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Table of contents

- 6 The editors' column
- 7 The president's column
- 8 Club officers and program chairs
- 9 Potomac's 2019 calendar
- 10 GT Academy by Tom Neel
- 15 Porsche Provenance by Kevin Naughten
- 16 Going to Daytona By Hunt McMahon
- 21 PCA Potomac Open Board Meeting and Board Member Elections by Ron Flax
- 22 2019 Guide to PCA Potomac Concours by John Truban and Gary Sidell
- 24 Replacing 991.1 O2 sensors by Michael Sherman
- 30 Readers and their cars

Cover photo: David passing over the reigns to Mia as the incoming President. Photo by Ken Hills.



der Vorgänger

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Time Travel

January is a hard month. Invariably, it starts with one or more disappointments (the Steelers aren't in the Playoffs) followed quickly by one or more promises not kept (I'm going to keep it under 80). Seriously, how many of us actually enjoy New Year's Eve? Overpriced Prix Fixe menus served late in the evening at a leisurely (slow) pace, leading to the forced frivolity of celebrating a celestial event that took place 11 hours previously in Bangladesh.

We awaken on New Year's Day from a restless sleep brought on by too much food and drink and staying up too late to realize we have already broken a second foolish resolution to get more sleep.

As a Porsche enthusiast I commonly turn to my car when all else around me is grey, gloomy, cold and wet – like January in Washington. But driving in the DMV in January provides no respite. All that happens is you get your Porsche dirty and in any case, you can't really enjoy that special route that is so perfect in June.

I read several car publications and, anticipating January, I stop reading them in November so as to build up an inventory to get me through January to February at least. By February PCAers can begin to use the dV and Web calendars to start



Glenn Cowan



Michael Sherman

planning their season. Anticipation is a great balm for the non-driving blues. Think about all those decreasing radius curves at DE events, nice meals with other Porsche folks at the end of a fun Drive and Dine, collecting your third place trophy at a Rally, smashing those orange cones that dared impede your way through an Autocross.

But wait a moment – I just realized that for all of you, January is already gone. Its past, history, a vague memory – it never happened. Of all of us who will ever read this, I am the only one with January still in front of me. I hope you enjoyed yours and can now begin forward thinking to a great 2019 Porsche Season with PCA Potomac.

– Glenn

I hope readers are enjoying the colder months in their Porsches! Every time I drive in the cold and the rain I just remember the words of Ferry Porsche: "Our cars are meant to be driven, not polished".

– Michael

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PORSCHE

The president's column

Your First

They say you always remember your first. Your first kiss, your first true love - and your first Porsche.

It was 1981, I was 15 riding my bicycle around the neighborhood when I was passed by a bright yellow Porsche 914 with a "For Sale" sign on the side. I had never before noticed that a car could be beautiful and have an exhaust roaring so loudly it was begging for attention. There were no cell phones and I didn't have any way to jot down the phone number, so I just gazed and admired that Porsche as it passed me by.

A few days later, the 914 was back in the neighborhood and determined to see it more closely, I followed it with my bike until it reached its driveway. I wrote the phone number on my hand and returned home.

Shortly thereafter, I called the owner and told him that I was turning 16 and my parents were buying me a car for my birthday (untrue) and that I would love to take it for a spin. I rode my bike back to his house and he handed me the keys. This was great, other than not having a license or knowing how to drive a manual. I asked him if he would drive the car - so he took me for a ride in and around my neighborhood. Afterwards, I shook his hand and said my parents would be in touch but neither me and certainly not my parents ever spoke to him again.

Lesson 1: If either of our daughters ever gets into a car with a stranger to take a joy ride, I will be VERY DISPLEASED - to say the least.

Lesson 2: My parents never knew this occurred,



Above: Mia's grandmother, Marie Corcoran and her father, Ted Potthast, in front of the original road trip car.



Mia Walsh

but it's sometimes better to ask for forgiveness than permission.

Equally interesting was my husband Brian's first ride in a Porsche. In 1988, just after college graduation we were introduced to a 1972 911 owned by my roommate's father. The car had racing seatbelts, a robust exhaust sound and had spent a good amount of time on Summit Point's Main circuit driven by both of its owners, Bill and Sheila McHenry. That 1972 911 got a paint job and went to Vermont to spend some seriously harsh winters with their son, Frank. Fast forward to 2014, when Brian heard that the 911 was going to be listed for sale. He called Bill and said that we would love to buy it. Arrangements were made and in October of that year, Brian drove to NJ to pick up the car. He certainly remembers his first.

They say in the Porsche Club, it's not just about the cars. Brian recounted the story of his "first" at a Drivers' Education event at Summit Point later that month. Lo and behold, Dennis Howard said, "I remember that car!" and noted that he may even have a photograph of it. At the next DE event, Dennis presented us with a mounted photograph of the car, in its original yellow color, which now proudly hangs in our home's library.

Do YOU remember YOUR first?



Left: Photograph of The Walsh's 1972 911, Brian's "first" Porsche ride, placed on top of the side panel of Mia's grandfather's road trip car, which collected plates along their cross-country trip in 1921.

Below: Brian and Mia Walsh



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Potomac's 2019 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.



February

- 2 Potomac's First Saturday Brunch, City Grille, Manassas, 11am – 1pm
- 16 Potomac's Maryland Brunch at Glen Echo, Irish Inn, 11 am - 1 pm
- 23 Volunteer and Awards Banquet, Maggiano's, Tysons Corner, 7pm – 10pm

March

- 2 Potomac's First Saturday Brunch, City Grille, Manassas, 11am – 1pm
- 9 Instructor and Instructor Candidates Refresher, Jefferson Circuit
- 10 HPDC Jefferson Circuit, Summit Point
- 15-17 Zone 2 VIR
- 16 Potomac's Maryland Brunch at Glen Echo, Irish Inn, 11 am - 1 pm
- 23 Board meeting and new member luncheon, 10:30am - 1pm
- 30-31 DE Summit Point Main

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.

Dulles, VA

Dunkin' Donuts @ Dulles Landing Shopping Center on Loudoun County Parkway north of US 50. (7-9 am on Sundays).

Winchester, VA

3rd Saturday, 8-11 am, Truban Motor Company located at 60 W. Jubal Early Drive in Winchester, VA. All car types invited. Rain or shine.

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.





GT Academy

Comparing the new GT3 and GT3 RS

*Story and photos
by Tom Neel.*

*Above: Wet skid
pad; note the
wheel position.*

My week began riding Ducati's new 226 horse power Panigale V4S, with its Moto GP derived V4 engine, shoe-horned into a 436 pound chassis. Sporting a power-to-weight ratio better than an F1 car, the urgency of this piece of machinery got my deepest respect, as it instantaneously blew through triple digit speeds. Knowing in just days I would be visiting the Porsche Experience Center (PEC) in Atlanta to do back to back drives of the company's latest 991.2 GT3 and GT3RS, in what they call - GT Academy, I pondered the street legal potency of the ride I was on and how the Porsche products would compare. Not in a competitive way, one against the other, but rather, in a usable way. After all, while both Ducati's Panigale and Porsche's GT cars are street legal track weapons, the majority of them spend way more time on the street, and in the garage, than being used as the actual racers they pretend to be, but are not.

