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Cover photo: PCA got a preview of the DC auto show.  
Photo by Ken D'Angelo.



## der Vorgänger

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# Fountain of Youth

If young is fast and old is slow then when I was young my cars were slower than I was. Then I got my first Porsche. By then I was already middle aged so even a ten year old 924 Turbo was more capable of fast than I was of driving it as fast as it would go. As I have gotten older and slower my Porsches have gotten newer and faster. One might argue that this mismatch is an egregious over investment in unused potential. I would argue (and interestingly my wife agrees) that newer and faster Porsches have kept me younger in many of the ways that really count, even if my lap times have lost a second here and there.

Can driving a Porsche delay the vicissitudes of ageing? Despite the reality that vertical reflective surfaces have become an enemy, when I am driving my Porsche I feel better (and can pretend I look better) than when driving the family car. It's a strange affect but I know that passersby looking at my car expect to see a young fit person driving it and I feel younger and fitter in consequence. Moreover, I actually work at such through exercise and reasonable habits because I don't want to look ridiculous in my car. This preposterous vanity is contributing to a better quality of life for me, and probably my family, so I'll take it, even if I feel somewhat self-conscious about it.



Glenn Cowan



Michael Sherman

It's not just me. Many of the drivers in the non-go fast PCA Potomac events - Drive and Dine, Rally and Concours among them - are buying discounted movie tickets and can join AARP. But when engaged in conversation about their cars and their other interests there is nothing old about them. I think it's the Porsches.

Despite this new Fountain of Youth, I do find that I am not driving as aggressively and that's a good thing. It's perfectly okay to feel better about yourself, even if flat six induced, but not so judicious to pretend that you can still react as sharply as needed when pushing a high performance car. I can foresee a time when owning a Porsche won't make any sense - but not yet.

— Glenn



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# A Dream of Spring

Springtime approaches – and with it, the opportunity to enjoy our cars. I say this knowing there will be several of you who will quickly point out that “Porsches are meant to be driven!” and “I drive my Porsche year round!” I agree! I drive my Porsche year round as well. I will admit that during the winter, I only bring my Boxster out of the garage on nice, sunny days, when the roads are dry. Not because my car is a garage queen, but because I’m ultimately lazy and have other things to do that take priority over cleaning my dirty car.



David Dean

Many of you know that I’m an accountant. The period between January 1st and April 15th can seem both extremely short and extremely long. I’ve learned over the years to accept that the hours at work are part of the price I pay for playing later. To that end, at some point when I’m wondering why I ever chose to do this for a living, I’ll pull up the Potomac PCA calendar. Typically I’ll look at the Driver’s Ed schedule first, and put those dates on my calendar. I’ll look longingly at the first DE of the year in April (that I never get to attend) - and wonder once again why I chose my profession. I quickly move on to the rest of the schedule. Finally, I can put “my” first DE on my calendar. Something to look forward to! I continue adding the remaining dates for the year.

Another day will find me on the Club Race calendar. What are the dates of the races I typically go to each year? How many races

do I think I will do this year? Those questions lead to thinking about the race car. The winter project list has been made and is underway. Is there anything I’ve missed? Time to once again view my list of safety equipment expiration dates and make sure I haven’t overlooked something. I can’t wait for my first race of the year! Oh well - back to work. I have to pay for this addiction.

At this point in the year, I’ve spent the last two months typically working seven days a week. When my children were at home, Clare would refer to this time of the year as when she was a single parent. It’s time for me to start trying to win back her favor. Where is the Drive and Dine calendar? Potomac is going back to Nemaquin this year. We’ve done this trip a couple of times before and enjoyed it. Add it to the calendar? Or should I be moving on to the travel website and the tropical island resort? Hmmm - how far in the doghouse am I? Maybe I’ll come back to this a little later.

Check out Potomac’s calendar. Those of you that have been active with us, get your favorite events scheduled. While you’re there, find something new to try. For those of you that haven’t attended a Potomac event before, come and join us. I’ll see you there!

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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.

## March

- 4 Potomac's first Saturday brunch, City Grille, Manassas. 11am – 1pm.
- 11 Potomac's DE Instructor Refresh Clinic, Summit Point Raceway.
- 12 Potomac's Spring High Performance Driving Clinic - HPDC, Summit Point Raceway.
- 18 Potomac's Maryland Brunch at Glen Echo, Irish Inn, 11am – 1pm.
- 31 PCA National Instructor School, Summit Point Raceway.



## Cars & Coffee

### Hunt Valley, MD

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

### Burtonsville, MD

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

### Great Falls, VA


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

### Fairfax, VA

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

### Bethesda, MD

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## 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.



# 2017 Rolex 24 at Daytona International Speedway

Story and photos by Ken Marks.

*Daytona International Speedway, January 30, 2017 –* We arrived at the speedway full of excitement. Another year of racing was about to start! I always find it unusual that IMSA starts the year with one of the most difficult races of the season. At Daytona, the drivers face a longer night period than even at Le Mans! This race promised to be an exciting one – 14 manufacturers were to participate; in 55 cars.

We went directly to our usual perch over the track in the Porsche compound. Many of our usual friends were there and I recommend attending with Porsche Racing USA to anyone wanting a luxury experience at the track (and you will probably need it. Twenty-Four hours is a long time.) When we arrived mid-day on Friday, lunch was waiting (follow by a snack, dinner and a final snack; a pattern to be repeated during the running of the 24 hours). After greeting all our friends, it was off to take a look around the garage area.

I made a bee-line to the Porsche compound. I wanted to see the mid-engine 911. I was not disappointed. There was nothing in the usual engine location, but there was a serious bulkhead between the old engine location and what was the back of the rear seat. Looking in through the driver's side window there was another bulkhead just behind the driver's seat. Where the rear window had been was a black louvered piece of metal. Clearly there was no rear view mirror for the driver to look through (more about that later). So, the engine was between these two bulkheads. Interesting.

The garage area was a beehive of activity. For Porsche, there were mechanics and engineers methodically moving around the cars. The mechanics were efficient and clearly knew what they were doing. So, I moved along and continued my stroll. After all there were 12 brand-new Daytona Prototype International (DPi) and LM P2 cars in the top Prototype class. There were new cars from Porsche in the GT Le Mans (GTLM) class and the debut for Mercedes-AMG, Lexus and Acura in the GT Daytona (GTD) class. There was plenty to see.

The GTD garage area seemed especially frantic. I watched the Manthly Racing team practice driver changes. At least one of its drivers appeared to be in the Porsche Junior Driver Program. (You may remember Manthly Racing from the European Porsche efforts. Last year this was the team that campaigned Porsche's 911s in the World Endurance Championship (WEC).)

Walking through the pit area, I spoke with Patrick Long (this year in the Core Motorsport 911, #54) and watched as golf carts, drivers, and mechanics dizzily moved around. The Ferrari 488 GT LM and GTD cars were there, as were the Corvettes, the BMWs, and the Ford GTs. To ensure a good placing, to avoid last year's disappointing result, Ford brought 4 Ford GTs (two based in the US and two in the UK)! Chip Ganassi was there as well.

# Welcome to



In my haste to get to the Porsche garages I almost overlooked the Cadillac DPi Prototypes. There were 3 of them, each campaigned by a different team. All were immaculate, although much smaller in size than I imagined they would be. The Mazda DPi were nearby, as was the P2 prototype campaigned by the Rebellion team (always a crowd favorite). Everyone looked to be ready to go racing.

