

# der Vorgänger







Porsche recommends Mobil 1 and Michelin.

## **It's done what no luxury car has done. Be a Porsche.**

The first true sports car that's also a luxury sedan. Step on the accelerator and best in class performance and handling is undeniably present. But now, there's a new source of exhilaration—executive class comfort. Elegantly crafted leather seats, a remarkably spacious cabin and a sleek ascending center console. With an endless amount of customization options. In short, the world's most thrilling contradiction. Experience it for yourself, with a test drive.

### **The Porsche Panamera.**

**Porsche of Arlington**  
Arlington, VA  
(703) 684-6660  
[www.arlington.porschedealer.com](http://www.arlington.porschedealer.com)

**Porsche of Tysons Corner**  
Vienna, VA  
(703) 564-6200  
[www.tysons.porschedealer.com](http://www.tysons.porschedealer.com)

**Porsche of Rockville**  
Rockville, MD  
(301) 881-0900  
[www.rockville.porschedealer.com](http://www.rockville.porschedealer.com)

**Porsche of Silver Spring**  
Silver Spring, MD  
(866) 963-5812  
[www.silverspring.porschedealer.com](http://www.silverspring.porschedealer.com)



**PORSCHE**



# InterSport

Proudly Serving PCA  
Members Since 1990

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

**Renowned Porsche service**  
**Pristine pre-owned vehicles**

- ♦ From Motorsports and Performance Tuning to Scheduled Service
- ♦ Elite Technicians: Artist Kitburee, Craig Williams, Jimmy Loughlin, Darius Khakbaz
- ♦ Fully equipped and experienced with Porsche from vintage to current models



[www.intersportperformance.com](http://www.intersportperformance.com)  
[omarkhilmi@gmail.com](mailto:omarkhilmi@gmail.com)  
tel: 703.242.8680 fax: 703.242.0358

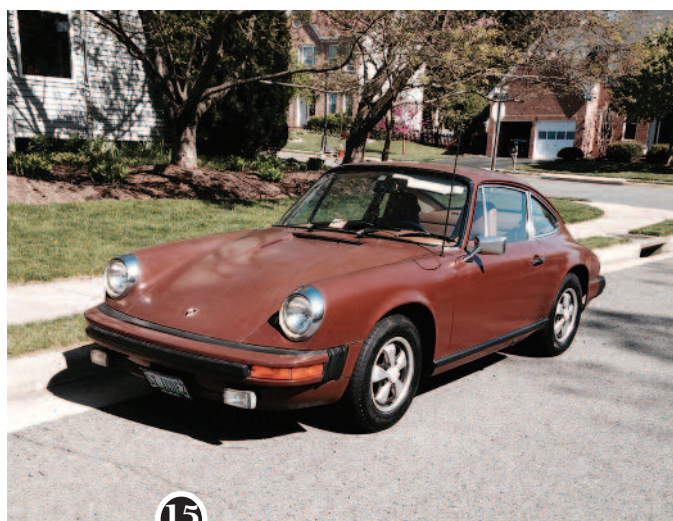
**Porsche** **BMW**  
**Mercedes** **Audi**



# Table of contents

- 6 The editors' column
- 7 The president's column
- 8 Club officers and program chairs
- 9 Potomac's 2017 calendar
- 10 Watkins Glen: Being There is Twice the Fun by Hank Allen
- 15 Forty Years and Counting! by Wayne Hufnagel
- 19 The Last 911 by Tom Neel
- 22 LA Experience Center by Casey Parkin
- 25 What To Do If You Don't Have Your Own Mechanic... Drive with Potomac by Renate Weidner
- 30 Readers and their cars

Cover photo: Watkins Glen was home to both a Potomac DE and Watkins Glen International Race Weekend. Photo by Hank Allen.



## der Vorgänger

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

August 2017  
Volume 63, No. 7

**der Vorgänger** is the official magazine of the Founders' Region, Potomac, Porsche Club of America, Inc. Contributions for **der Vorgänger** should be sent to the editor by the 7th of month preceding the month of publication, preferably via e-mail to [dveditor@pcapotomac.org](mailto:dveditor@pcapotomac.org). Please send digital images in their original sizes.

**Publisher:** Tony Kelly  
6726 Lucy Lane  
McLean, VA 22101  
[dvpublisher@pcapotomac.org](mailto:dvpublisher@pcapotomac.org)

**Co-Editor:** Glenn Cowan  
**Co-Editor:** Michael Sherman  
[dveditor@pcapotomac.org](mailto:dveditor@pcapotomac.org)

**Contributing photographers:** Ken Marks, Tony Pagonis, Charlene Truban, John Vrankovich, Mia Walsh.

**Contributing writers:** Sydney Butler, Ken Harwood, Tom Neel, John Vrankovich, Mia Walsh.

For questions about advertising rates and placement in **der Vorgänger**, please contact Tony Kelly at [dvads@pcapotomac.org](mailto:dvads@pcapotomac.org)

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

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

To subscribe, join the Porsche Club of America. Details at [www.pca.org](http://www.pca.org). Visit the Potomac region website at [www.pcapotomac.org](http://www.pcapotomac.org).





*There are secrets hidden in these mountains...*

*Drive. Dine. Explore.*



### **Treffen Asheville**

September 20-24, 2017

Omni Grove Park Inn

Asheville, North Carolina

For program information and registration details,  
see the Treffen website: [treffen.pca.org](http://treffen.pca.org)

or email the Treffen North America staff at: [treffen@pca.org](mailto:treffen@pca.org)



# RPM

I understand flight better than I understand the workings of an internal combustion engine. The body of an aircraft, the fuselage, is attached to a wing. The wing has aerodynamic properties that direct air flow in a manner to create a partial vacuum underneath the wing which provides lift due to the consequent air pressure differential. The wing elevates pulling the fuselage along with it. The engines provide forward motion at a speed sufficient to create enough lift under the wing to keep the whole thing in the air. It's all straight forward and other than the seeming impossibility of an A380 lifting off a runway, seems reasonable.

Now think about the internal combustion engine. A Porsche 911 engine has hundreds of individual parts. If you haven't seen it before, this video gives you some idea of the complexity of this engine:  
<https://www.youtube.com/watch?v=1q0mUph6MS4>.

On a typical drive it would not be unusual to rev this engine to 6,000 rpm. At that rate, each of the 6 pistons is firing 3000 times per minute for a total of 18,000 ignitions per minute. Each piston is firing 50 times per second! Say to yourself: "1 thousand ..." and each piston will have fired 50 times and the crankshaft will have turned 100 revolutions. I can't even imagine how that happens – hour after hour! But wait – forget the everyday 911 - the Porsche 918 can run at over 9,000 rpm and an F1 car as high as



Glenn Cowan



Michael Sherman

21,000 rpm – 350 crank shaft revolutions per “one thousand...” It's really beyond comprehension.

Hummingbirds' wings rotate at 80 times per second, which is spectacular but not nearly as incomprehensible because a hummingbird is designed by evolution over millions of years to achieve these performance specifications. Conversely, the Porsche engine is a moving machine designed by humans with hundreds of parts contesting with friction and heat and it seems, to me at least, that the performance parameters of a Porsche cannot really be understood or appreciated in human time. It's something like swim and track events being measured to 1/100 of a second – really?

So by now you are thinking what is he going on about? I know what RPM means and I can divide by 60. So what? So just think about it the next time you see 6,000 rpm. Think about how fast the cams are opening and closing valves and how quickly the injectors deliver a precisely measured quantity of fuel and how fast the pistons compress that fuel and the plugs ignite the exactly correct air/fuel mixture to produce a controlled explosion inside your car that turns a crankshaft that eventually results in a smile on your face. I wonder if the Porsche engine designers, engineers, assemblers, testers and marketers know that they are really just trying to make us smile?

©2013 Porsche Cars North America, Inc. Porsche recommends seat belt usage and observance of all traffic laws at all times. Porsche recommends four winter tires when driving in cold, snowy, or slippery conditions.



Simultaneously breaks new ground, while clinging to the current one.

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

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

**Call or email us to find out how.**

**703-564-6300**

**[webleads@porscheoftysonscorner.dsmmessage.com](mailto:webleads@porscheoftysonscorner.dsmmessage.com)**

*Experience the control of all-wheel drive.*

*The new Porsche 911 Carrera 4S.*

Porsche of Tysons Corner  
8601 Westwood Center Drive  
Vienna VA 22182  
(703) 442-8200  
[www.tysonsporschedealer.com](http://www.tysonsporschedealer.com)

Porsche recommends **Mobil 1**



**PORSCHE**



# Swerve To Avoid

One of the events that Potomac holds twice each year is our High Performance Driving Clinic (HPDC). The clinic consists of a morning spent on car control exercises: skid pad, slalom course, and braking exercises (including a "swerve to avoid" exercise). While the HPDC is one path to participating in club Driver's Education events, we recommend it to all drivers as a safe, controlled way to see what your car is capable of.



David Dean

On Friday, June 30th, I was driving home from work. I had dropped off my Cayenne at the dealer earlier that day, so I was driving a loaner; a 2017 Macan. Less than two miles from my home, on the two lane country road that I get to enjoy commuting on every day, a pickup truck rounded the blind turn in front of me, totally in my lane. The outcome of the next few seconds is something that I have to credit to my last twelve years of Driver's Education, Club Racing and the fact that I was driving a Porsche.

Vision is one of the things that we stress; keeping my eyes up and focused far up the road allowed me to see the truck immediately and allowed me a few more fractions of a second to react. It's amazing the thoughts that went through my head in the next instant in time. There was disbelief that there was a truck in my lane. Could they get back in their lane? No – the direction of the turn and their momentum was carrying them to the outside of the road. Could I swerve into the oncoming lane? Ultimately that

seemed like the best choice. I remember thinking I should go where they were not!

I would like to say that my "great driving skills" allowed me to miss him – but unfortunately it's not true. The impact caught about six inches of the front passenger side of the car and damaged the entire side. The airbags deployed and I came to a stop diagonally across the road, covered in glass from the passenger side window that had exploded. After an inventory to determine if I was injured or not, I got out of the car. Looking around, I saw the truck had ended up over a small embankment and ultimately hit a tree. The other driver was out of his vehicle – and indicated that he was OK. The next few minutes got complex; while I was on the phone with the 911 operator, the other driver started walking through the field next to the road away from the accident, and eventually went into some woods. A few minutes later the Deputy Sheriff informed me that he had been found and arrested for driving impaired.

