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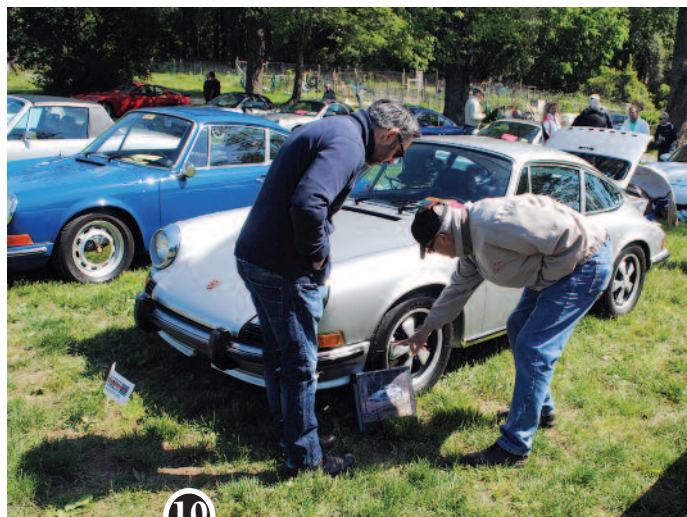
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# Table of contents

- 6 The editors' column
- 7 The president's column
- 8 Club officers and program chairs
- 9 Potomac's 2016 calendar
- 10 Deutsche Marque Nearly Blown Away by Ron Davis
- 16 Drive and Dine by Ken Harwood
- 18 Porsche Driving Experience at Summit Point by Casey Parkin
- 21 Spotlights by Michael Sherman
- 22 The Nordschleife by Tom Neel
- 24 Eliminating Microphone Wind Noise From Track Videos by Kenneth D'Angelo
- 27 PCA-Potomac Considers Participation In Washington D.C. Auto Show by Ken D'Angelo
- 30 Readers and their cars

Cover photo: A PCA sticker displayed proudly on this old 911 at the Deutsche Marque Concours. Photo by Michael Sherman. Story on page 10.



## der Vorgänger

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# Generation Gap

My dad didn't care about cars. I was really hoping that my children would follow my example rather than that of their grandfather. One son and one daughter don't care at all other than for transportation. My oldest daughter likes the Porsche look. I'm really working hard on my youngest son. At 21, he is a senior at Penn State and drives a 2011 Mazda 3. After five years of driving experience he is still learning but remains more aggressive than I would like. He says he drives like I do.

Three years ago he went to PCA Potomac Autocross School. Two years ago we both did Autocross at Summit Point. He enjoyed the runs but didn't think the return was worth the time investment. Unlike me, he did not see the value of working the course and talking to other drivers. He was only measuring six one minute runs against six hours of time spent at the venue.

Two weeks ago we both participated in a Porsche Driving Experience event at Summit Point (article by Casey Parkin elsewhere in this dV). Now we are getting somewhere! We drove several variants of

the new 911, Macan and Cayenne on the Shenandoah Circuit and through an Autocross set up on a different part of the track. We had to play follow-the-leader but it was great fun and the technical aspects of that circuit made for just enough pucker factor to demand your attention. Oh, did I mention it was raining?

On the way home with my son driving the Porsche, "So, Patrick, what did you think of the 911's compared with my Boxster GTS?" "Given the track and the rain, it seems to me the GTS' performance envelope is beyond your skills anyway, so why change?" "The other drivers I was taking to agreed that as good as the 911 is, the GTS is probably better as a daily driver" "Also, now I can see why the Macan sells so well – compared to mom's Sante Fe it's a whole different beast."

Wow, maybe – just maybe!

–Glenn



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# Do You Have The Time?

This month's column briefly addresses the affinity that car enthusiasts have for watches worldwide. Here are a few examples of the undeniable ties between the two: Rolex 24 Hours of Daytona; Chopard Sponsorship of the winning Porsche 919 in the 24 Hours of Le Mans; TAG Heuer Sponsored Race Teams; and the Tudor Racing Series. One might ask, "What is the connection?" Well, I am not quite sure, but I do know that the ticking of a mechanical time piece is almost as soothing to me as the exhaust note of a well tuned flat six.

In 1884, Frank Duryea developed a car with a two-cylinder engine which he drove in America's first automobile race on Thanksgiving Day in 1895. The race was sponsored by the Chicago Times-Herald and ran a 54-mile course from downtown Chicago to Evanston, IL and back. There were five entrants in addition to the Duryea car: two electric cars and three gasoline-powered Benz cars imported from Germany. The race started in the early morning in snowy conditions. A little over 10 hours later, Frank Duryea was the first to cross the finish line. He averaged 7.3 miles per hour and took home a prize of \$2,000. Unlike today's races which are often won by only thousandths of a second, this first race was won by roughly one hour and 18 minutes.

