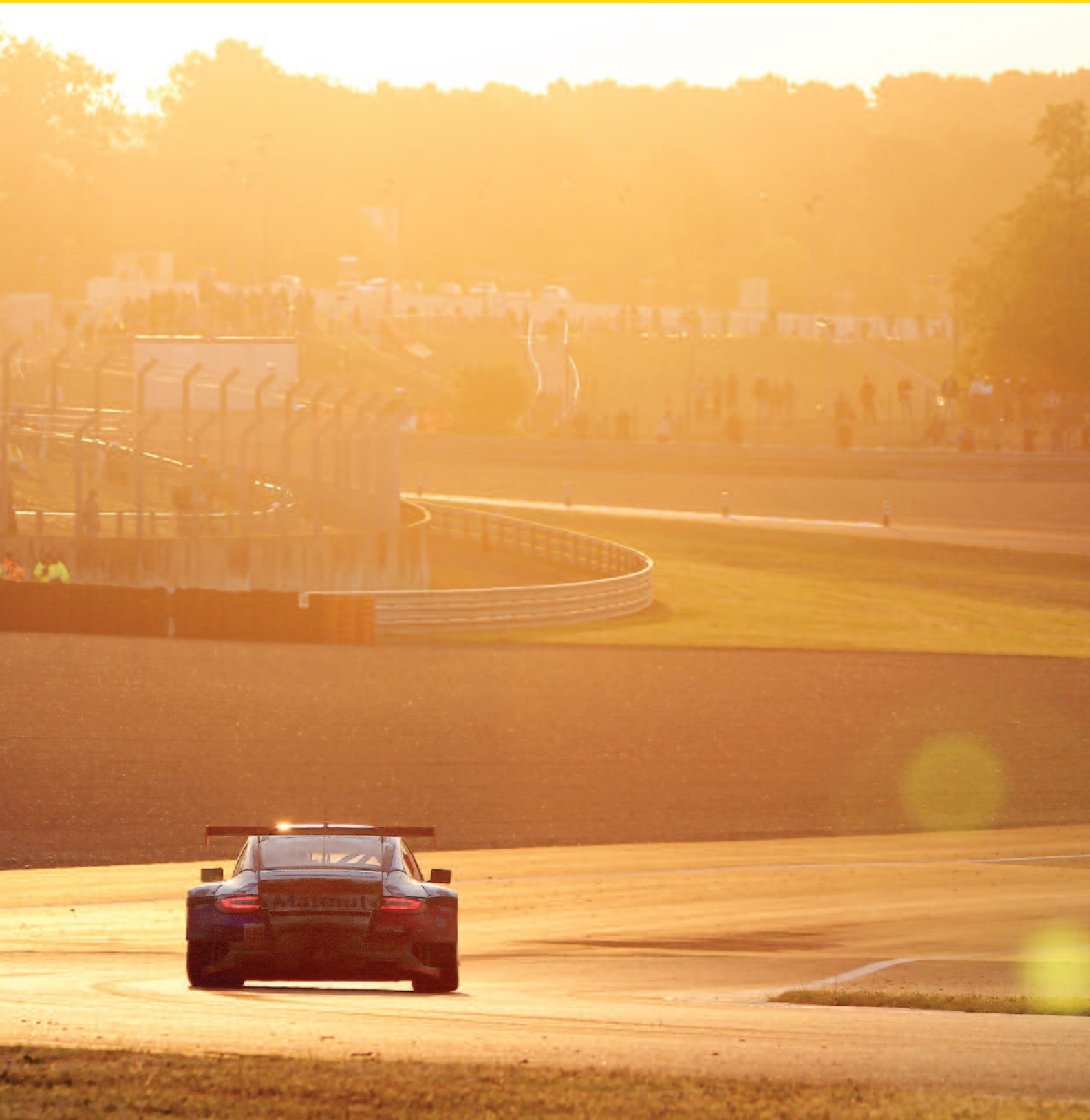


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Cover photo: Sunlight bathes this image of a lone 911 navigating the curves at Le Mans. Photo by Daniel Munarriz.



der Vorgänger

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

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Normalcy

This month's dV is pretty normal. Which is to say it is replete with interesting, well written, PCA member authored articles on a variety of eclectic, albeit mostly Porsche-centric topics. Your editors have the not burdensome task of performing some mild copy editing and providing just a tad of understeer on occasion. We're truly blessed to have such a talented membership so willing to share. Keep it coming!

John Truban's piece on the Amelia Island Concours d'Elegance (held this past March) is informative and wonderfully illustrated. We have been holding this piece wanting to add a photo essay on Bob Russo's 2 1/2 year restoration of a chassis 962-106 which was awarded Best Race Car at the event – a really signal accomplishment. We will get those pictures and talk to Bob for next month!

One of your co-editors, Michael Sherman, writes a piece on detailing. This isn't about a Concours event but just the regular task of keeping the Porsche looking good. If I didn't know better it would seem that Michael needs to get out more often given his single minded focus on dust (the horror!). I was reminded of him this past weekend when I saw two signs on a Panamera on a dealer's showroom floor: "SOLD" and "DO NOT WASH



Carrie Albee



Glenn Cowan



Michael Sherman

or CLEAN THIS CAR".

Porsche's return to Le Mans is the subject of our feature piece this month. The almost lyrical descriptions of the event are punctuated by a spectacular photo essay that provides further incentives to add this event to your bucket list.

