 hp, and when combined with the 95 hp electric motor, it comes up to 416 hp (not 428 hp interestingly). It boasts 325 lb-ft of torque out of the combustion engine alone and an additional 229 lb-ft from the electric motor for a combined torque figure of 425 lb-ft.

Although aluminum has been used extensively, the car still weighs over two tons, or 4,600 pounds to be more precise. The good news is that weight is managed by a double-wishbone front axle and a multi-link rear axle with air-suspension components.

As I mentioned, I was not very excited about the drive, but I have to admit this hybrid has a few surprises for me. I drove it as I would daily drive my own car, to and from work, errands, doctor appointments, etc., for three straight days.

The car is big, so big in fact, I had difficulty parking it in regular spaces. It is not the width, but the length; when turning in tight spaces, the rear tires are so much off the front tires' tracks that I had to recalibrate the visual cues to put the car in between two parking lines.

The weight is not as noticeable from within the car, but it is there. All the suspension components help hide the weight and increase the responsiveness of the chassis, but it drives like a top-of-the-line SUV, just lower to the ground.

The Panamera manages to deal with all the curves that the road will offer. Its suspension is so well weighted that it makes steady turns, hairpins and even transitions go smoothly. The car manages its weight very well; all of the tricky suspension bits work so well, in fact, it is possible to say that the car is quite responsive to the steering inputs, and it changes direction with precision.

Of course this is all relative; when I use these descriptions, the comparison is with a Cayenne or similar SUV.

The car is much better appreciated from the inside. The luxuries for the driver and the passengers are well organized and judged. The interior space is voluminous, with each of the four seats making you feel as if you were in a limousine, rather than a sedan. It is truly a joy to equally drive or be a passenger in the car, particularly on the interstates.

The speed builds up quickly and without giving any one the sensation that limits may be exceeded. The best way I can describe being a passenger in the car is its similarity to being a passenger in the first-class cabin in an airliner. The



only complaint I can register is that the standard front seats were not comfortable for me (5' 8" tall). The length of the seat cushions was too long for my short legs, and after 10–12 minutes of driving, I would become uncomfortable. I did not have this issue in the back seats since I was not working the two pedals.

It may be difficult to imagine that a near two-ton vehicle can accelerate to 60 mph in 5.2 seconds (manufacturer's claim), but it does feel that fast on the road. When the gas pedal is depressed, the PDK downshifts, a little slower than I like, but the car just gallops forward. I suspect the electric motor offering available torque with immediacy has something to do with this.

Entering interstates and accelerating to traffic's speed was never an issue. Passing cars was similarly easy, particularly when the Sport or Sport+ mode is selected in which the PDK transmission would down shift with urgency.

Since this is a luxury sedan, the engine and exhaust sounds are well insulated, robbing you from the sensation of the performance and speed. Performance is there when you need it, more than a regular V6 would offer, and when you just want a nice smooth cruise, the Panamera offers it in abundance, regardless of which seat you are occupying.

How about this hybrid thing?

So, how about this hybrid thing? This is where I was surprised the most. When I drove aggressively for short distances, the car averaged around 18 mpg. Not good, but also not too bad for a car of its weight.

For comparison purposes, I average about the same in my GT3 in similarly aggressive driving. When I was cruising to work through my usual roads without traffic, in which 85 percent are interstates, I averaged above 23 mpg.



fruit into this Panamera, although its electric power source and delivery is quite different.

The GT3R Hybrid not only provided some answers on how to harness the electric power and when, but also in the application of lightweight materials besides aluminum and carbon fiber.

Porsche has made significant advances in the combination of the two compounds to find the best balance for application on sports cars. Similar “lessons learned” as well as new engine technologies utilized in the purpose-built RS Spyder ALMS race car also proved to be more than just a side-study for Porsche. The results of that research found their way into the new 918.

The 918 is full of juxtaposition of many conflicting concepts at first sight; a supercar weighing at more than 1,600 kg (3,500 lbs) and boasting 887 combined

Photo by Sydney Burlter

Seen on the Porsche E-Mobility stand at the September 2013 Frankfurt Auto Show, the newest addition to the manufacturer’s lineup of Panameras was this Panamera S E-Hybrid offering 416 hp and 425 lb-ft of torque.