Saturday morning (raceday) dawned to bright sunshine but cold temperatures. Everyone knew about the rain in the forecast but for now everyone enjoyed the sunshine. On the grid, I listened in briefly as long-time Porsche driver Derek Bell (now retired) spoke with some of his fans.

At 2:21 pm, Dario Franchitti gave the command to start engines and at 2:30 pm the race was underway (24 hours to go). The Mustang Sampling Racing, #5 Cadillac DPi immediately took the lead in Prototype with Jao Barbosa driving. Johnny Mowlen was in the lead in the Prototype Challenge Class. Joey Hand in the #66 Ford GT led the GTLM class and Alessandro Pier Guidi in the #51 GTD Ferrari 488 GT3 led in GTD. At 3:10 PM, on lap 22, Ricky Taylor in the #10 Cadillac DPi prototype took the lead from the #31 Cadillac DPi driven by Dane Cameron. The racing started to settle down after the first pit stops began at 3:06 pm.

In GT Le Mans, the #67 Ford GT (driven by Richard Westbrook) took the lead from Joey Hand in the #66 Ford GT after 28 laps. In the early going, the Ford GTs would swap places several times.



Scott Pruitt in the Lexus RCF GTS was into the wall at turn 2, roughly 1 hour, 40 minutes into the race. By this time, temperature had begun to fall and it was 67 degrees under cloudy skies. Not too bad, but getting worse. After the green flag, Tony Vilander in the #62 Ferrari F488 GTE finally twisted the lead in GTLM away from Joey Hand in the #66 Ford GT for a few laps. This was quickly followed by Bill Auberlen in the #19 BMW M6 taking the lead from Tony Vilander. In DPi, Seb Morris in the #31, Cadillac DPi took the lead from Jeff Gordon in the #10, Cadillac DPi. Morris's lead was only to last ½ hour. Meanwhile the two Porsche 911 RSRs continued in touch with the leaders, but not challenging. The Vilander in the #62 Ferrari challenged the Ford GTs repeatedly.

At 5:35 pm, about 3 hours into the race, the first reports of rain started coming in from the drivers. Several Continental teams went to the paddock for rain

*Above: The GTD garage area seemed especially frantic. I watched the Manthly Racing team practice driver changes. At least one of its drivers appeared to be in the Porsche Junior Driver Program.*

# the Rolex 24 at Daytona.



tires. Dirk Werner in the #911, GTLM Porsche 911 RSR pitted for tires, fuel and a driver change after 3 hours 22 minutes. Makowiecki roared off after a 1 minute, 20 second stop. Richard Leitz in the #912 GTLM Porsche 911 RSR pitted 11 minutes later under the yellow for fuel, tires and to hand driving over to Laurens Vanthoor. About 40 minutes later, Makowiecki came into the pits for a 60 second penalty stop (a penalty for the team working on the car in the pits on the last stop is a rules violation).

The racing continued, the Cadillacs trading places in the DPi class and the Fords trading places in GT LM (with the #62 Ferrari and the BMW M6s occasionally taking the lead). The Porsche 911 RSRs continued to just stay in touch with the leaders and made no dramatic moves.

At 8 pm, Laurens Vanthoor pitted for tires and fuel and to hand driving duties in the #912 GTLM Porsche 911 RSR to Kevin Estre. Twelve minutes later, Frederic Makowiecki (#911-GTLM Porsche 911 RSR) also pitted for tires and fuel and for Patrick Pilet to take over. The rain came down harder at this point. At 8:20 pm, Kevin Estre took over the lead in the GT Le Mans class from Scott Dixon in the #67 Ford GT and at 8:28 pm, Patrick Pilet moved into the lead in the #911-GTLM Porsche 911 RSR. Porsches were first and second!

But Porsches in 1st and 2nd was not to last. Barely 15 minutes later, Pilet was in the pits for fuel and tires and Sebastian Bourdais in the #66 Ford GT was in the lead in the class. The #10 Cadillac DPi and the #5 Cadillac DPi were battling for the lead in the prototype class. Through the night, it was back and forth be-

tween the leaders in the classes. The rain continued – sometimes as a drizzle, sometimes harder. At 11:30 pm, with 272 laps completed, the #22 Nissan DPi driven by Brendon Hartley (one of the Porsche 919 drivers in the WEC) took over the overall race lead from Ricky Taylor in the #10 Cadillac DPi for 9 minutes. The two would change positions until 12:26 am, when Ricky Taylor again took the lead. Shortly thereafter (lap 300), Hartley was forced up the banking and into the wall by a slower car. The rear of the car was damaged, but repaired and the car continued.

On lap 330, Patrick Pilet (#911-GTLM Porsche 911 RSR) was again in the lead, followed by Kevin Estre (#912-GTLM Porsche 911 RSR) leading on lap 331. Pilet and Estre swapped the lead for several laps. But eventually it became a battle between Estre and the #66 GTLM Ford GT of Joey Hand.

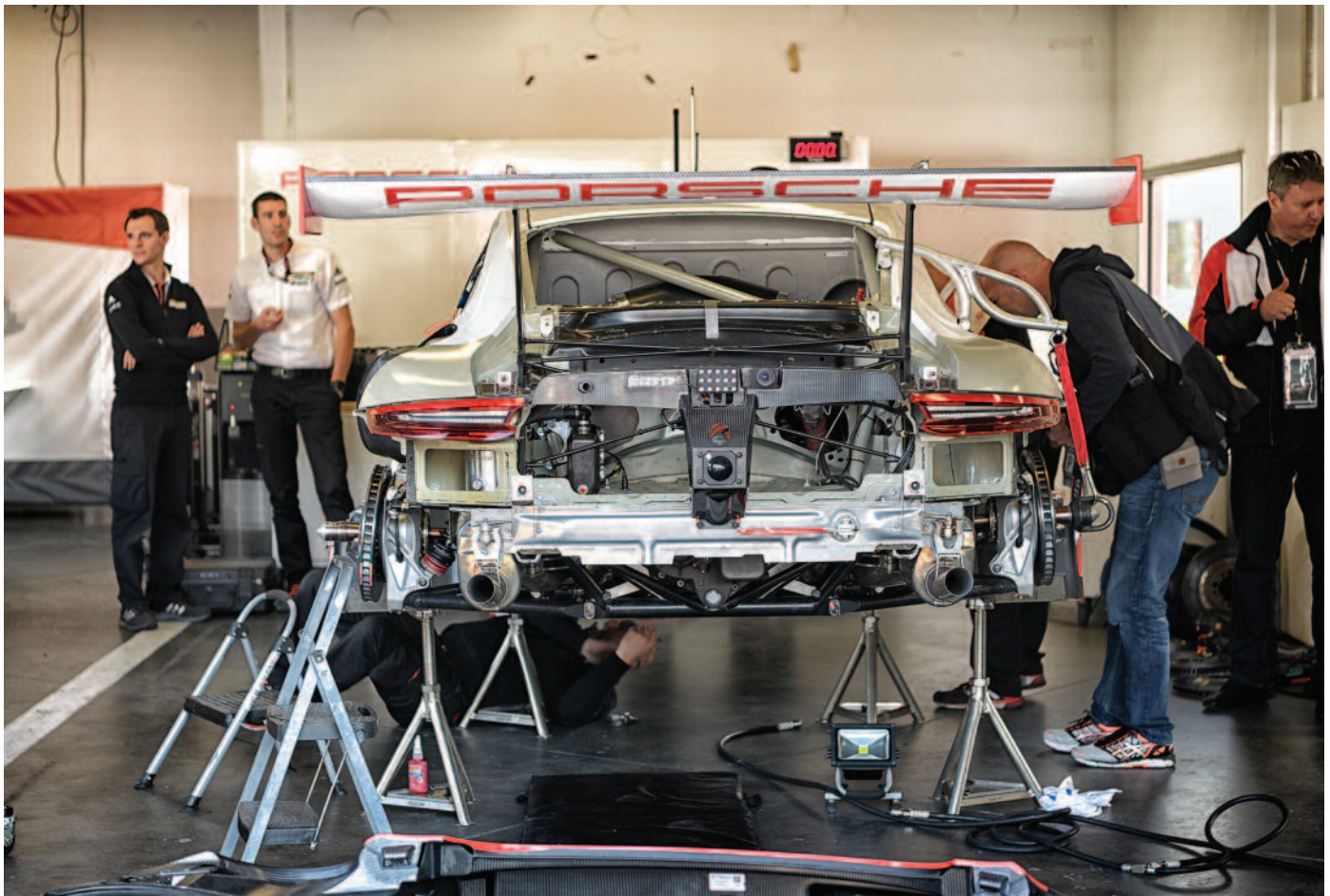
At 3:51 am, Kevin Estre (#912-GTLM Porsche 911 RSR) and Patrick Pilet (#911-GTLM Porsche 911 RSR) pitted for tires and fuel. The #66 Ford GT also pitted. The pitstops for the Porsches were shorter, 1:55 minutes and 1:14 minutes (including a driver change), respectively, compared to 2:27 minutes for the #66 Ford GT.