Over the last century, parity among race cars and race car drivers has been evidenced by the fractions of a second between the



Howard Hill

front runners. One of the latest examples of hair splitting competition among some of the best drivers in the world was demonstrated at this year's Monaco Formula One Race in which first place finished only 7.5 seconds ahead of second place. Another example of how tight the field can be was shown at the Rolex 24 Hours of Daytona this year in which the difference between first and second place was only 26.166 seconds. Also, Porsche 919 prototypes took first and second place overall in the 24 Hours of Le Mans in 2015, and the difference between their fastest lap was a mere 0.410 of a second. Here at our home track of Summit Point, we see terrific competition in which some winners at last year's Club Race clinched first place by only hundredths of a second. Perhaps it is this precise timing which explains part of our affinity for fine mechanical time pieces.

For PCA's 55th anniversary, PCA National designed and sold a limited edition of TAG Heuer Monaco and, for the 60th anniversary, National designed and sold a limited edition of Chopard Mille Miglia. Both of these watches were sold out within days after they were introduced and before either one was produced. Even in writing this column, I am still unsure why there is this attraction to time pieces among car enthusiast. Clearly, in this day and age of cell phones, there is no need for a wrist watch. Why then do we wear them?

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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.

## July

- 2 Virginia Brunch at City Grille in Manassas on Saturday, 11am – 1pm.
- 4 Potomac's Independence Day Wine and Pie Drive, Breaux vineyards, 9:30am–3:30pm.
- 8-10 Potomac's Virginia Highlands Tour D&D, Virginia Highlands & Warm Springs, VA.
- 9 Second Saturday Virginia Breakfast, Silver Diner, Merrifield, Virginia, 8am – 10am.
- 9 Tech inspection for Summit Point, 9am – 1:30pm.
- 15-17 Potomac's DE at Summit Point, 6:30am – 5pm each day.
- 16 Potomac's Maryland Brunch at Glen Echo, Irish Inn, 11am – 1pm.
- 23 2nd Annual Euro-Marque Golf Invitational.
- 23 Potomac's Charlestown Races Drive and Dine.
- 30 Tech inspection for Summit Point, 9am – 1:30pm.
- 31 Autocross Event #3, Baysox Stadium, 7am – 2:30pm.




## Potomac Monthly Brunches

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

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

**Virginia: second Saturday of each month**, 8am. Silver Diner, Rt 50 in Merrifield, VA.

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



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## 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.

### Bethesda, MD

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





# Deutsche Marque Nearly Blown Away

Story by Ron  
Davis.

*Above: All  
three Mary-  
land-based  
Club Coupe  
owners lined  
up. Photo by  
Michael Sher-  
man*

Give the weather man his due, because his forecast was on the money. It was an anxious week for the Deutsche Marque planners as the rain just kept coming and coming. As the sun set on a wet Thursday we decided to cancel the May 1st date well ahead due to the advance notice needed by our sponsors and vendors. Then as the May 15th rain date got closer it was more nail biting as the rain would not let up. But the forecast for Sunday was sunny and breezy so we kept our fingers crossed and the show went on. Wow, was it "breezy". The first hour or so was not too bad, but by 10:00 gale force winds were whipping the field and causing major problems for the pop-up pavillion tents. We hung a wall on the registration tent as Diana Davis and Lonnie Kessler struggled to keep all the registration papers from blowing away. Extra long tent pegs saved the day. Despite 15 days of rain, the Nottoway Park field was in good shape and we want to thank John Hopkins and the rest of the Fairfax Park crew for mowing the long grass the day before.

Despite the wind, we had an excellent turnout of a wide variety of Porsches including 16 "bathtub" 356s,

and about 40 early and late 911s, 914s, Boxsters and Caymens. The awards were presented at our traditional wine and cheese reception featuring German beer and wine. This year our awards were a little different. Classy plaques for 1st place and spectacular red, gold and black ribbons (German flag and Porsche colors) for 2nd and 3rd places. (see photo).

A word of thanks to our great sponsoring dealers -- Porsche of Tysons, Mercedes of Tysons and BMW of Fairfax -- for displaying some exciting cars.







The 2016 Deutsche Marque Winners are as follows:

#### Best of Marque

Dan Rogers, '64 356 SC Coupe

#### 356 (Concours)

1st – Jim Hobbins, '63 356B Coupe  
2nd – Harvey Cherner, '62 356 Cabriolet  
3rd – Mike Copperthite, '53 356 Coupe

#### Early 911s, 912s, 914s 1965-83 (Concours)

1st – Tony Connor, '73 911T  
2nd (tie) – Stephen MacKellar, '73 911S  
2nd (tie) – Brian Schmergel, '73 911 E  
3rd (tie) – Bob Zach, '68 911 L  
3rd (tie) – Tarek Shamounki, '71 911 E

#### Mid-911s 1984-98 (Concours)

1st – Sean Schmergel, '88 911  
2nd – Randy Moss, '84 911 Turbo  
3rd – Bob Hofmekler, '95 911

#### Late 911s 1999-2016 (Concours)

1st – Rich Waddell, '08 911 Carrera S  
2nd – Michael Sherman, '13 911 Carrera  
3rd – Don Zelm, '12 911 GTS

#### Boxster/Cayman (Concours)

1st – Thomas McInnes, '06 Cayman S  
2nd – James Skelly, '08 Cayman  
3rd – Bob Farmer, '04 Boxster