When I was stuck in rush-hour traffic, where I barely manage 16 mpg in the GT3, the Panamera averaged, are you ready?... over 28 mpg. I just could not believe it.

The Panamera achieves these figures by shutting down the engine every opportunity it gets, and I do mean every opportunity. When I am cruising and lift off the throttle, the engine shuts down, even if for only a few seconds.

When I get back on the throttle, it restarts. Of course, when at a red light, it is off, and when waiting in traffic, it again shuts down. Moreover, during rush-hour traffic, the engine is mostly shut down and the electric motor propels the car under crawling speeds.

During my drive through the rush-hour traffic on I-270, which took a total of 37 minutes to travel 18.7 miles, the engine was shut off 19 minutes and 41 seconds, more than half of the total travel time. The start and stop of the engine is very smooth, and nothing remotely similar to the BMW system, which is quite abrupt. In the Panamera I had to look at the tachometer to know if the engine was on or off, since it is that smooth.

The combination of luxury, smoothness, power and hybrid technology makes the Panamera a superb choice in my opinion. If I were in the market for a \$100,000 luxury sedan, I would absolutely consider this car, despite its questionable looks and weight; the Panamera tickles all the right senses, and it almost makes you wish you were stuck in traffic enjoying the luxuries without burning fossil fuels.

Porsche spent significant effort and money during the last few years in first developing the 911 GT3R Hybrid race vehicle that utilized the Formula 1-based KERS technology from the Williams team to supply bursts of power to the front axle in addition to the combustion engine propelling the rear axle. The research on that vehicle certainly bore

combined hp, a battery pack that lasts a maximum of 19 miles if you are gingerly with the throttle.

Porsche went to incredible lengths to shave every gram of weight out of the 918, only to add several kilograms of batteries in the car just for 297 more hp. There is more to it than that, of course; the amount of torque that the electric motor adds is 546 lb-ft over the 398 lb-ft of the combustion engine for a total of 944 lb-ft, which is hard to imagine how it would feel under your right foot.

The 918 accelerates to 60 mph in 2.7 seconds, 124 mph comes in just 7.8 seconds and, with the Weissbach package, you can reach 166 mph in only 22 seconds. It has a top speed of 214 mph. Even more impressive is the 918 that turned an official 6 minute 57 second lap at the famous Nurburgring North Loop.

The reason for such conflicting ideas in a supercar is partly because the 918 is a study of possibilities for Porsche. Two technologies specifically developed for the 918 found their way into the upcoming 991 GT3: PDK+ with the new differential and torque vectoring and four-wheel steering. I would not at all be surprised if some of the unique carbon fiber and aluminum find their mix into the 2015 GT3 RS for weight savings, and some hybrid technology into the 991.2 versions later on.

Hybrid electric technology is being incorporated more and more into upcoming models with different purposes and applications, and this may be the reason it has such attractive potential for the future; any technology has to have more than one way to apply it across model lines to be economically justifiable. These types of advancements and developments that have real-world practical applications are what sets Porsche apart from others, I think. The Panamera S Hybrid is one of the recipients of such technologies.

'I have never owned a four-door sedan'

By Fatih Selekler
for *der Vorgänger*

I like sports cars, I have never owned a four-door sedan, and I love performance driving at the local tracks. Each day I get into my GT3 to go to work, I look forward to its engine bursting into life, shifting up and down and punching the gas when conditions permit. Since I also track this daily driver, I am particularly demanding about maintenance. I

way that would signal "enough is enough." I enjoyed that car for five years and 80 thousand miles.

After that purchase, I started taking all my Porsches to them for service, even though I live nearly 30 miles away, and other dealerships are closer. I got to know all the techs who work on my car, all the service advisors and Chad Morrison, the service manager. They service my car in more detail than I used to do myself, and they have my service records and know what needs to be done even before I tell them.

