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Cover photo: The Porsche No. 1 356 is seen on display at the Porsche Museum in Stuttgart. Photo by Ken Marks.



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

May 2014
Volume 60, No. 4

der Vorgänger is the official magazine of the Founders' Region, Potomac, Porsche Club of America, Inc. <http://www.pcapotomac.org>. Contributions for **der Vorgänger** should be sent to the editor at least six weeks preceding the month of publication, preferably via e-mail to dveditor@pcapotomac.org.

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For questions about advertising rates and placement in **der Vorgänger**, please contact Tony Kelly at dvads@pcapotomac.org

der Vorgänger (ISSN 0199-0667) is published monthly except in January by the Founders' Region, Potomac, Porsche Club of America at 16726 Lucy Lane, McLean, VA 22101. Subscription is limited to members of the Founders' Region, Potomac, Porsche Club of America. Annual PCA dues are \$42 (includes \$18 for **der Vorgänger** subscription). Periodicals postage pending at McLean, Va. and at additional mailing offices. POSTMASTER: Send address changes to **der Vorgänger**, 6726 Lucy Lane, McLean, VA 22101. Statements appearing in **der Vorgänger** are those of the contributing authors and do not constitute the opinions or policy of the Founders' Region, Potomac, Porsche Club of America, its board of directors or the editors of the magazine. The Founders' Region, Potomac, Porsche Club of America neither endorses any advertisement nor warrants any product or services they may provide. Potomac Region reserves the right to cancel advertisements at any time, for any reason, in its sole discretion. For information regarding commercial advertising and rates, contact the publisher listed above.

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Lusty Month of May

It's May! It's May! The lusty month of May! That lovely month when everyone goes blissfully astray...

Everyone, whether they like to admit it or not, has their musical. You know, the musical that your parents loved when you were a kid. The record that was played on the console stereo over and over again on sunny Saturday afternoons. The songs that you learned every word to before you ever even heard of the Pledge of Allegiance and that you will remember long after you have forgotten what follows "four score and seven years ago". For some, it's *Singin' in the Rain*. For others it's *West Side Story* or *Les Miserables*. And yes, we even have PCA members who may recall grooving to *Hairspray*, which first opened on Broadway in 2002, on their Ipod.

For me it was Camelot. My parents went to see Richard Harris as the legendary right-over-night King Arthur at the Kennedy Center in the early 1980s, prompting the dusting off of Mom's record of the original 1967 cast. I was captivated by the drama, the history, the romance, and the tragedy of it all! Obviously, much of the story, and pretty much all of the whimsy and humor of Lerner and Loewe's lyrics, were entirely lost on me. Which is why I had no idea why my parents were so amused at my impassioned performance of saucy Guinevere's "Lusty Month of May". To this day when the first of May comes around, I find myself humming the song and smiling.

It's here! It's here! That shocking time of year! When tons of wicked little thoughts merrily appear...

Many of you know that I have the pleasure of being the steward of my father's 1985 911 Carrera. What you may not know is that I am so sentimental about that car that when the original Blaupunkt

radio/cassette tape combo went kaputt somewhere in the 1990s, I prohibited my father from replacing it because I couldn't bear to lose the original faceplate.

Several years ago I was introduced to New Jersey Porsche mechanic and purist Dave Matsuk. Dave set me up with a new-in-box vintage 1980s Blaupunkt with a working cassette player for my car. Having long since set aside my cassette tape collection in favor of CDs, I resurrected such long-forgotten but much-loved albums as Taco's "Puttin' on the Ritz", A-ha's "Take on Me", and Neil Diamond's "The Jazz Singer". Digging through stacks of 80s eurotrash and hip-hop artists, mixed tapes, and the occasional ill-advised cassingle, I happened upon something very special. The precious. I hoisted it up above my head with both hands like young Wart pulling Excalibur from the stone. Reunited at long last! My beloved Camelot!

My friends it was a sight to behold that day. Thirty-something-year-old me, hauling ass on interstate 15 through the western Maryland countryside in my classic 911, windows down and sunroof back, belting out my old favorites in my loudest no-one-can-hear-me-over-the-whine-of-the-engine singing voice, for the first time fully appreciating the mischief of Guinevere's springtime anthem.

And so I say to you, embrace the spirit of May! The colors, the beauty, and yes, the mischief. Grab your best girl or guy, jump into your finest car, pop in your favorite cassette tape, and let Spring fever carry you down the road to the adventure that waits for you.

It's mad! It's gay! A libelous display! Those dreary vows that everyone takes, everyone breaks. Everyone makes divine mistakes! The lusty month of May! —Carrie

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Bringing Out the Best

Sometimes, I just don't feel like writing this column. Today is one of those days. The last month has been a tough one, both personally and professionally. A number of very challenging projects at work, and long hours requiring creative problem solving have left me physically drained. And some difficult family and personal issues have left me emotionally drained. And last weekend at Summit Point, two friends who I care about very much had very scary shunts at the track (luckily nobody was hurt). So, to be honest, I really just don't feel like writing a column today.



John Eberhardt

But, I need to write my column. And I want to say something positive, so here it is. There is a benefit to bad times: it lets you see who people really are. And, as always, I am heartened by the warmth and goodness of those around me.

At Summit Point, I watched as friends gathered round to make sure the drivers were OK, provided help in loading equipment and making sure cars got home, help in arranging rides for the drivers and their families. Help in letting the drivers know that bad things happen to all of us – it's not personal. At no point was anyone alone. At no point did anyone have to sort things out by themselves. At no point was anyone made to feel less than a full member of our community. It is gratifying and comforting to know that no matter what happens, there are always many people who are not only willing, but eager, to help and to be there for you.