The Ford GTs of Harry Tincknell (#69, GTLM) and Billy Johnson (#68, GTLM) swapped places for a period, but at 4:25 am, Dirk Werner (#911-GTLM Porsche 911 RSR) took over the class lead from Billy Johnson. At this point 389 laps had been run.

Not much later, Jordan Taylor in the #10, Cadillac DPi had also taken the overall lead after passing Rene







Rast in the #90 Multimatic/Riley LMP 2 car. These cars traded places for much of the morning.

Porsche #911 (Dirk Werner) and Porsche #912 (Kevin Estre) then traded the lead in class for a time. Eventually, the Risi Competizione Ferrari 488 GTE (#62, James Calado) moved into second place and challenged for the lead in the GTLM class after Richard Lietz took over for Kevin Estre in the #912 Porsche RSR. Eventually, the Ferrari took the lead only to trade places repeatedly with the #66 Ford GT (Dirk Mueller).

Antonio Garcia (#3-GTLM Chevrolet Corvette C7.R) reported that the race "looked like a Monte Carlo Rally. We could have used some winter Michelins because it was so slippery. But seriously, there is standing water and the track is so cold that there is no grip. We struggled initially with tire pressures, and if you can't get the pressures up then it feels like you're on ice. The thing is that you have to carry on

with your running. Even if I wasn't taking any risks there were a ton of close calls but that's how it is. We are all in the same boat. It's supposed to stop raining at some point so I think we all are looking forward to that. When it gets dry again, we will see where we stand."

With the arrival of sunrise, you could see the tempo on the track had picked up. The Porsche 911 RSR stayed in contact with the leaders but did not challenge for a period. The rain stopped and everyone began positioning themselves for the finish. All of a sudden, at 11:44 am, James Calado in the #62 GTLM Ferrari 488 GTE was in the pits after dropping several positions. Giancarlo Fisichella took over driving duties.

By this point, 1 pm, the leaders in the Prototype class were Filipe Albuquerque in the #5 Cadillac DPi, Ricky Taylor in the #10 Cadillac DPi, and Rene Rast in the #90 Multimatic/Riley LMP 2 car. The GTLM battle, after a series of driver changes and pit stops, was between Dirk Mueller in the #66 Ford GT, Antonio Garcia in the #3 Chevrolet Corvette C7.R, and James Calado in the #62 Ferrari F488 GTE. In GTD, Jeroen Bleekemolen in the #33 Mercedes AMG GT3 led from Andy Lally in the #93 Acura NSA GT3, followed closely by Connor De Phillippi in the #29 Audi R8 LMS GT3.



By 1:54 pm Michael Christensen in the #28 Porsche 911 GT3R was in the lead in GTD, followed by the Audi and the Mercedes. There was good racing all around.

At 2:24 pm, Ricky Taylor in the #10 Cadillac DPi dove inside Filipe Albuquerque in the #5 Cadillac DPi going into turn 1. They touched and Albuquerque spun, but continued. Albuquerque worked to close the gap again. The margin at the flag was 1.588 seconds. They had completed 659 laps of the 3.56 mile circuit.

In GTLM, Joey Hand (#66 Ford GT) pulled ahead from Partick Pilet in the #911 Porsche 911 RSR and it became a battle between Pilet and Caldado (in the #62 Ferrari F488 GTE) on the final lap (lap 652).

Joey Hand (#66-GTLM Ford GT) described the result this way: "This is (fantastic), I told my family when I left home I had a good feeling about this. Dirk did so great there. He drove very very tough. I was worried, I wasn't comfortable, but Dirk did what he needed to do. Now we're going to celebrate!"

Patrick Pilet (#911-GTLM Porsche 911 RSR) was not so happy. He said "No, not happy. Never happy when we finish second. Especially when you have a watch to win when you finish first. I gave everything to overtake the Ford. But he was too quick to be honest. I destroyed completely my tire to try and catch him. And then James came back at the end. And it

was almost too much to stay in front of the [Ferrari]."

James Calado (#62-GTLM Ferrari F488 GTE) described how he almost caught Pilet this way: "It took me by surprise, to be honest, toward the end of the race my tire temps came up and I was able to catch the Porsche. Disappointed for 3rd, but it's a start to a long season, so we come away with the points."

If that was not enough, Michael Christensen in the #28 Porsche 911 GT3R's margin of victory was just 0.293 seconds over the #29 Audi R8 LMS GT3 driven by Christopher Mies. This was a surprising win for the #28. They only had the car for 2 tests and all the drivers, except for Christensen (a Porsche factory driver) were relative unknowns – Carlos de Quesada, Daniel Morad, Jesse Lazare and Michael de Quesada (the last 3 all Porsche GT3 Cup Challenge champions). The team was young. The GT3 Cup Champions were 26, 19 and 17 years old, respectively. The team was ecstatic!

It was a great race, with good racing throughout the 24 hours. The event was also well attended and I suspect hotel rooms will be hard to come by for next year. One way or the other though, I'll be back next year!



# My 718 Saga

So what does “718” mean to Porsche? Its newest nameplate is also one of its oldest and most famous, powered by the latest of an engine type dating back to the car Ferry Porsche couldn’t find so he decided to build it himself. Since recently taking delivery of a 718 Boxster S in classic GT Silver with a two-toned black and red interior, I’ve found the car to be both a historic and alternative culmination of the Porsche experience.

## THE HISTORIC 718

In the annals of Porsche racing, the Type 718 referred to a series of cars produced from 1957 to 1962. The successor to the famous 550 Spyder of James Dean fame, the hump-backed mid-engine 718 RSK Spyder (in silver) was Porsche’s primary racing platform (the RSK stood for Rennsport Kurz, or “short racer”, indicative of its short wheelbase). The car,



powered by the 550’s air-cooled 1.5 litre quad-cam horizontally-opposed 4-cylinder engine, would win its class at LeMans in 1958 (finishing 3rd overall), claim the overall win at the 1959 Targa Florio, and finish on the podium in numerous other European races as well as winning various hill-climb competitions.