I'm thankful that I was driving a car that was capable of handling the steering input that I gave it. I'm thankful I was driving a car that protected me from the impact. I'm most thankful that the driver's training I've done over the last several years allowed me to avoid a head-on collision.

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

**PFC  
BRAKES**

**HAWK  
PERFORMANCE**  
BRAKE PAD TECHNOLOGY OF CALIPERS™

**PAGID**



Meet Mark Francis: OG Racing's Trackside Support.

He's a 20 Year Potomac PCA Member. He has an unhealthy obsession with anything Porsche. He knows a lot about brakes. You might find him at your next PCA offering free brake advice.

**OG RACING**

**Your Source for Motorsports Safety Equipment • [www.ogracing.com](http://www.ogracing.com) • 1.800-934-9112**



## Founders' Region officers

**President:** David Dean  
[president@pcapotomac.org](mailto:president@pcapotomac.org)  
**Vice president:** Mia Walsh  
[vicepresident@pcapotomac.org](mailto:vicepresident@pcapotomac.org)  
**Treasurer:** Michael Handelman  
[treasurer@pcapotomac.org](mailto:treasurer@pcapotomac.org)  
**Secretary:** Gary Baker  
[secretary@pcapotomac.org](mailto:secretary@pcapotomac.org)  
**Past president:** Howard Hill  
[pastpresident@pcapotomac.org](mailto:pastpresident@pcapotomac.org)



David Dean



Mia Walsh



Michael Handelman



Gary Baker



Howard Hill

## Drivers' Education

**Drivers' Education Chairs:** Dirk Dekker & Bob Mulligan  
[dechair@pcapotomac.org](mailto:dechair@pcapotomac.org)  
**Registrar:** Carol DeZwarte, Chris Mantzurinis  
[deregistrar@pcapotomac.org](mailto:deregistrar@pcapotomac.org)  
**Cashier:** Roger McLeod, Jr.  
[decashier@pcapotomac.org](mailto:decashier@pcapotomac.org)  
**Track coordinator:** Brian Walsh  
[trackrentals@pcapotomac.org](mailto:trackrentals@pcapotomac.org)  
**Chief instructors:** Dan Dazzo, Steve Wilson, & Don Mattran  
[chiefinstructor@pcapotomac.org](mailto:chiefinstructor@pcapotomac.org)  
**Tech chairs:** David Diquollo & John Vrankovich  
[tech@pcapotomac.org](mailto:tech@pcapotomac.org)  
**Track stewards:** Tim Kearns, Steve Vetter, & Michael Handelman  
[tracksteward@pcapotomac.org](mailto:tracksteward@pcapotomac.org)

## Programs

**Autocross:** Jim Musgrave, Steve Bobbitt  
[autocross@pcapotomac.org](mailto:autocross@pcapotomac.org)  
**Drive & Dine:** Andrew Fort, Ken Harwood  
[driveanddine@pcapotomac.org](mailto:driveanddine@pcapotomac.org)  
**Club Race:** Kenneth D'Angelo, Gary Baker  
[clubrace@pcapotomac.org](mailto:clubrace@pcapotomac.org)  
**Concours:** John Truban  
[concours@pcapotomac.org](mailto:concours@pcapotomac.org)  
**Historians:** Fred Phelps, George Whitmore  
[historian@pcapotomac.org](mailto:historian@pcapotomac.org)  
**Legal officer:** Howard Hill  
[legal@pcapotomac.org](mailto:legal@pcapotomac.org)  
**Membership:** Edward Hahn  
[membership@pcapotomac.org](mailto:membership@pcapotomac.org)  
**Community service:** Chip Taylor  
[communityservice@pcapotomac.org](mailto:communityservice@pcapotomac.org)  
**Rally:** Craig and Linda Davidson  
[rally@pcapotomac.org](mailto:rally@pcapotomac.org)  
**Safety:** Tim Kearns  
[safety@pcapotomac.org](mailto:safety@pcapotomac.org)

**Social, meetings:** Annabelle Alvi, Pat Kaunitz  
[social@pcapotomac.org](mailto:social@pcapotomac.org)  
**Sponsor:** Scott Bresnahan  
[sponsor@pcapotomac.org](mailto:sponsor@pcapotomac.org)  
**Volunteer coordinator:** Jonathan Van Hise  
[volunteers@pcapotomac.org](mailto:volunteers@pcapotomac.org)  
**Zone 2 Rep:** Cheryl Taylor  
[zone2rep@pcapotomac.org](mailto:zone2rep@pcapotomac.org)  
**Webmasters:** Ken Harwood, Ron Flax  
[webmaster@pcapotomac.org](mailto:webmaster@pcapotomac.org)

## Model Experts

**Cayenne:** Ken Harwood  
[cayenne@pcapotomac.org](mailto:cayenne@pcapotomac.org)  
**Cayman:** Chad Todd  
[cayman@pcapotomac.org](mailto:cayman@pcapotomac.org)  
**356, 912:** Tim Berardelli  
[356@pcapotomac.org](mailto:356@pcapotomac.org)  
**911 (older):** George Whitmore  
[911@pcapotomac.org](mailto:911@pcapotomac.org)  
**930, C2, C4:** Roger Bratter  
[930@pcapotomac.org](mailto:930@pcapotomac.org)  
**Boxster:** John Eberhardt  
[boxster@pcapotomac.org](mailto:boxster@pcapotomac.org)  
**914, 914/6:** Ray Plewacki  
[914@pcapotomac.org](mailto:914@pcapotomac.org)  
**944, 968:** Charlie Murphy  
[944-968@pcapotomac.org](mailto:944-968@pcapotomac.org)  
**924:** John Brown  
[924@pcapotomac.org](mailto:924@pcapotomac.org)  
**928:** Kevin Lacy  
[928@pcapotomac.org](mailto:928@pcapotomac.org)  
**993:** Jose Hecceg  
[993@pcapotomac.org](mailto:993@pcapotomac.org)

## der Vorgänger

**Publisher:** Tony Kelly  
[dvpublisher@pcapotomac.org](mailto:dvpublisher@pcapotomac.org)  
**Editors:** Glenn Cowan, Michael Sherman  
[dveditor@pcapotomac.org](mailto:dveditor@pcapotomac.org)  
**Advertising:** Tony Kelly  
[advertising@pcapotomac.org](mailto:advertising@pcapotomac.org)



info@ssiauto.com  
www.ssimotorsports.com

1735 E. Joppa Road, Parkville, MD 21234 410-668-1100

# Porsche and German Auto Specialists

General Repairs  
Performance Services  
Race Preparation  
Track Support  
Engine Rebuild  
Transmission Rebuild

**Owner: Sloan Palitti**  
PCA Potomac Member  
and DE Instructor



Photograph by Ken Hills - PCA Potomac Club Race 2015



# Potomac's calendar

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

## August

- 5 Potomac's first Saturday brunch, City Grille, Manassas. 11am – 1pm.
- 11-13 Porschefest DE, Summit Point Main.
- 12 Drive and Dine to Porschefest, 1pm – 6pm.
- 13 Autocross at Porschefest, Summit Point Main.
- 19 Tech Inspection for VIR DE, Auto Therapy, Inc., 9am – 12:30pm.
- 19 Potomac's Maryland Brunch at Glen Echo, Irish Inn, 11am – 1pm.
- 27 Potomac's Augustoberfest Rally.
- 27 Potomac Autocross # 4, Baysox Stadium, 7am – 2:30pm.
- 27 Potomac's AugustoberFest Drive & Dine, 9am – 3pm.

## September

- 1-3 Potomac DE at VIR.
- 2 Potomac's first Saturday brunch, City Grille, Manassas. 11am – 1pm.
- 2 “The Gathering of the Faithful” – Escape to Bavaria, Bavarian Inn in Shepherdstown, West Virginia, 10am – 2pm.
- 16 Potomac's Maryland Brunch at Glen Echo, Irish Inn, 11am – 1pm.
- 17 Potomac Autocross #5, Baysox Stadium, 7am – 2:30pm.
- 29 – Oct 1 Potomac's 928 FRENZY!

## Cars & Coffee

### 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.

### Fairfax, VA

Sundays, 8 – 10:30am, Fairfax Circle Shopping Center. There is a very nice, low key cars and coffee event

### Bethesda, MD

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

## 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.

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



201 Davis Drive Suite LL  
Sterling, VA 20164

703-675-8819  
[Adams@OddsandEndsDetailing.com](mailto:Adams@OddsandEndsDetailing.com)





# Watkins Glen: Being There is Twice the Fun

*Story and photos by Hank Allen.*

*Porsche No. 912 during the Six Hours of the Glen race.*

After considerable procrastination, I finally signed up for Driver Education (DE). It could not have turned out better. My first drive was at the legendary Watkins Glen International Raceway on 16-18 June. Three weeks later I attended the Six Hours at the Glen, more on that later.