#### 924, 928, 944, 968 (Concours)

1st – Joe Howell, '84 "944"  
2nd – None  
3rd – None

#### 356s (People's Choice)

1st – Bill Tate, '58 356 Speedster  
2nd – Littlejohn Schebish, '58 356 Speedster  
3rd – Bruce Bade, '58 356 Coupe

#### Coupes All Years (People's Choice)

1st – Wayne Welch, '88 911 S  
2nd – David Bergman, '73 911 E  
3rd – Travis Trussel, '69 912

#### Open Cars All Years (People's Choice)

1st – Dennis McNeely, '08 Boxster S  
2nd – Bob Roche, '70 914 (6)  
3rd – Ted Wills, '97 911 Targa

Above: Best of Marque winner Dan Rogers (left) and 1st place 356 Concours winner Jim Hobbins (right). Photo by John Truban.





Above: The 356 cars lined up with many spectacular specimens present. Photo by John Truban

Right: Rich Waddell's 2009 911 Carrera S won first place in the later 911 category, and from the vacuuming of the carpet on the rear shelf we can see why. Photo by Michael Sherman.







Left: Bob Zack's 1968 911L. Bob tied for third. Photo by Michael Sherman.

Below: Tarek Shamounki stands in front of his 1971 911 E in eye-catching crystal blue. Tarek tied for third. Photo by Michael Sherman.





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Left: Judging takes place by looking at the interior, exterior, luggage compartments all within a certain amount of time. Judges have checklists to follow and deduct points for imperfections. Photo by Michael Sherman.

photography? Porsche cars? graphic design?  
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## Drive & Dine

Story by Ken  
Hardwood.  
Photos by Bill  
Schwinn.

It was a dark and stormy night. I was faced with the difficult choice between cancelling the drive dashing the hopes and dreams of dozens of people and our photographer Tom, or leading 2 million dollars worth of Porsches to a near certain watery doom for dessert. We had already endured 15 days of rain in the DC area and the weather report was calling for more showers and heavier thunderstorms to "bring hail and damaging winds" according to accuweather.com. Participants were cancelling left and right. In a vain effort to refill the ranks I called wait listed attendees faster than you could bail rain water from a topless targa. I thought I could trick Mother Nature so I pleaded for people to "please wash your cars today. If enough of us do it, HAS TO STOP RAINING! Doesn't it?" This was serious.

For the first time in forever the Spring Drive to Griffin Tavern in Flint Hill might not happen, mainly due to the weather. It was indeed a dark and stormy night for me; the rain was predicted to fall in torrents—except at occasional intervals throughout the day. So I asked myself WWJD? So I reached out to the former Drive & Dine Chair, the PCA Potomac El Presidente 2013, the PCA Potomac Passed President 2015 - for

life, John Eberhardt III. I knew he was a whiskey drinking gambler, but it really didn't matter what he would do. I only knew we had to take a chance and catch one of those "occasional internals" in the morning. Chef Rachel Rowland and the whole Griffin Tavern staff was counting on us to arrive, and the risk of meeting cyclists in the rain on flooded country roads would never be lower! It was the final countdown and I had to decide. Go or no go.

We went.

You can see the results of this fated journey on YouTube here <https://youtu.be/hDF0DEllNA0> or by searching for "PCA Potomac Region - Drive & Dine: Griffin Tavern".

bon appétit!

p.s. We had clear blue skies and no rain the whole way, it was great! Many thanks to everyone who came along, to Tom Neel for photographing us, The Griffin Tavern for doing a wonderful job, and to Asim Mishra & Madhuri Patel for their awesome video!





### **What is Drive and Dine?**

Drive and Dine is a touring activity where members get to know each other better and enjoy their cars in a social, non-competitive atmosphere. A Drive and Dine event typically consists of a meeting place followed by an casual drive through the country, and lunch or dinner. The meeting point is usually some place convenient in Virginia or Maryland. The pace can vary from leisurely to brisk, but is always safe, and the meals can range from basic to lavish based on the event. For longer trips we try to include some points of interest (national park, historic location, or fun activity) and we always, always take the scenic route!

These events are family friendly, and open to anyone who wishes to attend them with as many passengers as can be legally and safely held by the vehicle. You are welcome to come out solo, with your +1, a spouse of 1-50 years, or even bring the whole family! There is no tech requirement or vehicle restrictions for most events (Porsches preferred of course), but we will be driving on scenic, often twisty, country roads so please make sure that your vehicle choice is appropriate. Many events are limited by the capacity of the venues, so always try to sign up early to ensure your place. Staying safe and having fun is key to enjoying our Drive & Dines. To achieve these goals we ask everyone to observe the Drive & Dine Rules on the side bar. We have several events planned for the year, most of which take place on a weekend, please check the schedule on the sidebar for more information.

### **Commitment - Time & Money**

What kind of commitment is required for a Drive and Dine event? Very little.

Most events take place on a Saturday or Sunday and will consist of a designated morning or afternoon meeting point, followed by a one to three hours of driving, and then the dining/social activity. If you need to leave early, or only attend a portion of an event that's OK, but we can not accept late arrivals joining the group in progress during the drives due to legal reasons, and to ensure seating at the restaurant. The registration fees for events varies from free to \$100s to cover the cost of the activity, club insurance, and materials for participants. We will either charge a fee upfront, or provide an estimate of dining costs for each individual event in advance and indicate we are going dutch.

