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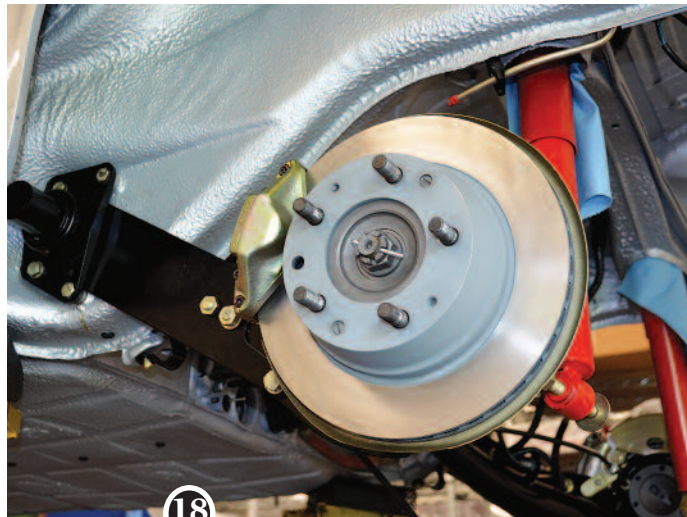
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Cover photo: A Cayenne is a perfect transport for a mid-field dinner. *Photo by Ken Harwood.*



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der Vorgänger

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of the Founders' Region, Potomac,
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Speeding

Many of the articles and photographs that appear in der Vorgänger are about speed. Automotive magazine car reviews are essentially about speed and extreme handling: Zero to 60 MPH, Zero to 100 MPH, ¼ mile TOP SPEED, Braking 70-0 MPH, Power curves, Torque curves, Skidpad g forces, rolling starts, everything but escape velocity.

Where I live and drive in a world of speed enforcement and traffic calming and congestion, almost none of these attributes are useful most of the time. Nevertheless, I am really looking forward to the increased output from the Boxster GTS. And we all know why. Because when given the opportunity and with due regard for life, limb and wallet, most of us will push our cars beyond the posted limits.

We all know that speed belongs on the track and not on the street. But when you are alone in the car and there's no traffic to speak of and you haven't had a drink in ten days and the nannies in the state capital have set the speed limit ridiculously low and "if this were the Autobahn there wouldn't be a speed limit" - it's almost beyond reasonable that every now and again you aren't going to really punch it.



Carrie Albee



Glenn Cowan



Michael Sherman

The problem is that after such episodes and the brief euphoria they induce, I suffer a type of "buyer's remorse". I think about a deer bounding across the highway or the panicked driver I passed drifting into my lane or a stopped school bus around the sharp curve ahead. And let's be honest, compared to real track events, including Autocross, a high speed jaunt on the road generally doesn't prove very much either about your car or your ability. Basically, it isn't worth it.

We will continue to fight the impulse every day but as a rational matter, speed really does belong on the track and thanks to PCA, I'll see you there!



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The Kindness of Others

So in the month since my last column, I got to go back to New Jersey Motorsports Park for the annual Delaware DE on Thunderbolt. It was a great weekend that gave me a chance to reconnect with great friends at a great track, and if there was any lesson to take away for the weekend, it was about the kindness of others.



John Eberhardt

I had been looking forward to this event for some time, as the track design is great fun and particularly well suited to my Porsche: a 2001 Boxster S. With a lot of technical turns and relatively short straights, a well driven momentum can at least keep pace with, if not catch, some of the more powerful cars. In addition, the Friday is an “uninstructed open track” day where anyone who is in an uninstructed run group pretty much has open track. So great car, great track, great track day!

Best of all, great friends. The Four Stooges, Art Schwartz, Tim Van Hise, John Magistro, The Howards, Ross McNair, Todd Argenbright, were all there from Potomac, as well as former Potomac member Leah Price. In addition to friends from Potomac, I had the joy of reconnecting with PCA friends from Chesapeake, Delaware, and Reisentoter. And as friends, we had a fantastic time on track – one of the best examples I have seen of extended passing was in the combined Black/Red session. So, I was not surprised at the end of the day when John Magistro described it as “the best track day ever.”