Bruce Bade provides a nice story and pictures of his and his wife's long history with Porsche automobiles. He seems to have a thing for the date December 20th. His story is a fun read and his Porsche collection is one to drool over!

Linda Bowyer shares a wonderful story of how she acquired her 993 and how fondly she thinks on it. Read her story and remember your early days of dreaming about that perfect car.

So after reading this edition of dV (in one go of course) you might consider cleaning your Porsche, dreaming of that next perfect Porsche, grabbing a camera, and heading to France!

–Glenn

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A Club For All Members

In a Vision for Potomac, we laid out a vision for a club that is more diverse, more user friendly, and more engaging to members. And we are making progress on these goals, with rich programming, a new website, and a new commitment to open governance, such as the minutes of the Executive Committee being posted on the web site.

But we also have a long way to go. When I go to Potomac events, I have the pleasure of looking around and seeing both familiar and new faces, people I am glad and proud to know. But I also constantly ask myself: What can I do to make them feel welcome in our club? To get them engaged and to help shape the club? How can we show them this club belongs to the membership, not the leadership?

Together with the need to make this a member driven club is the need to make this a club that welcomes all Porsche owners. Our country is undergoing an exciting, if controversial, demographic revolution. I will nail my colors to the mast by saying that I am very excited about it – change and growth are what America has been about from day one and it is what has made this country great.

America is changing, and the composition of Porsche ownership is changing with it, especially here in the National Capital area. If we want to continue to be a successful, fun club that is a leader in PCA and in the automotive sport, we need to embrace change and move with it. This means seeking ways to extend our membership into the younger and more diverse Americans who are buying many of the new and exciting models being developed by Porsche. To do this, we have to change how we engage with members, change the



John Eberhardt

way we make decisions, change the way we do things, and change the face of our leadership.

Change is hard. It is often hard to accept that previously effective methods become timeworn and out of sync. It is hard to accept that I may not have all the answers. It is hard to accept that while I have done an excellent job, in a members club it is important to let that job pass to new people as one of the most critical and vital forms of member engagement.

So changing the way we do things is hard. We have been doing certain things a certain way for very long time, and abandoning established ways is difficult without the right attitude. So what happens is people pay lip service to change and then they go back to old ways. And your club leadership, including myself, is not immune to it. So here is my appeal to the membership: Don't let us get away with it. Demand better of your leadership. When you see a better way to doing things, bring it up – and don't just take no for answer. Step up. Push. Lead. Volunteer for committees and give input, push for innovation, and demand leadership that is responsive. When you are ready for leadership, step up – and don't let people tell you that you haven't been in the club long enough. There is no seniority in PCA Membership. This is your club and we work for you – don't forget that.

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Potomac's 2014 calendar

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

August

- 2 Tech inspection at Porsche of Silver Spring, 9am - 1pm.
- 2 Virginia Brunch at City Grille in Manassas on Saturday, 11am – 1pm.
- 2 Potomac's Drive to Drive-in, 6:30pm - 10:30pm. Bengies Drive-in at 3417 Eastern Blvd, Middle River, MD.
- 3 Fourth autocross at Baysox Stadium, 7am – 1pm.
- 8-10 Potomac's PorscheFest DE at Summit Point.
- 9 Virginia Breakfast at Thirsty Bernie Sports Bar & Grill in Arlington on Saturday from 10am – 12pm.
- 9 Potomac's PorscheFest Dinner at Summit Point, 6:30pm - 9pm.
- 16 Tech inspection at Chapman Auto Werks, 9am - 1pm.
- 16 Maryland Brunch at The Irish Inn on Saturday, 11am – 1pm.
- 24 Augustoberfest in Hagerstown, MD, 10am – 1pm.
- 24 Drive & Dine to Augustoberfest in Hagerstown, MD, 11am – 3pm. Meet at the Potomac Elementary School on River Road in Potomac, MD.
- 24 Rally to the Hagerstown Augustoberfest.
- 29-31 DE at VIR.
- 30 Potomac's Gathering of the Faithful concours at the VW Headquarters in Herndon, VA, 9am – 12pm.

September

- 6 Virginia Brunch at City Grille in Manassas on Saturday, 11am – 1pm.
- 7 Potomac's picnic and low-key car show at Fort Hunt Park, VA, 11am – 2pm.
- 12-14 Potomac's Drive & Dine to Greenbrier.
- 13 Potomac's Fall HDPC at Summit Point.
- 13 Virginia Breakfast at Thirsty Bernie Sports Bar & Grill in Arlington on Saturday from 10am – 12pm.
- 20 Potomac's open board meeting, 11am – 1pm.
- 20 Maryland Brunch at The Irish Inn on Saturday, 11am – 1pm.
- 26-28 Potomac's advanced DE at Summit Point.

October

- 4 Virginia Brunch at City Grille in Manassas on Saturday, 11am – 1pm.
- 5 Potomac Region's Fall 2014 Golf Tournament, 12:30pm – 6pm.
- 11 Virginia Breakfast at Thirsty Bernie Sports Bar & Grill in Arlington on Saturday from 10am – 12pm.