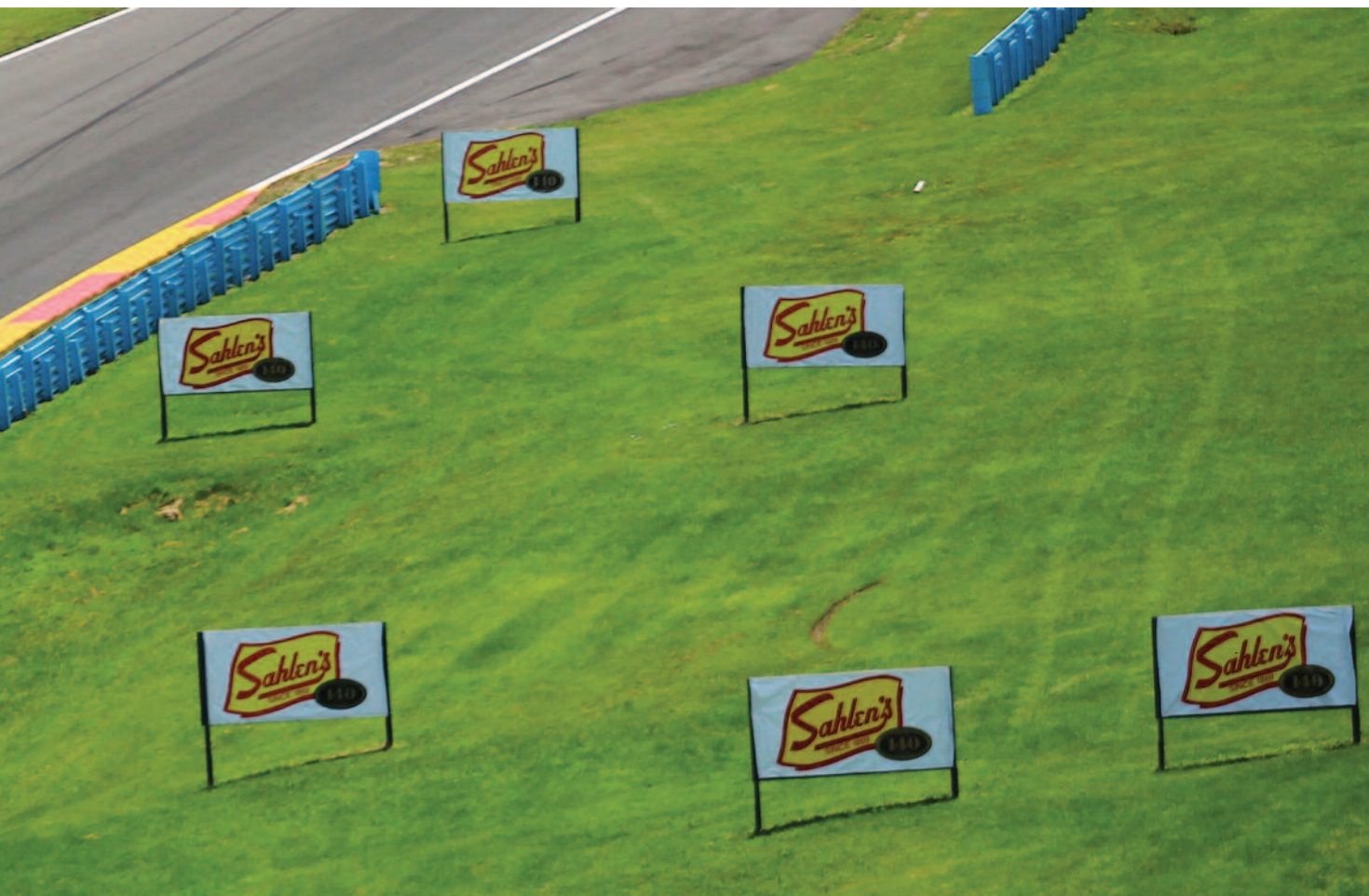
Potomac DE at Watkins Glen. As you know from previous issues of *Der Vorgänger*, preparation for DE necessitates a few steps. Signing up on the PCA website, having the necessary equipment, having your brake fluid flushed and getting your car technically inspected and certified. After purchasing my helmet and getting Pagid racing pads installed in our 2009 Carrera S, I packed the recommended equipment in a footlocker and planned our trip to New York.

Like most other DE participants we drove up on Thursday. It was easy to see we were on the recom-

mended route due to the other Porsches with racing numbers on the road or on trailers. Route 15 North from Frederick is a pleasant drive with only minor bottlenecks crossing Harrisburg and Lewisburg. The mountains and lakes leading to Williamsport and Corning are quite beautiful. After a quick dogleg on I86 you take NY 414N right to the track. We stayed in a hotel in Elmira-Horseheads. Many of the seasoned drivers stay at the historic Seneca Lodge or downtown Watkins Glen.

On Friday I stopped at the Lodge and after a hearty breakfast drove four miles to the track. The track representatives checked me in at the main gate and I proceeded through the tunnel to the garages at the center of the infield. The paddock and garage area were full of activity with cars lined up for technical inspections. I cleared my car of equipment and established a spot in the paddock. Once our car was inspected, we signed





in, received our Green (novice) run group wrist band, a schedule, and a track map. I attended the drivers meeting and met my instructor. Drivers who are new to DE and the race track were then allowed to do a few quick parade laps with, in the case of the Green Group, our instructor. The more experienced drivers in the other run groups lined up at their appointed time to begin their runs. Our group attended a driver meeting for more detailed instructions about the track, safety, flags, access to pit lane, passing methodology and arm signals.

The Potomac DE personnel do a great job of keeping things safe, fun and educational! Every aspect of the operation is professionally done. At the appointed time I picked up my instructor, we connected our earphones and headed to the final inspection as we lined up just short of pit row. We were then waved on and headed down pit lane. At pit exit we stayed well to the right and turned up Turn 2 and up the Esses. After getting some heat in the tires, we picked up speed. Fortunately my instructor was patient and very constructive in his commentary.

The track is quite fast, well cambered and due to a relatively new surface very grippy. Down the Back Straight after Turn 4 you get up to a good rate of speed before braking hard into the Inner Loop (Bus

Stop). The Outer Loop takes considerable practice before “mastering” the apex and track out. I think I only managed it well a handful of times. Then, it is down the Chute, that proved to be my most difficult and dangerous corner. The Toe of the Boot hairpin can be quite time consuming when missing your entry point but somewhat forgiving. The Heel allows for considerable run off, if as I did, you brake late and miss the apex. Four wheels off on the outside of the curbs cost me a drive through and chat with the marshals. Turn 9 may also be dangerous because it allows considerable speed cresting the hill but is reverse-cambered and has very little run off. The “blue bushes” would be very costly if you run over the curb. Turn 10 is very fast and allows a wide track out. To negotiate Turn 11 just before pit lane it is important to finish braking close to the marshal’s tower, hit the apex and gradually accelerate on to the Front Straight all the way to the 300 meter marker before braking up to the marshal’s tower before turning toward the 90° Turn 1 apex. After thirty minutes of driving the checkered flag came out and we hugged to right after Turn 10, put my left fist straight up out the window and headed into the pits and paddock.

My instructor provided instruction throughout the session. Once we stopped he reinforced the positives and identified the areas that needed improvement. We



drove three thirty minute sessions per day. I have to admit I was only truly happy with one session where the track seemed to flow and I was able pass other cars. However, more often I was seeing the blue and yellow stripe flag waiving from the marshal's tower. The sessions were exhilarating and after three days, tiring. Between runs it was time to hydrate, check the car and review the lessons learned. The final event of the day was a drive/walk the track. This was very instructive as we stopped at each corner and were provided tips on how to negotiate them. It also provided a better appreciation for the dramatic changes in elevation.

erated with the exception of one thunderstorm that "fortunately" caught out the most experienced group. One participant was applauded by the marshals for having managed a perfect 360° spin. The goal for all of us was to drive our cars home with only limited road rash! Mission accomplished. On Monday we drove home at a leisurely pace.

**Watkins Glen International Race Weekend 1-2 July.** Continuing down my bucket list of endurance races I wish to attend, I drove back up to the Glen on Saturday to observe the Porsche GT3 Cup, Grand Sport/Street Tuner Race, and the IMSA Weather Tech

Six Hours of the Glen. I knew the route quite well by now. I left Alexandria at five thirty and arrived at Watkins Glen just before eleven. Having little traffic and no blue lights on I270, through Harrisburg and Williamsport was very helpful. It was disappointing that there was no PCA organized Porscheplatz, however the infield parking was excellent and within a hundred yards of the pits and paddock. Ted Giovanis Motorsport, CJ Wilson and others had taken up residence in the garages formerly occupied by our Potomac DE veterans. After a walk through the paddock, I started my first

foray to the track. Over the two days I managed to observe racing from every corner and grandstand. It was well worth it and fascinating to observe professional drivers on the same surface we had used, albeit at incredibly faster speeds.

After the Porsche Cup race and IMSA qualifying, it was time for the two-hour Continental Tire Sports Car Challenge. The Grand Sport Class was won by the #59 Ford Mustang, followed by two McLaren 570S GT4s. The GS Class Cayman GT4 MRs seemed to be underpowered against their competition. In a rain shortened race the only podium was for the Eric Foss and Jeff Mosing #56 Murillo Cayman in Street Tuner Class. That moved them into the ST points lead. Mosing was in the hospital the day before after a multiple car accident during a Porsche GT3 Cup race. After the race it was time to walk around the paddock to observe the post race repairs and the IMSA teams



*Above:  
Porsche No.  
912 heads toward Turn 8.*

Once the day was over, it was time to have an adult beverage at the Seneca Lodge. The bar there is famous for the founding drivers of the 1950s and the Formula 1 (1961-1980) and other drivers who frequented it. Although today the professional drivers and officials tend to prefer the Harbor Hotel.

Saturday and Sunday were similar to the first day with the added benefit of watching the Le Mans 24 Hours on big screen televisions that a gracious PCA member had set up. On Saturday evening the DE committee organized a very nice buffet and raffle at the Glen Club overlooking the Esses. On Sunday, Porsche celebrated its 19th LMP1 victory which made the relatively poor showing of the 911 RSRs more bearable. It was also the day to be extra vigilant. Fatigue and hubris were both present and this was no time to ruin the safety record. The weather had coop-



preparing for the Sunday race. Easy access to the drivers and garages makes this type of racing enjoyable. Fans were able to talk to the teams. Veteran Porsche driver Patrick Pilet and his new co-driver (formerly with BMW) Dirk Werner; former Audi driver Laurens Vanthoor and first time Porsche driver (formerly with Ferrari) Gianmaria Bruni signed autographs while fans dashed between garages in a light rain. Quite refreshing at the time! Porsche GTD teams were also available with CORE Autosport owner John Bennett providing shelter in his garage. The sky eventually cleared and I drove to my hotel. I decided to have supper at the Harbor Hotel. The outdoor dining was very pleasant with a view of Seneca Lake and the opportunity to see several drivers and officials.

I would be remiss if I did not mention the wide variety of non racing activities available in the Finger Lakes region. There are numerous vineyards, picturesque villages, lakes and state parks within easy reach of Watkins Glen. The Corning Glass Museum is also well worth a visit. Baseball fans can also plan to visit the Little League Baseball Museum in Williamsburg while driving up to the Glen.