### **Drive and Dine Format**

Drive & Dine tours consist of an organized schedule with several parts. Not all parts apply to all events.

**Meeting Point** - We will meet at a convenient rally point somewhere in the greater DC Metro Area. Start times are typically between 9-10AM for Morning/Lunch Drives and Between 1-2PM for Afternoon/Dinner Drives, but may vary. Everyone signs in and a mandatory Drivers meeting will be held just before the Drive. We'll go over the D&D rules and if we are aware of hazards along the way such as construction, recent precipitation, cyclists, or gravel roads, etc these will be discussed during the meeting. All cars will receive a handout including the agenda for the day with directions, and a route map as well as names and phones numbers for event leaders, attractions and restaurants we will be visiting during the day.

**Drive** - 2-3 hours of driving on scenic roads in a caravan of one or more groups depending on the number of cars. Dur-

ing the drive, we will stop briefly for a rest stop and gas at the Rendezvous Point(s). The Drive will focus on scenic rural roads with an emphasis on fun and safety. Passing is discouraged.

**Rendezvous Point** - These are points along our route where we plan to stop, and where cars who may have become lost or fell a little behind can catch up with the group.

**Dining** - After the drive, we may stop for lunch or dinner. Restaurants we go too will have ample parking and a variety of items on the menu. We try to find venues with unique and exquisite offerings to match our fine taste in cars! And the occasional ice cream cone. The restaurants' capacity is usually the limiting factor on D&D events because most events sell out.

**Attraction** - We may try to arrange for the drive to coincide with a local point of interest, such as a museum or historical site.

**Second Drive** - If it is an all day/multi day event, we may have a several drives planned enroute to our final destination.

**Dispersal Point** - This is where we say good bye for now. Typically it's the same as the last restaurant or attraction we visited. If there was a second drive, then it will return us to a point near the Washington, D.C. metro area from where participants can head home.

Come join the next Drive and Dine and have a fun time with your fellow club members! Remember it's not just the cars, it's the people.

Right: The new 911s were on hand for some trips around a wet Summit Point track. A nice Miami Blue Carrera S is seen here.



# Porsche Driving Experience *at Summit Point*







Porsche has taken me to some pretty interesting places and I have had the opportunity to drive unbelievably engineered cars on a variety of challenging race tracks. However I always have to remind myself, and colleagues at work, is that our clients don't often get to experience these cars the same way. Sure, your Macan or Panamera does a fantastic job going to get groceries but, believe it or not, will also pull a G under braking or laterally going into a turn!

The Porsche World Roadshow visited the DC area a few years ago and gave clients a good opportunity to see what Porsches were capable of on a number of different levels. The World Roadshow was a great event for our dealership and since then we have worked with the Porsche Sport Driving School to put on a "mini" roadshow to invite past, present and future colleagues to see what Porsche is about.

Traditionally we schedule these a few months in advance. We had one last October and had already started planning the next. The week leading up to the event is always replete with checking weather.com and hoping that all will be in line for some good times experiencing the new 911 (the focus of the event).

I get two or three phone calls a week explaining to me why the new 911 is a huge let down compared to the previous version and why the Internet is right about how forced induction is ruining the future of the automobile. If you have read my pieces before you should already know that I am fan of the car. This will just be further proof that Porsche knows what they are doing.

I recently spent a bit of money getting the 914 whipped into shape and I was excited to drive it

out to summit point to greet the morning group of clients. Unfortunately it was dumping rain so the 914 (not even close to water proof) stayed at home.

Another one of my favorite aspects of this day is that my dad normally comes out. Living in Hagerstown, Summit is a quick drive it is always good to get his opinion on the new metal. This day was no exception.

The morning session was wet but fun. The attendees of the event were split into 3 groups. 2 running a sectioned off piece of the fast bit of the Shenandoah circuit (one in 911s and one in 4 door SUVs) and the other group was running a smaller quick paced autocross section. As the morning moved along the clouds started to part and the rain began to slow down. While the wet conditions did hold speeds down it provided an opportunity to test the cars in adverse weather.

With a dry track the afternoon group was a bit livelier. A quick lunch greeted 30 or so attendees to what was turning out to be a beautiful afternoon. As in the morning session the group was split into 3 and our clients began putting down some rubber and the lap times were moving a bit quicker. Always great to see people enjoying something that most have not done before.

We put on these events so that we can showcase that Porsches are more than just transportation. It is nice to be reminded that the car that you drive is more than an appliance. We like our clients to remember that the car you own is hand crafted and built for a purpose, most importantly to put a smile on your face.

*Story and photos by  
Casey Parkin*





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# Spotlights

We know there are a lot of members out there with interesting stories. Tales of finding the perfect Porsche in a barn. Adventures in your Porsche finding that perfect road. Histories about fascinations with Porsche since a young (or old) age, trips, weekends, and hours upon hours spent focusing on something car-related. Are you obsessed to the point that people worry about you? Are you a new member who isn't sure where to start in the club and just want to share something to introduce yourself?