A newer variant, the 718 RS 60 Spyder, won outright at Sebring and Targa Florio in 1960, with the RS 61 winning its class at LeMans in 1961. A 718 GTR coupe based on the RS 60/61 would win Targa Florio again in 1963. The sleek 718 W-RS Spyder (again in silver) would begin racing in 1961 (with a 2-litre flat-4, later followed by a flat-8 engine!). As with earlier 718 models, it would achieve great success in hill-climbs along with an 8th overall at LeMans in 1963. By that time, the 718 W-RS was evolving into the 904 coupe, the handsome progenitor of the famous proto-

types that placed Porsche’s stamp on the world of endurance racing.

Yet another 718 variant consisted of open-wheel single-seater Formula 2 and Formula 1 cars featuring



the 1.5-litre flat-4 engines. In Formula 2 in 1960, Porsche would have two 1-2-3 finishes in cars driven by Stirling Moss, Jo Bonnier and Graham Hill. In 1961, Porsche would enter Formula 1 with a 718 open-wheeler driven by an American named Dan Gurney (along with cars driven by Hans Hermann and Jo Bonnier). Gurney would take three 2nd place finishes and finish 4th in the Drivers’ Championship, and the following year would pilot another Porsche (the 804 with a flat-8 engine) to its only F1 victory as a car-maker (at the French Grand Prix).

## FOUR FOR THE ROAD

Of course, Porsche has a lengthy history producing flat-4’s for road cars. The very first 356 in 1948 was a roadster in GT Silver and had a flat-4 mounted mid-engine. The Volkswagen-based engine, subsequently mounted behind the rear axle as with the 356’s cousin, the VW Beetle, underwent numerous permutations and evolved into Porsche-specific designs (including the quad-cam Carrera versions). The last flat-4 engine from the model 356C would finish its production life in slightly modified form, powering the 911’s less expensive brother, the 912.

The last time a flat-4 was seen in a Porsche was in the 912E of 1976, containing a VW-sourced, air-

*Story and photos by Glenn Havinovski*

*Above: The Porsche 718 Formula 2.*

*Left: The Porsche 718 RS 60 Spyder.*

cooled engine that more famously powered the mid-engine 914 series from 1969 to 1975. Since then, there have been numerous water-cooled front-engine in-line 4s wearing the Porsche nameplate, from the 924 to the 944 (and its brawny cousin the 944 Turbo) and finally, the 968, which in 1995 represented the last 4-cylinder Porsche sports car (until 2016). The modern Macan compact SUV, in its base model, rocks a version of the turbo 4 found in the Audi Q5. And of course, a turbocharged 4-cylinder/electric hybrid, the Porsche 919, has won LeMans and the World Endurance Championship for two straight years.

### THE MODERN 718

Last year, Porsche reintroduced the 718 nameplate for the latest version of the Boxster roadster and Cayman coupe, twin mid-engine cars that share a chassis and most of their components. While the Type 981 chassis and much of the interior was carried over, there was also one significant change. The 718 moniker provided convenient cover for what to many has been the ultimate heresy – the replacement of the operatic, normally-aspirated flat-6 engines with turbocharged flat-4 engines. KETZERISCH!

Thanks to environmental standards in Europe and the U.S. (more so than fuel economy standards), turbo 4s have long been supplanting larger 5 cylinder and 6 cylinder motors as found in marques ranging from Volvo to VW to BMW. Heck, you can even get Turbo 4s in Mustangs and Camaros now.

The 718 engines are derived from the 3.0 liter flat-6 Turbos that power the 991.2 version of the 911, and feature many of the same refinements but with one fewer cylinder on each bank. The base 718 Boxster and 718 Cayman twins feature a 2.0 litre flat-4 with an intercooled turbocharger and 300 hp that reaches its peak torque between 1900 and 4500 rpm, and also features 74 more ft-lbs of torque than the Type 981's base model 2.7 liter flat-6. The 2.7 had 265 hp (in Cayman tune), and didn't make its 206 ft-lbs of peak torque until above 4400 rpm. The old 981 S made 315 hp (in Cayman tune) but only 266 ft-lbs of torque. Yes, you read right, the base 718 Boxster and Cayman have more torque at lower rpm than the old 981 S models. The base 718 even has the brakes from the old 981 S, but the calipers are painted an innocent black.

The 718 Boxster S and Cayman S models up the ante with 2.5 liters and a variable-turbine-geometry (VTG) turbocharger borrowed from the 911 Turbo (yes the real 911 Turbo, not just the Carrera with the turbo engine). The engine has 350 hp, matching the 991.1 version of the 911 Carrera, and has 309 lb-ft of torque between 1900-4500 rpm. That's 20 hp more than the 981 GTS models and insanely, approximately the same torque found in the Cayman GT4 and 981 Boxster Spyder, at lower rpm. (Shhhhhh.) The standard brakes on the S are shared with the 911 Carrera,

but with the familiar red calipers denoting the rarified air of the S model.

Body panels for the 718 were revised from the 981, with new front and rear styling (shared between the Boxster and Cayman). The interior has redesigned air vents in the dash, some updated trim, and revised electronics (now with standard PCM but unlike the 911 you pay extra for navigation and Porsche Connect). Optional Bose and Burmester sound systems are available. All models come standard with ParkAssist sensors and a rear-view camera. Most of the wheel options are new as well, ranging from 18" to 20" wheels.

The standard corporate steering wheel hails from the 918 but I opted for the smaller GT sport wheel featuring aluminum trim on the spokes and a very high-quality feel. You can add multi-function controls and heating to both wheels. If you select the Sport Chrono option, you get a 918-style dial under the right steering wheel spoke with settings for normal, sport, sport-plus and individual shift mapping, exhaust, and suspension settings. Those who order *Porschedoppkupplung* (PDK) get a push-button for "Sport Response" which puts the car in Sport Mode for 20 seconds and gives maximum turbo boost to help squirt by the slow-pokes in the right lane. There is optional PASM (which lowers the ride height by 10 mm) and in the S-model only, Sport PASM (which enables the ride height to be lowered by 20 mm), but all 718s get with the steering gear from the 911 Turbo and an improved standard suspension. All this only makes the ride, steering and handling more perfect than on the previously perfect 981 series.

### THE SOUND AND THE FURY

I'll get this out the way quickly. Much of the trepidation in the Porsche world (including mine, originally) has been about the sound of the Turbo 4. I won't whine about the loss of the operatic flat 6 more than I have to. I had a 2.7 liter 987 Cayman whose power was mainly achieved at high revs. But the engine loved those high revs. The newer 6s with DFI sounded even better. Add Sport Exhaust with the sinewy overrun noises, and you had a four-wheeled unicorn that is somehow readily attainable.

To compare the flat-6 with the sound of the Turbo flat-4 is essentially comparing the Three Tenors with Led Zeppelin.

The angry tone of the 2.5 turbo under acceleration is not unlike Jimmy Page's opening riffs to "Whole Lotta Love" with the bass line joining in. Loud, raw and meaty, smoothing out nicely when over 2500 rpm. Because of the relatively large displacement on the S, the turbo doesn't even have to kick in until higher RPMs or under heavy throttle, allowing for higher revs and flexibility, with a redline of 7200 rpm, just short of the old flat-6's redline. The car just goes and goes and goes, with lightning quick shifts from



PDK in Sport Mode with accompanying melodramatic exhaust overrun noises, automated throttle blips on downshift, and ridiculous speeds attained in almost no time. Porsches have rarely been known for stump-pulling torque. The 2.5 litre with Turbo (along with the flat-6 Turbos in the 991.2) is full of this low-end, V8-style grunt. I haven't driven the 6-speed manual version yet but have heard it's another slick piece of work even if the PDK does pip it for acceleration prowess.

