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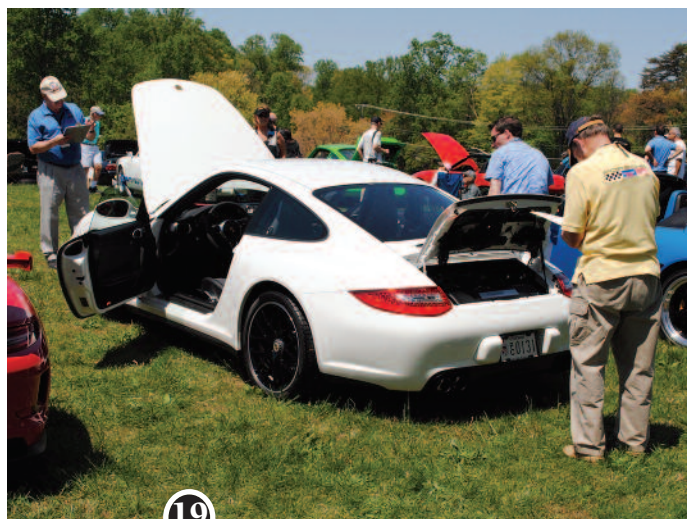
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Cover photo: Frost was indeed covering cars at the first Potomac DE. Photo by Jim Bynum. Story on page 10.



der Vorgänger

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

May 2016
Volume 62, No. 4

der Vorgänger is the official magazine of the Founders' Region, Potomac, Porsche Club of America, Inc. Contributions for **der Vorgänger** should be sent to the editor at least six weeks preceding the month of publication, preferably via e-mail to dveditor@pcapotomac.org. Please send digital images in their original sizes.

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

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Hitting .333

If I had been playing baseball these past three weekends I guess I would have been pleased to have hit .333 – but I wasn't playing baseball, I was driving. My plan was to take three weekend drives from Kensington, MD; Lambertville, NJ; Lexington, VA; and State College, Pa. As an experiment in civilized and calm inducing travel I was committed to driving no more than 9 MPH over the posted speed limit throughout these trips. This was designed to convince me that I didn't have to pass every car on the road to enjoy the journey and it would make my wife calmer thus generally improving the experience.

The first weekend snow was forecast for the entire northeastern seaboard. Twenty inch P Zeros don't like snow so we took my wife's SUV. It's a really good vehicle but not much of a "ride" and it was easy to keep the 9MPH rule on I95, particularly given the weather. 0-1.

The next weekend the weather was a bit chilly but clear. The Boxster GTS performed flawlessly. The speed limit on I81 is 70 MPH. Given the almost bumper to bumper truck congestion I was doing well to even hold to the speed limit and short runs up to a blistering 79 MPH were infrequently prudent. So this wasn't a test of my resolve to drive calmly so much as it was surrender to physics – and good sense. 1-1 sort of.



Glenn Cowan



Michael Sherman

Prior to the third trip, this one to visit my son at Penn State, he asked if I could bring a bunch of his winter stuff home. Sure, why not? It wouldn't fit even in two Boxster trunks but what are dads for if not helping haul stuff? Oh, and snow was predicted - back to the SUV. 1-3 was the best I could do.

So did I learn anything? Actually I did. The two SUV rides in crummy weather were more comfortable for my wife and me than the Boxster trip with the trucks. This got me to thinking about the point of driving a Porsche on the speed and congestion restricted interstate highway system. There isn't much point really. If you are going someplace with open, fun to drive roads it makes sense but not these trips which were more like transportation than travel. Nevertheless, there is something about that Porsche that even in traffic and on boring roads makes the journey more rewarding. It's a little like the feeling we get (and we have all done this) when you just sit in your car in the driveway and smile.

– Glenn

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Come Along For A Ride

Ladies and Gentlemen: Start your engines! As the days grow longer and warmer, the time is right to break out your Porsche – regardless of its shape or size (four-door or two-door). For those of us driving four-door cars, please consider participating in either a Con-course, a Drive and Dine, a High Performance Driving Clinic (HPDC) or a Rally. For those of us with two doors, please consider bringing your Porsche (or any other marque) to any one of our events – maybe even an event at the track. I look forward to the smell of high octane in the morning. *"It smells like Victory."* This month I have decided to share with you some of my experience at Driver's Education events – something that has taken my family and me to venues up and down the East Coast and to places I am certain we would not have otherwise seen but for our membership in PCA.

First, however, I must wish all of our PCA mothers a Happy Mothers' Day and to thank my wife, Gail, for making sacrifices in order to allow me to continue pursuing my passion for Porsches. Thank you, Gail. Second, I would be remiss not to recognize those veterans who gave their lives in order to protect our lives. Please join me in a moment of silence this Memorial Day in remembrance of our fallen airman, marines, sailors and soldiers.

I will never forget my introduction to Driver's Education. It was an HPDC at Summit Point, West Virginia. Tom Phillips was my instructor, and he did a terrific job showing me the ropes.