Our regional club magazine *der Vorgänger* is looking to start running a monthly member spotlight column to let the members get to know each other, and share moments in their past, hopes for the future, or anything related to their love of Porsche automobiles. To help get things started, here are a few questions you can answer. Send an email to [dveditor@pcapotomac.org](mailto:dveditor@pcapotomac.org) with a few sentences, paragraphs, pages, whatever length you like answering the questions, and include a photo if you like. It's simple!

**What is your name and where are you from?** Tell us a little about yourself. When did you join the club?

**What was your first Porsche? What is your current Porsche?** When did you buy them? What were the circumstances around finding this vehicle? What is the result of a long search for the perfect car, or did you just happen to drive by a lot and see something special? If you have a long history with Porsche cars, what is the path you have taken to get to your current Porsche? Perhaps you have more than one, or you've sold and traded up as you've gone.

**What are your three favorite things about your car?** We all know Porsches are special, but they are special to each of us in different ways - so what is it about your car that speaks to you?

**What activities do you enjoy related to your car and the club?** Do you like tinkering on it in your garage? Do you like washing it and making it shine? Do you enjoy racing it? Do you enjoy driving it along with others to a destination through a rally? Is there one particular event/day that really stands out in your mind?

**What else would you like to share about yourself?** Anything you want to get involved with in the club but don't know how or are scared to jump in? Anything confusing about your car? We're here to help, and many of us were also nervous and taking the first step to get involved - from Autocross to Driver's Ed to Drive and Dine. But after that first step it opens a whole new world of fun with your car and, more importantly, the fellow club members.

**Send the answers to [dveditor@pcapotomac.org](mailto:dveditor@pcapotomac.org)!**

These questions are just ideas to get you started - feel free to share whatever you like. Perhaps it's a narrative about one particular event. But we'd love to hear from new and old members alike. Just type up an email and hit send - we'll do the rest. This club is only great because of the people, so let's start meeting new people.



# The Nordschleife

Story by Tom  
Neel

Deep within the Eiffel mountains of southwest Germany lies one of the most undulating and important twists of tarmac in the world. The Nordschleife or north loop, was also in the 1960's given the nick name The Green Hell by the most beloved World Champion of the time, Sir Jackie Stewart. Closer to home I can recall our beloved Formula Vee World Champion Mr. Bill Scott, the now sadly deceased owner of Summit Point, sharing that during his first time there, new drivers were given just 3 practice laps to get to know the track. Oh how impossible a feat that would have been.

So my Porsche loving family, if visiting this piece of heaven on earth has escaped you, please allow me to give you a taste of its allure while trying to bring it all a bit closer to home in the process. This in an effort to offer some perspective to a circuit which all modern sports car lovers and manufactures seem to measure a sports car by.

Europe is smaller than it appears. Think about it this way. I was visiting a friend who was living north of London at the time and we decided to jump into his hot rodded Cooper S and go to the ring for a couple of days. During this time we would also stop by Circuit de Spa-Francorchamps for the historic F1 and endurance car reunion on the way back. We headed south through London, then through the Chunnel, under the English Channel, crossed northern France, through Belgium into Germany and to Nürburg, all in about 6 hours. In other words, it's about like driving from D.C. to Charlotte, NC.

Arriving to Nürburg Germany, home of the Nürburgring as it is most broadly known, feels a bit like arriving to Bryce Ski Resort, although these days the area around the track has been well developed for the south loop F1 circuit and racing complex. Point is, you're in mountain country. For a birds eye view, if you make your right hand into a fist with your thumb sticking out, look at the back of it with your thumb

pointing down and you'll get the idea. The perimeter of your thumb would be the Nürburgring F1 circuit and your fist would be the Nordschleife.

So here's the thing. The perimeter around your thumb is just over 3 miles long. Summit Point's main track is 2. But the perimeter around your fist, The Nordschleife, is 12.90 miles long, has elevation changes of 1000 feet from it's highest point to its lowest, with 3 very fast straights, the longest main straight being 1.33 miles before a slight left downhill kink that no right minded driver would ever let up on. In other words Summit Pointers, imagine if the main track was connected to the Jefferson and the Jefferson was connected to the Shenandoah and instead of the main straight being 5/8th of a mile, it was over a mile and instead of there being a few hundred feet of elevation change, it's 1000 feet that goes up and down over and over again. Got that? Now loop it two times while mentally placing it along Skyline Drive and you'll start getting the idea.

The fun thing is that many of us feel we know the Nordschleife from playing video games and truth be told, you kind of can. When I drove the circuit for real, a game had showed me the way with a surrealistic approach. I had virtually driven hundreds of laps before going. What the game simply cannot prepare you for are the endless elevation changes which play havoc on suspension loading and rebound, not to mention your hiney. Many of these up and down changes also take place at one of the 73 corners with G-forces ever abundant, thus making it one of the least passive pieces of pavement on the planet and all the more reason for you to go.