As with any story like this, a writer should always ask who the reader might be, or who might gain something by reading along? Well, if you are getting one of these GT cars new, you either already have it, or you've already been allocated one and it will be along shortly. If this isn't you, you are possibly getting

ready to write an even bigger check for one via the secondary market. If though, you don't fit either of these scenarios, I think you'll find my ultimate conclusion somewhat satisfying, so hang in there.

For all of the performance I would be enjoying, due to the remnants of hurricane Michael, my flight from DCA to Atlanta was delayed both on the ground and in the air. Trying then to make my 2pm driver's appointment was not made better by coming into Atlanta's Hartsfield-Jackson airport at concourse D, and finding - The Plane Train to the main terminal completely out of service. I've now calculated the walk I made along with a million other weary passengers, as being about 4,900 feet. This not including the distance from the gate itself to the dead choo-choo. So much for trip focussed on going fast.

A weekend double hitter of driving and attending RM Sotheby's 70th Anniversary Auction, meant there was a plethora of Porsche files when I arrived at PEC. The track's sloppy conditions, (again a present from Michael), perpetuated two requests to my accompanying coach and friend, Kyler Graham. First, I do not wish to exercise my insurance waiver (\$2,000) by uti-



Above: Standing next to the GT3 RS and the GT3.

lizing the airbags on the endless footages of guardrail found here. Second, and I sure as hell don't want to do so in front of this lively photo-video infested crowd. Viral Porsche crashing is off the table! It was then a little less than comforting when the head of PEC's driving program, Brian Cunningham, asked me as a courtesy, "...if I wanted to still go through with it? Gulp! I asked back, "How do you all feel about it?" He replied, "We're good with it if you are. We just want to make sure you feel good with it." Tag you're it! As I've always felt in many cases you learn more from wet conditions than dry, and I knew the track, I said "Let's go."

Out first in the GT3, I asked Kyler if these GT cars needed a suspension set up here? He shared they did not, but the last generation 991 GT3 and RS versions did. That tells you something right there. I had done a somewhat back to back comparison of the 991 and new 991.2 GT3s earlier in the year (dV April 2018) and the differences were noticeable. The new 3 also chopped 12 seconds off the old one's Nurburgring lap time, which is very close to a 1 second per mile reduction on the 12.9 mile Nordschleife circuit. Applause and bow from the folks of Weissach. Behind the

wheel, I unexpectedly exploited the wet track conditions by wagging the GT3's tail in a pucker factor moment on the tightest part of the track. This brought praise from the passenger seat, and netted confidence in the GT3's trusting abilities to gather it up in the wet when necessary. 30 minutes later another driver was not as fortunate. Ah, we'll need your credit card sir!

With my refresher in the GT3 behind me, next up was the GT3 RS, nicknamed Goldie! I can share that having your foot on the floor of either is blissful. But "Goldie", at 9000 rpm, with the PDK shifting from 2nd to 3rd, is other worldly. It gobbles up tarmac at a ferocious rate, while conducting a naturally aspirated, internal combustion symphony. Frankly, both let out a cry from the automotive Gods, but the RS's having less sound deadening equals increased volume. Porsche has ironically created the most pleasing induction sound, right as they prepare to thrill us with silence. "Think Taycan". Using launch control on the damp surface, the RS was torn between a spin-cycle and asphalt removal, as it tried to find grip. But this is where my story takes a twist. While a wet track is better than no track, a dry one would exploit the obvious. It turns out I would be re-visiting PEC just a



the road. Expensive Michelin Pilot Sport Cup 2 tires are only lasting a few hundred miles and thus, the surface's grip is plentiful. Being able to have time in the GT3 RS in both wet and now dry conditions was honestly imperative and eye opening to the RS's edge.

A comparison begins with specs on paper, where the seemingly minor numeric differences between these two cars do not do justice to the RS's edge. There's just a 20 pony and 7 pounds of torque advantage found in the RS. But as they say, "The devil is in the details." Where the

couple of weeks later for another event and Brian graciously invited me to re-drive the RS. I'm very appreciative. So, first up I can share the previously mentioned launch sequence went very differently. Kyler and I became human bullets as the RS, also armed with its PCCB grippers, accelerated from zero to 85mph and back to zero in about 600 feet, netted nearly a G under braking. Damn Shazam! It also deposited about 25 feet of rubber on the front end and way more with the pinchers on.

GT3 is amazing, the RS is magical. It's not just predictable, it is the most trusting fast car I have ever driven, wet or dry. An essential ingredient in its focused abilities is perfect fueling and throttle response, which for me, makes feathering it much like that of a great motorcycle. Absent are any on-off characteristics, allowing you then to be at one with your right foot's smallest inputs. The throttle is smooth and incremental and the comparative feel between the 3 and 3RS, was especially heightened in reality on PEC's wet skid pad, where throttle modulation is ever important. This combined with the RS's edge in torque is blissful and matched perfectly to Porsche's intuitive PDK. Its only abruptness then, comes when you floor the throttle and unleash its stable of horses. But once the first second or so passes, the stampede, and subsequent braking, are joyfully inspiring.

Back to the spec sheets, you'll find a slightly better power-to-weight-ratio, but perhaps most notable there hidden in the numbers, is the track of both vehicles, with the GT3 having a 61.1 (F) and 61.2 (R) widths, compared to the GT3 RS's 62.5 (F) and 61.3 (R). This wider front than rear made great ease of even a damp slalom course. Of course, both of these cars utilize Porsche's 4 wheel steering, an option also offered on the Carrera T, S and GTS models. Buy it, it works superbly across the range. But the RS's agility and reassuring ability to go exactly where you ask it, makes it, and you, happy dance partners.

So while both of these new GT3s are improved, driving them back-to-back really emphasizes the RS's edge. This though, honestly brings me to what may be the best comparison of all. It's actually the one between these two top shelf GT units, and their less in demand, S counterparts, the Carrera S, 4S, and even the Carrera T. With Kyler at the wheel of the GT3RS, I experienced the RS at it's best. Like the GT3, it is so good. Hell it's great, but arguably way better than any of us will ever extract from it. The RS had almost 700

Now one must understand something about the circuits found at PEC. There is likely no better tarmac to be found in this country, and certainly no better, especially in the dry. Why you might ask? Well, while the asphalt compound itself is not some special race track blend, no surfaces anywhere are likely deposited with as much high quality rubber more often than here. Five days a week, all day long, only high performance rubber meets the road, mounted on new Porsches, most going relatively fast, with no oil leaking rattle traps sharing



miles on the clock, almost all put there by Kyler himself. He knows Porsche's GT products very well. So it was interesting to also have the chance to take back to back rides with him in the Carrera S, and with his fellow coach Justin Webb, in a 4S. When not driving Porsches, Justin spends his time as a stunt driver, most recently on Pennsylvania Avenue in Washington, D.C. while shooting the upcoming Wonder Women movie. Riding with these two proved something to me. That is, that these two S variants are superb and very likely more than enough for most of us. Do they have the GT clout? No. But, in the hands of talented go fast drivers, they perform way above what you may imagine. In fact, true praise comes from all at PEC with respect to the Carrera T.