They store my track wheels and tires and let me know how well they are wearing, when it's time for replacements, etc. When they sign the track inspection forms for my upcoming events, I go to the track with peace of mind.

Despite being a high-maintenance customer, they always greet me with open arms and smiles and make sure that I am taken care of every time. I honestly cannot put a price on this type of service and personal attention.

I don't need appointments. I just show up, explain what I would like and the rest is taken care of. I go into the workshop, get under the car and ask silly questions. They humor me, and I leave without any worries. When I am not in the workshop with the techs, the service team always takes the time to talk with me, and for a car nut like me, what better way to spend time than to talk about cars in the middle of the latest Porsche models in the showroom.

I know cars, and I know my car better than anyone else. Because I drive my car daily, rain, snow or shine, I am tuned in to every little sound. One day last month, I got into my car and a loud rattle sounded from the rear I was worried about the exhaust or something even worse. I immediately drove to Tysons, mentioned the rattle and left the car there.

The next day, I picked up the car and was told, very respectfully, that the new camera mount I had just attached to the rear window was rattling, and nothing was wrong with the car. Although my face turned red, the technician didn't make me feel stupid, and his attitude never changed. As I said, I am a high-maintenance customer, but they welcome me every time.

I am not writing this review to be a promotion for Porsche of Tysons but to acknowledge their superb work and to point out the differences between great work, as all Porsche dealers certainly do, and superior customer service. I've never had bad experiences in any Porsche dealership, but because Tysons has performed way beyond my expectations year in and year out, they have secured me as a customer for life.

I know my Porsche GT3 is a superb vehicle from every aspect, and the service I receive allows me to enjoy my car without worries. I am now a life-long Porsche owner with post-sales services, and I continue to enjoy my car each and every day.



Photo by Richard Curtis
Fatih Selekler at Summit Point with his GT3.

don't think it is possible to enjoy any car that is not maintained well or that does not perform in perfect manner. Thankfully, Porsches are some of the most reliable cars regardless of how hard we use them.

Over the last few years and generations of models, doing maintenance myself has become more and more difficult, because learning all the new technologies incorporated into the cars requires more careful studying and time. I gave that up a few years ago; however, it is still important to me to know the people who work on my car and ensure I understand the nature of the work and the reasons for doing it. Unfortunately, not many dealerships allow us into the workshops to talk to the technicians, nor do they take the time to explain the little mechanical or electronic details about which I am curious.

When I purchased my first Porsche in 2006, I discovered Porsche of Tysons Corner (Va.). For more than three years the sales team endured my countless visits, test drives and questions. They gave me a great price on a Cayman S. Any profit they made on the sale to me was far less than the time they spent with me, but they never treated me in a

Why I love my Porsche

How about your story of why you love your Porsche(s)? Share them with dV readers at dveditor@pcapotomac.org. A high-resolution photo of you with your car would also be appreciated.

Remembering the early days of Potomac

By Dan Rowzie
for *der Vorgänger*

I can still remember the tension of pulling into the parking lot to enter a serious Time-Speed-Distance rally. It was 1967, just after joining PCA. The excitement of the cars along with the chatter coming from groups of people discussing the rally General Instructions, was accompanied by the noise of short-wave signals coming from several portable radios tuned to WWV—the short-wave radio station that broadcasts official U.S. government time signals—used to synchronize their watches.

Looking over the 70 or so assembled cars, the equipped class cars were the most fascinating. These would have a dash full of equipment such as twin stop watches, an accurate cable-driven odometer, a goose-neck night light and some sort of computer.

The computers were usually the coffee-mill looking, hand-cranked, Curta calculators. A few competitors had actual black-box computers made by one our members, a Capt. Thomas. The “Tommy Box” was the trick setup.



The “Generals” contained diabolical overriding instructions to be remembered such as “gain 12 seconds for each named side road before next instruction.” As if simply following the route instructions given to each contestant as they leave the start wasn’t challenging enough!

This could be one of the Metropolitan Washington Council of Sports Car Clubs (MWCSSC) rallies, a part of the series. Of the ten or so clubs participating in the series, Potomac usually won the annual championship.