Howard Hill

The thrill of taking my Carrera S close to the limit hooked me like no other sport has done. After the HPDC I joined the Green Run Group at Summit Point's Main Circuit and since then have participated in Driver's Education events hosted by PCA Potomac at various other venues including Summit Point's Shenandoah Circuit, Virginia International Raceway and Watkins Glen. In addition, I have driven at events hosted by other regions, including New York Metro at Monticello, Northern New Jersey at New Jersey Motorsports Park, Suncoast at Sebring, Connecticut Valley at Lime Rock, and Mid-Ohio at Mid-Ohio Motorsports Park.

Of all of the tracks we have visited, Watkins Glen has become a family favorite. We have hiked The Gorge and sailed Seneca Lake aboard the 1926 John Alden Schooner named "True Love." The excursions on Seneca Lake have been second to none. True Love first played a role in the movie Philadelphia Story in 1940 with Cary Grant and Katherine Hepburn. Her next movie debut was when she was featured in the 1956 movie High Society, which was a remake of Philadelphia Story. High Society starred Bing Crosby, Grace Kelly, Frank Sinatra & Louis Armstrong. Having been featured in two different movies, True Love is certainly a part of American movie history.

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der Vorgänger

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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 for further information and the most up-to-date information.

May

- 1 Deutsche Marque concours, Nottoway Park, Vienna, VA.
- 1 Autocross event #1, Bowie Baysox Stadium, 7am – 2:30pm.
- 7 Tech inspection for Mid-Ohio, Intersport, 9am – 1:30pm.
- 7 Virginia Brunch at City Grille in Manassas on Saturday, 11am – 1pm.
- 14 Drive and Dine Spring event, start at the Manassas Battlefield Visitors Center.
- 14 Second Saturday Virginia Breakfast, Silver Diner, Merrifield, Virginia, 8am – 10am.
- 20-22 Potomac's DE at Mid-Ohio, 6:30am – 5pm each day.
- 21 Potomac's Devil's Backbone Drive and Dine.
- 21 Tech Inspection for Shenandoah, AutoTherapy, 9am – 1:30pm.
- 21 Potomac's Maryland Brunch at Glen Echo, Irish Inn, 11am – 1pm.



Potomac Monthly Brunches

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

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

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

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



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Hunt Valley, MD

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Burtonsville, MD

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

Great Falls, VA

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

Bethesda, MD

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



Preserving Potomac's Past

By George Whitmore and Fred Phelps

Above: George Whitmore (r) and Fred Phelps (l) at PCA Offices reviewing materials in the National Archive.

During the recent celebration of the 60th Anniversary of the incorporation of the Porsche Club of America your Historians, George Whitmore and Fred Phelps, brought out for display from the Potomac Region Archive some items of historical interest. The purpose was to help us of the present membership to understand the Potomac Region's past and the road we have traveled to where we are today. We took the occasion to emphasize the importance of our Archive and to encourage donations to more comprehensively expand the coverage of the Region's Archive. This article will give in more detail the ways you can help preserve the history of the Potomac Region, the Founders' Region of the Porsche Club of America.

What should be in our Archive?

Of obvious importance in preserving our history is our regularly scheduled monthly publication to the membership, which recounts current happenings, provides information about upcoming events, carries

opinion pieces from the leaders and others, and don't forget the advertisements. Yes, the ads give some indication of changes in Porsche technology, evolving styles and perhaps an indication of the state of the Porsche climate in our Region. The *der Vorgänger* has changed over time, too, not only in content and format, but even its name. No, it wasn't always *Der Vorgänger* (*der Vorgänger*). The Archive contains all but about eight of *dV* since 1957. From a wider prospective, *Panorama*, the PCA magazine, is another continuing source of information and occasionally it contains specific mention of happenings in our Region. Potomac has a complete set (not yet donated). Perhaps not so well known to our newer members, but an excellent source of technical information is the PCA series, *Up Fixin der Porsche*. Comprised of technical articles from *Panorama*, it is no longer in print, but for the owners of the more mature Porsche models, it is an excellent source of information, most of it of the do-it-yourself variety. We have two complete sets.

We collect and preserve materials that record what we do as a club. This includes both continuing programs and one-time events. It's our continuing goal to gather sufficient materials to reflect not only what was done (the "news"), but also the atmosphere and personality of the event. Keeping in mind that "It's not just the cars, it's the people," we are particularly interested in the things that focus on the individual members. Easily, that means photographs – and particularly the ones that identify who is in the picture! But it also includes comments and observations that can be linked to a person. These items in combination give a more comprehensive account of what happened and how it was enjoyed by the participants and how it reflects on our Region and what it meant to the members at the time.