Which has me turning to the theory of Need, Have and Want. If you need any of the cars I am referring to here, perhaps there are some priorities out of order. If you have any of them, you have reason to be happy, even very happy. But if you want any of them, be honest with yourself in what you are seeking, as all of them offer greatness in varying degrees of a performance intent.

All three of Porsche's current 911 GT cars, the GT3, GT3RS and GT2RS, deliver levels of performance so far past this country's street needs, and so, we as customers can only be left with a few reasons to own them. Reason # 1) GT stands for Grand Testosterone - Their specs are so great, we feel greatness by association. Good salesman understand that the keys to selling any product are its benefits and features, and if in this case, these cars are capable of making us feel greater than we really are, it can easily be worth the price of admission.

Reason # 2) GT stands for Grand Therapy - Perhaps what these products do best is deliver a form of therapy for aging, thinning or gray hair, challenged statures, egos and inferiority complexes.

Reason # 3) GT stands for Grand Touring - (it really does), as in GT racing, and the ultimate track car in

the RS. The problem with this theory is that these are not really race cars, and have almost become too expensive and sought after to use in this way. I refer you Kris Clewell's story - "Street versus Race" in the PCA's #739 issue of Panorama, where they track lap compared the 700hp GT2 RS against a GT3 Cup car. Now, while I think the test itself was somewhat flawed, in that the Cup car was completely set-up for their Road

America test track and on slicks, versus the neutral set-up of GT2 on its street tires. Even with equalizing these points, the results may have changed, but the conclusion remains the same. If you have around \$300K to spend on a GT2 RS you plan on tracking, purchasing a Cup car, which is a real race car, and for way less, is a much smarter way to go. This certainly also holds true with the GT3 RS.

That said, reason # 4) GT stands for Grand Time! - You have the money and want the most ultimate Porsche money can buy. In the process you'll likely stay ahead of the depreciation curve over its non GT brethren too! To that I say, the new GT3 is worth every penny, the 3 RS is a pot of gold, and the 2 RS is priceless!



Which brings me in closing, back to Porsche's GT Academy. While attending their \$850 GT3 course first was a prerequisite, the GT Academy's \$1,250 price tag is not cheap. It is however, the bargain priced way to not only experience these brilliant products, but 100% as they were intended. It's highly likely that if you buy one of these cars, you will never do with it what you will here at PEC. For the money, you will not only have the opportunity to drive the best Porsche has to offer, you will experience their track prowess, experience numerous launches, slalom course handling, and low friction surfaces. You will do so without replacing a set of Cup 2 tires, or stressing out about your own valuable Grand Touring possession. You will also be teamed with great coaches, be up to your ears in all the Porsche Experience Center has to offer, and guess what? You don't even have to own a Porsche to do so!

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Porsche Provenance

Why Is It Important?

Story and photos by Kevin Naughten

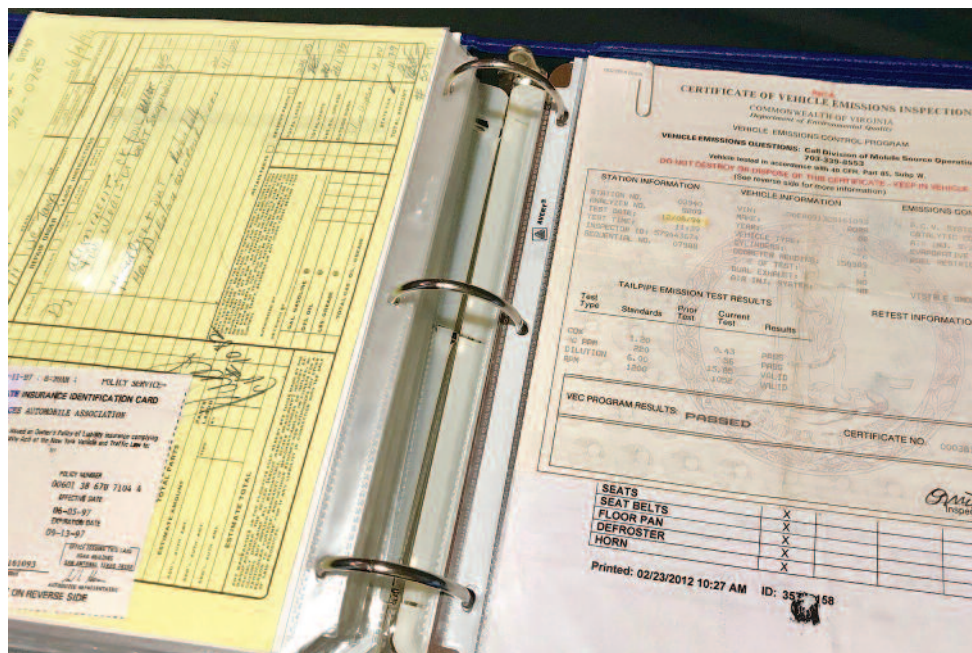
Provenance is the history of your classic Porsche's ownership. Why is it important? Simple, it enhances the value of your Porsche - new or old. Porsche aficionados are interested in a older model Porsche's provenance for several reasons, the most important is a well-documented provenance helps confirm a Porsche is authentic, perhaps with numbers matching (a car with original major components; such as the VIN, engine, and transmission serial numbers are correct and match the build sheet from Porsche (no replacement engine/trans). A Porsche Certificate of Authenticity (COA) is the premier provenance document.

The types of provenance documentation that are important are; receipts/invoices, prior bills of sale, appraisals, maintenance, service, and repair documentation, copies of any inclusions in an Porsche Club of America publications (Panorama or der Vorgänger) or auction catalogs, old photographs, exhibition or awards history from PCA car shows or Concours events are also important. Provenance documentation also proves the classic Porsche has a clear title for any future buyer.

Available on PCA's website are the new big blue PCA Provenance Binders. The beautiful binders are available as Platinum, Gold, or Silver Provenance, which roughly equates to your Porsche's value and they are a great way of grading the completeness of a classic Porsche's history and presenting and preserving it appropriately. Whether it stays on a shelf at your house or you display it along with your Porsche at PCA shows, it's the only place to keep your precious Porsche records.