You can also add Sport Exhaust, PASM, and Torque Vectoring rear axle (which I consider somewhat of a questionable value on a mid-engine car with sublime handling on public roads, but undoubtedly I'm sure it has some track value). Plus you can order various colors and combinations of full-leather interiors, Sport-Tex seats, and for \$2580 extra, exterior colors like Miami Blue, a screaming Lava Orange, classy Carmine Red, and Mahogany Metallic (\$2580 for brown????). As with any Porsche, you can option the car to twice its base price if you so desire. I have designed a \$127,000 Boxster S model on the online configurator, so yes, you can get a Boxster S for the price of a Carrera 4S if you so desire.

## SHOUT-OUT TO THE BASE MODEL

Having tested the base model 718 Cayman, I felt there is just a touch more throttle lag than in the S given slightly less torque and a higher-pressure turbo operation than in the 2.5 (and no VTG technology). There is a bit more thrash at low revs too, and a hint of Subaru WRX. But the base model is no slouch (same peak torque range as the S-models!), and on paper it is on par with the last-generation 981 S-models for straight-line performance. With a minimum of options (stay with the 6-speed, and just add 19" wheels, GT Sport steering wheel and a handful of options to taste), you have a handsome autocross champion that will have no trouble facing down most cars on the road for less than \$60,000. In normal ("sleepy-time") shift mode, the car is a comfortable daily driver, and placing it in sport mode makes it lively. It also sticks for more than \$12,000 less than the S model, which is a significant price differential. By comparison, in 2008 the Cayman S model was less than \$9000 more than the base model, and included some



basic upgrades such as 6-speed transmission (instead of 5-speed) plus a better stereo, in addition to the engine and brake enhancements.

## MY OWN 718

Having come off a 5-lap drive of an operatic-sounding, racetrack-carving GT3 at Dream Racing in Las Vegas, I had some mixed feelings about what I was going to do. The original plan was to get another Porsche (probably used) with a soft top and PDK to join our beloved 987 Cayman, but at some point we made a decision to stick with one Porsche and trade/sell the beloved Cayman. It was either going to be a 981 Boxster S late-model, a Carrera cabrio (which got nixed early on by my decider-in-chief) or a 718 if I could handle the Turbo 4. A couple last summer showed up to a Drive-and-Dine event with their brand new Black 718 Boxster, and told me they were loving it, so I thought "why not"? Testing the base and S-model 718 Caymans convinced me that the new models were definitely Porsches, with the S model in particular ticking all the boxes for performance, feel, and yes, even sound.

So in the end I chose Led Zeppelin over the Three Tenors. I had developed an identical configuration for a Boxster S model and a similarly equipped base model, both in Rhodium Silver. Each had PDK, the 19" Boxster S wheels, the "leather package" that adds Bordeaux Red leather seating surfaces, console, door armrest, and instrument panel hood to the basic black interior, and a handful of options like heated seats, automatically-dimming mirrors, GT Sport steering wheel, Bose, navigation and Porsche Connect Plus, all





of which would be roughly comparable to my Cayman which had similar functionality (but no Porsche Connect and it was a 5-speed manual).

As it so happened, Porsche of Tysons Corner had a 718 Boxster S on the lot similar to my spec but in the GT Silver found on the historic 718s, the 550 and the first 356, plus a few extra options such as the 14-way

power seats, Premium Package Plus (which contained my desired options plus the automatic climate control, ventilated seats, Porsche Dynamic Light System, something called the “Light Design Package”, and Porsche Entry and Drive (i.e., keyless locking, unlocking and ignition switch). Add multi-function controls and heating to the GT Sport steering wheel, and the very useful Lane Change Assist indications located near the side mirrors.

Pat Driscoll, from whom I bought my first Porsche in 2008, negotiated a good deal with me for the new car and the trade in of the beloved Cayman, and that night I drove home to surprise my wife with the new ride.

### MY IMPRESSIONS

The 718 S brings a different, more aggressive feel to the 20-year-old Boxster and 11-year-old Cayman series, as does the base model. The S continues to amaze with the almost stupefying ease in which it calls upon its reserve of torque regardless of whether in normal or sport mode. Sport mode modifies the PDK shift points, loudens the exhaust (even without the Sport Exhaust) and triggers those infamous overrun noises. Manually paddle-shifting the car allows for fun-runs up the tachometer (though at this writing I’m keeping it to 4000 rpm until I’m through with break-in). The low-end grunt (done with no or little turbo boost) becomes smooth and blindingly fast grunt above 2500 rpm, with the boost gradually building as you put your foot in it, and holding as you let off the throttle. Except for that little clutch slippage as you set off from zero (which seems to be a PDK characteristic), if there is any turbo lag, I have yet to find it on the S-model. The car, when set in normal mode, can revert to a comfortable and fairly quiet freeway cruiser, though I typically override the start-stop function on urban street travel except if I am sitting in traffic for extended periods, in which the fuel savings may well be worth it.

What is really astonishing is that the noise control, stiffness and rigidity of the soft top Boxster feel on par with the hard-roofed Cayman, courtesy of Porsche’s excellent monocoque design. Top down, even on the 50-60 degree days that we’ve been lucky to experience this winter, the wind and noise control is excellent thanks to the wind breaks on the roll bar. With top down/windows up, you can hold a reasonably normal conversation.





The ride with the basic suspension is supple and the handling is amazingly flat with the 235/40 front and 265/40 rear Pirellis with 19" wheels. Given my last Porsche had the classic hydraulic-boost analog steering system, my initial reaction to the new electric steering gear from the 911 Turbo is a combination of "why is this so light?" at low speeds to barely even noticing the electric assist at higher speeds and on curves. It provides good feedback, though not the immediate feedback from the old-school analog system. In cold weather though, turning slowly within the parking lot results in big judders as the cold tires attempt to grip, something which was far less pronounced in the 987.

While some of the body parts seem more light-feeling than the 987 for good reason (including the aluminum frunk and trunk lids), some feel a little on the cheap side (notably the gas cap and filler door, neither of which have the heft of the 987 models). There are more creases and cut lines on the modern Boxster/Cayman than on the 987, which featured a curvaceous, yet single-piece, rear body shell design that was undoubtedly (at least in the Cayman version) difficult to fabricate. However, the overall look, and the nicely-sized rear-spoiler and black rear valence with the PORSCHE block lettering, is terrific, with the front end featuring a simpler design compared to the Transformers-type angles and curves on the 981 that were all the rage 5-6 years ago.

The interior, with its elevated angled console, nicely-placed and operating switch-gear, and excellent driver's position, deserves a gold star. The Panamera interior style and console design has adopted well to Porsche's sports cars, and in contrast makes my old 987 look and feel, if not old school, certainly bare-bones. The touchscreen for the PCM is quick, with the use of graphics to flip through preset radio channels, and plenty of options exist for music storage, USB and Bluetooth connectivity, as well as satellite radio and FM / HD radio access. However, the programming of FM radio presets is more difficult than storing the satellite channels.