In my personal life, those of you who know me well know that I tend to keep my personal issues to myself. Maybe this is not a good

thing, but we are who we are. But sometimes we need people to talk to, to share with, to listen, and maybe even take advice from (yes, believe it or not, I am capable of taking advice). And when I finally need friends to talk to, I always find out I have more than I thought. Throughout my life, as I have faced new challenges over and over again (sorry, kids, this is what life is about), it always amazes me how friends rally round: some of them friends I didn't even realize I had. (And you know who you are!)

There are those who behave badly in bad times, those who take advantage of them. And we are often tempted, in moments of hubris and self-pity, to see this as the "true" side of human nature. But this is a narrow view. If you look closer, when bad times come, you see a lot of people – often unexpected – who use the opportunity to rise to the occasion and show courage, compassion and strength of character. Those people, the noble people, will always be there, and they are, as they always have been, the great hope of humanity. In its own small way, our club seems to have an outsized proportion of these people. And that is something special, something worth celebrating.

So let's focus on the good side of bad times: they bring out the best in people far more than the worst.


And I promise you my next column will be about cars.

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Potomac's 2014 calendar

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

May

3 Virginia Brunch at City Grille in Manassas on Saturday, 11am – 1pm.

4 Deutsche Marque Concours, 10:30am – 5:30pm. Reception at 3pm. Nottaway Park, Vienna, VA.

9-11 DE At Mid-Ohio, 7am.

10 Virginia Breakfast at Thirsty Bernie Sports Bar & Grill in Arlington on Saturday from 10am – 12pm.

17 Tech inspection at IMA Motor-sport.

17 Drive & Dine, 10am – 3pm. Potomac's Spring Drive to Stoneman Gourmet. Meet at the Manassas Battlefield visitor center.

17 Maryland Brunch at The Irish Inn on Saturday, 11am – 1pm.

25 First autocross at Baysox Stadium, 7am – 1pm.

31 DE at Summit Point, Shenandoah Circuit, 7am – 5pm.

June

7 Virginia Brunch at City Grille in Manassas on Saturday, 11am – 1pm.

7 Tech inspection at InterSport, 9am – 1pm.

8 Open board meeting, 11am – 1pm.

14 Virginia Breakfast at Thirsty Bernie Sports Bar & Grill in Arlington on Saturday from 10am – 12pm.

20-22 Potomac's DE at Watkins Glen, 7am – 5pm.

21 Maryland Brunch at The Irish Inn on Saturday, 11am – 1pm.

29 Second autocross at Baysox Stadium, 7am – 1pm.

Potomac monthly brunch locations

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

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

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

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

• • •
For more information, contact John Magistro or Mia Walsh at membership@pcapotomac.org

Cars & coffee gatherings

Fair Lakes, VA

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

Hunt Valley, MD

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

Burtonsville, MD

Sundays, 7:30 – 10am, "Church of the Holy Donut," Dunkin' Donuts, corner of

Routes 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.



911 GT3 Gets Off To A Rocky Start

by Fatih Selekler
PCA GT2/3/Cup Special Interest Group

Highly anticipated 911 GT3, announced in the fall of 2013, amassed glowing reviews from all magazines worldwide for its continued performance and new technologies it incorporated in the name out-right speed. However, it also has had controversial features, such as the PDK-only transmission, non-Mezger engine and too much of computer reliance to achieve its performance goals. Then, there were production delays of about 4 weeks, so US deliveries could not start until the last week of January 2014. Shortly after, on February 11, 2014, Porsche issued a 'stop sale'

order to all dealers and communicated to all current owners to bring their cars back to dealers due to a safety concern. Apparently there were two vehicles that burned to ground in Europe that caused serious concerns and Porsche wanted to investigate and find a permanent solution for the issue, and they did not want to risk any new owner's safety while doing so.

The 911 GT3 is using, for the first time, a derivative of the 991 Carrera S DFI engine, which hasn't yet proven itself on the world racing circuits. Today Porsche successfully races the 911 RSR and the 911 GT America, and both versions just won the Sebring 12 Hours endurance race in their respective classes, GTLM and GTD. However, notice that the "GT3" label is missing from these

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



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models as these race cars still use the previous generation's Mezger engine, tried and true performance required in endurance races. There are definitive plans to utilize the new engine in the coming years and retire the Mezger design for good as it is no longer the most efficient configuration for generating power, nor the lightest. The new GT3 DFI engine creates more power (475 hp vs. 435 hp), consumes less fuel and is lighter by 55 lbs. Porsche and its loyal GT customers are going through the similar controversial transition that happened in the mid- to late-90s when switching from air-cooled to liquid-cooled engines.

According to Mike Levitas, owner of TPC Racing, a winner of Rolex 24 Hours and races in successfully races in the GT3 Challenge series, the new 9A1-based engine has significantly more volumetric efficiency and will be opening a new wave of performance in the upcoming GT3 Cup and derivative race cars. He added that the only reason it is not used in current race cars is not lack of reliability, but because the sanctioning bodies haven't been able to get their formulas around the new possibilities with this new engine, hence homologation is behind the times. Promising and exciting words from a well-known tuner and racer. Levitas also added that the way Porsche has reacted to the current 991 GT3's problems is 'true to form,' Porsche never leaves customers behind and their support for street-based vehicles as well as racecars are without substitute, which is the reason he keeps racing with Porsche.