PCA Headquarters staff graciously presented me a prototype at the annual PCA Open House in September. I have a Silver Provenance binder which is modestly appropriate for our Platinum Metallic 1982 911sc Targa with 285,000 miles! I quickly filled our PCA Provenance binder, with our classic Porsche's important historical paperwork, our Porsche Certificate of Authenticity for the 911, followed by at least 3" of historical service receipts dating back to 1994. I included a few photos and miscellaneous papers from the previous three owners.

What a great place to store these important Porsche papers. The big blue binder is high quality and well-constructed and I had fun organizing all the old 911s historical papers.







Going to Daytona

By Hunt McMahon

Yes, that Daytona. This is a bucket list track for any racer, and it does not disappoint. Every year since the PCA Oktoberfest race weekend has been moved to the end of October, I have vowed to make it down there but something has always come up - money, work, car, something, always something.

Not this year. This year come hell or high water, I was going. And we've had a lot of actually high water and a little hell this year. Nevertheless, Wednesday morning I put the truck in drive and away I went on my Daytona adventure. This was a solo trip because the usual cast of miscreants I paddock with had many excuses for chickening out. Everything from "my car is still at the body shop" to "I have school" blah, blah, blah. Chickens. They were just scared of the banking.

Having been to the Rolex 24 for a few years as a spectator made navigating the infield a little easier than it would have been. The place is an absolute maze. You are left wondering if they just randomly dropped all the buildings from the sky and then paved windy roads to them. After a few trips around the place you start to remember how to get from point to point.

Friday morning presented us with a damp track. Damp is the worst. Can it just be wet or dry for crying out loud? A damp track for my first laps at Daytona was not a pleasant prospect. Fortunately, I had engaged the track support and coaching services of Todd Lamb and Atlanta Speedwerks for this trip. Having paid rapt attention to Cory Friedman's excellent chalk talk the night before, Todd gave a more pointed video presentation for

lower horsepower cars which afforded us a good base of knowledge before heading out on track in our trusty Spec Boxsters.

The infield was like a skating rink. The banking was a hoot! Then back to the skating rink. Then more banked awesomeness! On the up side, being able to take things slow and everyone behaving very nicely in the damp conditions was beneficial. The track was green but dry for the second session but our time was cut short by an incident. The third session alone was worth the trip. When Cory Friedman's chalk talk starts with "this is the fastest track we go to in PCA" you know you are in for a treat. Practicing drafting with Atlanta Speedwerks teammate Topher Everett up on the banking for the first time was just exhilarating. That may not be a strong enough word. Nose to tail at 140 plus miles per hour while being pressed into your seat before having to turn in for T1 is like nothing I've experienced at any other track. It's a huge rush. The draft adds a completely different element to race craft. How you work the draft in class, and even better in some cases, out of class can pay huge dividends on lap time and passing. P2 is really in the catbird seat if he or she can stay close to the leader. It's amazing how

much, actually little, throttle it takes to stay glued to the car in front of you in a draft like that. All P2 has to do is close up in the draft, pop out just enough to side draft, and they can pass you before start finish at will. Race strategy in the infield is typical but this banking thing is an entirely different animal and loads of fun. As you come up onto the banking you may think to yourself that you have a good lead, but that draft works pretty far back and next thing you know you are door to door into T1 going really, really fast. At one point I was towed along by an SP3 car with one of those giant wings those guys like to put on their cars, and I saw my speedo indicate 145! I had to tape down the leading edge of my roof when teammate Will Tally pointed out the roof was lifting off the car during our post session video reviews.

As for the infield, it looks pretty straight forward and in many ways it is, but like any track there are nuances. I felt confident in T1 and the very short esses but that first horseshoe was my nemesis. So was the second one. The grip level in the dry wasn't great. I kept diving in too deep on the brakes then tried carrying too much speed into the turn inducing massive self-inflicted understeer. I never quite got the next



horseshoe right either for the opposite reasons. I was too early on the brakes and over slowing. I just need more laps to dial all this in! The kink is fun. Kinks are always fun once you get to the point of trusting your car placement and grip level to take them flat out. I felt pretty good about the last corner leaving the infield going up onto the banking until I started needing to go up a gear then right back down again. That messed with my timing a bit for turn in. There were a few times my track out was a wee bit close to the wall for comfort.

Friday afternoon it was time to race - fun race that is. Normally the fun race is fraught with potential disaster but being a new track and lacking a downhill left hand double apex off-camber corner with a tire wall 20 feet from the edge of the track (there's another story there), I figured I needed as many laps as possible. I was also pretty concerned about being mid-pack in the race group and diving into T1 in anger when it really counted without getting a taste of it first. I survived the fun races unscathed and T1 was as much mayhem as I thought it would be. I was also surprised at how busy the infield was. There's not much time to get past traffic in the infield and that can cost you loads of time and track position. This made out-braking your competition into the horseshoes a vital skill. My shot at fun race glory ended when I blew the bus stop and had to stop and go. However, I feel like I did the stop and the go like a champ.

Saturday started with a clear sky and cool temperatures - perfect racing weather. My mission was to set myself up for success in the second sprint race by securing a good lap time in the first sprint race. If you are unfamiliar with how PCA Club Racing works, your starting position is based on the fastest lap time of the prior session whether that be practice, qualifying or race laps and the second sprint race is the all important points race.

Sprint 1 was going very well, having started P2, I got an early lead and as my in-class competitors fought amongst themselves, I was able to build a bit of a gap. Then disaster struck. Accumoto builds some of the most beautiful 80's 911s in Club Racing. Period. They are stunning works of art. They are also very, very, very expensive. They are extraordinarily well prepared and utterly spotless every time they go out on track. So naturally I hit one. I mean it's not like I could have punted a 944 right? It had to be as nearly perfect a 911 as money can buy. What happened was the 911 had started behind me but as his higher horsepower came into play he passed me on the banking, but I passed him back going into the first horseshoe (T4) two laps in a row. Unfortunately, his third attempt stuck and I chased him into the corner. I misjudged how much apex speed he would carry, and as I moved to avoid him my tow hook caught his bumperette cracking the fiberglass and taillight. The owner turns out to be a super nice guy and wasn't very concerned as the contact had no malice behind it

and we both continued the race. I have since submitted a rules proposal to eliminate either tow hooks or bumperettes.