Potomac Monthly Brunches

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

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

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

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

Cars & Coffee

Fair Lakes, VA

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

Hunt Valley, MD

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

Burtonsville, MD

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

Great Falls, VA

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

Bethesda, MD

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



Letter from Europe
24 HEURES DU MANS 2014



The Longest Day

Story and photos by Daniel Munarriz



Story and photos by Daniel Munarriz
for der Vorgänger

Porsche's return to the 82nd running of Le Mans after 16 years was a special moment. This event has some of the fervor of a religious pilgrimage mixed with motorsports engineering magic. Spectators, like the drivers, are continuously assaulted by changes of light and color that over the course of the race brings its own form of exhaustion. Speed and endurance are mixed with this intense test of the senses.

For any fan of motorsports history, this city in the heart of the intimate and traditional Loire Valley in France is a sanctuary. For anyone interested in Porsche machinery, this is part of Stuttgart's DNA – every Porsche car has a strand of Le Mans running through it.

After nearly two decades absence, Porsche's return to challenge Audi and Toyota promised a dramatic race despite new regulations from the ACO (Automobile Club de l'Ouest) aimed at re-

ducing fuel consumption of the LMP1 prototypes by 30% while maintaining, or even surpassing preceding performances. The new regulations help determine energy usage per lap and control for fossil fuel versus electrical power. The three major contenders used power units, combining an internal combustion engine with a hybrid electrical system providing additional power stored during braking phases.

All hybrid LMP1 entries had to weigh at least 870 kilos but little else about their configuration is similar as each used very different power units. Toyota used a naturally aspirated V8 petrol engine with a displacement of 3.7 liters, and hybrid power plant producing 6 mega joules. The Toyota also employed an additional system on the front axle allowing the car to operate in four wheel drive mode when appropriate. It was the most powerful setup, with over 1,000 hp. Audi raced a revised V6 TDI 4-litre engine with an electric turbocharger, upgrades to the flywheel accumulator system and an exhaust heat recovery system, providing additional power of 2 mega joules, result-

Above: The spectators enjoy the start of the 24 hours of Le Mans.

Opposite: Number 91 Porsche factory 991 911 RSR.



Above: The 919 Hybrid in the pit area.

Opposite top: One of the two 919 Hybrids working its way around the 8.5-mile course.

Opposite bottom right: Pro and amateur teams entered 911s into the race.

Opposite bottom left: Tensions were running high in the Porsche garage as they fought with technical issues.

ing in a total output of about 780 hp. Finally, Porsche started from a blank sheet to build their return to Le Mans platform resulting in a totally new single turbo 2 liter V4 petrol unit with a battery-based storage of 6 mega joules producing a total power of 750 hp.

It was not easy to predict the outcome. Toyota seemed to dominate during the initial testing of the World Endurance Championship (WEC), but Le Mans is, well – different.

The "holy" week began on Sunday June 1 with the traditional test day on the 8.46 mile (13.629 km) track with its renowned sections of public road. After the traditional (and daunting) technical and administrative inspections, actual qualifications were held during the evening of Wednesday and Thursday. Despite the insignificant advantage provided by grid placement the contest for pole position afforded an opportunity to compare the teams whose times were all within 1.5 seconds.

At the end of the race the Audi R-18 E-Tron Quattro (#2) finished first in the LMP1 Division with its sister #1 car finishing second. The Toyota cars ran third and fourth with the Porsche 919 Hybrid finished a respectable 5th.







LMP1 Class

<i>Pos</i>	<i>Team</i>	<i>Drivers</i>	<i>Laps</i>
1	Audi Sport Joest R18 e-tron	Fassler/Lotterer/Treluyer	379
2	Audi Sport Joest R18 e-tron	Kristensen/Gene/di Grassi	376
3	Toyota TS040 Hybrid	Davidson/Lapierre/Buemi	373
4	Rebellion R-ONE Toyota	Prost/Heidfeld/Beche	359
5	Porsche 919 Hybrid	Dumas/Jani/Lieb	348

LMP2 Class

<i>Pos</i>	<i>Team</i>	<i>Drivers</i>	<i>Laps</i>
1	Jota Zytek Z11SN Nissan	Dolan/Tincknell/Turvey	355
2	Thiriet by TDS Ligier JS Nissan	Thiriet/Badey/Gommendy	355
3	Signatech Alpine A450b Nissan	Panciatici/Webb/Chatin	355
4	Sebastien Loeb Oreca 03 Nissan	Rast/Charouz/Capillaire	354
5	OAK Ligier JS Nissan	Brundle/Mardenborough/Shulzhitskiy	354



GTE Pro Class

<i>Pos</i>	<i>Team</i>	<i>Drivers</i>	<i>Laps</i>
1	AF Corse Ferrari 458 Italia	Bruni/Vilander/Fisichella	339
2	Corvette Racing Chevrolet C7 R	Magnussen/Garcia/Taylor	338
3	Porsche Team Manthay 911	Holzer/Makowiecki/Lietz	337
4	Corvette Racing Chevrolet C7 R	Gavin/Milner/Westbrook	333
5	Aston Martin Racing Vantage V8	Turner/Mucke/Senna	310

GTE Am Class

<i>Pos</i>	<i>Team</i>	<i>Drivers</i>	<i>Laps</i>
1	Aston Martin Racing Vantage V8	Poulsen/Heinemeier/Thiim	334
2	Proton Porsche 911 GT3 RSR	Ried/Bachler/Al Qubaisi	332
3	AF Corse Ferrari F458 Italia	Perez/Cioci/Venturi	331
4	8 Star Ferrari F458 Italia	Montecalvo/Roda/Ruberti	330
5	Proton Porsche 911 GT3 RSR	Dempsey/Long/Foster	329



“Gathering of the Faithful” Moving to Ferdinand Porsche Drive!