Porsche Connect Plus adds Google Earth to the navigation map, which has markedly improved in terms of visibility and zoom speed (which can be done with finger motions or knob). It also allows streaming of Radio.net and Napster via your phone's digital signal, in case you want to listen to an obscure BBC music channel or a Dubai-based news-talk radio sta-

tion, or dial up a playlist of music by the Dickies, Dead Milkmen, or such. Apple Carplay is also supported by Porsche Connect (provided you plug the iPhone into USB in the console armrest), though PCM's phone controls work far better (and the multi-function steering wheel controls do not work with Carplay). If you really want to get or read texts or engage with Siri to do that for you, then Carplay is the thing, and you can also stream from your Pandora or



Spotify apps as well as your iPhone's playlist.

The only drawback with the instrument panel is that in the S model, the gray tachometer with white numbers is virtually unreadable in daylight while wearing sunglasses. The base model's black tachometer, as well as the optional colored dials (black on white, black on beige, black on yellow, white on red or white on Bourdeaux Red) might help matters.

## IN PERSPECTIVE

My GT Silver Boxster S wearing the 718 badge seems a worthy successor to the Porsches of yore, with its heritage perhaps different than what most of us have experienced in the last 20 years with the 911 and Boxster/Cayman powered by the ubiquitous flat-6's. The new design is clearly an evolution of the old design, showing its traceability to the earliest 356's and racing 718's, as well as the 986, 987 and 981 Boxster models that came before it. The ride, handling, steering and interior demonstrate refinement which complements the torquey engine and its rifle-fast PDK. The heritage associated with that flat-4 engine is perhaps possibly less known by modern Porsche drivers. The turbo gives the car a decidedly muscle-bound feel, perhaps a different soul than the one many of us have been used to, but a soul nonetheless.



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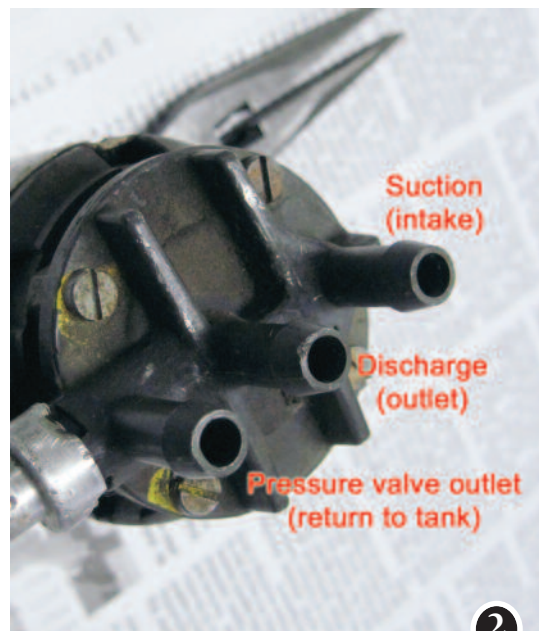
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# 3-port Fuel Pump Necropsy, or, what's in there and why did it leak?

Back in May 2015, I bought a fairly original 1973 914 with a 1.7 liter engine from Ohio. The car ran and drove fine. In fact, I drove it back from Ohio and the only problem we had was my wife's car (a BMW) broke down as she followed me, when we were almost home. But that's another story.

While the car ran fine, it really needed to have some long-deferred maintenance performed. So, in November of 2015, I dropped the engine and transmission with the help of some local PCA Potomac members, to replace all the fuel lines and vacuum lines, and to fix the battery tray and a few other minor sheet metal issues. Unfortunately, the tasks took longer than planned (no surprise, huh?) and the engine didn't go back in until four months later.

Once the car was all buttoned back up, I had my oldest son stand by with a fire extinguisher while I tried to start the car. At first, I just cycled the key on-and-off a few times, so the fuel pump could prime and pressurize the system. After a few cycles, my son said, "Hey Dad, I think I hear dripping." Sure enough, there was a new puddle of fuel under the car. Rats!!! (or other words to that effect....)

So, we jacked the car back up and started poking around to find the source. Didn't take long to pinpoint the fuel pump as the source – it was actually

leaking out of the electrical plug on the side of the pump. According to the experts on 914World, that's a common failure mode for these pumps. I purchased another fuel pump, a used one because new ones are no longer available, and that one unfortunately turned out to have the exact, same problem. Arrgh! (or other words to that effect....)

I ended up fixing the car by following the advice of the 914World experts and installed a new, modern 2-port fuel pump and re-did the plumbing to fit. In the mean time, I was left with two non-functional fuel pumps. One pump was sent off as a guinea pig to a 914 vendor who is trying to develop a rebuild kit for these pumps. The other pump, however, just sat in a box until I could figure out what to do with it.

Since I'm apparently a special breed of stubborn (or stupid, depending on who you ask), I decided I might as well take it apart and try to figure out why it died. And, since I figured (well, hoped, actually) that I'm probably not the only one curious about what's inside these pumps, I decided to take pictures while dissecting it. Figure 1 shows the victi... err, volunteer.

Figures 1 and 2 shows the three ports on the fuel pump. The top port in Figure 1 is the suction, or inlet, port. The middle port is the discharge, or outlet, port. And the bottom port is the outlet from the pres-

Story and photos by Bill Calcagno

*Above: The three ports on the fuel pump. The top port is the suction, or inlet, port. The middle port is the discharge, or outlet, port. And the bottom port is the outlet from the pressure control valve. This port is normally tee'd into the return line from the fuel injectors, and goes back to the fuel tank.*



sure control valve. This port is normally tee'd into the return line from the fuel injectors, and goes back to the fuel tank.

The first step in our necropsy is to remove the cover with the ports and the check/pressure valve. The four screws shown in Figure 2 are removed and the plate pops off. See Figure 3 for the inside of the pump body.

As can be seen in Figure 3, the pump is a rotary vane type pump, using steel rollers instead of sliding vanes. Figures 4 and 5 show the pump and its parts in more detail.

Figure 6 shows the face of the pump on the pump body. Note the small hole in the face, near the rotor shaft, at approximately 9:30 – this hole lets fuel into the electric motor housing (in addition to that which seeps through the front bushing). Also note the “+” and “-” markings on the electrical plug at the top of the picture. These electrical polarity markings are important, since the negative pole is actually grounded to the motor case (will show in more detail later).

Returning to the pump cover, the next step is to remove the aluminum cap retaining the check/pressure valve parts. This valve performs two functions – it acts as a check valve on the discharge port, holding pressure when the pump is off; and it also as a pressure control valve, opening the return port whenever internal pressure is too high.

As can be seen in Figure 7, the valve consists of a discharge seal, a valve bobbin, two springs, a cap seal and the cap. The discharge seal actually fits inside the bobbin and seals the discharge port when pres-



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sure inside the pump drops. The two springs are installed coaxially, with the inner spring extending inside the bobbin and the outer spring on the backside of the bobbin. The seal looks like an o-ring, but is pressed down when the cap is crimped onto the pump cover. Figure 8 shows a close-up of the check valve seat, down the valve body hole in the cover.

Now it is time to disassemble the motor body. This is actually the most difficult part disassembly, since there are 5 crimps along the perimeter of the motor canister, retaining the pump face. The crimps can be seen in Figures 1 and 2. If you decide to disassemble a pump motor, be very careful when opening the crimps – it is easy to slip and injure yourself (ask me how I know....).