And it was a fantastic day for me too, one of the best – until I

was grounded with a bad tire. And as much of a bummer as that was, it gave me a chance once again to be thankful for the good in others. It started with ASG and Radial Tire, trying to have a new tire sent overnight (it unfortunately got stuck in Philly, like a lot of things). John Magistro helped me change out my wheels and tires. Leah Price offered to let me drive her car, and Ross McNair offered to let me use his wheels and tires (which unfortunately didn't fit) and then to Jonathan Van Hise who finally convinced me to drive his Cayman (which was fantastic). A lot of folks willing to help pitch in and not much track time lost. As always, great people make for great fun!

A final postscript on the kindness of others. After leaving the track on Sunday, I made a wrong turn. In the course of trying to make a u-turn (be careful where you try to turn with trailers!) one of my rear wheels found the only roadside gully for 400 yards and I “highsided” my car! After 30 minutes of frantic phone calls trying to find someone still at the track with a truck and tow strap, a very kind stranger with a Jeep and a winch stopped to help me out. When he didn't have the winch controller, he went home, got it, came back and pulled me out. He will be my co-pilot in the #204 Boxster at my next NJMP track day, as a modest thank you for his kindness.

Life throws us curve balls and challenges. But for the kindness of strangers go I.



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Potomac's 2014 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.

November

- 1 Virginia Brunch at City Grille in Manassas on Saturday, 11am – 1pm.
- 8 Virginia Breakfast at Thirsty Bernie Sports Bar & Grill in Arlington on Saturday from 10am – 12pm.
- 9 Autocross #6 at Baysox Stadium. 7am – 1pm.
- 15 Maryland Brunch at The Irish Inn on Saturday, 11am – 1pm.

December

- 6 Virginia Brunch at City Grille in Manassas on Saturday, 11am – 1pm.
- 6 Open Board Meeting and 2015 elections. Location TBD.
- 6 Potomac's Holiday Happy Hour at Clyde's in Friendship Heights, MD. 6pm – 9pm.
- 20 Maryland Brunch at The Irish Inn on Saturday, 11am – 1pm.

Cars & Coffee

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, 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.

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, 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.

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Dining by Cayenne



Since joining PCA Potomac in 2008 Ken has attended a few events every year, and served as one of the webmasters of the Potomac website. Things changed this past Spring when he volunteered to lead the 5th annual Drive & Dine to Stonyman Gourmet Farmer in Little Washington and had a great time. Several club members have commented that they loved it too and want to keep going back. So this summer Ken volunteered to join Andrew Fort as the new Drive & Dine co-chair to help organize next year's events.

*Story by Ken Harwood
for der Vorgänger*

Growing up I wasn't much of a car person. In fact, I used to wonder why all the other boys were so fascinated by them. They could name all the car models and imitate what they sounded like. I only knew Chevrolets because I grew up a block away from the General Motors assembly plant where my father built them for almost 45 years. My town ate, slept, and breathed General Motors and I could see GM from my house. Sure we had Fords and Chryslers but except for the occasional VW or Honda there weren't any other foreign cars in town. I think my first encounter with Porsches was a TRX® slot car set I got for Christmas one year. I'd never even heard of them before so I didn't know how to pronounce the name. The first time I ever saw a real Porsche, that I can recall, was when I was during a vacation to Florida when I was about 16 years old. We looked over at a parking lot, I forget exactly where, and but we saw this red 911 just parked there. So my brother said "Quick get over there and stand by it!" and took my picture. The photo laid forgotten in a family scrap book for maybe 30 years after that. My current

interest in Porsches began only a few short years ago when my fiancée was car shopping, and I was walking around the lot on my own. I came across a used Boxster and I remember seeing the sticker price and thinking to myself, "Wow! I can afford this!" I never dreamed a Porsche might be so affordable. I didn't even care what color or year it was. That was all lost on me at the time because I was in sticker shock of the possibilities of owning one.

Within a year I got my Boxster and have loved it ever since. So when it came time to replace my daily driver, a SUV, of course I looked at the Cayenne. Now for those who don't know much about them, the Cayenne was first produced for in 2001 by Porsche exclusively for European sales and then entered the American market place in 2003. It was initially greeted with skeptical cynicism by critics who thought Porsche was extending themselves to go from super sports cars to sporty family mini vans. The Cayenne is neither and yet possibly the best of both. Maybe you've read about how they saved the company from bankruptcy by producing the Boxster in the late nineties? But did you know that Business Week once titled a story, "This SUV can tow an entire carmaker"