It is with some sadness that I report we must bid farewell to Reston Town Center, after 10 years of shows at that great location. Reston's new management has decided to charge \$3,500 for use of the Market St/Pavilion facility which we formerly used at no charge.

However, thanks to the enduring ties between Porsche and Volkswagen, the “Gathering of the Faithful” show will now be held at 2200 Ferdinand Porsche Drive at the VW Headquarters building!! How cool is that? The format for the show will be the same as prior years, no judging, lots of door prizes and plenty of “car talk”. In addition, since we will not have restaurants close by, arrangements are being

made with VW to use their facilities for serving coffee/donuts in the morning and food will be available at noon as well. Cars can start registering at 9:00 and we will wrap things up at 2:00.

The address is: VW Headquarters, 2200 Ferdinand Porsche Drive, Herndon, Va. 20171 which is just off Sunrise Valley Dr then onto Woodland Point Ave straight ahead to Ferdinand Porsche Drive. Just look for our signs.

The event will take place on Saturday, August 30, 2014 from 9am - 2pm.



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Rally News

Although it feels like the season has just begun, we're already halfway through the rally season with two terrific events.

The "Signs of Spring" rally brought out 30 beautiful Porsches for a drive from the Manassas battlefield to the Miracle Valley Vineyard. Teams were asked to find a wide variety of signs along the way, and though no team had a perfect score, veteran rallier Bill Serelis and his navigator were able to edge out all the other teams for a first place win.

The "Roads Less Traveled" rally in June was planned by members Jim and Ruth Tabb, their first foray into the planning process. I don't think they quite knew what they were getting into when they volunteered to plan a rally, but they rose to the occasion and did a fantastic job. The combination gimmick/photo rally started in Waldorf MD and ended at Broome's Island MD (I had to look at a map to see exactly where he was

taking us!). We had a pretty even mix of veterans and rookies, and everyone seemed to have a good time. First year ralliers Todd and Sandy Minners took first place with a near-perfect score.

The third rally of 2014 will be on August 24. This rally will begin in Frederick MD and end in Hagerstown at their annual "Augustoberfest". Ron Davis will be staging a Concours there, and all rally participants are automatically entered into that event also. Look on the Website for times and locations or contact us at rally@pcapotomac.org.



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Bruce Bade stands among all four of his Porsches. His history with them starts in 1967 and continues in an interesting manner with coincidental dates.

Why I Like My Porsche

*Story and photos by Bruce Bade
for der Vorgänger*

In my youth, a used Porsche was a great means of transportation: compared to American cars of the time, economical, good to look at and almost a mystic experience to drive. Now, it's an entry ticket into a great group of enthusiasts.

While our Silver Metallic 356A 1600 Super coupe is still driven as often as possible, its value to us today is the wonderful community of fellow 356 owners we've been able to join. The Potomac 356 Owners Group is an active and delightful group of people and we never lack for excuses to get together.

My wife, Ginger, and I acquired this great little coupe in Los Angeles in 1967. Driving up the Pacific Coast Highway and up into the San Bernardino Mountains turned me into a dedicated Porscheophile. Over the past forty-seven years the Porsche, now aka 'Mini-P', has served as a car pool commuter car, travelled overseas, suffered a dozen or so fender benders, experienced severe corrosion, undergone radical restorative surgery, collided with a stag, and tasted the track.

Built in 1958, most parts of this remarkable coupe have traveled over 235,000 miles in North America and Great Britain. It was my daily driver until 1981, taking me to work in Long Beach,

London, Newport, San Diego, Virginia Beach and Washington. For the most part, I maintained it myself with the help of the owner's manual, Elfrink and Chilton. In 1981 demands of job and family required taking it off the road and Mini-P languished in the driveway until 2000 when it went to Allentown, PA for restoration.

In Allentown, Dale Erdman, with assistance from Jim Hahn at Klasse 356, replaced abundant rust with new metal over a three year period. Tim Berardelli of Tim Berardelli Racing built a replacement engine. A week after the engine went in, Ginger and I drove it to Asheville, NC for the 2003 356 Registry East Coast Holiday. Since then it has made frequent appearances at PCA and 356 Registry events. Restoration continues.

Meanwhile, in the late 1990s I needed a new commuter car (with air conditioning!) and happened upon a very nice 1987 Silver Metallic 928S4. 'Maxi-P' became the daily driver in 1998 (still is, actually) and has now logged over 211,000 miles -- a few of them on the tracks at Watkins Glen, Summit Point, and Road America. This great Porsche still wears its original paint, has never used a drop of oil, and has proven to be a flexible and practical commuter car, long range tourer, general hauler and sometime track car.

Maxi-P has also provided entry into a spirited group of 928 enthusiasts who, like me, appreciate



Left: Bruce and Ginger with their new 356 'Mini-P' in Long Beach, CA. December 20, 1967.

December 20

All three of these new cars share a special day for Bruce and Ginger Bade.



Above: The tradition continues. Ginger next to their new 928 'Maxi-P' in Alexandria, VA. December 20, 1998.