Another throw back to Summit Point would be the famed banked Karussell or Carousel, which Bill Scott tried to recreate when designing his Shenandoah track. While the banked portion bares some resemblance, the entry and exit portions are nothing like that found at the ring. The entrance at the ring comes





at the end of a fast uphill straight (Shenny is downhill) and the bowl, especially your departure of it, is more radical.

But my little speed demons, this jewel of macadam is shall I say, open to the public, though they rob you of 656 feet on the main straight by making you come in and restart again so not to attempt setting records of your own. In many ways the ring is actually less restrictive than going to a go-kart track here though. Laps are discounted based on the amount you purchase. I also remember the only thing I saw turned away was a guy with his pooch sitting shotgun. In fact, I can remember on one of my favorite parts, known as Fuchsröhre or "Fox Hole", a set of very fast downhill esses and considered one of the more dangerous parts of this circuit, I blew past a family in a mini van with my eyes in the mirrors as I was then instantly blown passed by a couple in a Radical ... with tags on it, and driven from Provence!

In that 656' pit lane space there also a parking lot of yummy hardware, pretty much assuring that you won't be in the fastest one there. But that isn't the most amazing thing to see. Nope, it's the restaurant and bar right there too. Nothing like wetting your whistle with a Bitburger before lapping up the ring huh?

What I find most interesting about this magical place though, with its looming Nürburg castle built in 1166, is how much credit we all give to its lap records. Think you don't care? Well manufacturers and journalists think otherwise [especially Porsche], as does the whole world. But there's sort of a secret or two I would like to impart to help you in your evaluation of these fast laps, especially where it may concern a Porsche purchase.

First, this loop can be amazingly technical, but there are three very long parts of it that are crazy fast. Maybe a Bugatti Veyron won't hit top speed, but

everything else you know of will. A Koenigsegg Agera R reached a new record top speed of 402 km/h or 250mph there. Which means if you have a car with a top speed of a paltry 180mph, you've got some serious making up to do in the corners. Good luck with that.

Next, the ring records are easy to find, but get this. I will say anything under 10 minutes to go its 13 miles is going to easily elevate the pucker factor of most visitors, but even under 9 is cause for serious attention. So the lap record of 6.11 which was set in 1983 in a 956 Porsche by Stefan Bellof during qualifying for the 1000km race would stand your hair on end. 30 years later mind you, in 2013, Porsche set a production lap record of 6:57 with its 918 Spyder.

Impressed? Well then, here's where it gets really interesting. Consider now, these are pro drivers at the wheel who know this place well, but still. A 991/911S was good for 7:38 and the new 991-2 has already set a 7:30. Not all that much slower than a fancy 911GT3RS or the 918's record for that matter. Remember, that's just 33 seconds slower spread over 13 miles, not just 2. The GT4 did a 7:42, but heck, Porsche cracked off a 7:59 in a Cayenne Turbo S!! A Cayman S did an 8:04 and its topless sister Miss. Boxster a 8:10, proving somewhat garden variety Porsche's can put a hurry on things well past what license plates will allow. My point then being, if you have any reasonably modern Porsche, I wouldn't use ring records as a reason to upgrade given most of us could add a minute to any of these times and be panting.

In the end, the Nordschleife is an amazing and historic place and blistering records aside, it's waiting for you!





# Eliminating Microphone Wind Noise From Track Videos

Article and photos by  
Kenneth D'Angelo

Nothing makes track and autocross videos harder to watch than the loud, scratchy noise caused by wind passing by the camera's microphone, drowning out the sounds of your car's engine and tires. I spent a full year trying various store-bought recording systems, microphones and microphone windscreens, in an attempt to eliminate the wind noise from my recordings, and finally found the answer. Here is what I did to eliminate this noise for good.

One of the best ways I discovered to eliminate wind noise on track videos is to use an external microphone on the recording system, and not a "built in" microphone. Cellphones, GoPros and SmartyCams all have built in microphones, but they typically use a small hole in their cases to let the sound waves in. These holes also let the air in and do very little to protect the recordings from wind noise, especially when the device is placed inside a vehicle moving at speeds over 50mph. So whatever type of recording system you choose, you should consider getting an external microphone for it to help reduce the noise.

However, even with an external microphone I was still getting wind noise on my track videos, regardless of where I placed the mic inside my car. Frustrated with this I finally decided to take matters into my own hands. I did a little research online, made a quick trip to the local party store and then set out to build my very own microphone windscreen. I purchased a plastic "Happy 50th Birthday" shot glass and a party balloon I found at the party store, and used a small piece of foam rubber and a small wire tie that I had in my garage. Using these items I created a very cheap but very efficient microphone windscreen. Here is how to build one for your self:



Step 1: Take the plastic shot glass and carefully drill a hole in the base of it large enough to slip the external microphone inside of the cup.

Step 2: Take a rubber washer or two and stretch it over the microphone inside the cup and down to the wire. This will prevent the microphone from being pulled back out of the hole in the base of the cup.

Step 3: Insert some foam rubber padding inside of the shot glass around the base and top of the microphone. This is to keep the microphone from rattling around inside the cup.

Step 4: Cut the lip of the balloon off and stretch the rest over the shot glass, pulling it tight to form a taut surface on the receiving end of the windscreen. You can also use a single finger from a latex glove for this as well. Either way, the latex will prevent wind from penetrating inside the device and getting at the microphone, but at the same time should allow sound waves to pass through freely.