On Sunday morning I arrived at the track at seven and parked with a few other Porsches. The Corvette Corral at Turn 1 had over two hundred cars which was quite impressive. The paddock and pits were in full preparation for the eight AM Warm Up laps. The Grid Walk allowed fans to talk to crew members, officials and drivers who were not starting the race. Once the pit lane was cleared the cars departed on three warm up laps prior to the 10:10 start. The Prototypes (P), Prototype Challenge (PC) led out the GT Le Mans and GT Daytona. P Class would be a fight between Dallara Cadillac Dpi, Ligier Gibson, Oreca Gibson, Nissan, Mazda and Multimatic Riley. The two pole sitting Ligier chassied cars initially put up a good fight but after six hours the #5 Mustang Sampling Cadillac won with the JDC Miller #85 Oreca and #55 Mazda Motorsport filling out the podium. PC is in its final throws with only four cars participating. The winner was the Performance Tech Motorsports #38 Oreca FLM09.



GTLM was predicted to be a fight between the BMW M6, Ford GT and Corvette C7R, with Porsche potentially playing spoiler. This turned out to be correct after Dirk Werner spun the #911 RSR, cut a tire and limped back to the pit. Jimmy Bruni was pushing hard in third place when a slowly leaking tire caused him to pit with only minutes remaining in the race. He is a great addition to the Porsche Team. The 911s finished six and seven in GTLM. The Bill Auberlen and Alex Sims #25 BMW M6 won, followed by the Ryan Brisco and Richard Westbrook #67 Ford GT and the #3 Corvette C7R driven by Jan Magnussen and Antonio Garcia. All five manufacturers had led the race at one time or another. However once again, the Porsche factory team was a victim of bad luck and mistakes at critical times. GTD was very competitive with the Andy Lally and Katherine Legge driven #93 Acura NSX GT3 winning and the Christina Nielsen and Alessandro Balzan #63 Ferrari 488 GT3 and the Jens Klingman and Justin Marks #96 Turner Motorsport BMW M6 completing the podium. The 911 GT3R finished seven, eight and nine in a field of seventeen cars. The 911 GT3Rs did not have the pace of the winners. Although the results were disappointing for Porsche, it was a great weekend of racing!

Potomac DE veterans said that you do not come to Watkins Glen only once! The track is clearly addictive. Driver Education is extremely well organized from the moment you sign up through the technical inspections to the track and social events. Thank you again to all those who made a great weekend of driving possible. We plan to return in the future.

*Above: TGM Cayman GT4 enters Turn 9*





**Experience performance with confidence.**

THE ULTIMATE CHOICE FOR PEOPLE WHO KNOW PERFORMANCE



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



Performance Sport

Michelin® Pilot® Sport PS2™

\*Exceeding the safe, legal speed limit is neither recommended nor endorsed.

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

**Supporting PCA Potomac**  
for more than 20 years.

**Radial Tire Company**

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

Please call for Directions  
[www.RadialTire.com](http://www.RadialTire.com)



## **GRENIER LAW GROUP. PRECISE HANDLING, TURBOCHARGED AND INCREDIBLY RESPONSIVE.**



If you need the services of the best personal injury lawyer around, look no further than Peter Grenier and Grenier Law Group.

Peter has been named "Washington's Hottest Personal Injury Lawyer" by Washingtonian Magazine and has also been honored by the National Law Journal for achieving one of the top 100 largest annual verdicts awarded in the US — this among numerous accolades for his work over the years.

For a free consultation, contact Peter at **202-768-9600** or via email at [pgrenier@grenierlawgroup.com](mailto:pgrenier@grenierlawgroup.com). As his clients will readily testify, Peter is absolutely driven to get results.  
[www.grenierlawgroup.com](http://www.grenierlawgroup.com)



PLLC

**Peter Grenier. "Washington's Hottest Personal Injury Lawyer"**





# Forty Years and Counting!

My 1976 912E has had an unusual history. 'Born' in Germany, shipped to the Port of Entry in Vancouver, Washington, before being transported to "University Porsche/Audi, 4724 Roosevelt Way, N.E. in Seattle, WA, where it was prepared and delivered to its first owner, a Lt Commander in the U.S. Navy. Date of sale was 23 Apr 1976. Not long after taking ownership, the Lt. Comdr. and his family were reassigned to the Washington D.C. area, at which time they decided to sell their new car and buy a single family home in Alexandria, VA.

It was in June 1977 that I saw the advertisement in the Washington Post, "Porsche, 1976 912E, on warranty, \$10,500. (Note: Total Sticker price at delivery as \$12,535). I responded to the newspaper add and we quickly came to agreement on a transaction. I traded my 1969 911S with an updated 1973 911T engine, (purchased in Germany), plus cash, for my 'almost new' 912E. The sale was completed on July 1, 1977, and the title shows the mileage at the time of purchase of 13,000 thousand miles. My wife Rosalie and I have

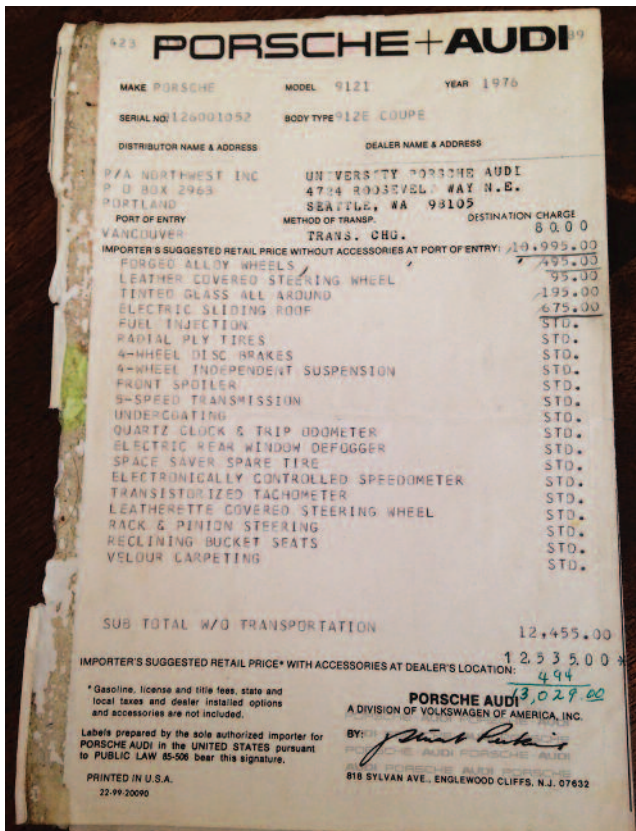
now owned this 912E for over forty years. I think the marriage will last.

As a military member myself in 1977, our new ride would have a number of homes in the coming years: first in Virginia, then San Francisco, CA, a 15 year storage period in Tucson, AZ before returning to Virginia in 1995.

We had minor problems when we first bought the car, broken sunroof cables (replaced by HLB Porsche/Audi in Arlington, VA), and oil leaks. My first after market mechanic, Al Collins, the original owner of "AutoThory", kept the vehicle tuned, did routine maintenance and diagnosed the oil leak problem as 'bad pushrod tube seals'. Mr. Collins said this would be a recurring problem because the Thermal Reactors in the 912E created a 'heat' problem and this was what was causing the seals to deteriorate. Al had a machine shop fabricate new header pipes and he removed the Thermal Reactors. Problem solved. After one and one half years came my reassignment to the

*Story and photos by Wayne Hufnagel*





Above: The original window sticker for this 912.

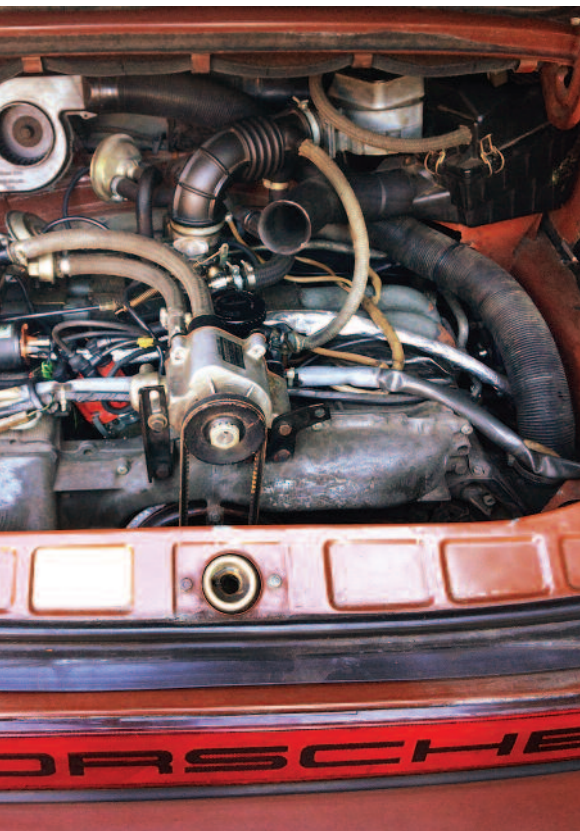
San Francisco Bay area, a naval facility in the middle of the bay, Treasure Island, CA. My 912E had a great parking spot on the adjacent natural island, Yerba Buena, with a fantastic view of the San Francisco skyline, Alcatraz and both the Golden Gate and Oakland Bay Bridge. Wow what an assignment. We were only there for 18 months, and we had a one year old son, so the 912 didn't get to see many of the great driving areas in the Bay area.

So it was back to Germany where my love the Porsche got its start in 1970. What person in his right mind would leave his Porsche in the United States when on their way to Deutschland. Having spent five years in Germany earlier, there was no way I was going to take my rust free car to the heavily salted winter autobahns in Europe. So, we took the car to Arizona and stored it in my in-laws 'carport', where sun did not reach it. Warm in Arizona, but no sunstroke for the brown baby. Thanks to my father-in-law, John, the car was taken care of with frequent 'start-ups', an occasional short drive and normal maintenance at the dealer in Tucson which was just two blocks from John's house. I was able to make an occasional visit to Tucson at which time it got a good workout from me, including trips to Phoenix and the 'Ghost Town' in northern Arizona, Jerome, once the largest copper producing mine in the world. The trip to Jerome was 'eventful', as the car died on me just outside Phoenix. A tow to the dealer in Scottsdale determined that I was just out of gas. The fuel gauge froze up and I thought I had a full tank of gas when in fact I was empty. The dealer had a good laugh and I

was thanking God because it was Friday afternoon and getting help at night or on weekends can be tough.