All new models go through some period of maturing over time as problems are found, fixed and de-

sign is improved; the 991 GT3 is having its share of issues. It turns out that the new engine had an out-of-spec piston rod screw, which loosened and damaged the crankcase, and eventually cause fire in the engine compartment. Porsche found a solution to the problem and has been testing the solution extensively to assure new owners of their safety. Although it took a nearly 5 weeks, Porsche announced on March 17, 2014 that they have the solution and it has now been incorporated into the engine and parts design. Porsche also communicated to all current 991 GT3 owners and dealers that it will replace all of the engines under warranty before returning the cars to its owners to avoid any risk to occupants. Dealers are now preparing to receive the engines from Germany and are starting to schedule the replacement work. We are certain there will be further communications from both Porsche A.G. and N.A. on this matter in the near future.

The striking new 911 GT3 is based on the 991 platform.

Photos courtesy Porsche AG.



Taming The Beast

by Chas Roscow
for der Vorgänger

In Henry V, Shakespeare describes a horse; “He’s of the colour of the nutmeg. And of the heat of the ginger.... he is pure air and fire; and the dull elements of earth and water never appear in him, but only in patient stillness while his rider mounts him; he is indeed a horse, and all other jades you may call beasts.”

I was afraid of my Porsche. I loved to drive it, but I didn’t know how to drive it. The rear-mounted engine of my 1995 Carrera was a different beast compared to my prior Porsche, a Cayman S. The balance that is inherent in a mid-engine car gave me confidence, especially at the apex of a corner. Smooth “drifting” served as a warning that I was approaching the Cayman’s upper limits. The Cayman appeared to telegraph what might happen next. What scared me about the rear-engine mounted 993 was potentially pushing through a turn (under-steer) or having the rear swing around (over-steer) with little warning. These are new terms I learned in Bowie, MD on March 16th, dur-

ing the first of many Autocross events offered this season by the PCA.

Don’t get me wrong; I can handle my car quite well going straight on the Capital Beltway at 30mph. And when I’m late for work, you should see me corner into Dunkin’ Donuts. But where can I really “let the shaft out” and feel what 50 years of engineering has to offer, especially with all these speed cameras popping up everywhere? I found the answer at PCA Autocross.

Actually, I thought I had admirable driving skills, until I was a passenger in my own 993 with neighbor and PCA Driving Instructor Bill Calcagno. I rode shotgun and was able to witness first-hand someone who knew how to handle a car at speed. I felt him actually go to the line of loss-of-control but not cross it – with corrections applied to the offending peddle – and changes to the steering wheel. Now you would think that I am about to tell you I was holding on scared for dear life. Nope. Bill handled that car so well I loved it. I thought, “this

car can do this?” I asked Bill where he learned to drive like that. He said “PCA”. He encouraged me to enroll in the Autocross event, an obstacle course for Porsche cars I guess I’d call it, and he said that not only would I improve my driving skills, but learn new safety techniques too. Bill also said it would be a fun day but I had no idea just how much fun. After a formal discussion about the course and rules, for the rest of the entire day I found myself braking hard into turns, hitting the apex without hitting the cones, accelerating out of turns, and looking deep into the direction I wanted my car to go. I was finally pushing my 993 not to its limits, but my own. That was the thrilling part. In hindsight, driving a car in this way was not nuts; it was a matter of

Chas with his 1995 911 Carrera taking part in a PCA Potomac autocross event at the Baysox Stadium parking lot.





fixing the nut behind the wheel. And there was no pressure to go fast, no competition per se, other than you against your own confidence to handle your car.

I also enjoyed seeing so many other Porsche Cars handle the same course. When it was not my turn to drive, we were given assignments on the course, and that was fun too. It was interesting to see older Porsche cars negotiate the same turns as I just did. There goes a 964. A minute later - the next car was a brand new Panamera GTS; wow was that car nimble for its portly body. What's next? Looks like a first generation Cayman. Wow! Nicely done! That was followed by the brand new blue Cayman; interesting how it sounded different. Every minute or so another Porsche work-of-art roared by. I guess Cabs do handle just as well as coupes - because one just turned in the best time at that point. Here comes my new friend Arthur I met since he parked next to me in the lot. He is a 28-year old young man new to all things Porsche, driving a blue 993 inherited from his family. He said he enrolled in the course for the same reason I did. Other models were there too, plenty of 996s, 997s, and even a 991; but mostly Porsches. Some Porsches were bone stock, some modified, but it didn't matter. This course is made for drivers and driving technique. We all learned that the driver mattered more than the car. That application of the controls needed to be in sync with the driver's intentions. You just can't get that experience with normal day-to-day driving. Not even over many years. This is different. This is driving. This is getting the adrenaline I paid for.

And get this; each run (and there were plenty) came with a different instructor as they rotated in and out of each driver's car. So with each run on three different courses, you received different feedback. And you know what? I found if you were a good listener, applying the techniques offered by the instructors paid off big. My first few runs I was

pushing through turns. I was snapping on and off the pedals and wheel, letting my hand hover too much over the shift-knob. All these subtle improvements not only gave me more confidence, I went faster with each run. How could I tell? Each run was timed. Amazing.