Left: Bruce and Ginger next to their new 911 'Sheila' in Alexandria, VA. December 20, 2013.

the many attributes of this premier Porsche model. Come and see us at the Eighteenth 928 Frenzy in Sterling in September, at which we hope to have seventy or so beautiful 928s.

When Maxi-P's odometer went over 200,000 we considered replacement and acquired a pristine Aventurine Green Metallic 928GTS, only to find that I could not bear to part with Maxi-P. 'The Greenie' thus became Porsche number three and has since taken home a First in Class at the Traverse City Porsche Parade Concours. One of fewer than eighty 928s imported in 1995, The Greenie is a rare and beautiful keeper.

Now in my retirement, I decided recently that I should have a 911 before I die. Solicitation of ad-

vice for someone considering acquisition of a 930 elicited this advice from a former 930 owner: 'Have a martini and hope the feeling passes.' That led to a search for a later Turbo and a Cobalt Blue Metallic 997 Turbo hove into sight. 'Sheila' (the moniker came soon after her many Navi directions to 'Turn Left in 400 yards' and 'Turn Left NOW!') happily joined the group last year. Sheila is a delight.

Of course, like you, we have accumulated hundreds of Porsche stories. I hope we'll be able to get together and share them soon. Happy motor-ing!



The 19th Annual Amelia Island Concours d'Elegance

Above: The Light Green 1974 Porsche 911 RS 3.0 Liter presented by Steven Harris of New York, New York, which won its class at the Concours

*Story and photos by John Truban
for der Vorgänger*

My wife Charlene and I returned for our annual trip to the Amelia Island Concours d'Elegance. Held each year in early March at the Ritz Carlton, the Amelia Island Concours d'Elegance is one of the premier venues to see the finest automobiles in the world and continues to nip at the heels of Pebble Beach.

Our first task upon arriving was to make our way over to the Gooding & Company Auction preview at the neighboring Omni Amelia Island Plantation Racquet Park to inspect the cars that would be crossing the auction block on Friday. Gooding & Company holds three exclusive auctions each year in Scottsdale, Amelia Island and Pebble Beach. The preview and auction are ticketed events that are open to the public for purchase. Gooding & Co. tends to offer European sports cars with a sprinkling of American Muscle, Art Deco and Down-Right Ancient automobiles. They had a number of Porsches available this year which included:

- 1973 Porsche 911 Carrera 2.7 RS Lightweight - \$1,402,500
- 1974 Porsche 911 Carrera 2.7 Euro - \$236,500

- 1988 Porsche 959 Sport - \$1,100,000
- 1963 Porsche 356 Carrera 2 Coupe - \$550,000
- 1958 Porsche 356 A Coupe - \$159,500
- 1959 Porsche 718 RSK - \$3,300,000
- 1964 Porsche 356 SC Coupe - \$48,400
- 1969 Porsche 911 2.0 E - \$137,500
- 1973 Porsche 911 2.4 S - \$242,000
- 1968 Porsche 907 Longtail - \$3,630,000
- 1966 Porsche 911 - \$112,000
- 1955 Porsche 356 Speedster - \$462,000
- 1967 Porsche 911 2.0 S Soft-Window Targa - \$195,250

Overall, on Friday the 7th there were 78 cars sold for a total of \$30,953,450, including additional top sellers such as the original barn-find 1964 Mercedes-Benz 300 SL Roadster for \$2.035 million and an unrestored 1955 Ferrari 250 Europa GT for \$2.53 million. I have to say the surprise for me at the auction was the gentleman sitting in front of me starting the bidding on 1973 Carrera RS Lightweight at \$1 million. Learning that he already owned a 1973 Carrera RS and an extensive Ferrari collection, it began to all make sense that compared to the vintage Ferrari market, \$1 million seems like a bargain! The second surprise was that the couple sitting next to him had a pet parrot that was eating popcorn during the auction. Need I say more?

The prices of Porsches continue to be strong and grow with each event. Each car was bought fairly based on its condition. Not all restorations are created equal and this showed clearly on various cars that then did not perform as one had hoped. We are witnessing the early 1970's 911 models coming into their own and cementing their place among the iconic models. No longer just a fad, these Porsches are becoming serious business and catching the eyes of the ultra-elite collectors. Porsche aficionados desire the most pure and drivable Porsche from an era when Porsche was at its best. The three most important things I witnessed many of the top collectors and authorities discussing were authenticity, well-sorted mechanics and attention to details. Even the smallest of details do not go unnoticed when the eyes of the Porsche Club Member come looking. Porsche collectors look at cars differently than most – we have competitions to see who can stand in one place and find the most things wrong with a restored car.

On Saturday, March 8th, RM Auctions held their event at the Ritz Carlton. While the viewing of the cars is open to the public on the greens at the Ritz Carlton, the auction itself is a closed event only open to registered bidders and the



press. RM Auctions also had an assortment of vintage Porsches that sold for the following:

- 1986 Porsche 959 'Vorserie' - \$657,500
- 2005 Porsche Carrera GT - \$478,500
- 1957 Porsche 356 A 1600 Speedster by Reutter - \$253,000
- 1959 Porsche 356 A 1600 Super Convertible D by Drauz - \$159,500
- 1960 Porsche 356 B 1600 Roadster by Drauz - \$214,500

Above: Bruce Canepa's Porsche 917K

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Those lucky enough to stay at the Ritz Carlton in Amelia Island during this event will find themselves waking up in car heaven. My wife and I woke each day to a Porsche 918 Spyder by the front door of the resort, a new Macan Turbo display, test drives of 911's and Boxsters, along with every other high performance car manufacturer, including Lamborghini, McLaren, Mercedes AMG, Jaguar and more. We met old friends and new ones, such as many legendary Porsche race drivers and TV personalities.