Fifteen years after dropping the car off in Tucson, my sixteen year old son Patrick and I flew to Tucson to claim our car. John had prepared it for the trip by having it serviced at the dealer, new tires to replace the dry rotted originals and a new muffler. After a courtesy visit with my in-laws Patrick and I hit the road. Oh what a trip it was. The first afternoon in Texas, my son said he smelled rotten eggs, and of course the 'wise' father told his son the smell was from the oil fields we were passing. We stopped for gas and realized the smell was coming from the car. I opened the 'hood' and saw that we had fried our battery. Not knowing the reason, we visited a nearby auto parts store and had a new battery installed. We hit the road again; it was getting dark so we turned the lights on and also the ventilation blower (no A/C). That night we pulled in to a Holiday Inn Express at about 11:10 p.m. and the hotel clerk first admired the car then said if you ever need a good mechanic, I have a friend who has a shop nearby and I would highly recommend him. Tell me now, a guy is traveling cross country and a hotel clerk suggests an after market Porsche mechanic. I just laughed, but then when I got to our room I called the desk and asked for the man's name and telephone number. I was worried about the 'fried' battery and thought "Why not". I called the man's work number at 11:30 on a Saturday night and Bingo! The man answered the phone on the first ring. Once again I was thanking the good Lord. He asked





us to come by his shop the next morning, Sunday, and he would take a look at the car and try to make a diagnosis. The next morning we showed up on time and the man was waiting for us. After a quick explanation of our situation, he did a few checks and determined that we had a bad voltage regulator which was overcharging the battery. And would you believe, no Porsche dealer is open on Sunday morning, but the mechanic rooted through a large box of used Porsche parts and Bingo! He had a used voltage regulator that was from a 914 and it worked perfectly. We're on our way again. Just outside Roanoke, coming up Interstate 81, we stopped for gas and saw oil leaking onto the pavement. But once again, an aftermarket Porsche/Audi maintenance facility diagnosed a leaking oil pressure switch. A friend of the service manager was just getting off work at a VW dealer and they had the part we needed. The man delivered it to us on his way home from work. Wow, we're now only a couple of hours from home, and we made it to Springfield, late, but safe. That was twenty two years ago. Where does the time go.

Back in Virginia, with two teenage sons, I had to give up my personal commuter car to the guys. Poor me. The 912E became my 'daily driver' for the next three years. Three days a week to downtown Washington DC and two days to Germantown. During that period I had very few problems with the car and I doubled the mileage from 35 to 70 thousand miles. Then the vehicle went back into semi storage, a weekend ride. I drive the Franconia/Springfield parkway every Sunday and it always surprises me to see how

many older 'collectables', are on the road each weekend. The 912E has drawn a good bit of attention over the years. I got so tired of answering my doorbell to greet someone who says "Do you want to sell your car?", that I have posted a sign at my entryway "No Solicitors".

What's next? Well I have talked about 'restoring' this vehicle for a number of years but have not yet crossed that bridge. Mechanically the vehicle is sound, but age does have an impact on anything, even a Porsche. Ten years ago I started seeing little 'bubbles' on the surface of the car; first thought 'rust', but this car has none. I took it to the Arlington dealer and was basically told that this paint is beginning to show its age and the car will have to be repainted. The windshield's rubber seal, probably from its years in Arizona, has deteriorated and needs to be replaced. The threads holding the zipper to the headliner at the emergency access crank for the sunroof has dry rotted and has begun to tear out. Wanting to keep the car as original as possible, I have tried, unsuccessfully to find someone who is willing to sew in a new zipper. Everyone suggests replacing the headliner, but it is in good condition and expensive to replace. I'm told all the glass needs to come out to do the job professionally. Currently with 95K miles, I have never had any engine problems of note. However, with a car that was only made for one year, Porsche has had no economically feasible way to keep up the production of replacement parts which any car needs. More frequently than not, the answer to part questions is "NLA" (no longer available). Simple things like the





collapsible oil drain plug washer and the flat rubber seal in the oil filler cap are both “NLA”. Fortunately, Heinz and Mike Wahl of Heinz Sports Car service have kept me on the road. A recent photo of the undercarriage of this car shows the heat exchangers (reconditioned by light sanding and grey heat resistant paint) and new muffler (replaced with an after market product). This work was done by Mike Wahl.

So, it's forty years and counting, this love affair continues. See you on the parkway.

#### Chronology of locations where this car has ‘lived’

1977 – 1979 Springfield - daily driver  
 1979-1980 – San Francisco, CA  
 1980-1995 – Tucson, AZ, stored  
 1995 – 1998 – daily drive  
 1998- 2017 – weekend drive

#### Postscript

In most respects, the car is in original condition and the odometer shows 95K miles. The only non original parts are replacement parts such as: muffler, fuel pump, an oil pressure switch, voltage regulator, transaxle and new leather seats. Normal replacement maintenance items have included, new tires, brakes and sunroof cables. The interior remains stock except for the bucket seats which were redone by Chong's Upholster in Woodbridge, VA in 2015. Over the years this vehicle has had numerous ‘care givers’ including: University Porsche Audi, Seattle, WA; LHB Porsche/Audi in Fairfax, VA.; AutoThority Inc., Fairfax, VA (when owned by Al Collins); Martin-Johnson Porsche/Audi, Oakland, CA; Bob Lewis Motors and Beaudry Porsche/Audi in Tucson, AZ; Heishman's Porsche/Audi and Porsche of Arlington, Arlington, VA; Autobahn Service Inc., Fairfax, VA; Springfield Motors, Springfield, VA; and Heinz Sports Car Service, Springfield, VA. (Note: Heinz Wahl and later his son Mike Wahl, have looked after this car for more than a decade). Also, complete records of all repairs have been maintained since the vehicle was purchased in Seattle, WA, in 1976.



# The Last 911

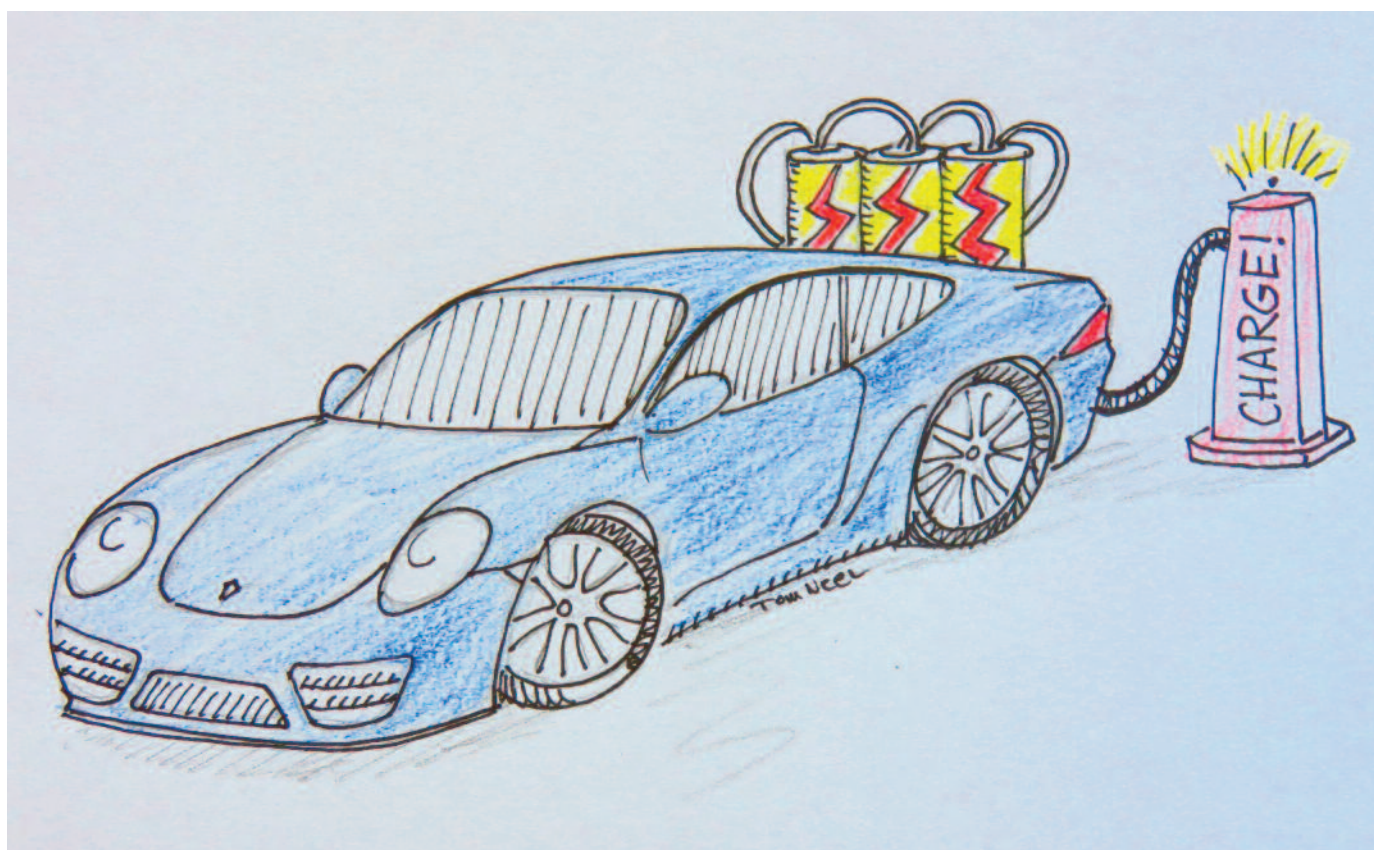
Got your attention? As Porsche celebrates the making of its one millionth 911, just imagine them announcing one day in the future, that the 911 is no more. For those of you who have honored me by reading my dV articles over the past couple of years, you must know by now that I try to write thought provoking, What if, type articles, and this one may push your limits a little. Good, I like it that way.