I had heard the PCA Chapters in our area run the best driver education classes in the country. That must be true, because from the moment I arrived I was impressed. From the registration process, the pre-course instruction, driving instructors, course layout, everything; everything exceeded expectations. Even the food was great. And all these people are volunteers. Isn't that great? I met new people and learned things about other Porsches I did not know. But most important, that day I learned how to better handle my 993 with more confidence in a safe and controlled environment between harmless orange cones in a wide-open parking lot. What a gas. I want to do it again and guess what? Our day ended up with a Certificate good for another course. This is a good thing because not only will I do this again, I want my wife to enroll too. There were many female drivers and instructors, and let me tell you guys, be prepared to eat a bit of humble pie. I found there is no correlation between driving skills and gender. Trust me.

Well, when it was over, I got in my car to head home. I sat there in my own state of patient stillness. I had no idea how much just one day of instruction can improve one's skills. And this matters to me. I have a wife and two young sons that want their Dad to have fun with his Porsche but be safe too. Time to head home. I thought that since I just rode my horse hard I was not about to put her away wet too. I figured I'd go home and give her a wash. I mounted my beast made of pure air and fire, and for the first time, I felt the desire to take my time and casually drive home in my Porsche. And I did. What a day.

Chas waits for his turn to carve up some cones, learn about his car, and more importantly, learn about his skills as a driver.

HPDC highlights



Story and photo by Carrie Albee
for der Vorgänger

This striking ice green metallic '76 911 created quite a stir at the HPDC, and has since been spotted, rather easily I might add, on the track at the April Summit Point DE. Shane Seace (pictured) was paired with fellow classic 911 owner and long-time instructor George Whitmore for the day. Just 17 years old when he purchased the car for \$100, Shane has spent the last 11 years and over 600 hours of his own time reviving the car from a near-

junk condition to the current track monster. A certified Audi mechanic in Lititz, Pennsylvania, Shane jokingly refers to the 911 as his "Hershey Swap Meet/Ebay" car, because of how he acquired so many of the parts. Like any artist, Shane still has a few things that he wants to do with the car, so don't be surprised to see him digging through the booths at Hershey. What's next for Shane? He has signed up for 4 DE event this year. Oh, and dV understands that he recently acquired an old junker '74 911 in need of work...



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Porsche Cars North America — a Turbulent History, a Changing Future

It's hard to believe, but the range of the 911 evolution spans twenty more years than the existence of PCNA.

By David Harris and Sydney Butler
for der Vorgänger

In this thirtieth anniversary year for Porsche Cars North America ("PCNA"), it seems fitting to reflect on PCNA's rather tumultuous beginning and provide a glimpse into its future.

Thirty years ago, Dr. Ing. h. c. F. Porsche AG was a very different company from the one we know today. Peter Schutz, the new German-born American CEO, had encountered difficult circumstances upon arrival in 1981. Declining sales, internal conflicts and unfavorable financial conditions were taking a toll on company morale and product quality. Amidst this instability, Schutz—during his first few weeks on the job—courageously reversed the earlier decision to discontinue further development of the 911 model, asserting that the iconic sports car was the past and future cornerstone of the brand.

In the United States (then Porsche's most important market by sales volume, absorbing nearly sixty percent of total production), the cooperative agree-

ment with Volkswagen of America for the distribution and sale of Porsche automobiles was expiring. Created in 1969, the Porsche+Audi division consisted of over 300 individual dealers. By the early 1980s, Porsche had concluded that the arrangement, while the most expedient choice at the time of its inception, was no longer ideal.

With the goal of optimizing brand representation in this critical market, the decision was made to terminate the VOA relationship and establish PCNA as a new Porsche subsidiary organization. The initial plan included a completely new structure for vehicle distribution, sales and customer support. PCNA intended to establish twenty-five new regional Porsche Centers strategically located near major cities and airports to serve as marshalling locations for vehicle inventory as well as to provide direct client consultation and retail sales. The pre-existing network of dealers would act as local sales agents and service centers. This dramatic change in the business model was not well received by the dealer organization. In fact, so fervent was the resistance to this new proposal that Porsche was forced to re-



The 918 is the shape of things to come through PCNA deliveries to future owners here in the States.

Photo by Sydney Butler.

consider and ultimately abandon the program in favor of more traditional franchise agreements.

The story of Porsche's development over the past two decades from a low volume sports car company with a limited model portfolio to a prosperous, efficient producer of a full range of premium products-- including sport utility vehicles and grand touring sedans-- has been well chronicled. Significant growth in sales volume, access to new and developing markets, and the economic advantages of full integration with the Volkswagen Group has the company positioned for continued success well into the future.

tions, a "one size fits all" proposition. The operational methodology for a franchised dealer is essentially the same regardless of whether your product is intended to satisfy the basic transportation requirements of the majority market or a more specific clientele whose priorities may be quite distinct. Clearly, a system that may effectively address the needs of one category of customer is likely to be less satisfactory for another group. There is now a recognition within the industry of the need to differentiate between market segments in the area of client interaction, just as has always been done with distinguishing product characteristics.

It is technology, of course, that is the driving force behind the re-imagining of the automotive retailing sector. The continuing development of e-commerce, advancements in communication systems, more efficient production management and logistics—all will facilitate more effective solutions. Premium brand consumers, already accustomed to responsive and accommodating providers through their acquisition of other luxury goods and services, will lead the industry to rapid implementation of enhanced customer care initiatives. There will likely be fewer dealers, each with greater capacity and resources for providing their clients a broader selection of individualized conveniences designed to meet their personal requirements.

Porsche is certainly aware of these market forces, and is currently constructing the first two Porsche Experience Centers in the United States, in Atlanta and Los Angeles. When completed next year, these comprehensive facilities will provide an environment for Porsche enthusiasts to immerse themselves in all facets of Porsche culture.