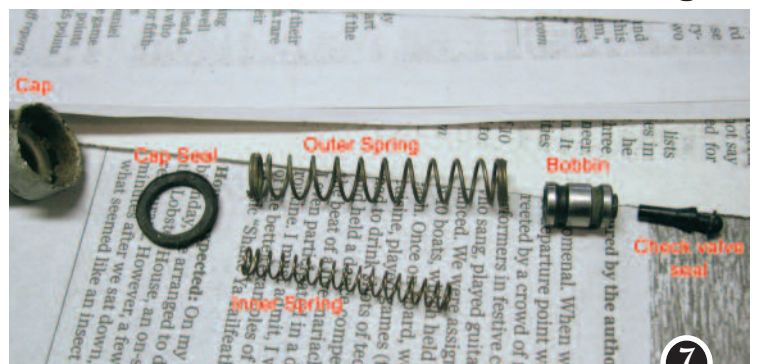
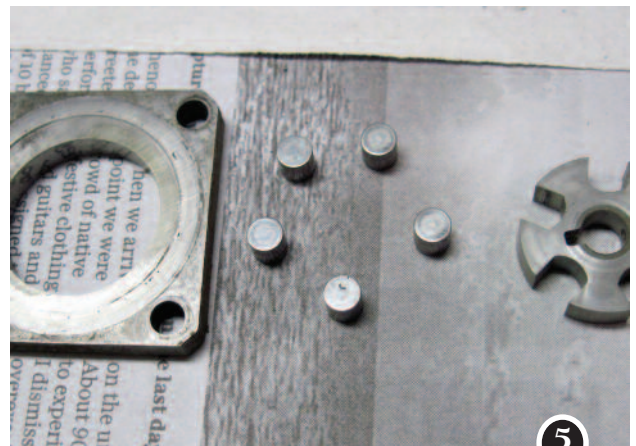
Figure 9 shows the parts internals of the motor can. On the left of the picture, you can see the rear rotor bushing and the two magnets inside the can. On the right, you can see the rotor and the brush plate assembly.

Figure 10 shows the parts on the back side of the pump face. This is where the motor brush plate, containing the motor's brushes, is mounted. The middle of Figure 10 shows the o-ring that seals the pump face to the motor can. The left side of the picture shows the wire leads that run from the electrical plug to the brush plate. Note two interesting things: first, the wires are wrapped around small steel cores – this converts the leads into inductors, for filtering electrical noise; second, the negative lead is attached directly to the pump face – this grounds the case and also prevents the pump from running if connected backwards. The three small round clips in the picture (upper, right side) are speed nuts used to hold the brush plate to the pump face on the three posts visible on the left.

Figure 11 shows the electrical plug removed from the pump face. This part has no seal or o-ring, and is intended to seal directly against the bore in the pump face. Both pumps leaked through this hole. So, my guess as to the cause of death for both pumps? Dried out plastic. Once plastic has been soaked in gas for years, it will swell slightly. Once it dries out, it shrinks and no longer seals. Unfortunately, even a prolonged soaking in gasoline was not sufficient to make it re-seal, and there's no way to use a sealant on this joint without the nearly-total disassembly of the pump. Figure 11 also shows another view of the two inductors highlighted in Figure 10.

The rotor runs in two self-aligning steel bushings. Figure 12 shows a side view of a bushing removed from the pump face. Since steel-on-steel won't run for long without lubrication, the pump is designed to use gasoline as the lubricant. That's why there's the hole in the pump face for allowing fuel into the motor can -- so fuel can reach the rear bushing more easily. Also, by running the motor in fuel, they did not have to design a seal for the rotor shaft to separate the pump side from the motor side, simplifying the design and improving pump life.

So, there you go. The pump is a fairly simple and durable design, but unfortunately not one that can be easily rebuilt. All of the rubber seals in the pump were rock hard from age and fuel exposure. The o-rings can probably be found fairly easily, but the seal on the check valve is a custom part and probably impossible to find. Likewise, the electrical plug can't be re-sealed without opening the motor can, a somewhat risky endeavor.



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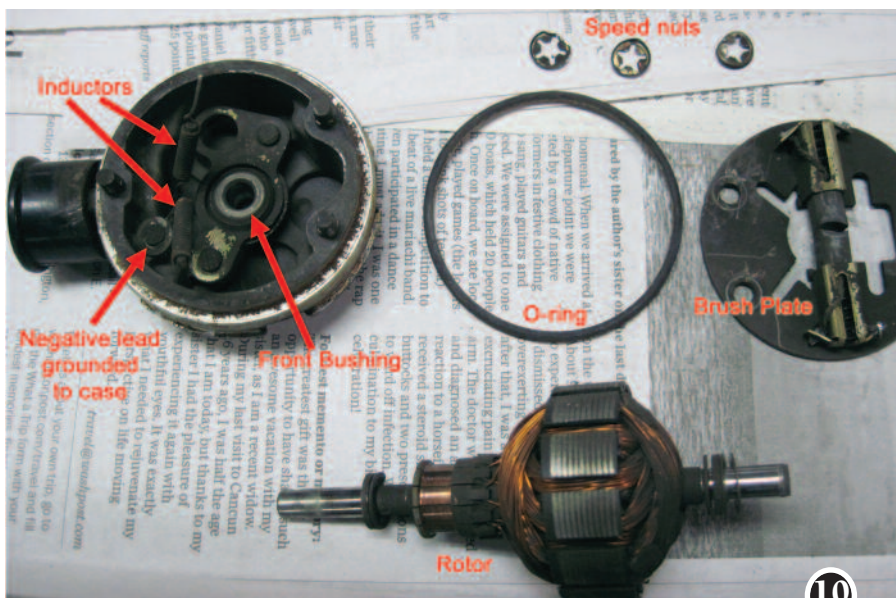
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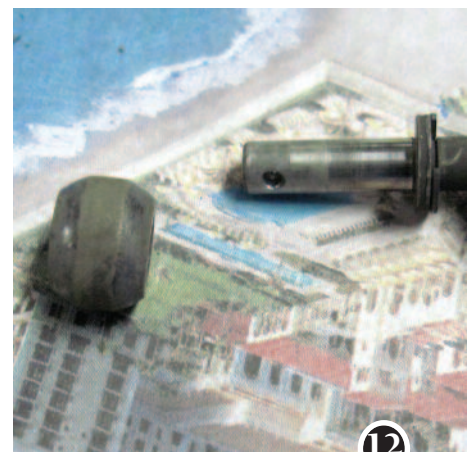
The morals of the story are: If you have to disconnect a functioning pump for a while, be sure to store it in gasoline, or it will dry out and might leak when you try to use it again. Also, if your 3-port fuel pump does leak, save the hassle and frustration, and just replace it with a modern 2-port pump.



9



10



12



11



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# Crystal Balling a Classic

Those of you that have read my past articles will know a bit about my history with collector cars. In 1974 I was nineteen and introduced to a man who was managing the well known collection of Ferraris owned by Silvercraft Furniture businessman, Norman Silver of High Point, NC. The Maryland based shop wasn't just filled with Ferraris, it was filled with some of the most coveted Prancing Horses of all time. Possibly my two favorite cars of the collection were the 4.9 Superfast and the 275 GTS/4 NART Spider seen in Steve McQueen's original *The Thomas Crown Affair*. But there were so many special cars, it seemed beyond my capability to grasp in those youthful years.

It is worth noting that the 1968 275 was a \$14,000 car new. A lot of money back then, but it recently sold for 18 million pounds! A lot of money today! So, why the steep increase? Was it that only 10 were made? Sure, that helped. Was it its very short showbiz career? Yep, that helped too. But to be frank, it certainly had classic good looks. You could park that car anywhere today and no one would care what year it is, they would simply be consumed with its classic curves of perfection.