in December of 2003? Along with the Boxster, Cayenne sales have help pull the company through some tough times. There was a time when Porsches were only 911s. Just look around town now, and if you see a Porsche its more likely a Cayenne as there more and more of them on the roads! Except for a brief time in around 2006-2008 Porsche of North America has sold more Cayennes than any other model during the 2000s. In each year between 2011 - 2012 Cayennes sales accounted for 44% of all Porsche sales according to press releases from PCNA. Why is this you might wonder? In 1993 when former CEO, Wendelin Wiedeking, took over the reins of Porsche they started looking at how they could transform their market share to be both more stable and profitable (later on Wiedeking would become in a financial controversy but that's another story). According to market surveys they found that most Porsche owners had two or three vehicles already, and one of them was an SUV. So they decided to make an SUV in the hopes that current Porsche owners would want to drive something just as sporty for a daily driver as well. They were right. I didn't know any of this at the time, but I knew that having a Cayenne for my next SUV would be really neat. I just wasn't sure yet if it was the next car for me.

So when the time came to replace my SUV in the Spring of 2011 I started out as everyone does by test driving everything I could get my hands on. I knew I wanted another SUV since I already had my convertible and my fiancée had a practical sedan. This car would be my daily driver for commuting and groceries. I had one deal-breaking requirement, head room! I'm a tall guy and the truck I was replacing, an Infiniti QX4, was sorely lacking in headroom for me. An annoyance I had tolerated for far too long. I tried BMWs x3, x5's, Mercedes, Tahoe's, Honda CR-Vs, Pilots, Jeeps, Hummer H2s, and of course the Volo Q7 and Volkswagen Touareg which share the same platform as the Cayenne. Several of these trucks failed my first requirement, or left me wanting for something more. All the while I kept looking back at the Cayenne. Which conveniently enough had plenty of head room.

At first I thought what an ugly looking truck. I should probably ex-

plain something about me before I go on calling this a truck. I grew up in the blue collar Midwest. We didn't have fancy cars around much and every truck was a practical vehicle for one purpose: hauling something or somebody's around in

it. So in my mind, yes it is a Porsche, but it's also a truck that I'm going to be using to haul people and stuff around in. So I like to remind myself of that fact before I get to thinking it's a fancy SUV. I feel more humble and grounded in my roots when I say it that way, but at the same time I also know it's a really fast, fancy SUV that can outperform any vehicle in its class, and with it I can occasionally beat Autocrossers in much faster cars!

So I began researching the Cayenne in depth to find out more about them. How much do they cost to own? What typical problems can you expect to encounter? What's the gas mileage like? What do others think of them? I also I had to keep my budget in mind. A new Cayenne was out of the question for me, but I knew I wanted to have at least an "S" model and a Turbo if I could find an affordable one. They come in various trims depending on the model year including:

2005 Cayenne S 955
V8 4.5liter 340 hp.
Top Speed 150 mph OR 241 km/h
Acceleration 0-62 Mph (0-100 kph) 7.2 s
MAXIMUM TOWING CAPACITY 7716 lbs.
GROSS WEIGHT 6493 lbs.
CURB WEIGHT 4762 lbs.

Below: A young Ken stands next to a new 911 in Guards Red.
Photo by Don Harwood.



base trim, S, Turbo, GTS, and Turbo S. All are V8s except the base trim which is a 6 cylinder and generally considered under powered. I knew I wanted to stick to something no more than 5 years old so that ruled out most Turbos for me, because they typically ran another 10-15K over the other models for the same year and options. Now many cars have a personality and some even get nicknames based on them. When I looked at those ugly early model Cayennes I thought, "Yuk! With snout front end and the whole bulbous shape of it. It looks an elephant!" I seemed like someone tucked an air compressor under the hood and just let it go until it was ready to burst. I guess the Porsche engineers just had to get the classic rain drop shaped head lights onto the front end of this truck no matter what. Why does the front end of any truck have to look like a WWII Duck? Turns out this duck already has a name. The P!G. According to the Rennlist Cayenne discussion forum a user by the handle Othello was the first to call it a "Pig" back in 2002. But then later on 2009 someone else known as Pops updated the name to P!G. Actually there appears to be some controversy over at Rennlist as still others credit a user by the handle LTC (LoveTheCayenne) "Larry". Porsche itself named it the Cayenne after the pepper as "synonymous for spiciness, adventure and joie de vivre" or joy of life. Although it is a joy to drive it doesn't seem to matter because Porsche's beloved "Pepper" had developed a reputation on its own for being a big 'ol gas guzzling, oil hog with non-stop gremlins that will burn more than your taste buds. So the exclamation point in the new name literally represents the general dashboard warning light! And I've seen my share of them, but I'm getting to that.