Regional Porsche Experience Centers, more efficient distribution and support systems and a uniquely Porsche customer care philosophy--it seems that the vision Porsche had in 1984 is finally coming of age.



The new PCNA headquarters began construction in 2011.

One Porsche Drive, the future address of PCNA, will be home for up to 400 U.S. Porsche employees.

Now the brand representation landscape, which has changed only modestly since that initial maelstrom, is on the cusp of a transformation. This time, rather than an attempt by PCNA to install a new system, these changes will come about primarily as the result of external influences. The demographics and expectations of customers continue to evolve and there is a desire for a particularly "Porsche" client care experience.

Historically, automotive retailing and product support in this country has been, with few excep-



Father and Daughter Visit the Porsche Museum

Story by Kenisha Marks, photos by Ken Marks for *der Vorgänger*

Much to my Porsche-loving father's chagrin, I would never call myself a Porsche aficionado or even, for that matter, a Porsche fan. But when my father came out to visit me in Europe for Christmas 2013, there was no question that we'd be visiting Stuttgart, simply to see the Porsche Museum. Stuttgart, for those who haven't been there, isn't too exciting of a city. It is widely considered the birthplace of the automobile thanks, in the most part, to Mercedes Benz, but there isn't too much else going on in the city, especially around Christmas time—a holiday that Germans take very seriously.

The morning of The Museum Visit (the factory was unfortunately closed for winter break) my fa-

ther bounded out of bed, while I begrudgingly followed behind him. I was happy to see him so ecstatic but didn't have nostalgic imagines of Le Mans floating around my head, and childhood memories of watching Porsche win race after race.

As we pulled up to Porsche's building, though, I started to understand just why my father was so excited. The museum building is in the heart of "Porsche-ville" with assembly buildings, the Porsche design store, and a dealership next door. The outside of the museum alone is an architectural masterpiece of solid steel, massive crisscrossed windows and general sleekness. If the inside was anywhere near as impressive at the outside, the next few hours were sure to be a treat!

Admission to the museum comes with a free audio guide, which makes the experience memorable, education and fascinating. An all-white interior, with basic black accents, ensures that the cars

Top left: a Porsche 911 Carrera RS 2.7.

Middle left: Martini livery looks striking on this 1977 Porsche 936 winner of Le Mans.

Bottom left: The Porsche RS Spyder LMP2 prototype racer.

Above right: The Porsche 961 was based on the 959.



Top left: The “Pink Pig”.

Top right: The 1974 Porsche 911 Carrera RSR Turbo 2.1.

Above: The new 911 RSR based on the newest type 991 iteration of the 911.

are the center of attention and perfect for even the most amateur car photographer. For those of us without any Porsche knowledge the museum, thankfully, is displayed in chronological order highlighting the most important street and racing cars that Porsche has produced over time. These cars displayed were intermixed with small displays on technical aspects of the vehicles—from installation of the electronics system to building of the auto body. Without a doubt, though, the highpoint of the entire trip for me was a Porsche 917, or the

“Pink Pig.” For a car that raced over nearly two decades before I was born, it was still interesting to see such a groundbreaking and extraordinary automobile. The museum was striking, to say the least.

Seeing all that Porsche has accomplished, considering the relatively small size of the company, was impressive. Whether you’re a Porsche fanatic, like my dad, or have a passing interest in cars generally, like myself, the Porsche Museum is a “must see” travel destination and a worthwhile stop for all.

Passion for Life

By Claude Imbt
for der Vorgänger

The other day I was reflecting on the PCA's motto: "It's not just the cars, it's the people". My reflection was instigated by an observation at the recent PCA Potomac Board meeting held at Euro Pros in Gaithersburg. Here were a number of men and women with the most diversified backgrounds – great differences in age, sex, nationalities, race, and income yet they all came together not so much for the meeting but for the fellowship. People reconnected, made new friends, and yet the discussions were just as likely to cover topics outside of Porsche, cars, or driving.

So if it's "about the people" what is it exactly about the people that made it so special that we would give up our precious free time to attend a meeting? It clearly wasn't just the brand – many own other makes and even belong to other car clubs. It wasn't just an opportunity to talk about their cars, car maintenance, or how to drive better or faster.

As I sat in the meeting and quietly observed the people it came to me that there was a common denominator – passion. This was a group of people that were passionate about something or many things and they love to share that passion with others. Interestingly, passionate people are typically also very interested in understanding the passions of others. Passions for travel, food, entertainment, politics, charities, social organizations, family, sports, cigars, watches, and yes even cars are shared and examined and appreciated. One person's passion becomes another's new window into another world filled with new knowledge and experiences.



A room full of people willing to share their passions while others live precariously through their experience – that's what brings them together with such enthusiasm!

Yet - how does such a varied collection of people come together through membership in a Porsche club? I think that people who are passionate about a topic are often passionate about life. They grasp opportunities to live life to the fullest through their work and their play. They make passionate decisions – decisions driven not just by logic but by emotion. They want to live life to the fullest in everything they do. These are the type of people who buy Porsches.

I met a new member at the meeting. He has had a remarkable life owning several publishing companies and has made many noteworthy friends. He also selflessly gave his ownership back to the people who worked with him to make these companies successful. Here is a man with passion! Now at 75 years old he has rewarded himself with a new Boxster and he was spending time with us to get to know us and to share his life's passions. I was spellbound.

So it seems that we are a collection of very diverse people that share a common passion for life that binds us together. That passion for life drives us to buy Porsches and to join the PCA. My hope is that you will bring your passions with you to the myriad of club activities available to you and that you too will find that "it's about the people" isn't a motto it's the reason that we are here.