So, the Archive should include materials about each of our Activities: Autocross, Club Race, Concours, Drive-and-Dine, Drivers' Ed, Tech Inspection, and Rally. Does the Activity have written guidelines, policy statements, or other guidance that will describe it? For example, this Region once held Gymkhanas an exercise of "gimmicks," similar to an autocross, like carrying an egg in a spoon while driving backwards, and annual Time Trials. Who's heard of them? Once they were a dynamic part of who we were as a club. Their history should be in the Archives. Now, hopefully, Activity events will be covered by an articles appearing in dV. That's certainly a start, but a limited one. Much of even the historical material will remain unpublished in dV because of space limitations. What are we talking about? That event's written Program, other photographs, route instructions, and results of competitions. What about related objects, things, artifacts? Immediately we think of banners, posters, handouts to participants (e.g., "T" shirts), trophies. What about electronic storage of scenes at an event? Cell phone cameras with video are everywhere. How often have we wished that we had sound and motion in our still photographs? Stand-alone events are particularly important in preserving the history of the Region. For example, we recently celebrated the 60th Anniversary of the incorporation of PCA. For the Founders' Region of the Porsche Club of America, this was more than just another birthday. Our Region takes seriously its obligation to preserve and interpret the efforts of the individuals that led to the creation of PCA. Here we have a dual challenge: preserving the past and preserving our present celebration of that past. Our Charter, obviously the first one, (dated 1 January 1955, long before the incorporation of PCA) and the President's Gavel, another first for PCA, come to mind. Other examples would include our events for charity,

Archive: a place in which public records or historical materials are kept; also: the material that is stored in an archive.

the Vets on Track series, and joint occasions with other Regions and car clubs. And it doesn't just have to be formally sponsored Region happenings. Reporting on taking European delivery of a Porsche and driving on the autobahn merits a place in the Archive as a reflection of time and place in our Region. Remember, It's The People. Our members are an adventurous and inventive lot.

Other types of information and materials should be in the Archives to add substance to our history. The Region has had several awards throughout the years, each has a raison d'être. What was it? What is the criterion for receiving the award? Who has received the award? These have changed over the years, for instance, The Sportsman of the Year and the Rookie of the Year awards were one time awards. Many "awards" have been humorous in nature like the "tech inspector of the year award or the Steve Munchnick Picnic Table Award.

Do you have an artifact, object, or thing that should be in the Archive? A photograph? A memento? A document? Let us know so we can include it in the collection. A record will be made of every donation and, unless not desired, the donor's name will be shown when the item is displayed. Perhaps there is a story or recollection that lives in your memory? If it's so special that you can recall it, others might

find it just as interesting. While there is no set format, we are available to help you write your story.

Where physically is the Region's Archive? The primary location is shared space in the Region's rental unit at Backlick Self Storage in Springfield. The Archive is under the care of the Region's Historians, et.al.

The Archive collection helps us to know the history of the Region and justify our pride. The articles should be on display to promote these goals. The Historians will work with you to enhance your activity by use of artifacts from the Archive. Meanwhile, we will initiate a program to display artifacts in dV. Artifacts will be photographed and "displayed" in dV along with an explanation of why it is important to have that artifact in the Region's Archive. We have some ideas for variations on this theme, so be watching.



Several PORSCHE owners in this area have thought that it would be helpful (and fun!) to get together to exchange information on PORSCHE characteristics, operation, service, parts, etc. We are meeting for the first time Tuesday Night...February 8...8.15 PM...my place. If you are interested, please come and bring any information you have. Sholar



Driver's Education

By Leah Price

Above: Leah's Boxster on turn 10. Photo by Jim Bynum.

On April 2nd, PCA Potomac held its first official DE of the year at Summit Point. Overall, the event was a success – there were many new faces, graduates into the instructor corps, and student promotions into higher run groups.

This is my 4th DE season, yet the days before an event I still find myself feeling like a six-year-old on the night before Christmas. Those days are consumed with preparation that includes a mild obsession with the weather forecast, car prep, and coordinating with my track friends. Marianne Merritt, my best track friend, would be driving her Cayman S down from New York sporting her new racing seats, harnesses, and roll bar, while I'd have my upgraded sport suspension and “cheater” throttle pedal (thanks to John Vrankovich).

Friday afternoon was a gorgeous spring day in DC. I got out of work early and gave my car a quick wash before heading out to Summit Point to meet up with my friends who were participating in the instructor school. The day was a perfect opportunity for putting the top down on my seal grey 2002 Boxster S (#444), so I lathered on some sunscreen and headed out in the 70 degree weather for the hour-and-a-half drive to the track.

On the ride out to the track, I considered how much had happened last season. It was the one-year

anniversary of my wreck at Lime Rock, in which I totaled my beloved 1999 Boxster, and at the end of the season, unrelated to track, I suffered catastrophic engine failure in the replacement car. I tried to push negative thoughts out of my mind (“what if I wreck again?”) and made a mental list of things to work on with my instructor for the weekend, Dirk Dekker. My goals were to get the flow of the whole track instead of just thinking corner-to-corner, to work on my heel-toe, and of course, not to wreck.

When I arrived at the track, the newly promoted instructors were glowing post-signoff. I was particularly happy to hear that my friends Chuck Harrison, Greg Seemann, and Annabelle Alvi had joined the instructor corps.