Turns out that the early Cayennes had a number of design issues, which coming from a thoroughbred sports car manufacture surprised nobody. Some of these issues I added to my lists of things to look out for included: drinking oil faster than a beer guzzling German at Oktoberfest, plastic coolant pipes bursting, and Cardan shaft (aka drive shaft) failures were the most notorious and expensive issues along with a multitude of electrical glitches, PCM lockups, clogged water drains, and cracked tail lights full for rain water which double nicely for fish tanks. You know the usual things. The most common issue is using excessive amounts of oil. Many online tales of woe tell of trucks burning 1-2 quarts every thousand miles. Based on the stories I'd read about the cracked coolant pipes were potentially the worst. The plastic coolant tubes were designed to be a closed, self contained system. They hold a special lifetime coolant which never needs replacing. Apparently any amount of leakage would quickly escalate to a deluge of this acidic coolant gushing down into the starter motor and transmission thus destroying the gaskets leading to even more expensive troubles. Either it happened very fast soon after spotting started or there was no warning at all, and they would fail on the road any time after the point of... well don't wait, just replace them. A replacement kit using aluminum pipes is available. Do it. Do it now. So any truck I was going to consider had to have the aluminum pipe replacements already, or be cheap enough that I would get the preemptive repair done myself.

So like most car buyers I went out searching for my perfect truck. A combination of the right colors and a must have light colored tan interior, S or Turbo models, with the fewest miles, and a showroom finish for bottom dollar. Now this wasn't going to be my first Porsche. So I knew too get a PPI (Pre-purchase Inspection) done too. So naturally when I found my perfect truck I justified skipped that step because you know, it was perfect!

It wasn't my first color choice but the Jarama Beige (gold) trucks started to grow on me after I encountered two or three of them. The last one was almost perfect. It wasn't a Turbo, but it was a 2005 with low mileage in great shape. I'd find a Turbo next time I told myself. It was a local seller who was the second owner and who babied it, only playing the radio too loud they told me. They said they had been in one accident in which the front wheels got knocked out of alignment by running a curb but nothing major. The interior was a gloriously bright Havana/Sand Beige Leather and blindingly flawless! It even smelled new in spite of the owner's suspiciously silent and overly well behaved dog riding in the rear cargo area as I test drove it. After four months of searching I had encountered most variations of the potential mechanical issues while examining them or test driving and this one had nothing. Nothing wrong with it! The paint and body were showroom clean with no obvious chips, flakes, or dents anywhere. Beginning in California it had been garaged its whole existence.



The only hitch during the sale was that the owner still had to pay off their loan to an online bank that had no brick & mortar stores which meant we had to wait for monies and titles to be traded between banks before I could register it. It took weeks. At least I was able to take possession of it once the check cleared, and my next door neighbor let me park it in his driveway so I could look at it. They had conveniently moved out while selling their house and welcomed the chance to have a vehicle occupying the driveway. It gave that lovely "look at us living here with our Porsche look" to all the perspective buyers. (I suppose now would be a good time to mention that I inspired him to buy a Cayenne too! He got a 2008 V6, same color, but dang it if I can't get him and the family out to any PCA events yet... You know who you are Mr. & Mrs. S and you are invited!) So after this extended "cooling off" period I finally got my tags and had my "My Other" Porsche. My Other is the vanity plate so if you've ever seen that bumper sticker, "My other car is a porsche" it's true! Now I was hot to drive my spicy new Cayenne.

And drive it I did of course! It was my new daily driver to go everywhere. But first things first, a trip to the shop to get things checked and sorted out. I had a full safety inspection done, all fluids changed, new tires, and the coolant pipes replaced "just in case". My service advisor Ron kept asking me "Are you sure?" Yes Ron I'm sure. It wasn't cheap, but I am VERY happy I did this. Eventually Porsche Cars of North America would



lose a class action concerning the plastic coolant tubes. I felt very wise in hindsight. My Other was in tip top shape and showroom condition. At this point this my boxster started to feel neglected I think. It sat un-driven for weeks at first, and then months. I'm sure it was depressed but I didn't care. It had a trickle charger and just enough miles on it to almost avoid the dreaded IMS bearing issues if I let it sit a little while. My Other came to me with 43k on the odometer. I drove it hard everywhere that first summer I had it. Back and forth to work every day plus weekend runabouts to the country.