More of our members were participating in autocrossing at this time, and the council governed the rules and the championship series. There were as many as 175 entries for autocrosses on some Sundays. Potomac drivers made up most of a 25-car heat, so we could be there as our own support system.

A few years later, lightly traveled roads that were necessary for safe rallies had disappeared as urban sprawl increased. Gathering spots for starting points also were forced farther out of the D.C. metropolitan area. Whatever the reason, serious rallying seemed to disappear. About the

same time, shopping centers were allowed to operate on Sundays and were no longer available for autocrossing. Noise abatement was responsible for the loss of other sites.

By the late 1960s, there were two Drivers Schools held at Marlboro Motor Raceway. There was also more interest in Tech sessions. More members were working on their own cars also, and track events had become more popular.

By 1969, The Founders’ Region, Potomac had grown to 500 members; there were 6,000 members nationally. Summit Point (W.Va.) Motorsports Park was our new track.


One of the mysteries of my time as president in 1969 was why 25% of the membership attended the Monday night meetings. I finally concluded that we simply wanted to see each other and talk about our cars.

Now, all these years later, we have hit on the perfect meeting idea: breakfast/brunch gatherings on several weekends of the month. Perfect! Way to go!

• • •

Dan Rowzie, a past president of The Founders’ Region, Potomac in 1969, has been featured in dV in the November 2008 and October 2011 issues. He lives in Charles Town, W.Va. His current Porsche is a much-modified black Speedster.

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



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928 Frenzy invades Lovettsville Oktoberfest

The 17th Annual Porsche 928 Frenzy, a once-a-year gathering of these legendary V-8 powered Porsches—originally designed to replace the 911—took place in Sterling, Va. A caravan to the Oktoberfest seemed like a natural.

Photos and story by Richard Curtis for *der Vorgänger*

It was a surprisingly cool and cloudy day that colored the experience of attending this year's Lovettsville, Va., Oktoberfest, highlighted by the annual Potomac multi-event that took place there. Rally teams began their adventure-some and fun trip to the Northern Virginia village from a

starting spot in Maryland. One Drive 'n Dine contingent arrived from the Manassas (Va.) Battlefield Visitors Center that was sparsely attended (one car!), the other, much larger group from Potomac, Md.

The highlight, however, was when more than 40 928 model Porsches arrived from their beginning spot in Sterling where Odds and Ends Detailing owned by Potomac member Darryl Nichols was hosting the annual 928 Frenzy. The Frenzy this year attracted cars from all over the nation,

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Far left: Winners of the rally were: (left to right) John and Carol Evans (second place), Jim and Ruth Tabb (first place) and Pam and Rick Windsor (third place).

Left: The 2007 Cayman of David and Kay Lucien, of Leesburg, Va., took second place in the Wash and Shine car show as part of the Oktoberfest festivities in Lovettsville, Va., on Sept. 28.

with license plates from Montana, Connecticut, New York, North Carolina, Colorado and New Mexico among the pristine 928s spotted in Lovettsville.

Though the 84 Porsches were indeed spectacular, one of Oktoberfest's big draws were the many booths set up along Lovettsville's streets selling various wares such as a variety of German foods plus clothing, cupcakes (yum!), ice cream and various raffle tickets.



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Annual picnic attracts strong crowd, beautiful cars, fanta

Photo by John Squire
Bruce Bade celebrates with his 356 coupe being at a picnic on such a beautiful day.

On Sept. 15, the Potomac region held its annual fall picnic at Fort Hunt Park near Mount Vernon, Va. The weather was fantastic, the crowd strong, and the cars beautiful.

Approximately 132 members attended (116 adults and 16 youth). The check-in table and people's choice car show was managed by Ron and Diane Davis. Attendees talked with old friends and made new ones, while others looked at the 68 cars on display to choose their favorite. The winners would be announced after lunch. The oldest car on the lot was a 1958 Porsche 356A, and the newest was a 2014 Porsche Cayman S.