Then my race really took a turn - or missed a turn depending on how you look at it. As I chased the 911 into the second horseshoe (by this time I'm developing a healthy distaste for horseshoes, saddles, barns and anything horse related) the back end steps out. In the process of trying to get back under control I found myself in the grass on the left side of the track. Grass and race tires do not mix well so trying not to lose anymore time but also not wanting to spin into the wall I straightened the wheel and drove off. 2nd, 3rd



and 4th sailed on past as if they weren't concerned for my well being even a little bit. Once I was back on track I had a lot of work to do to get back to what I felt was my rightful position at the head of the SPB field. Lap after lap I chipped away at the lead pack. Faster traffic was a huge help as they towed me around the banking and my competitors were still fighting amongst themselves for position. While GT traffic helped me, slower traffic hurt them. I caught back up to the tail end of the fight and P3 spun going into T2. I briefly considered stopping to help because I'm a giver but instead I dove left and avoided the spinning car closing the gap on the lead group. I took a shot at P2 with a huge move into T1 that almost worked but for an SP1 car doing his best. A relentless attack in the infield set me up for the pass for position racing onto the banking. It could be that P2 thought I was nuts after my T1 bonsai move, or he heard I rammed a guy (paddock gossip travels fast) and decided to let me go. I can't be sure but I got past him and focused my sites on P1. Lap after lap I tried to find any way possible to get closer. With two laps to go I was within striking distance and strike I did. The draft. The draft is awesome. I popped out and passed P1 coming onto the tri-oval and dove into T1 as deep

as I could knowing that the draft could be used against me too. Coming out of the infield I saw faster traffic behind us. This was a good or a bad thing depending on when they caught us. It turned out to be a good thing. The faster car caught P2 on the way into the bus stop causing him to check up dashing his hopes of passing me in the draft to take the win away. I gave the starter thumbs up as I passed under the checkered flag with the realization that I had just won my first race ever at Daytona International Speedway.

Any DE participant or Club Racer will tell you that watching a pro race on a track you've driven really adds to your viewing experience. You have a much better understanding of what's happening on track and a better appreciation of what those drivers are accomplishing. I am fortunate to have done the three biggies on the East Coast now, Sebring, Watkins Glen and Daytona. I am very much looking forward to watching 2019's edition of the iconic Rolex 24 race. Before putting DIS in my rear view mirror I wrote my phone number with the hashtag #DaytonaWinner in every garage just in case a team needs me to step in for a driver who may not be feeling well or is just plain scared or mysteriously doesn't show up at the

track on race day. Fingers crossed.

Daytona. If you have the chance, pack up your stuff and go.

About the Author

I started playing with Porsches in 2005 in the PCA Potomac autocross program. From there I jumped into the Driver's Education program as a student and became an instructor in 2009. My first PCA Club Race was at Summit Point in 2008 in a 1986 E Class 911. In 2011 I switched classes to Spec Boxster. 126 races, 30 class wins, 82 podiums and 5 zone championships round out 10 years of racing with PCA and I plan on 10 more.

Author's Note

A "bus stop" is another type of chicane. Race tracks will often put a chicane in a long straight away to slow the cars down. Bus stops also add to the racing action as they incorporate a brake zone and passing opportunity as well as the potential to spin.



PCA Potomac Open Board Meeting and Board Member Elections

PCA Potomac held its Open Board Meeting and Board Member Elections on Saturday, December 1st at the Sheraton Reston Hotel in Reston, VA. Since the driving season has passed, and there are few if any PCA events going on in December, there were many members in attendance at this meeting, including several new members. The meeting started with the traditional reports describing the various club events of 2018 including a lengthy discussion around two topics touching on club finance.

In most years, the club aims to break even or have a surplus. This past year, however there were circumstances that led to a loss. The Driver's Education program lost money on their VIR and Pitt Race events due to lower than expected attendance. Club Race had a loss this year as a result of lower registrations and cancellations that occurred because of the hurricane that impacted the area the week before the race. Also, subsidies from PCA National (which are primarily used for social events and meetings) were lower than the prior year. The club continues to subsidize events like the Holiday Party and provided a much better experience at the Club Picnic without raising the fees charged for members to attend these events.

The financial shortfall also brought up another topic that led to a lengthy discussion around the cost of producing, printing and mailing the *der Vorgänger* magazine. There were many opinions on this topic ranging from ideas to produce an electronic only version or find ways to encourage more advertisers to support the publication. It was pointed out and reinforced by several members that dV is one of the reasons we enjoy excellent communications with our membership.

The results of these discussions around finances led outgoing Club President, David Dean, to suggest that this one year shortfall is just that and that there's no need to make drastic changes at this time. He pointed out that in past years we've worked hard to produce a surplus so that we'd be able to better cope with a down year like this past one.

Beyond the above noted state-of-the-club discussions, each program chair provided a shorter description/recap of the past year for their program. Some of the highlights included the fact that Autocross had 180 unique participants with 70 new people joining



the fun this past season. Community Service raised \$14,000 for charities by offering "Charity Laps" at Summit Point during PorscheFest. Concours offered, "If you didn't drive your car here today, then Concours may be for you.." and Drive and Dine replied, "we're faster than Concours", which was all in good fun. D&D also mentioned that the recent Morais Winery event included 100 people and 60 cars! D&D also shared that they conducted four well attended overnight trips and two fall foliage drives that were sold out. Drivers' Ed or DE added that it enjoyed 26 days on the track this past season including HPDC and instructor clinics, and thanked Dirk Dekker for his many years of services as chairperson for many aspects of the DE program. The Membership Chair reported that we now have 3,837 members in PCA Potomac, with 2,470 of these being primary and 1,348 secondary and 20 dual.

Upon the conclusion of the program updates, a motion was made to adjourn the Open Board Meeting, which was seconded and the Open Board Meeting came to a close. Subsequently, the Board Elections Meeting began. The new slate of officers as proposed, Mia Walsh for Club President, Gary Baker for Vice President, Stephen Kiraly for Treasurer, Ken Larson for Secretary and David Dean for Past President was duly elected for a one year term.

Story by Ron Flax. Photo by Charlene Truban.



2019 Guide to PCA Potomac Concours

Story by John Truban, Concours Chairman, and Gary Sidell, Concours Vice-Chair.

Photos by Charlene Truban.

The Potomac Porsche Club holds car shows every year that members can participate in by displaying their Porsche. These shows are referred to as a Concours or Concours d'Elegance. Some of our shows are judged, using score sheets and others are just for fun. We encourage everyone to try out at least one of these events. Concours is a great way to meet other Porsche owners and especially learn about other Porsche models, new and vintage. Concours events also help you learn tips and tricks on how to clean your car from experienced members. Your car does not have to be a garage queen to win at Concours events. We have awards for all types of Porsches that do not always depend on condition. Concours is the best way to see a variety of Porsches in one place and share your pride for your Porsche with others.

The 2019 PCA Potomac Concours schedule:

Sunday May 5th 2019 – “The 36th Annual Deutsche Marque Concours d'Elegance” – Nottaway Park, Vienna, Virginia. The Potomac Porsche Club's premier car show held alongside the Mercedes and BMW Clubs of the DC Region. This is a judged event with trophies and ribbons handed out to winners. This is an all-day event with an awards reception at the end that is catered.

Awards include:

The Spirit of the Deutsche Marque Concours Award – chosen by the Porsche Club, BMW Club and Mercedes Club Chairmen. Given to the top German Automobile that best exemplifies the spirit of the Deutsche Marque Concours.