A large group of PCA members traveled to Fallingwater.

Mission 2014



The 911 RSR already has some class wins under its belt going into the new season.

Photos courtesy Porsche AG.

By Sydney Butler
for der Vorgänger

Porsche Press Conference, Geneva Auto Show—March 4, 2014. When Porsche dropped its LMP1 LeMans program for 2000, enthusiasts were shocked and disillusioned. Its GT1 model had won in 1998—the 16th victory for the marque—and fans were confident of more victories. But Porsche had abruptly switched off the ignition, and the screaming wowl of its racing engines faded into past echoes. Doomsayers predicted the end of their beloved Porsche, now directionless with the loss of its racing heritage.

But as I listened to Porsche announce its return to LeMans this year, dire predictions vanished. That LeMans exit some 15 years ago suddenly looked visionary. The passing years had seen massive research and resources redirected into new models, new technologies and a startling new direction. Porsche may have left the days of top level LeMans competition, but it had entered the extraordinary world of Intelligent Performance.

Let's look back to that 2000 exit year. Porsche—on its way back from financial disaster—was still fragile. The Boxster had only been in the U.S. since

1997, and the 996 had replaced the 993 in 1999. Porsche had won LeMans in 1998, but with a car which was a surprising winner against the far better funded efforts of Mercedes and Toyota. The sun was rising at Porsche, but it was still a very early dawn.

But the day was to brighten quickly, as Porsche customers awoke to more and more models. The Cayenne was introduced in 2003, the 997 and Carrera GT in 2004, the Cayman in 2005, the Panamera in 2009, the 991 in 2011. Major improvements appeared across all model series. In 1998 Porsche sold 38,000 cars worldwide: in 2013, Porsche delivered 162,000, with an astonishing 3.6 billion dollars in net operating profit! With the new Macan hitting dealers this spring, worldwide deliveries and profits should increase dramatically.

And just as importantly, Porsche had foreseen its future clearly. Not content with producing more powerful petrol-based sports cars, Porsche in 2010 announced a major shift in direction. At Geneva that year, Porsche unveiled its concept of Porsche Intelligent Performance (PIP) embodied in the GT3RS Hybrid, the Cayenne S Hybrid, and the 918 Spyder concept—a plug-in hybrid of superlative performance. In its most general terms, PIP stands



Porsche Returns to Le Mans



for the unity of technology and high performance to produce cars that are efficient, dynamic, powerful and usable every day. Following this direction, Porsche was to pour resources into hybrid Cayennes, Panameras, 911s (in the form of the 911GT3RS Hybrid) then into the splendid 918 Spyder.

And sitting before me on the Geneva press podium was the astounding 919, a hybrid racer which Porsche will bring to LeMans for "Mission 2014. Our Return." Described by Porsche as its fastest ever "mobile research laboratory", the 919 Hybrid produces 500HP from a four cylinder engine. That rather diminutive power plant is supported by two hybrid systems. The first recovers thermal energy from exhaust gases, with the second system utilising braking phases to convert kinetic energy into electric energy. When the driver needs this energy, an electric motor drives the front axle making the 919 Hybrid an all-wheel drive vehicle. Porsche's decision to bring such a complicated, innovative "research laboratory" to face the powerful opposition from Audi and Toyota demonstrates a commitment to new risks and future technologies.

Other than the badge on their front hoods, the naturally aspirated V6 GT1 in 1998 and the 2014

919 Hybrid appear to have little if anything in common. But the GT1 and the 919 are Porsches, and Porsche uses racing products to improve its street models. The GT1 was clearly the predecessor of the Carrera GT, and the Carrera GT was the predecessor of the 918. And though still in production, the 918 has already influenced the new Macan in, for example, the adoption of the new steering/paddles configuration. Other hybrid technologies, from the 918 and 919, are sure to appear in future Porsche street models. The same racing genes of the 991RSR--class winner at LeMans 2013, and Daytona and Sebring 2014--will just as surely appear in next generations of daily drivers for Porsche customers. As Mark Webber remarked during an interview in Geneva, "at Porsche, racing technologies filter very very quickly down to its street cars."

As the crowds cleared out after the press conference and I had some time for contemplation, it seemed that the fifteen years of Porsche absence had been a visionary blessing in disguise. Sure the hoopla and signage in Geneva proclaimed "Mission 2014. Our Return". But if you consider all the progress, all the models, all the technologies, all the success, all the future possibilities—Porsche is not returning to LeMans in 2014. Porsche never left.

The 919 Hybrid LMP1 prototype features a V-4 engine producing 500 horsepower supported by two hybrid systems.



Dr Evil transmission rebuilding clinic Feb 8-9, 2014

*Story and photos by Jim McLeod
for der Vorgänger*

Below left: Dr Evil would give steps or tasks to the rebuilders and guidance as there were different skill levels present.

Below right: Parts were laid out for inspection.

During the weekend of February 8-9, 2014, a 901 transmission rebuilding clinic was held at Kahiko Customs and Restoration in Richmond, VA, led by Mike Lesniak (Dr Evil) and hosted by Scott Burnett (scotty b). The clinic was attended by 7 rebuilders and several spectators. While the clinic was set up as a two day event, several attendees finished the first day starting around 9 am and finishing by 10 pm and all were finished by about 1 pm the second day.

The structure of the class was that Dr Evil would give steps or tasks to the rebuilders and guidance as there were different skill levels present and different rates of performing the required tasks. Attendees

helped each other and answered questions if the Dr was involved in a particular task.