By mid November I had hit 50k and wall of trouble. It was 0300 dark and I was half way back home on a 1650mi round trip to Wisconsin to see my mother over Thanksgiving, somewhere near the Indiana and Ohio border where I had stopped for the night. I remember getting up so early it was still pitch black out and around freezing because it was later November in the Midwest mind you. I could see my breath inside the truck as I turned it over. I got a sour grumble from the engine compartment, some knocking began, and immediately both the dreaded "!" general warning and engine lights came on together! I didn't know what was wrong but it started on the first key turn. I hoped it was just the cold, or maybe I'd let the oil run too low? At least it was only the yellow engine light and not the red one, yet. I soon realized after revving up a bit and crawling through the frozen parking lot that I had almost no power at idle and below 1k rpms but more power beyond 1k rpms. Once I got moving things "seemed" OK but I knew I was still in trouble because that knocking hadn't gone away. This little P!Ggy wasn't very happy going home and I was going to go crying wee wee wee anyway.

So I limped back home at a cautious pace fearing I might be making the situation worse, but also thinking the cost of the flatbed might not be any cheaper. I immediately called Tuffy von Briessen for help and advice. Along with being our past president he's also a proud Cayenne owner who had given me some buying tips during my search. Tuffy recommended I take it ASAP to Jeff Lyons who just happened to work at the same shop I initially took it too for the check up and coolant tube replacement. Jeff came highly recommended by Tuffy based on his own Cayenne experience. The initial diagnosis was a bad lifter valve. That would explain the knocking sound, but after tearing it all down Jeff felt there was something more, something deeper. So next he moved a few spark plugs around and did a compression test. There was a significant air leak somewhere. He inserted a borescope and then he found it. There was debris and metal flakes in at least three of the eight cylinders of my "perfect" P!G and the rings were allowing air to escape. The engine was toast and the resale value "as is" was less than plain white toast. NOW I wished I hadn't skipped that PPI. Would it have caught this? Somewhere in a lonely garage with only the sound of a battery trickle charger humming, a jealous boxster grinned.

Jeff said he couldn't be sure what the root cause was. But Porsche wanted to keep the block for testing to find out. So on

my watch as the third owner I had it about five months and drove 7k miles when this motor failed at 50,000 miles, and only six years old. I had no warranties, had done everything a new owner should have including major preventive maintenance and I still got screwed by fate. The shop's Management was great throughout the whole ordeal and very sympathetic, but new motors don't grow on trees so I had to pony up the cost. Seven weeks later and a new short block from Germany, I had my truck back with a full engine rebuild. Much poorer, I took my still shiny showroom-like Cayenne home only now it was purring like a born again tiger rather than squealing like a stuck P!G. I should have bought a Turbo. It would have been cheaper in the end... and faster.

There was one good thing which happened during those cold winter weeks back in 2011 while I was waiting. I feared a bad winter might set-in come December and January, but instead it we only got a few light snow falls and nothing which a boxster couldn't slide through. Being a former Wisconsinite I generally scoff at D.C. winters and this was light. Have you ever strolled under the street lamps through one of those romantically chilly-warm winter nights when the silently falling snow flakes are just so big you can't resist the urge catch one on your tongue, and it makes you smile just to enjoy that wondrous moment? Now imagine doing that in a boxster, top down while idling through the neighborhood, in late January at night. That memory always makes me smile.

Below: Autocross in a SUV? Why not? Photo by John Walters.