Grand Awards - Best of Marque Award, Chairman's Award, Most Significant Porsche Award, Best Design Award, and People's Choice Award

Class Awards

356 All Years, Early Air-cooled 911s, 912 & 914 - (1964 to 1976), Mid Air-cooled 911s (1977-89), Late Air-cooled 911s (1990-1998), Modern 911 (1999 - 2012), 911 (2013- Current), (924, 944, 968, 928), Boxster/Cayman, Modern Production (Cayenne, Macan, Panamera), Outlaw Class (For all Porsches that have been noticeably modified from original specifications)

Saturday May 11th, 2019 – The Potomac PCA Member Picnic Car Show

A fun and family oriented car show, classified as a





“wash n shine” show, meaning that cars are not judged in an official capacity. These awards are funny awards that elicit a laugh from the crowd at the lunch time awards ceremony. Everyone who registers gets to participate!

Saturday August 3rd, 2019 – Concours at PorscheFest

PorscheFest is the Potomac Regions grand gathering at Summit Point Racetrack for racing, Charity Laps, Autocross, Drive&Dine, BBQ and a Car Show. The PorscheFest Concours features awards for race cars and street cars of all types. Come out and watch the races while displaying your Porsche.

Saturday August 31st 2019 – “The Gathering of the Faithful” – The Bavarian Inn in Shepherdstown, West Virginia. This event is a fun and laid back affair. There is a registration fee that pays for door prizes. Numbers are drawn and everyone wins a prize! There is lunch available at the award winning Bavarian Inn and great opportunities for socializing and displaying your Porsche. No judging at this event, just door prizes!

Saturday September 28th 2019 – “The European Festival” – Valley Health Hospital in Winchester Virginia. This is a charity event that benefits the Valley Health Cancer Center. The Porsche Club is the official

car club of the event and has been asked to display vehicles as part of the event. No judging – show your support by displaying your Porsche. The festival has food, vendors and entertainment representing the countries of Germany, Italy and British Isles.

Other Porsche Events being highlighted this year by the Potomac Region:

March 8th 2019 “The Werks Reunion” - held during the Amelia Island Car Week at the Omni Amelia Island Plantation Resort in Amelia Island, Florida. The largest gathering of Porsche cars in the world. You should visit at least once in your life. For more information go to the PCA national website.

July 21-27, 2019 “The 64th Porsche Parade in Boca Raton, Florida” - at the Boca Raton Resort and Club in Boca Raton Florida. Parade activities include Concours, autocross, time-speed-distance and gimmick rallies, destination tours, and so much more! The annual Porsche Parade is the official PCA National gathering that moves to a new location each year.



Replacing 991.1 O2 sensors

Story and photos
by Michael Sher-
man

*Note from the
author: This DIY
is for informa-
tional purposes
only. Proceed at
your own risk!*

The pre-cat O2 sensors are a bit tricky to replace in a 991. One might think that since they just screw into the pre-cat portion of the exhaust, they would be easily accessible at the bottom of the rear of the car. However, the O2 sensor wire snakes its way up the side of the engine to plug into an area that is not accessible unless a lot of parts are removed. Specifically, you will need to remove the rear bumper cover and the air box. None of the individual steps are very tricky, but altogether it is honestly a tedious job.

Total time: 2.5 hours if you're properly motivated.

Parts needed:

- Bosch O2 sensors x2

Tools needed:

- Torx sockets T25, T30
- 11mm socket
- 22mm O2 sensor socket
- Jack, stands
- 19mm lug nut socket, torque wrench for wheels

Step 1: Remove the rear tail lights. Raise the rear spoiler. Small black plastic covers need to be removed, one on each side, just above the taillights. These covers hide the two bolts holding the lights in. These

covers have tabs that can easily break. Note there are reverse-threaded adjustment nuts that set the level of the light, so use a flat screwdriver to hold the adjusting nuts in place while using a Torx socket to remove the bolts. The lights swing out, and the electrical connection can be removed.

Step 2: Remove the rear bumper cover. There are 16 black Torx screws all around and 1 silver Torx bolt on each side by the registration pins that hold each side in. Disconnect the electrical that serves the license plate light. Slowly remove and carefully set aside.

Step 3: Remove the top engine cover with fans. First remove the rigid ring inside the top of the accordion-like air intake, then remove the top cover and fans. These are just held in with rubber grommets that easily pop out. Disconnect both electrical connections to the fans so they don't accidentally turn on. **WARNING:** If your engine is hot these fans can turn on and you should be very careful to avoid the fan blades before you disconnect them. **NOTE:** If you do an oil filter change, this is the only step you need to do to access the oil filter!

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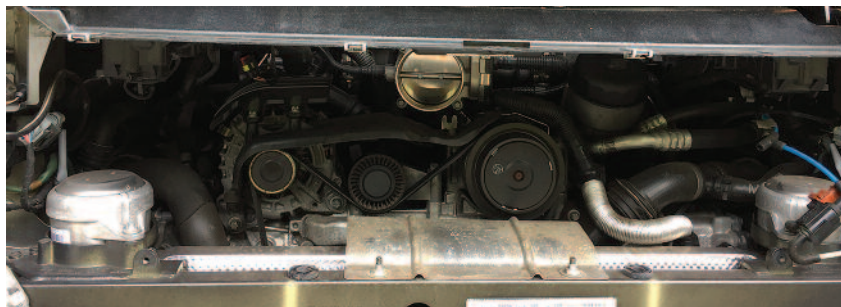
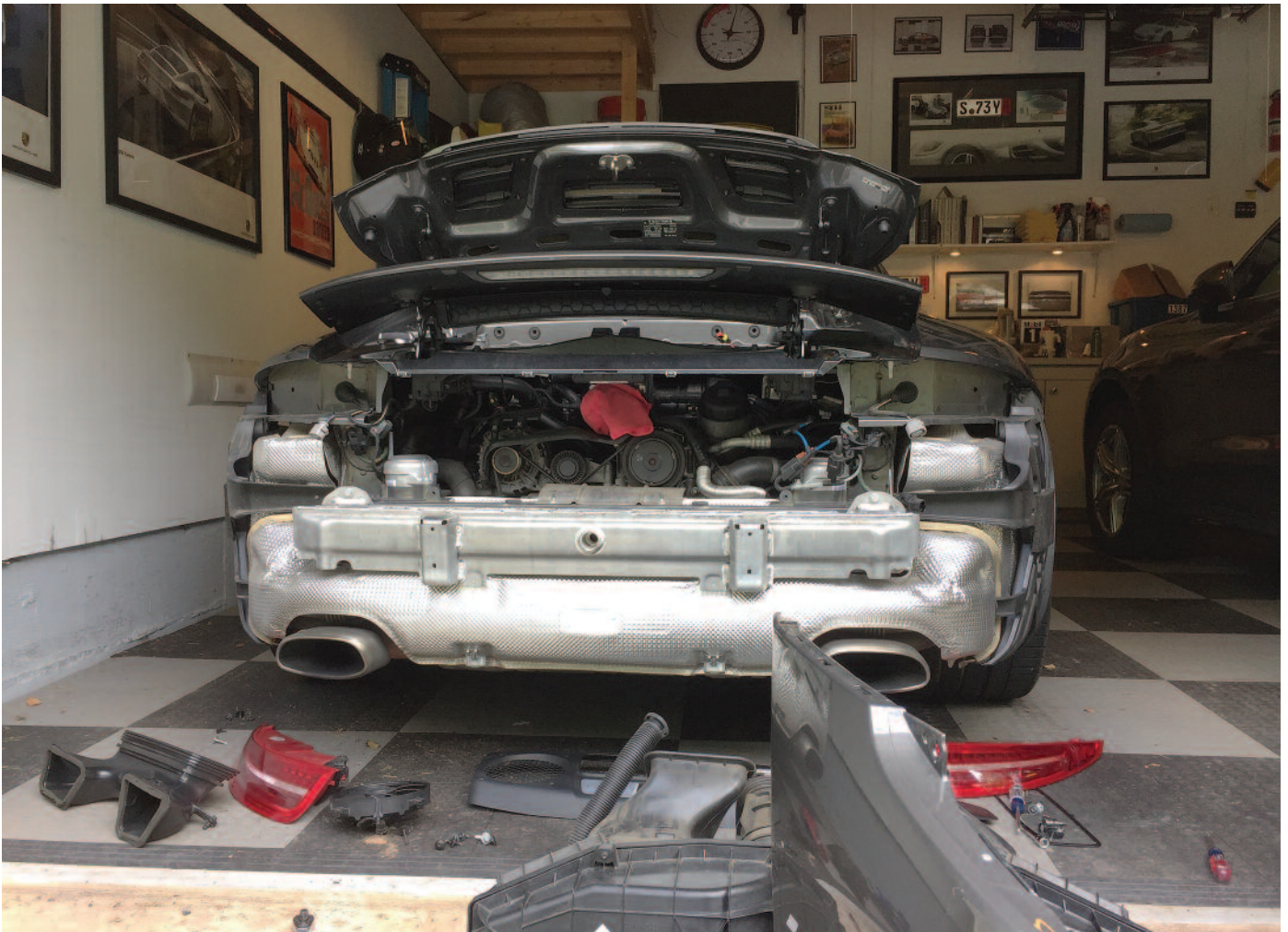
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Step 4: Remove the air box. Two 11mm bolts are on the bottom, and a hose clamp holds the air box to the throttle body. There are three small hoses that need to be removed on the right side - two black and one blue. Carefully note which goes where.