So how does one realize a classic in the making? What creates desirability? Do automobiles even make good investments? Look up the words classic and you find - judged over a period of time to be of the highest quality and outstanding of its kind. That right there says judging something brand new as a classic is pointless because it hasn't stood the test of time, and time has a funny way of tricking us. The creation of desirability is ever changing. The Ford Edsel was no hit when new, but time brought rarity and rarity is coveted. One of my first cars, a 1964 Fiat 1500 Cabriolet, sells for \$30,000 today. It was never disliked, but I never thought it would be really collectable. Time changed that, as did appreciation for its famous Ferrari body designer Pininfarina, and the Fiat's close cousin, the Alpha Romeo Giulia Spider. Financial appreciation by association.

I had seen a Bloomberg report awhile back which showed collectable cars had outperformed collectable wine, musical instruments, art and many other forms of collectable investments. So someone has done something right with predicting the future ... or have they? I actually think much of the investment appreciation in classics has come from simply purchasing what has already been deemed a classic. It's banking on the continued success of the already successful, much more than predicting the not yet successful to become so. A 1962 Ferrari GTO was maybe \$12K new. When I started working on Ferraris I could have bought one for not much more than that and hell, turns out I should have because the last one I worked

on just a handful of years later had already, and very oddly to me, shot up to \$300K. Less than a decade after that, one changed hands for \$13 million! They are a good three to four times that today. Oops, I missed the big one.

When you look at the values today though for 356 Speedsters or say an early 911RS and other such examples of delicious classics, one can only imagine having bought one new or close to new and what you might have today as an investment. Frankly though, your money would likely have done just as well if not way better in the stock market, especially considering the maintenance, storage, taxes and insurance on the car over the years. What we miss is the true appreciation of owning and driving a car we can enjoy right now. Need I point out though, that the enjoyment factor also becomes highly altered as possessions become more valuable. Special can actually become too special to be used as intended.

So, if you have \$150,000 to put towards a car, would you be better off buying a 2016 911 GT3 or something much older? One is a \$150,000 car that might hold or depreciate before going back up again awhile from now. The other may go up or down, who knows? One is a potent track tool which at its limits is more than most of us can handle, but certainly not the best choice for touring country back roads. The other, a mechanical experience that all of us can handle, a true classic, but very valuable compared to its original price tag. For me it still comes down to how it makes you feel when you look at it, touch it or drive it.

One thing our crystal ball is telling us, is that the future of cars like this are in peril. First, take note that there is the tiniest of performance differences between a 918 Spyder and a 911 Turbo S, but a tremendous price difference of over a million dollars. They've hit the performance wall in this area. Next, all manufacturers are working on electric vehicles and autonomous technology. The good news is in your aging years the kids won't be taking the keys away from you because you won't be driving the car anyway. What this means ladies and gentleman, is that there is no day like today to enjoy your car, be it classic or brand spanking new, because change is a coming. It's no secret that the country of Germany wants to be all electric by 2030 and Porsche plans on helping them deliver on this in just a few short years with the Mission E. It will in time be harder to enjoy the cars we love today, as we do today. So love them today, investment in yourself.

*Story and  
photo by Tom  
Neel*



# January 2017 new Potomac members

## New Members

|  |   |   |
|--|---|---|
| Scott Ballantyne - 2017 718 Boxster - from Warrenton                         | Raymond Lawrence - 1972 914 - from Manassas                   | Terry Wilkins - 1971 911T Targa - from Hagerstown             |
| Russell Bartlett - 2015 911 Carrera - from Arlington - transfer from Wichita | Thomas Mann - 2015 911 Carrera Coupe - from McLean            | Brian Willey - 1985 911 Carrera Coupe - from Fairfax          |
| Marc Caden - 2005 Cayenne - from Bethesda                                    | Craig Morgan - 2011 Boxster - from Frederick                  | Jack Williams - 1996 911 Carrera Coupe - from Fairfax Station |
| Jack Dziak - 2015 Cayenne S - from Great Falls                               | Casey Patten - 1989 911 Carrera Coupe - from Washington       | Bruce Young - 2001 Boxster - from Falls Church                |
| Brian Hennighausen - 2014 911 Carrera S Cabriolet - from Great Falls         | Courtney Spaeth - 2005 911 Carrera S Cabriolet - from Potomac | Susan Zilke - 2014 Boxster - from Marshall                    |
| Alan Keller - 2014 Boxster S - from Leesburg                                 | Ryan Stokes - 2011 Panamera - from Lansdowne                  |   |
| Andrew Kreiner - 2005 Boxster - from Germantown                              | Matthew Sullivan - 2016 911 Carrera - from Vienna             |   |
| George Krivo - 2014 911 Turbo Coupe - from Haymarket                         | Marc Wildhagen - 2014 911 Carrera Coupe - from Reston         |   |

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## February 2017 Potomac anniversaries

### Anniversaries

#### 45 Years

George & Doris Glovier

#### 30 Years

Steven Bartolutti & Yasuko Okuno

#### 25 Years

Jeffrey Adams & Kristen Hurd

#### 20 Years

J & Debra Karitis

L & Lauren Silva-Pinto

Michael Wanner

#### 15 Years

Kevin & Linda Berry

Russell Gardner & Jeanne Phelan

Paul & Leslie Gnatt

Christopher & Donald Liang

Bruce & Elizabeth Mackliet

Bruce & Mark Richardson

Sherman & Karen Telis

#### 10 Years

Robert & Karen Basinger

Allan Broom & Johanna Broom-Vrinten

Michael & Carli Cohen

David & Zhanna Keith

Bruce & Stacey Lawson

Albert & Quyen Leung

Carson Soule & Bernice Richmond

#### 5 Years

John Augustine & Marcia Wadsworth

Babak & Jasmin Barakat

Peter Braunohler

Marcelo Coelho

Darius Farkondepay & Hengameh Mirzai

Geoffrey Gray & Stephen Freitas

Joshua & Donald Grove

Daniel & Christina Hartz

Sheldon Hooper

Peter & Karen Jacobius

Christopher & Timothy Ritzert

Scott & Celia Van Gorder



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

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

Your favorite Founders' Region monthly magazine can benefit from your experiences with your Porsche.

We are always in need of articles and photographs to help tell Porsche stories.

All around us are wonderful stories just waiting to be told. If you feel you don't have the time or expertise to tell those stories yourself, at least pass along your ideas or photos. Here are some ideas that resonate with readers:

- Travel stories that involve a Porsche. An example is Michael Sherman and his wife's trip to Europe for delivery of his new 991.

- Visits to car museums.

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

- Interviews with interesting people who own interesting Porsches such as the one

on Sal Fanelli, who owns a Porsche *tractor*.

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

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

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

Write your stories, snap your photos, and send them to [dveditor@pcapotomac.org](mailto:dveditor@pcapotomac.org). **All photos must be originals digital files; please do not resize or crop them before submission.**

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

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# Readers and Their Cars

Right: Many members of the PCA got an early preview of the Porsche display at the DC auto show. Photo by Ken D'Angelo.

Below: Glenn Havinovski stands next to the Boxster prototype in the Porsche Museum.







Above: Michael Handelman checks out the new Macan. Photo by Ken D'Angelo.



Left: Members gather at the DC convention center to see the new Porsche display. Photo by Ken D'Angelo.



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