On Sunday, the 19th Annual Amelia Island Concours d'Elegance took place at the Ritz Carlton Golf Club. Bill Warner, the founder and Chairman of the event, holds this charitable event each year to benefit the Community Hospice of North-east Florida. Each year the event honors a famous and accomplished Race Car Driver. This year's event was honoring race car driver Jochen Mass, who successfully raced various cars such as a Porsche 962C, Sauber Mercedes C9, 1977 Porsche 935/77 Turbo, and more. The Concours d'Elegance also features and highlights various makes, designers, models each year. 2014 was celebrating the cars of McLaren, the 100th Anniversary of Maserati, The American Underslung, the Offenhauser engine, the cars of Zagato, BMW Art Cars, 1950's Chrysler Concepts, Packard Concepts and early American Motorcycles.

Amelia Island grew exponentially this year with over 30,000 people pouring into the event starting at 9:30 am. We of

course were there primarily to view the Porsche cars on display. Some of the highlights were the light green 1974 Porsche 911 RS 3.0 owned by Steven Harris of New York, Bruce Canepa's 1969 917K, a 904, 910, 907K, 908/03, 956, 962 and many more legendary Porsches. Overall, these were some of the best examples of their kind in the world. The concours judges poked and prodded over every inch of these cars in order to come to a conclusion on the best car in each class.

In another disappointment to Porsche owners all over the world, a 1937 Horch 853 won the highly coveted "Best in Show" award and the 1958 Scarab took the "Concours de Sport" award.

I highly recommend attending this event at least once in your life time. I guarantee you will become addicted and find yourself attending every year. Amelia Island is quickly becoming a direct competitor of Pebble Beach, which has long held the rank of the premier Concours event in the World. The level of quality and the variety of fine automobiles seen at Amelia Island is almost unparalleled. There is plenty to see for everyone and most definitely the PCA member. The Amelia Island Concours d'Elegance is a must attend event for any avid car fan. You can start planning now for March 12th thru the 16th of 2015 today!



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Above: The 1973 Porsche 911 Carrera RS Lightweight that sold for \$1,402,500 at the Gooding & Company Auction.

Below: Can you guess how it got the name 907 "Longtail"? (The first Porsche to win a 24 hour race.)



Auto Detailing For The Beginner

Story and photo by Michael Sherman
for *der Vorgänger*

I have an attention to detail that some mistake as OCD. There may be a hint of that in there, so when I get into something, I launch into it with full force and want to make sure things are perfect and in their right order. This is what happened when I started learning how to properly wash and detail my Porsche. I became a bit obsessed. What follows is my attempt to write about what I learned at first so perhaps others can share in the obsession of a swirl-free shiny coat of paint. Please keep in mind that everyone has different theories about specifics of detailing. These are my own thoughts and opinions meant to get you thinking.

I quickly learned that my previous attempts at washing and maintaining a vehicle were pretty much all wrong. I had a sponge. I had a bucket. I had some soap. I would fill the bucket with soap and water, wash the car, rinse it off, dry it with a big terry towel, and maybe apply some wax. Done, right?

Once you realize there are these things that can appear on paint called "swirls", you recoil in horror at how you used to

do things. I was basically scratching up my paint every car wash. Over time, these tiny little scratches in the clear coat catch specular reflections of light to show a series of concentric-looking scratched circles or 'swirls'. Really they go in every direction, but because of how the light reflects it tends to look like circles. These scratches can sometimes be filled temporarily with heavy coats of wax, but in extreme cases that doesn't even work and it's just a polisher and some compound that will remove them (and remove clear coat in the process!).

So how does washing a car introduce scratches? I thought I was getting the dirt *off* the car!

There are many places in my old-fashioned car care routine that would introduce scratches. First off, washing the car with a sponge isn't a good idea. Many sponges are too coarse to begin with, and if there is dirt on your car that you are washing off, that dirt gets into the sponge so you keep grinding some of those fine particles back into the paint. Secondly, the single bucket is problematic. If you think rinsing the sponge a lot helps, if you're using just one bucket, you are rinsing it off in a bucket full of dirty water and those tiny dirt particles are getting back on the sponge each time.

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Beginner point #1: Use two buckets.

This was the simplest change to affect the best outcome. I use two buckets now to wash. One is the rinse bucket with just water. The other is the clean bucket with soap in the water. For each panel of the car you wash, you can rinse the dirty wash mitt off in the rinse bucket, then soap up in the clean bucket. This avoids the dirt getting back onto the car that you're trying to wash. For extra bonus points you can get what are called "grit guards" that go into the bottoms of the buckets so the dirt settles down below the guards and reduces

even more the chance for dirt to get back on the wash mitt.

The soap you use will probably be one of two types depending on what you're trying to accomplish. Do you want a wash that strips wax off? Or is this a maintenance wash and you want your wax layer to stay? Be careful to read the car soap specifications to see what it does. I used to use dish soap. I heard this was a great car wash. It is if you want to strip everything off! It's also not the best for trim and rubber.