Saturday morning there were many new faces in the Drivers meeting, and the new Chief Instructors introduced themselves and went over safety and instructor assignments. I met with Dirk to go over the things I wanted to work on, and I mentioned heel-toe. During the first two sessions, I refreshed my memory of the flow of the track while Dirk and I discussed the best way to incorporate heel-toe. By the third session, I had mentally prepared myself to try it at the end of the main straight. My first shot, I nailed it, and the deliberate “vroom” that came out of my engine compartment made my heart flutter.



Sunday morning it was barely above freezing, and many of the cars in the paddock had snow on them. After my first session, Dirk asked me how I would feel about being solo-ed (my gut reaction was “No!”). Once an instructor is confident that a student can drive around the track safely and works well with the group, they can solo the student. I did one session solo in the car, but missed having an instructor with me, so for my last session, I asked Spec Boxster club racer Hunt McMahon to ride along. As Hunt approached my car, I nervously prepared. I took a deep breath and put on my helmet, but when all I saw was darkness, I realized I had put it on backwards. I hoped that Hunt hadn’t seen and I could pretend it hadn’t happened, but then I heard him say “Did you just put your helmet on backwards?” and there were five other guys standing nearby who had seen. There was really no way to play it off, so I enjoyed a good chuckle, and we headed out for my last session.

In the end, I had achieved my goals for the weekend: I had started to feel comfortable with heel-toe, and my car was intact. This, combined with visiting with my close friends and sharing some good laughs, made it an absolute success for me.

See you at Shenandoah.



Marianne Merritt and her car with Steve.
Photo by Leah Price.

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The New 911 In DC

Back in January myself and other local Porsche owners were excited to be able to go to the National Car Show and see Porsches! You'd think that would be routine, but alas, Porsche hasn't been at the DC auto show for a while.

When I was growing up, my father and I had a tradition to make an annual trip downtown to various car shows such as World of Wheels or later the more "official" car show with various makes and models. This started in the old Convention Center (now a retail/condo block!) and has since transitioned to the new center up North a few blocks. The highlight of my trips in the past was the Porsche area, and I would spend half my time there. You could have called me a Porsche groupie - I just wanted to hang out there and talk to the sales staff because I thought the whole ethos of Porsche was so different than any other car. I grabbed all the posters I could. But then came a year where Porsche stopped showing up. My dad and I would still make the trip, but I was less and less excited and would shuffle through the show, looking at another Ford this and Toyota that.

So then came an email from my local dealer that I was invited to a special annex show right next to the Convention Center, which would feature the new 991.2 and a few other special cars. I was excited, and even cross-country travel wouldn't stop me - I could make it on the last day. This was the end of January,

and as you may recall, we had a minor weather event, forcing the postponement of this show.

Fast forward two months, and the rescheduled show was on. It was held at the Long View Gallery on 9th street NW. The gallery space was sparse, industrial, with brick and concrete providing a nice backdrop for several Porsches on display, including the rolling model of the 919 Hybrid Le Mans winner. In the front of the gallery was a new 991.2 911 Cabriolet in white, a 991.2 911 Carrera in silver, and a red 911 GT3 RS, a first for me to experience in person.

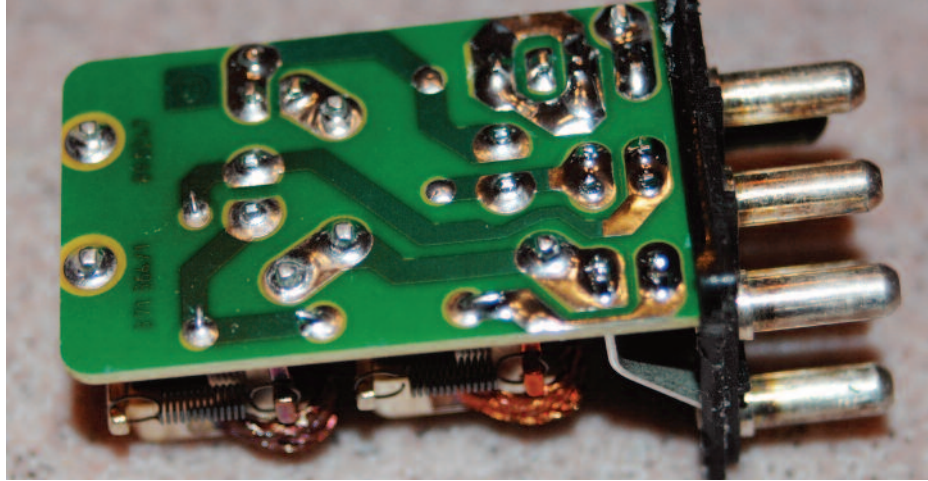
In the rear section of the gallery, they featured an e-hybrid Cayenne, a Panamera, and a beautiful blue 991.2 911 Targa with the centered exhaust of the PSE.