Two valve switches are clipped into the air box side that can be removed as well. There is one more hose that is the sound induction noise - that unclips easily. Now carefully grab the entire air box and gently convince it to slide out from under the spoiler deck piece. It's tricky and a tight fit, but it'll come out without having to remove the spoiler. A clean rag was gently stuffed into the intake opening so nothing fell in. **REMEMBER TO REMOVE THAT LATER.**



Step 5: Remove old O2 sensor. Jack up one side of the rear, and remove the rear wheel. Remove the O2 sensor from the exhaust. Note that the O2 sensor has a green wire. Use a

Above: Yes, pretty much the whole backend needs to come off to replace just two O2 sensors.

Left: There is actually an engine in the back of the 991!

Bottom left: The airbox after it has been carefully extracted.

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22mm slotted O2 sensor socket. Follow the green wire up as far as you can to unclip the wire from various clips along the way as it disappears up into the side of the engine. Now move around to the back of the engine and unclip the electrical connector, which is just above the engine mounts on each side. Follow the green wire down, unclipping it from various holding clips as you go. Carefully note how the wire is snaked around, under, and through various parts, because you'll need to put the new one in the same way.

Step 6: Install new O2 sensor. Thread in the new O2 sensors, then start to feed the wire up through the same place the old wire ran. Go around the back of the engine now and start to pull it through. Small hands help there. Feed it around and through where the old wire went, making sure to clip it into the holding clips as you go. Reconnect the new electrical connection. Replace wheel and lower jack. Torque wheel bolts to 118 ft lb.

Repeat steps 5 and 6 for the other side. The driver side O2 sensor is more difficult because of a tighter fit with where the wire was routed.

Step 7: Put things back together. Reattach air box, top engine cover and fans, bumper, and taillights. Be careful about the leveling bolts in the lights so you don't move them. Everything is just installed in reverse order of removal.

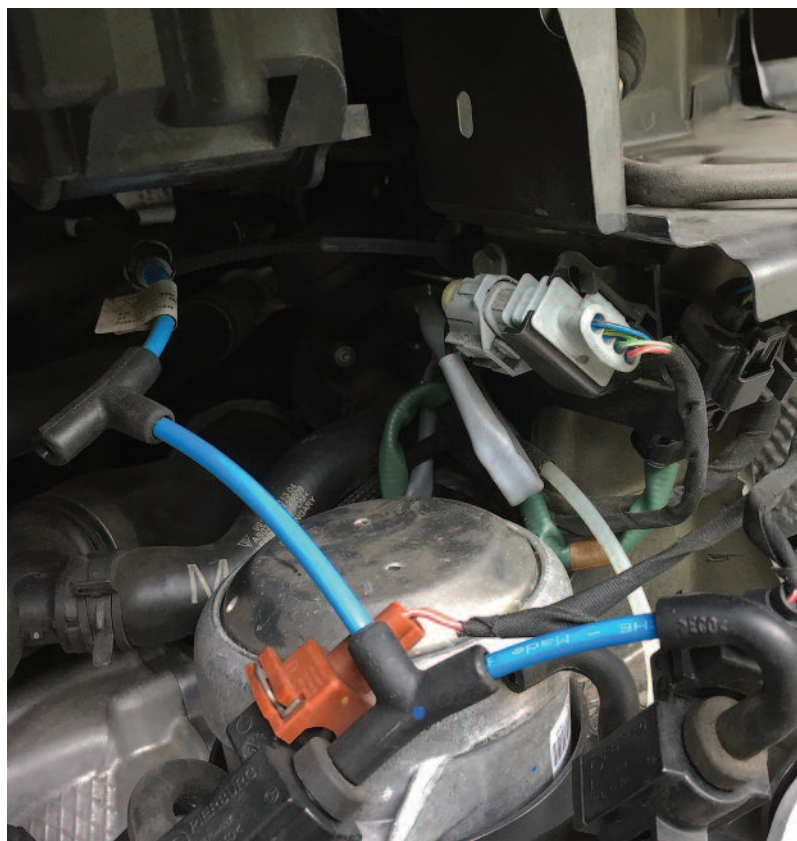
Step 8: Go for a test drive!



Left: The O2 sensor plugs into the exhaust before the cat converter (another view is below).

Below left: The green wire is from the O2 sensor and it snakes up from down below to plug into an electrical plug (behind the grey one) here on top of the engine.

Below: The O2 sensor can be seen center of image.