Step 5: Finally, gather the end of the balloon around the wire and use a small wire tie to secure it in place. This will also prevent air from getting inside.

You will want to experiment driving with your new microphone windscreen located in different places of your vehicle. Some spots will give you more engine sounds than others, and some more sounds from the other cars on the race track.

I recently tested this microphone windscreen on the track at Mid-Ohio Sports Car Course and it worked perfectly. I was finally able to capture some really great track videos with crystal clear sound, minus any trace of wind noise.

Happy and Safe Driving!





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# PCA-Potomac Considers Participation In Washington D.C. Auto Show

By Ken D'Angelo

In the fall of 2016, I was approached by a friend from the Washington Area New Auto Dealers Association (WANADA), about the possibility of Porsche and PCA Potomac participating in the Washington D.C. Auto Show. The auto show is an annual, ten-day long event that is held in the end of January in downtown Washington D.C. It showcases over three hundred new cars, SUVs and trucks every year, both domestic and foreign models, as well as a number of vehicles from several different automobile owners' clubs.

The idea was for PCA Potomac to present its own display with a selection of members' vehicles that represents the various programs that our club offers to its members. This selection might include any combination of vintage, modified and GT models, as well as some Club Race cars. Typically, neither PCNA, nor any of the local dealerships, participate in this auto show, so the folks at WANADA thought this would be a good way to have the Porsche brand represented at this show. My interest was piqued.

As a result, I spoke to members of the PCA Potomac Board of Directors and this past January, Treasurer Michael Handelman, Club Race Co-Chair Gary Baker and I met the D.C. Auto Show Director, Bob Yoffe, and Kathy Tiech, a representative from WANADA, for a guided, behind the scenes tour of the 2016 Washington D.C. Auto Show, being held at Walter E. Washington Convention Center. Our mission was to learn more about what would be involved if PCA Potomac decided to participate in the Auto Show in the future.

Our tour lasted approximately an hour and consisted of us looking at the visitor's reception area, many of the new vehicle manufacturers' displays, as well as the rear service area located behind the center. The lower level displays were comprised of all of the foreign car manufacturers' displays, and the domestic car manufacturers' displays were located upstairs on the second floor. There were also some miscellaneous vendor displays on the lower level, as well as the vehicle owners' club displays, including for the Ford Mustang Club and the Cadillac Owner's Club.

Overall we found the show to be quite large, very clean and seemingly secure, and many of the new vehicle displays were absolutely beautiful. The majority of the vendors present had a simple display set up with a large backdrop featuring the manufacturer's name/logo, a selection of their vehicles, with small signs describing each vehicle. According to Mr. Yoffe we would need to provide everything for our club's display. This would include the display backdrop, tables and chairs, signage, rope stanchions, handouts and personnel. Based on what the other clubs had put together this year, we felt that we could easily do the same, if not better, with a little help and ingenuity from some of our members.

Speaking with members from the other vehicle owners' clubs present, we were told it takes approximately two to five volunteers per day to staff their displays properly, depending on how busy the show was on each particular day. Foot traffic at the show is known to be busier on the weekends than it is on the weekdays, so we would need to schedule our volunteers accordingly. The show's hours of operation are typically ten hours a day on the weekdays and twelve hours a day on the weekends. And from what we were told by members of the other clubs, this equates to roughly forty to fifty people to staff a display for the entire event.

Mr. Yoffe suggested that for maximum appeal we should try to present ten to fifteen "high profile" vehicles at our display, rather than the vehicles that are seen on Washington D.C. streets every day. When asked about security, Mr. Yoffe stated that it was up to the participants to ensure that their displays are adequately staffed at all times when the show is open to the public. Otherwise the building is locked-down and only the building's security and maintenance personnel are allowed inside. Important to note: The show does not provide any insurance for the participants or their vehicles.

We also learned that the delivery and removal of display vehicles to and from the convention center is done through a secured service area located behind the

building. This area is large enough for a semi-tractor trailer to drive through, so there would be plenty of room for our members to pull their vehicle trailers inside to unload cars, if need be. All vehicles must be delivered to the convention center the day before the show opens, and left there until the show is over. Trailers may not be stored on site, but storage is available at RFK Stadium, and a free shuttle service to and from there to the convention center is provided.

It was also suggested that PCA Potomac host our own Members' Reception at our display on the night before the show opens to the public. We thought this was an excellent idea and that it might be a good way to bring more PCA Potomac members to the convention center to see our display and to preview the auto show.

All in all, our group was very impressed with the Washington D.C. Auto Show, and the support we would undoubtedly receive from WANADA if we decided to go forward with participating in it next year. We also felt that doing the show could be another exciting program for our members to get involved in each year, and given that the Washington D.C. metropolitan area has one of the largest populations of Porsche owners in the country, if not the world, we could stand to gain dozens of new members by being in it as well.