The new 911 of course features the brand new Turbo engine among all variants, not just the "Turbo". The rear taillights and front intakes got a facelift, along with a new black engine lid grill that looks a little more retro.

The event was a great introduction of the new 991.2 evolution of the 911. I was able to speak with corporate Porsche representatives who were all very passionate about the brand and the new iterations of vehicles coming out of Germany, and I agree with them that the future is bright with exciting changes still coming.

Story and photo by Michael Sherman

Above: The new 911 Targa in Sapphire Blue.



DME Relay Explained

Article and photos by Christopher Mazzanti

This article was originally posted on Dorkiphus.net, a discussion forum for DC area Porsche (and sometimes BMW) DIY and track enthusiasts.

So what is the DME relay? Well, it's actually two relays in one - one of the relays switches power to the DME and the fuel injectors, and the other relay switches power to the fuel pump. That's right, SC guys, we don't have that magic red relay in the fuse box controlling the fuel pump. Instead, we have a crappy, failure prone two part square relay under the drivers seat (the red relay in a Carrera fuse box is typically the A/C relay). Since 944s, 964s and up have fuse boxes designed after the 1950s, they typically have their DME relay in there. Despite being in a better location than in the older Carreras, 944/964 DME relays are still crappy and failure prone.

A pictures above shows the actual internals of the relay, showing both relay coils.

The schematic shows clearly how both sides of the relay are wired up. The switched +12V coming in on pin 86 is the first step in turning everything on. When you turn the ignition switch to position II or start, +12V is switched to this wire. Pin 86 is connected to one side the the right relay coil, and the other side of the coil (pin 85) is connected directly to ground. So, switching the ignition switch on turns on the right relay.

Turning on the right relay allows +12V to come in on pin 30, go to the right side of the left relay coil, and then out of the DME relay on pin 87. The +12V coming out of the relay on pin 87 feeds power to the DME itself on pins 18 and 35 and to the positive side of the fuel injectors (the ground side of the injectors is controlled by the DME). As you might imagine, this is a pretty high current circuit. Power coming in on pin 30 is coming directly from the battery on a 4mm² (~11 ga) wire. Note also that this power is UNFUSED - this is why your DME can get destroyed if there is a short in it. That big 4mm² wire can supply as much power as a bad DME could possibly want to burn itself up inside.

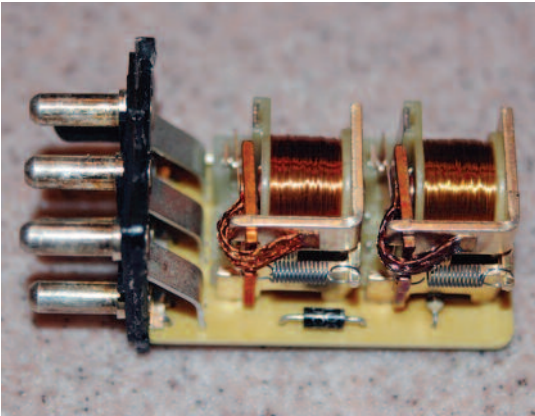
So the right side of the relay controls the DME itself. What about the left side? That's the fuel pump relay. With the right side of the relay energized, the left side now has +12V on one side of it's coil. To turn on, it needs the other side of the coil (pin 85b) to be grounded. This is controlled by the DME itself. When the left side of the relay is turned on, current flows from pin 30 out of the relay on pin 87b, through the fuel pump fuse, and to the fuel pump itself.

Pin 85b of the DME relay connects to pin 20 of the DME.

Transistor T480 is a simple NPN darlington transistor being used as a switch to pull DME pin 20 to ground when activated. For the non-EE types, it's sort of like a relay, but it's an electrical switch instead of a mechanical one. T480 will turn on (and connect pin 20 to ground) when there is voltage at base of the transistor. This base voltage is supplied either from the DME microcontroller (uC) coming in at ADV7 or from the starter signal coming into the DME at pin 4. The point of this circuit?

Well, the DME doesn't want the fuel pump running unless the engine is running. The uC in the DME will only turn on T480 if it sees the engine turning at over a certain RPM (I've read 200). So, if your engine stalls, the first thing the DME uC does turn off the fuel pump. However, when you go to start the car, the starter doesn't turn the engine fast enough to allow the uC to enable the fuel pump in this manner, so a by-pass is needed for starting. It's a pretty simple solution, too.