After setting up a work surface (folding tables, WorkMates with wood surfaces, barrels and pallets, etc), transmissions were disassembled, parts laid out for inspection and cleaning began. Cleaning continued and we cleaned some more. After more cleaning, we got serious and the real cleaning began. Least we think all was clean, closer inspection kept us cleaning and more cleaning; the Dr likes a clean box.

Parts were laid out for inspection, after they were cleaned of course, and Mike came around to each to inspect the parts. If a part was deemed not reusable, a replacement was traded between attendees who brought donor transmissions or sold from his supply of parts he has collected from donor



Critical adjustments and measurements such as locating shift forks and determining gasket requirements were made on each transmission.

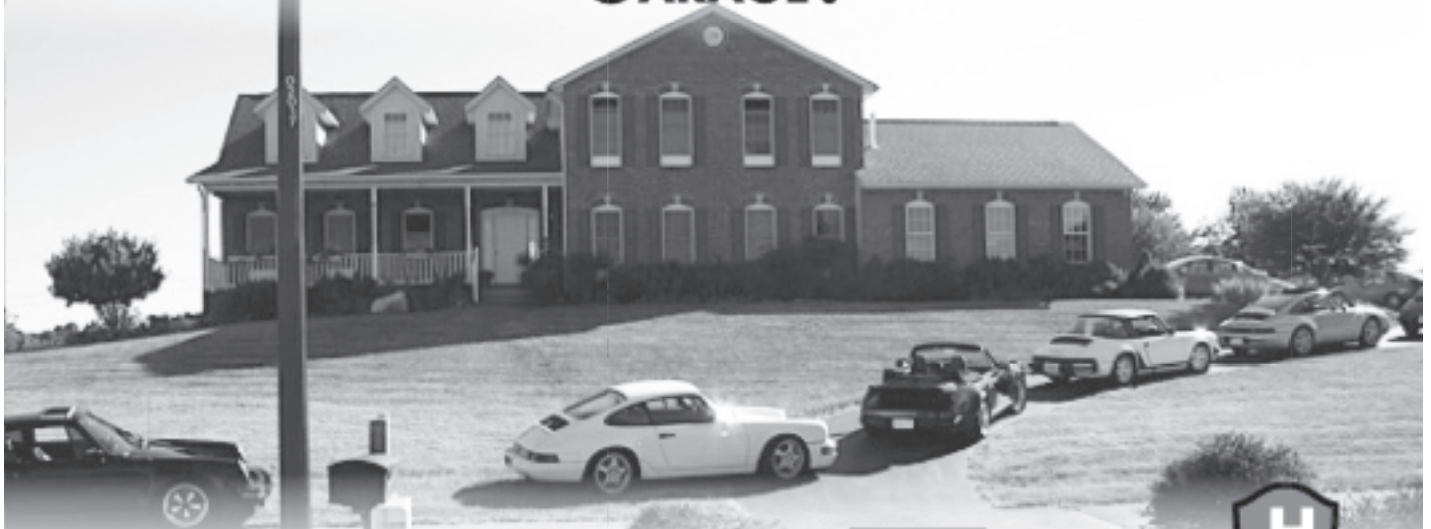
transmissions.

Many special factory tools needed to rebuild a transmission were brought by Mike along with several "local made" ones as it is not practical for the attendees to have expensive special tools that would be used once or rarely. Common hand tools were needed and brought by the rebuilders. Critical adjustments and measurements such as locating shift forks and determining gasket requirements were made on each transmission when that stage in the rebuild was reached.

At the end of day 1 of the clinic, attendees were treated to food and beverage brought by other attendees and spectators. We were able to roam around the different bays of Kahiko Customs and Restoration and view the



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Spectators came for the experience and left with the scent of transmission gear oil and Brake-kleen.

projects in progress and/or talk to Scott/scotty b about projects waiting their turn. Several projects are owned by PCA Potomac members or NoVA/DC/MD owners. One car, a 914-6, was shipped from California to take advantage of the quality work offered by Kahiko. Scott's expertise is not limited to the Porsche marque; an Austin-Healy 3000 and a model T, along with a BMW motorcycle are either current or future projects.

Relating to my experience in the clinic, I appreciated being able to leave the clinic with a fresh transmission and I enjoyed being able to disassemble and assemble the unit at a reasonable cost and doing work myself. I appreciate Mike being able to spot any mistakes I made and his unique personality and demeanor that didn't make me feel so

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A final rebuilt transmission ready for installation.

bad when I had to redo and catch up. I was able to save some money by bringing a donor transmission from which my good parts were traded for needed good parts. I would like to thank a spectator, Tito, for helping with my project; he came for the experience and left with the scent of transmission gear oil and Brake-kleen; and his chili was tasty also. Thanks again, Tito.

Several attendees have already installed their rebuilt units and have taken their cars for test drives and commented on the pleasing improvement they have noticed. More detailed information, comments and pictures can be found in a thread titled "Transmission Clinic in Charles City, VA at Scotty B's, FEB" in the "Garage" forum of 914world.com.



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HPDC highlights

Now here is one we don't see too often.

Todd Minners (pictured) proudly poses with his European import '84 928 S at the Spring HPDC. Todd was paired for the day with instructor and known Turbo enthusiast Mike Smalley. But even Mike had to acknowledge that the 928 was a blast on the track.



Photo by Carrie Albee.