November - December 2018 new Potomac members

Rodney Abele - 1999 911 Carrera - from Alexandria
 Michael Armentrout - 2018 Macan S - from Charles Town
 George Atalla - 2016 911 Carrera Cab - from Great Falls
 Carson Bise - 2018 911 Carrera 4S - from Bethesda
 Peter Bloom - 1986 911 Targa - from Springfield
 Jeffrey Braun - 2007 Cayman S - from Arlington - transfer from Golden Gate
 Chris Broussard - 2008 Cayman S - from Chantilly
 Robert Burris - 2005 911 Carrera - from Vienna
 Dan Butler - 2013 Boxster S - from Arlington
 Edward Colet - 2015 Cayman GTS - from Oakton
 Steve Cooper - 1998 911 Targa - from Fairfax
 Gary Crevonis - 1995 911 Carrera - from McLean
 Raymond Curts - 2017 Cayman S - from Fairfax Station
 Janine Czarnecki - 2006

Boxster - from Waterford
 Charles Fiery - 2014 Cayenne Diesel - from Sterling
 Corey Frank - 1992 968 - from Gainesville
 Joseph Fraser - 2015 Cayenne Turbo - from Alexandria
 Eldridge Frazier - 2007 Boxster S - from Smithsburg
 David Gentry - 2009 911 Carrera S - from Fairfax
 Terry Goodrich - 2013 911 Carrera S - from Haymarket - transfer from Down East
 John Hay - 2005 911 Carrera S Coupe - from Chevy Chase
 Rick Hines - 2010 Cayman - from Frederick
 Michael Jaffe - 2014 911 Carrera 4 Coupe - from Great Falls
 Ajith Joseph - 2017 Macan - from Vienna
 Sean Kelly - 1987 924S - from Silver Spring
 Irfan Khalil - 2019 911 Carrera T - from Ashburn
 Deborah Kriznik - 2007 911 Carrera - from Chevy Chase

Nico Leksana - 2006 Boxster S - from Chevy Chase
 Stan Lewicki - 2016 Macan S - from Chantilly
 James Loan - 2015 Cayman S - from Marshall
 George Loayza - 2015 Cayman - from South Riding
 Thomas Loggia - 2018 Macan - from Darnestown
 Bob Luther - 1965 356 Coupe - from Alexandria
 Whit Mathis - 2014 911 Carrera S - from Kensington
 Robert Mazziotta - 2014 Boxster - from Bethesda
 Andrew McCarthy - 2002 Boxster S - from Alexandria
 Kira Mellups - 2007 Cayman - from Frederick
 Raymond O'Mara - 1984 911 Carrera - from Great Falls - transfer from Northeast
 Anna O'Rourke - 2016 Cayman - from Ijamsville
 David Ordoobadi - 2016 Cayman GTS - from Washington
 Terry Parks - 2003 911 Carrera

- from Lusby
 Billy Simons - 1995 911 Carrera - from Arlington
 Monica Sims - 2006 911 Carrera Coupe - from Alexandria
 Robert Steinhagen - 2012 911 Carrera S Coupe - from Oak Hill
 David Thomas - 2010 911 Carrera Coupe - from Arlington
 Jerry Trone - 1988 924S - from Middleburg - transfer from Musik Stadt
 Bert Van Steenberg - 2007 911 Carrera S - from Arlington
 David Von Paris - 2009 911 Carrera 4S Coupe - from Sterling
 Darin Wah - 2002 911 Carrera Coupe - from Rockville
 Philip Wasylina - 2017 718 Boxster S - from Silver Spring
 Karen Williams - 2016 Cayman - from Bowie

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December 2018 - January 2019 Potomac anniversaries

45 Years

David & Patricia Jernigan

40 Years

Howard Leikin & Terry Pellmar

35 Years

Michael & Teri Maurer

Anthony Rounds & Antoinette Ingram

30 Years

Eric & Patrizia Monterastelli

20 Years

John & Barbara Bailey

James & Therese Panagis

Bruce & Virginia Bade

Glenn & Renee Sontheimer

Peter & Ian Tan

Dan & Diane Whiteman

15 Years

John & Dorothy Bordlemay

John Firestone

George & Ursula Marquardt

Raymond & Cindy Shea

Karl Wagner & Blair Von Wagner

Mike Walker

Antonio & Cremilde Araujo

Nicholas Craft

Reggie Forster & Ila Griffith-Forster

Melvin & Janelle Gamble

Paul Hengst

Frederick Pfeiffer & Helen Pfeiffer

Stephen & Barbara Vetter

10 Years

Kenneth Hills & Dana Caines

Roderick Hosang & Leigh Ayn Pepperdine

John Hyman

Robert & Jennifer Korzen

Douglas & Diane Lamb

John Lyon

Cynthia & Jon Marker

Kenneth Marks & Edith Arias

Timothy & Christopher McConnell

Harvey & Arlene Cherner

Clifford Corson & Marta Hansen

Glenn & Nancie Havinovski

Mitchell & Nicole Nydish

5 Years

Mohammed Ali & Lawrence Gibson

Brian Armstrong

Jeffrey & Allie Baker

Fred & Laurie Bloch

Tim & Kim Bumgarner

Eric Core

Michael Cushing

John Dabbar

Peter & Patricia Daly

Dennis & Tamara Freeman

Lester Hosten

Ian Macauley

Michael Maxwell

Cherie Pleasant & Meredith Wells

Zachary Spielman

Stephen White & Judy Bishop

Matt Woodward

Uziel Blumenkranz

Daniel & Alex Cummings

Pete & Erich Engel

Richard Goshorn & Leland Kidder-

Goshorn

Reed Hitchcock

William & William Keane

William & Allison McIntosh

Dennis Nalli

Victor Perry

Bruce & Linda Pollekoff

Peter Reneau

Ricardo & Maryann Segovia

Brad Surdam

Rodney Yates & Rodney Yates Jr

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. **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. Please email to the above address for a mailing address.

Advertisers' index

Auto-Therapy	24
Autobahn	28
AutoSportsystems Group	26
Craftsman Auto Care	18
Dulles Car Concierge	28
Glass Jacobson	24
Grenier Law Group	22
Intersport	3
Odds and Ends Detailing	9
OG Racing	5
PCNA	2
Porsche Silver Spring	26
Porsche of Tysons Corner	6
Radial Tire Company	5
RPM	24
SSI	8
Stuttgart Performance	28
TPC	26

Readers and Their Cars

Right: New and old PCA members enjoy breakfast at the December Open Board Meeting. Photo by Charlene Truban.

Below left: John Vrankovich and Pat Kaunitz watch the club race.

Below right: New PCA member Jason Savage brought his friend Paul Rochelle in hopes he would also join PCA. Photo by Charlene Truban.





*Below: Members gather at the 2018 European Festival/Gathering of the Faithful in Winchester, VA. The two events were combined into one because of weather.
Photo by Charlene Truban.*





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Tom Neel next to a modern take on the "Pink Pig". Photo by Charlene Truban.