It's been almost three years since that repair and I smile more these days because the truck has continued to purr like a tiger and even roared a few times. And not once has it used a drop of oil in-between routine changes. That makes me smile a lot! If you're a fellow Cayenne owner get Jeff to rebuild your motor. Maybe in the long haul I'll come out ahead for the cost of that short block vs. oil, who knows? BTW: the original 2005 Owner's Manual called for oil changes every 20k miles using synthetic oil. DON'T DO IT! A TSB has since corrected that to recommend changes every 10k. I recommend every 5-7.5k miles tops. Trust me it's cheaper. Let's think about this for a second. I bought this truck at 43k and I was the third owner. What IF the original owner or my seller had skipped an oil change in there somewhere? Per the book it should have been only on the third round of oil ever? That's insane. I can't imagine how that could possibly be any good for six years hauling nearly 5000 lbs of truck can you? After digging around on the internet for a time I think I found a good suspect root cause. Turns out there are at least a few cases whereby the coating used for the inner liner on the cylinder walls was breaking down and causing precisely what I had experienced. The debris Jeff found would surely have caused the scaring on the cylinder walls and it wouldn't have been good for the rings either. It would explain the air leak and loss of power. Since then Porsche has significantly improved on the overall design and parts quality on the 957 model and second generation 958s. My case, whatever the cause, was isolated and very rare. So now after all that I love driving My Other again!

I love driving it so much in fact that I wanted to try it at the track, but DEs don't allow for it, and after all this trouble I didn't want to risk my daily driver at a HPDE either. So I settled for trying it at Autocross just to say I did that. Call me crazy but that was fun! I guess they must have all thought I was crazy too because I'm told they were blasting Ozzy Osbourne's "Crazy Train" over the PA from the trailer when I was doing my first run. Now I've been to the autocross school a couple of times with my boxster so I know what it can do, but I'm by no means an autocross expert. In fact I'm only a pedestrian autox'er doing 2-3 events on average each year. So it's kind of hard to put into words but the challenge of maneuvering this big truck through the cones while trying to keep the speed up is both more thrilling to me than the boxster, and a much bigger reward if I can get it done. I only have one goal at autocrossing now: don't be the slowest time of the day. OK,

with some of the challenging courses Gary Baker & Scott Jackels have dreamt up more than a few us get DNFs (did not finish) on some runs. So I guess if I go slow enough to just stay inside the cones that's not too hard of a goal. But still... the highest compliment I can get is when someone points out that my times are dropping embarrassingly close to theirs. I am very content to be anywhere in the lower middle half of the pack, but if I can stay within 10-12 seconds of the best time of the day then I feel I'm doing a good job. But if anyone thinks I'm a threat now with 2.5 tons barreling down on them (so don't get in my way) just wait till we see what the new Porsche Macan turbo can do! It has all the power and far less weight in a mini-SUV. This reminds me I need to sign up for the next autocross.

Probably the most fun I have in my Cayenne is taking slugs to work because I'm an Entomologist who works in DC (just kidding, I'm not really an entomowhatevergist). Seriously though I love taking slugs to work because most of them have never been in any kind of Porsche before. Most of them are still surprised to learn Porsche makes an SUV more than twelve years after they began, and some slugs are even more surprised when they realize they're sitting in one! Right about now you might be wondering "what's a slug, or slugging, or why do I think driving to work is fun?" Slugging is also known as "Instant Carpooling", "Casual Carpooling" or my favorite term "Corporate Hitchhiking". Basically a slug is some random stranger who needs a ride to or from work that you pickup in order to meet the minimum requirement of three persons per vehicle to use the faster HOV express lanes in Virginia on I-95 & I-395. That's called slugging. The slugs wait in lines at designated spots typically at commuter parking lots and at designated times around the HOV hours. They get a free ride but have to wait praying that it isn't going to start raining, and that someone picks them up on time to get to their work. I get to work on time and much faster using the HOV lanes vs. the main lanes, but I have to pay for gas, parking, and I need to drop the slugs off which can take a few extra minutes, but it's still much faster than the main lanes. It's a mutually shared risk-reward system. It's my risk they don't spill their coffee on my near perfect interior and they risk their lives on a crazed madman with delusions of autox'ing the best time of day in a 2.5 ton sporty SUV at rush hour so that we can both get to work faster. And the construction barrels and cones are perfectly laid out like a tempting slalom, I'm just saying. It's a free mode of transportation which has worked well for over



thirty years with no attributable murders or stabbings. So it's safer than marriage really.