Based on these findings, in April of this year, the PCA Potomac Board of Directors discussed this project and decided to take the next step of polling the membership to gauge the level of interest in our participation at the Washington D.C. Auto Show in January of 2017. If you haven't done so already, please take a few minutes to complete our Washington D.C. Auto Show Member Survey, found at:

[https://www.surveymonkey.com/r/PCAPotomac\\_AutoShow](https://www.surveymonkey.com/r/PCAPotomac_AutoShow)

For more information or to express your interest in helping us with this project, please contact PCA Potomac Secretary Mia Walsh at [mia@pcapotomac.org](mailto:mia@pcapotomac.org).



## May 2016 new Potomac members

Jeff Abel - 2016 911 Carrera Cabriolet - from Vienna  
 Fahad Alnuaimi - 2015 Cayenne Turbo - from Washington  
 James Barbour - 2000 911 Carrera 4 Coupe - from Falls Church  
 Steven Brescia - 1989 911 Carrera - from Washington - Transfer from Golden Gate  
 Jeffrey Brooks - 2009 Cayman - from Rockville  
 Ronald Chernik - from McLean  
 Scott Coffey - 2012 911 Carrera S Cabriolet - from Leesburg  
 John Crowder - 1988 911 Turbo Coupe - from Alexandria  
 Michael Cummings - 2014 Cayman S - from Alexandria  
 Nick Donner - 2001 Boxster S - from Arlington  
 Brent Dunston - 2000 Boxster - from Springfield  
 Julianna Farleigh - 2007 Cayman S - from Springfield  
 David Green - 2014 Cayman - from Upper Marlboro  
 Jeff Green - 2000 Boxster S - from Clifton

Ryan Hambleton - 2003 911 Targa - from Washington  
 Jena Hecker - 2006 911 Carrera 4S - from Clifton  
 Aaron Hoskins - 1996 911 Carrera - from Capitol Heights  
 Jeff Huff - 2001 911 Carrera 4 Cabriolet - from Gainesville  
 Bruce Leonard - 2007 911 Carrera S Coupe - from Alexandria  
 Michael Mannherz - 2008 911 Carrera S - from Alexandria  
 Randy McCullough - 2009 911 Turbo Coupe - from Waldorf  
 Eric Middleton - 1963 356 Coupe - from Washington  
 Kenneth Moser - 1994 968 - from Manassas - Transfer from Milwaukee  
 Todd Pantezzi - 1997 911 Carrera Coupe - from Potomac  
 Samantha Pennington - 2016 Cayenne - from Washington  
 Joe Rockenbach - 2016 Cayenne - from Silver Spring  
 Edward Seroskie - 2016 Cayman GT4 - from Falls Church

Jeffrey Sullivan - 2017 911 Carrera S - from Arlington  
 Daniel Summer - 1995 911 Carrera Coupe - from McLean  
 Ron Tanner - 2001 911 Carrera Cabriolet - from Alexandria - Transfer from Chesapeake  
 Jerry Thomas - 2007 Cayman - from Sterling  
 Themistocles Tzamaras - 2015 Boxster - from Centreville  
 Jack Welsh - 2010 911 Turbo - from Arlington  
 Jack Welsh, Jr. - 2017 Macan GTS - from Purcellville  
 Percy White - 2014 Cayenne - from Springfield  
 David Williams - 2002 911 Carrera - from Fredericksburg - Transfer from Blue Ridge

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## June 2016 Potomac anniversaries

### Anniversaries

#### 50 Years

John & Nick Calamos

#### 40 Years

David Czarnecki

#### 25 Years

Mark Orban & Katie Holmes  
Arthur & Nyla Schwartz

#### 20 Years

Andrew & Stephanie Clements

#### 15 Years

John Gilbert  
Robert & Susan Mitchell  
Bruce Nouri & Ali Aghaee  
Bruce & Tyra Strong

#### 10 Years

Bruce & Karen Markle  
Brian & Jane Nixon  
Lionel & Andrew Phillips  
Sunny Reynolds  
Clinton Staggers

#### 5 Years

Patric Allage  
Eric & Regina Dull  
Rick Harroun  
James Kershaw  
Samuel Korper  
William Miranda  
Nancy Needleman  
George Patterson  
Paul & Millicent Schwallenberg  
Brian Sharrow  
John Strabo  
Albert & Deadria Van Metre  
Fabian Watson



## 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 re-size 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	14
Autobahn	28
AutoSportsystems Group	26
CPR	9
Dominion Raceway	14
Glass Jacobson	14
Grenier Law Group	18
Intersport	3
Motorcars Washington	5
Odds and Ends Detailing	28
OG Racing	7
PCNA	2
Porsche of Silver Spring	26
Porsche of Tysons Corner	6
Radial Tire Company	18
RPM	9
SSI	8
Stuttgart Performance	28
TPC	26
Truban Motor Co	32



# Readers and Their Cars

*Right: After four weeks of rain, the sun is finally shining and the GT3 is giddy about it! Photo by Mia Walsh.*

*Below: Asim Mishra with his 50th anniversary 911.*







Above: Mike Copperthite and his '53 356, which has a surprising race history.



Left: Tom Neel managed to catch the Drive and Dine crew as they drove through The Plains! Here's Ken Harwood in his Cayenne.





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