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New Potomac members & anniversaries

March 2014 new members

Kash Ali - 2014 911 Coupe - from Baltimore
 Bill Barnes - 2009 911 S Cabriolet - from Hagerstown
 Daniel Bauer - 2000 Boxter S - from Ashburn
 Rusty Burch - 2007 Cayman S - from Washington
 Virgil Cotton - 2014 911 Coupe - from Rockville
 Nate Fernandez - 2014 Cayman - from Vienna
 Paul Fischer - 2013 Boxster Roadster - from Great Falls
 Bill Goodrum - 2014 Boxster S - from Potomac Falls
 Evan Haymes - 2008 Cayman - from Burke
 Scott Hoffman - 2007 Cayman - from Great Mills
 Lisa & Chris Le Gette - 2008 Cayman S - from Leesburg
 Benjamin & Diana Lockshin - 2006 911 Coupe - from Chevy Chase

Lou Migliorini - 2000 911 Cabriolet - from Darnestowne
 Pierre Mouard - 2011 911S Coupe - from Chantilly
 Sean & Stacy Murphy - 2009 C4S Coupe - from Washington
 George Nichols - 2014 911 Coupe - from Potomac
 Steve Norcio & Stephen Norcio, Jr. - 2013 Boxster S Roadster - from Sandy Spring
 Don Reed - 2012 Cayman R - from Garrett Park
 Jd Schlough - 2013 911 Coupe - from Washington
 Jack Thomas - 2014 Carrera 4 Cabriolet - from Washington
 George Trippe - 2007 Cayman S - from Potomac
 David Weir - 2008 Boxster - from Alexandria
 George Yager - 2006 Cayman S - from Bristow

March 2014 transfers

Roger & Robin Burk - 1967 912 Targa - from Alexandria, transfer from Hudson Valley
 Tom Joyce - 1993 968 Coupe - from Catonsville, transfer from Chesapeake
 David & Judy Page - 1996 911 Carrera - from Chicago, transfer from Northeast

March 2014 anniversaries

25 Years

Louis Clemente

20 Years

Ronald Rutledge
 Fred Seebeck
 Page Senn

15 Years

Alan Ansher
 Wayne Jackson
 Gregory Pellegrino
 Karl Salnoske

10 Years

David Buchinski
 Robert Farmer
 Todd Fredrick
 Michael Kane
 Chris Martin
 Robert McDermott
 Michael Messina
 Edward Strawderman
 Raymond Wach

5 Years

Roger Anderson
 Christopher Cline
 Jay Farrar Farrar
 Daniel Healey
 Jerry Jirgl
 David McIntyre
 Nathan Solomon
 Robert Spann
 Peter Starnell

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An Appearance by Peter Schutz

By John Truban
for der Vorgänger

Peter Schutz and his wife Sheila Harris-Schutz attended the 6th Annual Business Symposium at Shenandoah University in Winchester, VA on March 25, 2014. Peter Schutz was the keynote speaker at this year's symposium. Schutz served as CEO of Porsche A.G., the automobile company in Stuttgart, Germany, from January 1981 until January 1988. Porsche worldwide sales grew from 28,000 units in 1980-81 to a peak of 53,000 units in 1986. Schutz is the author of "The Driving Force: Extraordinary Results from Ordinary People," and is a motivational speaker and co-founder of Harris and Schutz Inc., with his wife Sheila Harris-Schutz.

Peter Schutz and Sheila met Potomac Porsche Club members John and Charlene Truban, who provided the symposium with their Kelly "Viper"

Green 1972 Porsche 911S for display. This vehicle was first delivered to "Porsche Eigenbedarf". That means it was designated as a company car and owned originally by John "Jack" A. Cook, a Vice President in Volkswagen in charge of Porsche-Audi divisions for North America from 1969 to 1974. Jack Cook then left Porsche from 1975 to 1983 to become President and CEO of the newly formed BMW North America.

In 1984, Peter Schutz hired Jack Cook back to join Porsche Cars North America as President and Chief Executive the year Porsche AG took back distribution from Volkswagen of America and established its headquarters in Reno.

Below: Peter Schutz and Sheila with Potomac Porsche Club members John and Charlene Truban.





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Pointing your smartphone with a QR app at the image below will take you to the website where the membership form is located.

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, surf on over to <http://www.pca.org/Membership/JoinPCA.aspx>.



How you can contribute to *der Vorgänger*

Your favorite Founders' Region monthly newsletter/magazine can benefit from your observations and experiences with your Porsche.

We are always in need of articles, photographs, illustrations, maps and charts 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. Those can be of interesting Porsche people you meet, or interesting Porsche cars you come across.

Here are some ideas that resonate with *der Vorgänger* readers:

- Travel stories that involve a Porsche. An example is Michael Sherman and 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 intertaining 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; examples are seen in every issue of *der Vorgänger* on Page 31. No low-resolution cell-phone photos, please; we simply can't use them.

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

If you are old school, you may also send hardcopy materials to Carrie Albee at 216 Dill Avenue, Frederick, MD 21701, along with your name and telephone number.

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Readers and Their Cars

Right: Tim McConnell and Darryl Nichols behind a 911 Targa. *Photo by Richard Curtis.*

Below: Eric Stratton fills up his new GT3 at the first DE of the season at Summit Point's main circuit. *Photo by Michael Sherman.*





Above and left: Early morning light above the rows of cars ready to head out onto the Jefferson Circuit. *Photos by Michael Sherman.*

Below: Rob Settle's 911 GT3 RS shows some evidence of a spirited HDPC. *Photo by Michael Sherman.*





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