Why would I make such a prediction? No more Porsche 911, that's just plain silly. Or is it? Most of you can remember better than me that Porsche has made attempts in its past to impress its customer base with something new that could possibly replace the

all of them being turbocharged. The proof is just watching the prices of pre water cooled versions going up in value, while the sales of 911, compared to Porsche's other offerings, becoming a fraction of their overall sales.

Let's have a closer look at that, shall we? Porsche came out with its first SUV stateside in 2003 and many thought it would be a failure. Eh, no. Then they followed that with the Macan in 2014 and have honestly cracked one out of the ballpark, as it's now the best selling vehicle they make. Have a look at Porsche's monthly sales numbers in your Panorama magazine and note how Macan sales alone are more

*Story and illustration by Tom Neel*



old rear engined 911. The 914, 924, 944, 928, Boxster, Cayman, just to name a few. Each time they did, they heard a growl. Then they started really tampering with your pride and joy by first adding water cooling and catching hell for it. Then they hid the engine from view, but somehow got away with it, and now they've gone Turbo. Even though the new car is plenty good, the growl rumbles.

We now live in a world my 911 loving friends, where Porsche has created a pickle for themselves. Here goes. Many of you didn't go along with water cooling and so you sure as hell aren't going along with

than all versions of the 911, Boxster, Cayman combined, and frankly you can throw in Panamera sales too, as total SUV sales are a big number.

Now the sales of naturally aspirated, manual shift, GT cars is through the roof, but would those GT cars be so sought after if they were all Turbo PDK's? The answer to that is not likely, because one doesn't have to look too hard to see a standard Turbo S actually offers very similar performance and they're readily available. But that also makes me note that we are up against a performance bubble here. It's becoming very hard to make cars go quicker 0 to 60, or to have



## JMC SERVICES:

- PAINT PROTECTION FILM/CLEARBRA
- WINDOW TINT
- PAINT CORRECTION/POLISHING
- CERAMIC COATINGS/GLASS COATINGS
- WHEEL COATINGS
- WRAPS/VINYL
- INTERIOR RESTORATION
- CAR WASH SERVICES

FOR MORE INFO VISIT:  
[WWW.JMCXOTICDETAIL.COM](http://WWW.JMCXOTICDETAIL.COM)

# JMC

EXOTIC DETAIL



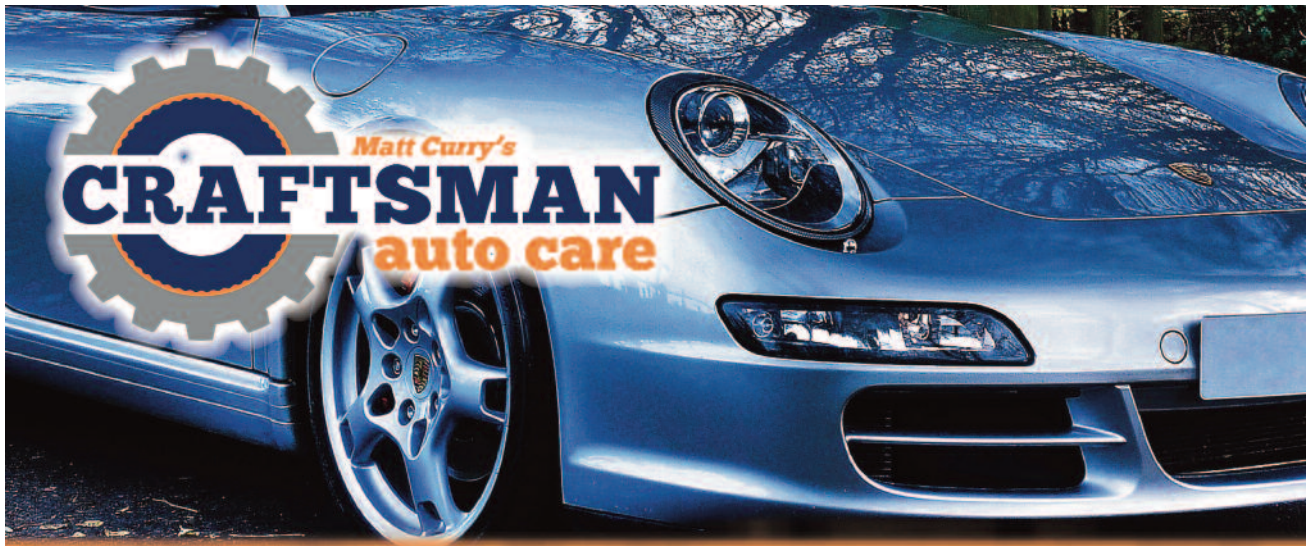
(703) 677-8639



[JOSH@JMCXOTICDETAIL.COM](mailto:JOSH@JMCXOTICDETAIL.COM)



FACEBOOK.COM/JMCDetail1  
INSTAGRAM: JMC\_EXOTIC\_DETAIL  
45891 WOODLAND RD. SUITE 125 STERLING, VA 20166



Matt Curry's  
**CRAFTSMAN**  
auto care

## THE ART AND SCIENCE OF AUTO CARE AT ITS BEST

**We unite old-world craftsmanship with advance  
auto care to keep your vehicles on the road**

**NOW OPEN**

7001A Manchester Blvd | Alexandria, VA 22310 | 703-719-7606  
[www.craftsmanautocare.com](http://www.craftsmanautocare.com)



higher top speeds, to brake any better, to increase lateral G's, or lap the Ring much quicker. Especially when that which you make has to be legal worldwide and come with a warranty. Even the latest, biggest, baddest, 911 of them all, the new GT2RS, priced north of \$300K, really doesn't go to new places in this area, especially with Porsche co-releasing the even more limited Exclusive Turbo S. We're talking tiny, tiny, almost unrealized gains here.

In about a year Porsche will replace its current 991/2 with a new modular sports car platformed 992. This 911 will share its basic architecture with a stable of offerings under the VW banner, such as Lamborghini Huacan and Audi R8, Cayman and Boxster. That right there makes it less special don't you think? Spy shots show it's gotten even bigger, again, and even though reports seem to change daily on its possible hybrid direction, it's not likely to truly outperform what it's replacing.

Then there's Porsche's massive company wide investment with Mission E, which is coming almost as soon as the 992. Porsche is now making official comments seemingly embracing this technology. They do so also knowing that China is crafting some of the most strict emission standards and they (not us) are now number 1 in Porsche sales worldwide. With the Mission E they are also skipping level 3 and shooting for level 4 autonomous. If you don't know about the 5 levels of autonomous infrastructure, we are largely at level 2, pushing towards 3. Level 5 is actually not considered autonomous but rather driverless! Level 4 is then actually closer to driverless than it is to autonomous. It all has to do with whether you the driver, has to even look at the road. Level 4 means, most of the time you won't have to. This is the future boys and girls, get use to it and to be frank, many al-

ready have and don't even think about it. Lane warnings, smart cruise control, auto parking, heads up displays are here and flourishing.

Back to the topic at hand. With the 992's shared platform, another thing could become easier. Ask yourself, where is the engine in the latest RSR? Exactly, in the back seat where it works much better. Many contend that by doing this, it's no longer a 911, even though they've been down this "racing" road before with the 911GT1. Porsche also wanted to build a mid engine flat eight to compete sales wise with the Ferrari and McLarens, but the project is on hold because of the expense of the mother ship "ironically" getting busted for emissions tapering. So, would you buy a mid engine 911? Would it be a 911 anymore? Where racing goes, products then to follow, just saying.

Whatever the 992 will become, the first versions will be here in a year or so. Call it late 2018. A modern 911 production run is about 7 years, so let's call that 2025 when the 992 might be replaced. By that time, every premium brand will be at level 4 or better on that autonomous scale and many, most or all, including Porsche, will be heavily into E or hybrid technology. The country of Germany has no plans in even offering internal combustion engines by 2030 within its borders. By the way, Porsche is now also said to be entering Formula E too! Are you feeling the spark yet?

So, as most companies design five years into the future, 2025 is right on the outskirts of their conceptual design limits. But I'll take you back to my title for this article, "The Last 911". Is it possible that the totality of what I've written here could have 992 being the last 911? Time will tell.

---

# Upcoming Rally

The third rally of the season will be held on Saturday August 26. In past years this date has been reserved for the annual Augustoberfest in Hagerstown. This year will be different.

If you read about our adventures with Vintage Rallies in July's issue of dv, then you know we are excited to try something new. This year's rally will be a modified TSD – Time:Speed:Distance – format. You will not need any special equipment, nor will there be any "traps" like you might find on a traditional TSD. It worked well for our Vermont rally; no reason it shouldn't work here.

We will begin at Worthington Manor Golf club in Urbana MD. We have constructed a route of 95 miles through Maryland and Virginia, and then Maryland again. The drive can easily be completed in less than 3 hours. Some of the roads are old favorites throughout rural Montgomery and Frederick Counties; others are roads we've never used before but will surely be used again in the future! We've mixed a great combination of twists and turns with long straightaways and lots of elevation changes. Win or lose, we guarantee an awesome drive.

A light breakfast of pastries, fruit and coffee will be available at Worthington Manor. Lunch will be provided at the end location at a restaurant in Frederick MD. Check the website for further details or contact [rally@pcapotomac.org](mailto:rally@pcapotomac.org).



# LA Experience Center

*Story and photos by Casey Parkin*

How do I take delivery of a new Porsche and immediately break it in on some of the best driving roads in the world? How about picking a place where it rarely ever rains and the average year round temperature is 71.7 degrees? I would also want the ability to go from one of the most beautiful coastlines in the world to 10,000 foot mountains and also blast through the desert in just a few hours. Until recently, unless you lived there, it wasn't possible to arrange. In the near future, for no extra charge, you will be able to take delivery of your newly ordered Porsche at the Porsche Experience Center in Los Angeles, California.