The +12V coming from the ignition switch going to the starter solenoid is also routed into the DME on pin 4. D752 and D481 form a "diode-OR" connection which turns on T480 when either input line has voltage. With positive voltage at the base of T480, the transistor switches on and connects pin 20 if the DME



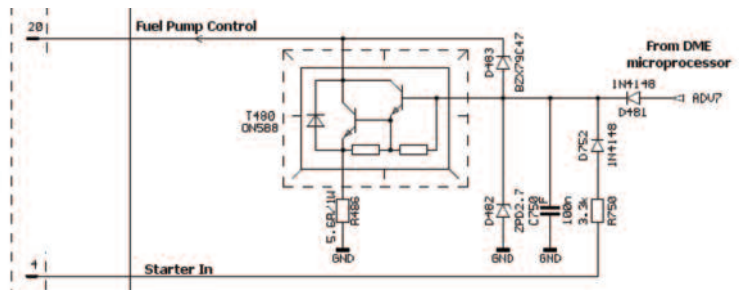
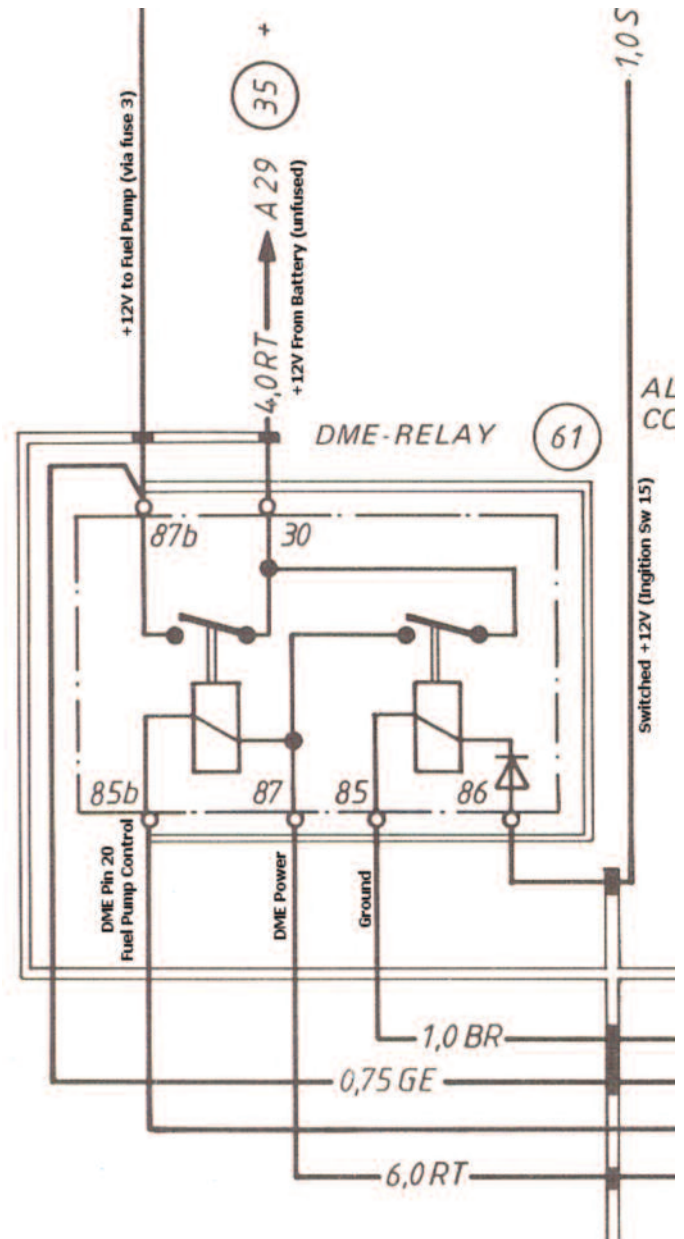
(and thus pin 85b of the relay) to ground, turning the fuel pump side of the relay on. Viola.

...

Troubleshooting tips

So, if you're troubleshooting start up/DME relay problems, the common issues are likely:

1. Bad DME relay. The solder joints inside crack from fatigue. See this thread for more info.
2. No power to the DME relay on pin 86. The factory alarm in Carreras disables the car by interrupting power line. If you are having alarm issues or have removed your alarm, make sure you run this wire to a location in the fuse box connected to ignition switch bus 15. This last part is very important - bus 15 is hot in the "on" and "start" positions of the ignition switch. I've heard of people who remove their factory alarm and connect this line to another ignition switch bus that was hot in the "on" position, but not in "start". So the DME relay turned off every time they went to start the car. In my 85, the factory location for bus 15 is the unfused side of fuse 8.
3. Bad main power line. The big 11ga wire coming directly from the battery can corrode and not supply power to the DME. Without power on this line, you're SOL.
4. Bad speed sensor. This will cause the DME to not work for many reasons, but one of the side effects will be that without a good engine speed signal from the speed sensor, the DME uC will turn the fuel pump off.





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A Crash Course In Concours

There are only a few days left to prepare for the Deutsche Marque Concours held every year at Nottway Park, in Vienna, VA. Here are some last minute tips if you are competing in the “Concours” class:

- Engine compartment – please make sure you clean it (unless you have a Boxster/Cayman). One of the judges will be responsible for making sure it is clean (most likely by touching it), and there is no better way to upset your judge than to make him/her touch your greasy engine.

- Toolkit – you will be asked for your toolkit, so have it handy and clean-looking. If your era of car didn't come with a toolkit, be prepared to explain to your judge.