The front end of the food service was managed by Jacquie and Rob Bobbitt, Linda Budinski and Daphne Fuentesvilla. The fire and brimstone end was handled by Mike Budinski, Joe Panagiotou and Steve Bobbitt.

Both burgers and bratwurst sausages proved very popular, with many picnickers asking about the butcher who produced them. All the meat was provided by Society Fair in Old Town Alexandria, Va. Society Fair is well-known for the quality of its meat, and the burgers are dry-aged for about 20 days and come from grass-fed Randall Lineback cattle. This American breed of cattle is raised at the Chapel Hill Farm in Berryville, Va.

Society Fair also provided the potato salad, which was made from locally-grown potatoes. The beverages, too, reflected local craftsmanship. The Devils Backbone beer from



Lexington, Va. was a popular choice. Other selections came from micro-breweries in the United States. Dessert included a variety of cookies and brownies.

After lunch the people's choice awards were announced by Ron Davis and Rick Garlock.

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Open cars:

- 2013 Boxster S, Ken Becker
- 2013 Boxster, Greg Schwallen
- 2012 911 Carrera S, Gary Van Horn

- 2012 911 GTS, Don Zelm
- 2006 Cayman, Mike Engle
- 1997 911 C2S, Rob Bobbitt
- 1972 911, Mitch Hudson
- 1958 356A, Bruce Bade

More than 80 cars made an appearance at this year's annual club picnic at Fort Hunt Park near Mt. Vernon, Va.

- 2010 Boxster, Gary Brindle
- 2008 Boxster, Linda Wilkinson
- 1988 928, Gary Spunaugle

At the beginning of the picnic, the executive committee held an open board meeting under the pavilion with those in attendance participating.

Closed cars:

- 2014 Cayman S, Larry Anding

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



Calendar of semi-nude quilters now available

By Richard Curtis
for *der Vorgänger*

It's all in good fun, and all the money goes to breast-cancer research and other good causes.

Long-time Potomac member Starla Phelps, a well-known quilt artist, got together with a bunch of her friends in the McLean Chapter of Quilters Unlimited, and posed for the camera with their beautiful quilt creations.

Each month is highlighted by photos of the women posed provocatively with their quilts, all done tongue-in-cheek, no pun intended.

Starla, one of Potomac's liveliest members—the photo above was taken as she was honchoing yet another Club Race in September at Summit Point—posed as Ms. August sitting on the rear deck of a Boxster S while wrapped in a quilt she designed, pieced and hand-



quilted whose theme was “PCA & Porsche Rolling Forward.”

All proceeds will be donated to The Virginia Quilt Museum, The Textile Museum and Breast Cancer Research.

To purchase calendars, contact: QuiltladiesCalendar@gmail.com. Cost is \$20 each.

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Photo above by Richard Curtis

Above: Nando Silva-Pinto, left, rolled out his newest track toy, a 500 hp 2,200 lb. Crawford Grand Am car that he's owned since August. At the Summit Point September event, he described the car to Robert Yerman and Eddy Davis.

Photo below courtesy of Tony Pagonis

Below: Long-time Potomac members Tony Pagonis and Cindy Pagonis enjoy a moment during the Homestead/Greenbriar Drive 'n Dine trip in September. Tony, Cindy and their son are involved in many Potomac activities.



Readers and their cars



Photo by Richard Curtis

Right: Patrick Rhodes of Arlington, Va., prepares his '86 911 that he's owned for four years for a track session at Summit Point's Club Race in September.



Photos by Richard Curtis

Top: Jim Kulbaski of Clifton, Va., with his two DE-driving daughters at the July DE at Summit Point. Molly, left, is a student at Dickinson College, and Anna, is a freshman at Virginia Tech.

Above: Massive amount of Porsche experience and knowledge all in one spot. From left, John Lovejoy, Littlejohn Shebish, Tim Berardelli and Dan Rowzie chat during the Gathering of the Faithful car show at Reston, Va., Town Center in late August.



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A holder for a can of oil (and spark plug) in Sandy Kemper's '64 356 engine compartment is novel, if not original. Photo by Richard Curtis