Beginner point #2: Use a nice wash mitt.

Instead of a sponge which is actually rather harsh, use a wash mitt that is microfiber to allow dirt to be lifted off the surface of the car and trapped deep into the microfibers. This reduces scratching and swirling. When you're washing, use light pressure and let the wash mitt glide over the surface. Any pressure into the surface of the paint is what causes the scratches with tiny specs of dirt. Let the weight of the wash mitt just hold it in place as you move it gently along the surface.

Beginner point #3: Microfiber all the things!

My car now gets better towels than I use for myself. All towels are not created equal and after much research I started to

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understand pile depth, thread count, and other such things that define towels. I invested in a few sets of high quality microfiber towels for quick detailing, drying, and everything else that would touch the paint. Do not be tempted to buy bulk packs of microfiber towels. Their Siren song will just end in misery. If you're paying \$3-\$5 per towel you're probably in the right range. Even the wish mitt I use is microfiber. The drying towel is a microfiber waffle weave. Every other towel is a plush microfiber. The point is to maintain minimal contact with the surface while lifting off dirt and dust particles and trapping them somewhere away from the surface.

After a good wash, you'll want to use these new microfiber treasures to lightly dry the car. I know many people will say air-dry with a leaf-blower (yes, really!), but that's overkill for me. Using the microfiber waffle weave towel I gently lay it on the car so it soaks up the water, then I lift it off and move it to a new place. I avoid dragging it along the surface. And I never use pressure.

After the wash, many will use a clay bar and also use a paint sealant. Since this is a beginner write-up, we'll skip those and jump to wax. But look up some Interweb videos on claying a car and be fascinated.

Beginner point #4: Apply a good wax.

I use a white carnauba paste wax, but there are synthetic waxes, sealants, liquid waxes, and more. My paste wax comes with an applicator pad which I use to gently apply the wax a panel at a time, letting it dry for about 15 minutes. Using a microfiber towel, I then lightly buff it off to a nice shine. Since hot panels do funny things to the wax, you want to be out of the sunlight for this step. I usually do it once I've pulled back into the garage and let the car cool down for a half hour.

Wax provides protection, not correction. If you have a nice coat of paint without swirls, you want to build up wax layers on the paint so that if something like dirt were to scratch the surface, it would scratch the wax. It protects from light damage, hard water, dust, dirt, etc. Instead of correcting issues with polish and compound (which just take off clear coat), wax builds up a protective layer and makes things shiny. I try to wax every month, but every three months works for some people. After a while the wax will wear off with maintenance washes, quick detailing, and rain, so you have to keep applying it. The important thing about applying wax is to only do it on a clean paint surface.

Beginner point #5: Clean wheels belie your dirty paint.

Before I even wash the paint, I wash the wheels. I spend a lot of time concentrating on cleaning my wheels. I find that even if my paint is dirty with dust and road grime, if I have shiny clean wheels it makes the whole car look clean. Now that I look for these kinds of things, I notice most cars on the

road today have filthy wheels. I mean a caked-on layer of brake dust. And when I see a car that looks brand new, it's usually because the wheels are spotless. I have a third bucket in my equipment just for wheels, because brake dust particles are nasty and you don't want to accidentally get some in your paint washing buckets, mitts, or towels. I use a spray wheel cleaner to pre-treat, then wash with a separate wash mitt (just for wheels!), and use a set of brushes to get into the nooks and crannies. I even have a special lug nut brush just for washing inside those stubborn lug nut holes. Once you start down this path you realize there are specialty products for everything.

Beginner point #6: Quick detailing is a good thing within reason.

You'll always notice the layer of dust just a day after you wash your car. It's disheartening. But there are products to save you! Quick detailer sprays provide surface lubrication so you can lightly wipe off the dust with a microfiber towel. The number one thing I always try to remember is that I never want to wipe a dry car. Any time there is something to wipe off, always spray lightly with a quick detailer first. That lifts the dust and dirt off the surface so you can wipe it away, making sure you avoid any scratches. Many quick detailers even have carnauba wax so they help build up your wax as they clean. However, avoid the mentality that anything can just be "quick detailed" away. If you have road grime, salt, and other caked-on impurities, just wait until you can do a proper washing. Quick detailing is really for the pesky dust that seems to be attracted to your beautiful car, greeting you on Monday to mock your Saturday wash session. Oh, and don't get me started about Spring pollen.

I also keep an emergency bottle of quick detailer spray and a microfiber towel in my car at all times. One of the most corrosive naturally-occurring substances is, well, bird poo. Get that stuff off of your paint immediately! Be extremely careful not to grind anything into your paint as you get it off the surface as it's a very gritty substance and can scratch it. The longer it sits on the paint the more it'll eat away at your clear coat. You probably like to park your Porsche under trees to get shade, right? Look out for presents the birds may leave you.

The world of auto detailing is indeed a slippery (waxed?) slope, because once you get started you'll want to get more obsessive. There are paint sealants, clay bars, quick detailing sprays, tire gels, windshield cleaners, random orbital polishers, compounds, stuff for black trim, leather treatments, rinse-less washes, glazes, and so much more. The steps above will at least get you started with a swirl-free wash method that takes little time over a standard scratch-your-paint method, so start with baby steps. Soon you'll notice swirls in cars everywhere, treat dust and pollen with deserved contempt, and have your significant other question your sanity as you order yet another pack of microfiber towels. Yes dear, our bath towels are old and scratchy, but these are for my car. Sorry.