On a recent work trip, to test/experience the new Panamera, I had an opportunity to visit the new LA Experience Center. The architecture and overall aesthetic is very Porsche as you would expect. The interior of the building was something different but the most interesting part of the facility is the inclusion of Porsche Motorsports North America. The day we were there no expense was spared as a number of racing Porsche's spanning a good 30 years were represented. Going from a Rothmans 962 up through a brand new 918 Spyder. My favorite of the bunch was

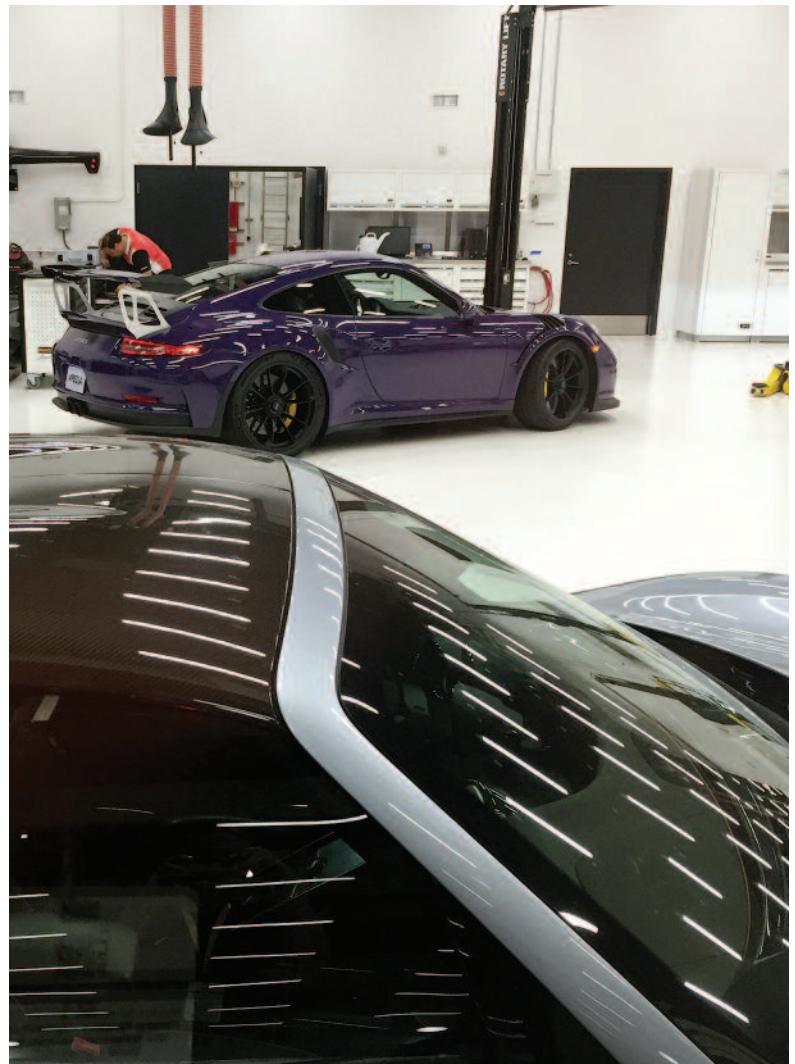
the #6 Penske/DHL RS Spyder. My father, brother and I saw this car's last factory backed race at Laguna Seca in 2007, my first trip to California.

Deliveries at the facility in LA will begin Quarter 1 of 2018. If this is something you are interested in please speak with your sales person. Deliveries at Porsche Experience Center Atlanta are available now!

German deliveries referenced in a piece I did a while ago are still available however, for the foreseeable future deliveries are available at the facility in Leipzig. Porsche is reconditioning the old 'Werks 1' facility in Stuttgart and expect deliveries to recommence their either late this fall or early next year.

With the addition of the Porsche Experience Center Los Angeles (PECLA internally) you are now able to take no cost delivery of your Porsche in 4 different locations outside of your dealerships delivery center (Atlanta, Leipzig, Stuttgart and Los Angeles). It is an amazing time to own a Porsche and even a better time to experience them on some of the best roads in the world!





*Top: A Porsche 918 in Silver.*

*Above left: The new Panamera on the LA Experience Center test track.*

*Right: A 911 GT3 RS in Ultraviolet.*



# GLASSJACOBSON

FINANCIAL GROUP



## For Porsche Drivers Who Expect The Best

Baltimore | Washington | Northern Virginia



Michael W. Cohen, CPA, CGMA  
Shareholder, CFO  
Porsche Enthusiast & Racer



Wealth  
Management

+



Tax  
Services

[www.glassjacobson.com](http://www.glassjacobson.com)

[michael.cohen@glassjacobson.com](mailto:michael.cohen@glassjacobson.com)

410-356-1000

## AUTO-THERAPY

Independent Service Facility for  
PORSCHE, BMW and AUDI automobiles



From **STREET** to **TRACK** –  
We Meet Your Automotive Needs

CALL TODAY TO SCHEDULE YOUR  
**FREE TRACK INSPECTION !**

**301-417-7111**

<http://www.autotherapy.net>

8027-A Snouffer School Road, Gaithersburg, MD

Hours: Monday – Friday 8am – 6pm

Transportation Available To/From Shady Grove Metro



PORSCHE  
Audi  
Volkswagen  
SPECIALISTS

*New and vintage car maintenance / repair  
Engine / trans rebuilds and upgrades  
Suspension and safety systems  
Precision 4 wheel alignments  
Full track preparation*

30+ years Porsche experience  
20+ years racing experience

**STAN FOX**

8210 B. Cinder Bed Rd.  
Lorton, VA 22079  
5 minutes from Springfield Metro  
[www.rpm-performance.com](http://www.rpm-performance.com)

t: 703.550.8240  
f: 703.550.0069

[rpm@vacoxmail.com](mailto:rpm@vacoxmail.com)

# What To Do If You Don't Have Your Own Mechanic... Drive with Potomac

Story by  
Renate  
Weidner

Believe it or not, but after a whole bunch of DE sessions on my initial OEM front brake pads that came with my Cayman GTS last fall, only the fronts needed replacing before my recent 3-day DE event at The Glen with Potomac Region (June 16-18).

We decided to just install Porsche OEM front pads. That should do at least for The Glen and more, and once those were gone together with the rears, we planned to go to Paged Yellows or PFC8s all around.

Well, after 2.5 sessions on day 1, the tech line guys told me in the morning of day 2, that I would not pass the 3rd day tech with these diminished fronts.

It was unbelievable! I could hardly fathom it! I had arrived with brand-new pads at the track, albeit OEMs, and expected them to last at least that one event. But I guess the Glen takes more out of normal pads than you think. I now wonder whether my initial pads were OEM's at all as they lasted quite a number of events. Now I was on a mission to find new brake pads for day 3 – and any pad would do in my mind. But first I must interject the following:

Upon arrival the evening before and during the day on Friday, I realized that I did not know anybody in the Potomac Porsche Club. Not a soul. I actually felt unusually lonely on Friday, not being used to not having driving friends around me. I am from Canada, the Big White North, PCA/UCR, and have participated in many DE events over the years, also with our American friends, NER, NNJR, Boston, Niagara etc. and I did get to know a lot of the drivers and usually meet people I have met before. But I mysteriously never registered with the Potomac Region and so did not know anyone.

All of this 'not having friends' changed during the track walk/beer/drive Friday evening. I was fortunate to get invited by young Mike Shand and his buddy Jim to join them in their truck for the 'track walk'. It was a blast learning about the line they drive – the race line of course – and Mike promised me to arrange a session with his dad Jim and/or his uncle Greg. These sessions would teach me how to leave everyone in my run group "in the dust".

Saturday morning, I also found a very nice spot on the paddock, joining Jonathan (M3 #33), Ed (Cayman, #37), Dirk with his new awesome GT3 and others who became wonderful track buddies.

And, well, Saturday morning, we really did have these fast sessions and I did become a much more

speedy driver, I think. It was breathtaking and very exciting to say the least. Thank you Greg and Jim!

And now back to my brake pad problem: Those fast sessions did probably take an even bigger bite out of my brake pads, and so my mission had become top notch urgent. Benefiting from many new Potomac friends, it took Ed no time at all to find Paul (#41) who had a full round of PFC pads fitting my car which I was able to purchase with my credit card, with Paul having this incredible small credit card machine thingy. Then wonderful Tom Chan (#507) installed the front brake pads for me. Mike Shand (#384) volunteered to install the back pads in record speed. Since I had no idea what kind of brake fluid was running in my car's system, I was strongly advised by all to flush the fluid.

And imagine, The Little Speed Shop at the far end of the garages actually had the right stuff. I bought 2 bottles of Motul 600 and asked them whether they kindly would do the flushing and re-filling. But the power had gone off in the garages. It was by now past 3:30 pm. I had unfortunately missed the last 30 min. session. I was hoping not to miss any Sunday sessions. But by 4:30 pm, the power had not come back on.

The day before I had met Erika, a super nice lady, black run group, but also an instructor along with her husband Elliot. They garaged nearby and I ran into Erika right at that moment. And, another "believe it or not", Elliot volunteered to change my brake fluid right then and there with a manual pump he carries around – like he does that for a hobby – changing brake fluids. I accepted the offer enthusiastically. And really, he got down on his knees, took the wheels off, did something with the master cylinder, everything by the book. It worked! The next day, the car ran like a deer and braked the best it ever had.

I am thrilled by what the Potomac club members did for me in record speed, and without prior rehearsals!! And one of the other best things is, that my new pads don't even squeal on the road now. I don't know how they did that. It certainly never happened to me before with HP pads. May be they really got bedded in properly right there on Sunday morning at the track.

I must emphasize again: If you don't travel with your own mechanic, don't hesitate to join the Potomac folks. They have some of the most helpful and resourceful club members I know.

With a lot of sincere Thank Yous! And hoping to be able to reciprocate one day!



General Service/Repair | Track Prep/Setup | Engine Rebuilds | Tuning | Performance Modifications | In-House Dyno

**TPC** *Racing*

Race Tested. Driver Approved.

## Dedicated to **Porsche**. Dedicated to **service**.

With over 25 years of racing, tuning, and servicing Porsches, TPC Racing is your one-stop shop for all your Porsche needs. Whether you're here for basic service, track set up, or an engine rebuild, TPC Racing works with you one-on-one to determine a maintenance schedule and/or performance package that's right for you. When you choose TPC Racing, you're getting more than just an oil change or some bolt-on performance parts. You're getting access to 25+ years of racing, engineering, and service knowledge to help you make the best decisions for your Porsche.