- Last minute cleaning supplies – bring as much as you can. There will be pollen, mud, leaves

and other debris that will fall on your car, and you'll want to be prepared. The year I entered my car, I was deducted 2 points for having a speck of dirt on my windshield wiper fluid reservoir.

- Tires - don't worry about them.
- Be nice to your judge - Some of us have actually attended Concours judging school (so we are actually qualified), and most of the cars are so delightfully clean that it is hard work to try to find specks of dirt on your car to differentiate. We're doing our best.
- Have fun!

• • •

This year's Deutsche Marque will be held May 1, 2016 at Nottway Park, Vienna, VA.

Article by Leah Price. Photos by Michael Sherman.



Extreme Weather Porsches

*Words by
Pieter Bastiaans. Photos
by Phil Bastiaans*

Pieter Bastiaans is a local and a Porsche owner. He used to have a pre-owned Porsche dealership in the Netherlands for 36 years, and now resides in the DC area and works as brand manager for Aston Martin / Bentley / McLaren in Tysons Corner, VA. He owns a 1997 911 (type 993) cabriolet and a 1965 356.

His son Phil is a race car driver for Porsche and won several championships in Europe. He was with Porsche in the northern part of Lapland with Porsche clients to drive on frozen lakes. Here are some pictures of the extreme weather testing some of the new Porsches endure!







Adrenaline

and the 25th Anniversary Club Race

Article and
photos by
Mark Hillier

Satisfying our adrenaline habits takes money. The PCA offers many ways to feed this habit, all of which meet different individuals varying adrenaline need levels.

Listed below are the different levels of adrenaline junkies from most to least.

1. Club racing
2. High Performance driving clinic
3. Flagging and communications
4. Autocross
5. Rally
6. Drive and Dine

So which one of these give you an unlimited three day supply of adrenaline, a free lunch and dinner, and cold adult beverage? Flagging.

You may be asking yourself how you can get so much adrenaline from flagging. Well let me tell you, standing on a corner with 2500 pounds of steel coming straight at you at 150 miles and hour, belching fire and smoke, sounding like your neighbor's teenage son taking his first joy ride in dad's brand new Dodge viper at 2:00 am is enough to get anyone's heart racing. The real question is why would I want to do this? Adrena-

line, of course. But you also don't have to buy and haul a racecar to the track, pay entrance fee, or buy any meals! But the very best part about flagging is that you will meet some of the most amazing people - if you believe all their stories! Free entrance fees, free food, amazing people, and all the adrenaline you could ask for- sounds like a perfect weekend.

So how to get involved? We just had a flagging school with the SCCA and the weather was abysmal. So we are going to have another mini / refresher school August 6 at Summit Point the weekend of the PorscheFest! A quote from one of the students.

"The school was packed full of very important information that could benefit anyone with an interest in motorsports. The people, who are like one great big family, are simply wonderful and so very welcoming."

The following is an actual radio communication from a previous Club race.

What follows is a sample call from turn 3.

You are the yellow flagger at turn 3 at Summit Point, you are displaying a standing yellow for a Porsche Cayman #12 off track drivers right. A yellow

GT3 Porsche # 33 makes an inside pass on a Blue GT3 Porsche #22 just past your flag station and before the incident. What is your call to control.

Flagger: Control Control this is turn 3 standing yellow.

Control: Go ahead station 3.

Flagger: We are standing yellow for Yellow Car # 12 off drivers right. We will need him moved now, he will require a flat tow.

Control: Thank you station 3 Rescue one please dispatch a flat tow to turn 3 drivers right for yellow car #12.

Flagger: Control Control this is turn 3 standing yellow.

Control: Go ahead turn 3.

Flagger: We have a pass under yellow at our station.

Control: Go ahead with your pass under yellow call.

Flagger: We were displaying a standing yellow at our station. Car number 33 yellow passed car number 22 blue just past our station and prior to the incident. We have 3 witnesses.

Control: Thank you station 3 and please write that up. [Those words will really be the last thing a flagger wants to hear, nothing like doing a bunch of paperwork while a perfectly good race is going on twenty feet away.]

OK so what color is car #12?

For more information contact Fred Pfeiffer Race Chair at fpfeiffer@atlanticbb.net or Mark Hillyer Flag Chief at markscca@gmail.com.





Autocross School





Get your driving season started off right with our season opener on May 1st at a mainstay venue for PCA Potomac Autocross: Bowie Baysox Stadium. At our competition events, participants have the opportunity to receive free in-car coaching from our top autocross drivers. The second autocross event will be on June 26th at RFK Stadium.

2016

The 2016 Autocross School was held on April 10th at RFK Stadium on an unseasonably chilly day. The 60 students and 30 coaches/volunteers were unfazed by the lower than ideal temperatures helped by the generous breakfast which has become a hallmark of PCA Potomac Autocross events. This was the first time RFK had been used for the school and later in the season (26 June) Autocross #2 will also be held at RFK.