My All-Time Favorite Car: My 993

*Story and photo by Linda (Wright) Bowyer
for der Vorgänger*

I remember when I first saw my 993: I was driving at a PCA track event at New Hampshire International Speedway in 1996. It was love at first sight! At the time I was driving my 1989 944 Turbo S – great track car, except for the turbo lag. But I wanted to upgrade to a 911, and now I had my heart set on this specific 993. It was a Polar Silver Metallic 1995 911 Carrera 2, with a Porsche aero kit and cloth seats with Porsche written on the diagonal. It had been lowered, and had wider wheels and turbo brakes. And a sound kit which gave it a great throaty sound. (Interestingly: When I was a software engineering executive at EMC, Porsche came to our corporate headquarters in Hopkinton, MA. All EMC Porsche owners were asked to park their Porsches on the circular drive in front of HQ. Apparently Porsche execs mistook mine for a turbo.)

As luck would have it, the owner seemed to buy a new Porsche almost every year, so in the winter of 1997 he put it up for sale and I immediately jumped on it – I bought it without ever being able to drive it – because there was snow on the ground in N.H. where he lived, and in Boston where I lived. He was a very honest person, and told me that the car was

(and still is) hard to shift into first gear. But that didn't deter me. We closed the deal and in the spring he took the car to my Porsche mechanic at European Performance Engineering in Natick, MA to have it checked out, and then I drove it home from there. In my possession at last!

I have driven the car at track events, autocrosses, rallies, rambles, Drive-n-Dines, and on normal day-to-day commutes. It has always been a sheer pleasure to drive. I sometimes talk to it, telling it what a great car it is and how much I enjoy driving it. I have received numerous, unsolicited offers to buy it. And apparently I once told my husband that I wanted to be buried in it, but that would be a waste of a great car. So, instead I've told my youngest son that it's his when I no longer (hopefully a long time off) have the flexibility to get into it and drive it.

• • •

Linda has been a PCA member since 1995. She was originally a NorthEast Region (NER) member; now, a Potomac member since 2008.

PCA Potomac Elections

Potomac elections are just around the corner. Well a couple of corners. In accordance with Potomac's bylaws, the 2015 executive officers will be elected by the membership on December 6, 2014 at our Open Board and Elections meeting. The location will be announced in the November dV.

The Potomac Nominating Committee is interested in hearing from you if you are interested in joining the Executive Board of the Region. The Executive Board consists of President, Vice President, Secretary, Treasurer and Past President. The open positions for 2015 are Vice President, Secretary and Treasurer. Our bylaws mandate that the Vice President is President Elect. Therefore Potomac Vice President Howard Hill will become President for 2015. Current President John Eberhardt moves to Past President.

The Nominating Committee solicits interest from those Potomac members interested making a significant contribution to the Region by joining the Executive Board. Anyone is eligible for nomination. We just want you to know this is a real commitment that requires some time. You can go to the Potomac website, www.pcapotomac.org and then to the Menu bar at About Us/By-laws. In Section VII of the Bylaws you will find the duties of each position. In Section VIII there is more information about our election process. You can also contact any member of the Nominating Committee or the Executive Board to obtain more information about the positions.

The Nominating Committee will contact all who express interest and interview them to determine their qualifications for the various open positions. Once we have interviewed everyone, the Nominating Committee provides the slate to the Executive Board. The slate will be published in the October edition of *der Vorgänger* and posted on the Potomac website on October.

After the slate is published, if you or anyone else would like to nominate an additional candidate for any position, you may do so. In accordance with our bylaws, nominations for the Executive Board will be closed thirty days prior to the elections (November 5, 2014), so you must submit your candidate to the Nominating Committee by October 10, 2014. Your submission must include the written endorsement of five active Potomac members. If you are interested in playing a role in Potomac's future take a moment to review the bylaws and then contact one of the members of the nominating committee.

Tuffy von Briesen – Chair tuffysheri@comcast.net
Michael Handelman – mhandelman@pcapotomac.org
Gary Baker – garygbaker@me.com

Upon the Nominating Committee's receipt of your email expressing interest in joining the Executive Board, we'll contact you to arrange a discussion about your interest. We'll want to know something about what you have done as a volunteer for Potomac in the past and what goals you would hope to achieve by being on the Executive Board.

Please remember that the Executive Board plays a major role in how the Region operates so while these are volunteer positions, they do require a commitment on your part. Nevertheless this is a great way to become really involved in guiding Potomac in the upcoming years. Also a great way to meet many of our members.

The deadline for expressions of interest is August 15, 2014 so please, if you are interested contact us as soon as you can.

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

To join the PCA, visit <https://www.pca.org/user/join/membership>.

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 and his wife's trip to Europe for delivery of his new 991.

- Visits to car museums.

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

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

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

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

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

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

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

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Readers and Their Cars

Right: Daniel Munariz (author of the Le Mans piece on page 10) alongside the living legend Vic Elford.

Below: The Watkins Glen DE group. *Photo by John Vrankovich.*





Above: John and Charlene Truban with their 1972 Gulf Orange 911 at the Amelia Island Concours event.

Right: Eric Sulcs' 1996 911 at the Deutsch Marque concours.
Photo by Michael Sherman.





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