Most riders just slump down sleepily and snooze or look at their phones in the morning, but sometimes there's a secret smile when I pull up. I see them quickly turn their heads back at the next person in line as if to say, "Screw you I get the nice, fast ride today!" although I'm sure it comes out more like, "Good luck, have a nice day." Now there is a rule about slugging. The sluggers aren't supposed to speak unless spoken too by the driver or there is some sort of emergency during the ride. About once a month someone will break the morning silence and offer a compliment saying "This is a very nice car!" or ask in bewilderment, "Is this a [sic]Poorsch?" I say "Yes, thank you!" and immediately but politely correct them that its pronounced PORSH-uh. Then I launch into my spiel about the attributes of Cayennes and Porsches, how this one compares to the boxster, my autocross exploits, my engine troubles, and of course all the benefits of our club. I think I've made a few Cayenne converts for PCNA over the years and ruined the ranks of potential new autocrossers by scaring the crap out of hundreds more.

Since I joined in Potomac PCA in 2008 I've attended a few events every year, and served as one of the webmasters of the Potomac website <https://pcapotomac.org>. This Spring I volunteered to lead the 5th annual Drive & Dine to Stonyman Gourmet Farmer in Little Washington and had a great time. Several club members have commented that they loved it too and want to keep going back. So do I. So this summer I volunteered

Above: Slugging involves picking up random passengers to fulfill HOV passenger counts. I bet the passengers are sometimes amazed that a Porsche pulls up! Photo by Iris Rodriguez.

to join Andrew Fort as the new Drive & Dine co-chair to help organize next year's events. We've got some work to do in planning out the schedule of events in 2015 but my goals include continuing all of the most popular events such as the drive to Stonyman Gourment Farmer in Little Washington, Fallingwater Tour/Nemacolin Resort, Greenbrier Tour, Drive to the drive-in, the Independence Day Wine & Pie Drive, and the very popular Fall Foliage drive. We will also renew our commitment to safety and strive to make each event safe for everyone including pedestrians, cyclists, and all others we may encounter on our travels so that everyone may also enjoy the sight of beautiful cars passing by as if on a leisurely Sunday drive; and so that we may also arrive safely at our destination.

Below: Dinner is served. Consider Drive & Dine to dip your toes in the PCA experience. Photo by Iris Rodriguez.



I would also like to grow the Drive & Dine committee of volunteers and ask everyone help out by taking an active part in at least one event to help plan and/or lead it. I have some fresh ideas for new events I'd like to explore as well, but I'll need everyone's help in order to see it happen. Some of these ideas include: going back to Stonyman Gourmet Farmer twice next year with Spring and Fall trips, adding a drive to some Virginia & Maryland vineyard destinations such as the tasting bootcamp at Little Washington winery, a trip to historic Occoquan, a country potluck picnic, a drive & dinner theater experience, Christmas lights night-time tour, maybe get some model centric trip(s) going featuring the under-represented Panorama akin to the newly adopted (and now PCA sponsored) very popular 928 FRENZY which recently celebrated its 18th year. We will most certainly want to continue with our second annual Potomac Fall Golf tournament next year, and maybe just maybe, an off road excursion for the Cayennes (hello remember this article is about Cayennes). It would also be neat if we could branch out and do some joint events with our neighboring PCA regions or maybe mix up some new combinations with our fellow Potomac activities too. I'm looking at you Antonio Conceicao (one of our own PCA club racers) for when we can schedule that joint Drive & Dine/Tech Session/barrel tasting at Morais Vineyards? All of dorkiphus.net is holding its collective breath to make it happen. (For those who don't know of Morais vineyards, José Morais was the first wine maker in Virginia growing the Touriga Nacional grape from his native Portugal. I had the privilege of getting a private tour & tasting when they opened 2011 and everything he bottles is fantastic! They are also big German auto enthusiasts.) I hope we can make some of these great ideas happen, but to do so we need more event leaders and planners. For now I want to help Andrew see that Drive & Dine has a safe, successful, and deliciously fun 2015 season with our core events. And more Cayennes.

I am by no means a Cayenne expert, but if you have any Cayenne related questions I'll do my best to answer them at cayenne@pcapotomac.org. If you would like to help with the Drive & Dine committee by volunteering your time, or you have a suggestion for an event you would like to see happen, then please email us at driveand-dine@pcapotomac.org.

The table is set and your dinner is ready to serve... Ladies & Gentlemen, start your engines & bon appétit!

5 Questions with Jeff Lyons

Story and photos by Ken Harwood
for der Vorgänger

Jeff Lyons is the Shop Foreman of Porsche of Arlington. Jeff performed the diagnosis of my failed engine and rebuilt it. To date it is the only Cayenne engine he has ever rebuilt. He was kind enough to let me interview him and talk his experience with Porsches.