8040 Washington Blvd. Jessup, MD 20794

(410) 799-RACE (7223)

[www.tpcracing.com](http://www.tpcracing.com)

### PORSCHE OF SILVER SPRING



**We've got your back!**

Proud supporter of the Porsche Club of America, Potomac Region

Porsche of Silver Spring  
3141 Automobile Blvd,  
Silver Spring, MD 20904  
[porscheofsilverspring.com](http://porscheofsilverspring.com)  
1-855-520-4880



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



**ASG**  
**Auto Sportsystems Group**

SERVICE - REPAIR - HIGH PERFORMANCE  
2810-F Dorr Avenue Fairfax, VA 22031  
Tel: 703.876.2811 Fax: 703.876.9802  
[www.autosportsystems.net](http://www.autosportsystems.net)

PaoloRoman Design - 305.447.1781

# The Gathering of the Faithful – Escape to Bavaria

Saturday, September 2nd 2017 – 10 am to 2 pm

This year the Gathering of the Faithful will be at the AAA Four Diamond Bavarian Inn in Shepherdstown, West Virginia. Take a nice drive and leave the city behind while you drive your Porsche to this romantic country inn offering European elegance and world class service from its scenic location perched on a bluff overlooking the Potomac River. Here we will hold the next Potomac Porsche Club car show where you can win door prizes, socialize, eat & drink and enjoy the sites. The 11 acre grounds include an Infinity Pool and Bar, Tennis Court and multiple formal and casual dining options. Located in historic Shepherdstown, W.V. the alpine-style inn is only an hour from Washington, D.C. and Baltimore, and minutes from Harpers Ferry, Antietam Battlefield and Hollywood Casino at Charles Town Races. The Bavarian Inn has proudly won many awards, including a AAA Four Diamond and Wine Spectator's "Best of" Award of Excellence."

For those wishing to make a weekend out of the trip, luxurious accommodations can be made through the Bavarian Inn website at <http://www.bavarianinnwv.com>

The Bavarian Inn Restaurants will be open for dining the day of the event.

---

## All are invited to the 2017 September 30th European Festival

Proceeds from the 2017 European Festival will benefit the Valley Health Cancer Center. Potomac Porsche Club has been chosen to be the exclusive car club at this year's 2017 event and to display Porsche automobiles for the public. Each Porsche Club Attendee that drives a Porsche will receive one complimentary "Passport ticket" which is a \$25.00 value (includes Food, admission and keepsake). In other words if you drive your Porsche to the event then the event is completely free! Experience the tastes and sounds of the British Isles, Germany, and Italy right here in the Shenandoah Valley.

Saturday, September 30th 2017, 11:00 a.m. – 6:00 p.m.  
Campus of Valley Health Systems in Winchester, VA  
1840 Amherst Street  
Winchester, VA 22601

Enjoy traditional music, dancing, vendors and other entertainment, while sampling the unique food and beverages of each country.

Admission to the Festival

Passport: (includes admission, food, non-alcoholic beverage and Festival Keepsake) .....\$25.00

General Admission:

Adult Pass.....\$10.00

Child Pass (12 and under).....\$5.00

Infants (2 and under)..... FREE

To learn more or to purchase tickets visit <https://www.valleyhealthlink.com/Event-Ticketing/European-Festival.aspx> or call 540-536-4463

The European Festival is sponsored by the Winchester Medical Center Foundation. Proceeds from the 2017 festival benefit the Winchester Medical Center Cancer Center Campaign.



## June 2017 new Potomac members

### New Members

Jordan Applebaum - 2017 Cayman S - from Herndon

Eiman Bassam - 1984 911 Carrera - from Fairfax

Seth Breger - 2017 718 Boxster - from Silver Spring

Steve Caret - 1999 911 Carrera - from McLean - transfer from St Louis

Ryan Carignan - from Laurel - transfer from Dakota

Alok Dhir - 2017 911 Carrera S Coupe - from Bethesda

Michael Escobar - 1987 944 - from Sterling

Bernard Faircloth - 2016 Cayman GT4 - from Lorton - transfer from Hurricane

Clay Johnson - 2014 Cayenne GTS - from West Springfield

Mark Jones - 1995 911 Carrera Cabriolet - from Leesburg

Jason Kelly - 2002 Boxster S - from Washington

Dave King - 2009 911 Carrera S Coupe - from Reston

Kim Kitchen - 1997 911 Carrera - from Alexandria

Clayton Lawrence - 2014 Boxster S - from Washington

Erik Olerud - 1993 911 RS America - from Falls Church

Jim Oster - 1982 911 SC - from Woodbridge - transfer from Hudson Valley

Ronal Piervincenzi - 1973 911E - from Potomac - transfer from Northern New Jersey

Kurt Rolf - 2001 911 Turbo - from Potomac

Emerson Sanders - from Elkridge

Giuseppe Scaglione - 2014 Cayman - from Alexandria

Brian Shea - 1995 911 Carrera Coupe - from Falling Waters

Jeff Snavely - 2008 911 Carrera Coupe - from Springfield

Anthony Van Vugt - 1978 911 SC - from Ashburn

Scott Wilson - 2017 718 Boxster S - from Sterling

Steven Witt - 2014 Cayman - from Burke

Pat Yongpradit - 2011 Cayman - from Silver Spring

### AUTOBAHN SERVICE, INC.

*porsche specialists*

*Over 1,200 cars serviced a year*

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

*24 Months Warranty*

*Quality Work with an  
Eye On Details*

*Free Transportation To  
and from Metro*

*30+ Years Experience*

[www.autobahnserviceinc.com](http://www.autobahnserviceinc.com)



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

### Stuttgart Performance Engineering

Porsche specialist service since 1970

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

[stuttgartperformanceengineering.com](http://stuttgartperformanceengineering.com)

Matt De Maria  
By appointment only

301.948.6762  
Gaithersburg MD

### Dulles Car Concierge

- Indoor, climate controlled storage
- Full time battery tender
- "In and out" privileges available
- Contract based complimentary wash(es)
- Off season wheel, tire, and spare parts storage
- Detailing services on site

Sterling, VA

571-306-3972

[email@dullescarconcierge.com](mailto:email@dullescarconcierge.com)



# July 2017 Potomac anniversaries

## Anniversaries

### 50 Years

William & Beverly Tate

### 40 Years

Christopher & Martha Granger

### 35 Years

Frank & Elizabeth Werner

Heinz & Heinz Peters

### 30 Years

Michael & Greg Anikeeff

Robert Kahn & Patrice Lyons

### 25 Years

Jonathan Cole & Sarah Strickler

Dan Fazekas & Bethann Garreau

Robert & Leslie Knibb

### 20 Years

Scott & Angela Bresnahan

### 15 Years

Christopher Osborne & Jane White Osborne

Michael Shah & Faith Pettit-Shah

John & Judith Bayliss

Clark Hoyt & Linda Kauss

Gregory Luce

Kenneth & Diane Wesche

George & Natalya Moraczewski

### 10 Years

Victor & Christian Chambers

Douglas Snyder

Jay Beckley & Nicole Stout

Justin Maurer

Charles & Susan Henkin

Chris & Joanna Mantzuranis

Bill & Liuda Varner

Ricky Lester & Raymond Flores

Richard & Judy Murphy

### 5 Years

James Berkley

Michael Lisse

Glenn Rodriguez

Robert & Robert Lam

Charles Brownstein

Frank & Diane Spiegelberg

Christian & Melanie Regan

Christopher & Richard Healey

Carlos Estin

## Contribute to der Vorgänger

### Join PCA the easy way

Membership entitles you to receive *der Vorgänger* but also monthly issues of PCA's magazine, *Panorama*. Porsche dealers also recognize PCA membership with a 10% parts discount.

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

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

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](mailto:dveditor@pcapotomac.org).

**All photos must be originals digital files; please do not resize or crop them before submission.**

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

## Advertisers' index

Auto-Therapy	24
Autobahn	28
AutoSportsystems Group	26
Craftsman Auto Care	20
Dulles Car Concierge	28
Glass Jacobson	24
Grenier Law Group	15
Intersport	3
JMC Exotic Detail	20
Odds and Ends Detailing	9
OG Racing	7
PCNA	2
Porsche of Silver Spring	26
Porsche of Tysons Corner	6
Radial Tire Company	15
RPM	24
SSI	8
Stuttgart Performance	28
TPC	26



# Readers and Their Cars

*Far Right, top: PCA members Asim Mishra and his wife Madhuri Patel took a 2 week road trip with their first Porsche through four states in the Southwest.*

*Far right, bottom: Jim Bynum's Boxster S goes "glamping" on the Appalachian Trail. For the 4th of July holiday weekend Jim Bynum and Leah Price headed to a rustic cabin on the Appalachian Trail. The couple was presented with a dilemma: take the truck or one of their Boxsters. Ultimately they trusted in Porsche's ability to climb steep hills and the combined storage capacity of the trunk and frunk. It proved to be the right choice - a highlight of the trip was a top-down sunset ride on the curvy roads around Harpers Ferry and Shepherdstown, Va. Photo by Leah Price.*

*Below: Almost every air cooled Porsche 911 model present at Cars & Coffee: 1972, 1982 Targas, 1996 rare 911 Turbo Black on Black (est value over \$200k only 250 built), 996 Twin Turbo, and an equally rare 1970s Crystal Blue 911T.. Photo by Kevin Naughten.*











PRST STD  
US Postage Paid  
Permit No. 1239  
Bellmawr, N.J.



*The birthplace of PCA Club Racing presents:*



**ROCK THE SUMMIT**

# **Club Race**

**SEPTEMBER 22nd, 23rd & 24th**

**VINTAGE RACING is back...**

**and so is our famous DIXIE BONES BBQ!!!**



**MOTORSPORTS PARK**

**REGISTRATION OPENS AT:**

**[HTTP://REGISTER.PCA.ORG](http://register.pca.org)**

**ON AUGUST 7TH, 2017 - 10PM EDT**