Autocross students participated in three exercises: skid pad, slalom and a turning exercise with various turn combinations. The skid pad focused the student on car control and the proper responses to understeer and oversteer. The slalom helped develop a feel for driving smoothly through an Autocross course and the necessary rhythm and timing of steering inputs. The "various turns" exercise focused on braking and throttle application for increasing or decreasing radius geometry and the proper application of each for the different conditions.

Even the casual observer could see that the students got much more comfortable with the complexities of Autocross with each run through the exercises. After a wonderful home cooked lunch (Pat cooks for every event!) the lot was reset into a traditional Autocross course for the afternoon. Students had their first run through the course with a Coach at the wheel in order to experience what was possible in their own car. After that brief taste of speed they spent the next 3 runs with a coach in the right seat assisting and their final run solo. Plenty of smiles were in evidence on all the attendees during the end of day wrap up and raffles. The hope is that these new "Cone Bangers" will continue to enjoy the sport and join the many of us who find Potomac Autocross a great way to spend a day with your car and fellow club members.

Article by
Michael Kautz.
Photos by
Glenn Cowan.



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2nd Annual Euro-Marque Golf Invitational

Saturday, July 23rd, 2016, 1pm shotgun start
Raspberry Falls Golf & Hunt

Playing format: Texas scramble

Registration fee: \$105/player (includes golf, dinner, and Concours)

Player eligibility: Players must either be a member of the car club or own a car of the marque they are representing

Contacts:

Team Porsche: msong@pcapotomac.org

Team BMW: paul.seto@nccbmwcca.org

Team Audi: Christine.lemley@audiclubpcc.org

Team Mercedes Benz: President@GWS-MBCA.org

Team Aston Martin: Jonathan_Metcalf@ML.com

Registration link: <http://msreg.com/2016-EMGolf>

March 2015 new Potomac members

New Members

Jude Abanulo - 2013 911 Carrera 4S - from Rockville	Christopher Hack - 2007 911 Carrera S Cabriolet - from Washington	Yvonne Petrie - 2015 Macan Turbo - from Fairfax
Esam Abou Nahlah - 2007 Boxster - from Arlington	Brad Henderson - 2002 911 Carrera 4 Cabriolet - from New Market	Michael Press - 2014 Boxster - from North Potomac
Sidney Beckstead - 2008 Boxster - from Alexandria - transfer from Chesapeake	Charlyn Ho - 2013 911 Carrera 4 - from Arlington	Robert Shaughnessy - 2006 Cayman S - from Springfield
Rogers Campbell - 2014 Cayenne - from South Prince George	Keith Kanzler - 2008 Cayman S - from Leesburg	Kevin Shewbridge - 2015 Cayman GTS - from Washington
Josh Chisholm - 2012 Cayman R - from Monterey, CA - transfer from Monterey Bay	William Korsen - 2001 Boxster S - from Alexandria	Chad Simmons - 2006 911 Carrera S - from Annandale
Joseph Cincinnati - 2013 911 Carrera - from Martinsburg	Stephen Marzen - 2016 Cayman GT4 - from McLean	Jerry Thornton - 2004 911 Turbo Cabriolet - from Arlington
Robert Craft - 1999 Boxster - from Lusby	Scott Merker - 2013 Boxster - from Alexandria	Glenn Tobin - 2015 Cayman GTS - from Arlington
Robert Craig - 1972 914 Targa - from Sterling	Sloane Palitti - 1989 944 Turbo - from Parkville - transfer from Chesapeake	Lathan Turner - 2011 911 Carrera S - from McLean
Carlos Davila - 2006 Boxster - from Alexandria	Joelle Pence - 2009 911 Carrera S - from Reston	Rick Urban - 2007 911 Carrera 4S Cabriolet - from Ashburn
	Joseph Penna - 2015 911 Carrera S - from Alexandria	Gregory Wilson - 2013 Boxster S - from Springfield

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Anniversaries

45 Years

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35 Years

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30 Years

Paul & Beth Beam

25 Years

Jerry Kurihara

Mark & Nancy Silverman

15 Years

Ernesto Castro

George & Christine Hill

Sam Nikoomanesh

10 Years

Doug Crow

Jerome & Harrison Golden

Bob Hammond

Kevin Karton

Tim Katsapis

Phillip & Gregory Martien

Morad & Patrick Shayegan

5 Years

Sam & Colleen Al Mukhtar

David Fischer

Kathleen Garrity & Holly Horn

James Gianiny

Justin & Bettina Gorczynski

Craig & Kim Havenner

Rajiv & Vanita Khandpur

Zenon & Zenon Kulyk

David & Susan McMunn

David Moore

Larry Morris

Robert Morris

Brett & Marianne Williams

Robert Wilt & Kimberly Klausing

20 Years

Raymond Williams



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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. **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: Linda Neel makes a new friend on an exciting drive back home. Read all about it next month!

Below: Leah Price enjoying the weather with the Boxster top down. Photo by Jonathan Price.





Left: Mia Walsh captured the colors of Fall against a white Cayenne.

Below: Flaggers play an important, and fun, role in club racing and DE.





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