Q: How long have you have you been a professional mechanic?

A: The short simple answer is since 14, I got my first professional job as soon as I turned 16 in a tire shop. I have been tinkering since at least the age of 4, according to my dad, I've always loved taking things apart and trying to put them back together again. I have always worked on repairing lawn mowers with my Dad growing up and of course maintaining the family cars.

Q: What training have you had?

A: In High School I specialized in auto repair and then I attended UTI technical school 2002 where I had initially planned to be a BMW technician, but being the competitive person I was, when they had a meeting about the various manufacturers trying to push us into various tracks such as Audi and VW they had left out Porsche (which they used to try to recruit people to come to the school in the first place) I decided to inquire about going in to the Porsche program. When I asked about the Porsche track and I was told there was no way I could get in because it was too competitive and already full. As soon as they said that I decided I was going to get in. I contacted Porsche of Arlington and got them to sponsor me. I went back in there and dropped my written sponsorship papers on their desk and I got in. So in two years with six months of specialized Porsche service I earned my associates degree in Automotive technology and repair by the age of 20.

Q: What kind of cars do you own or have driven?

A: I have maybe 15 cars right now, many of which are project cars. I have two 996s and a '02 boxster which I rescued from an assured trip to the junk yard.

Q: What is your favorite Porsche model?



A: This might surprise you but I would have to say the Panamera GTS is my favorite all around Porsche to drive. I get a chance to drive so many amazing models and yes the 991 GT3 and Turbo S are amazing but a car that you can go out with in your family, then roll up to the track and really throw around is amazing! The sound that car makes really makes me smile especially when the windows are down and you are running it through the gears in a tunnel. The sound a car makes is big for me. I also love the fact that it's a basically a four door sports car, with lots of comfortable room. The second on my list would have to be a car for the track so it would have to be the 981 Cayman GTS or the 991 GT3.

Q: What 5 things should Cayenne owners do for preventive maintenance?

A: In no particular order:

Cowl drains need to be updated (the rubber drain needs to be removed) and checked often to prevent a back up of water during rainstorms and when washing the vehicle.

The base V6 model uses oil & needs routine oil changes!

Also I recommend that the S & Turbo models get the oil changed annually or every 10k miles, not the 20K as listed in the owner's manual.

Change the spark plugs every four years due to the use of dissimilar metals. The steel spark plugs and the aluminum heads, heat up and contract at different speeds and amounts that can fuse the two together.

I personally recommend having the transmission fluid flushed (drain the fluid and replace the filter) at 80k instead of the 160k interval recommended by Porsche.



1973 911S Restoration

Above: Steve MacKellar stands in the empty engine bay of his 911 restoration project.

*Story by Glenn Cowan with Steve MacKellar
for der Vorgänger*

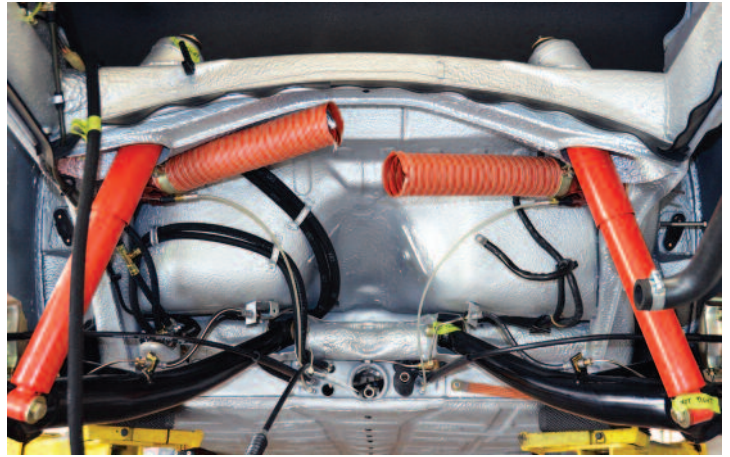
From time to time I consider purchasing an older Porsche and “fixing it up”. Nice idea except that I don’t have a garage. Nor do I own mechanics tools beyond a basic few. I don’t have a lift or a winch or a real jack. I don’t have any experience or knowledge and finally I don’t have the skills. Steve MacKellar has all of these and an unbridled, awe inspiring enthusiasm for automobiles. Steve has owned many, many automobiles from Fords to Ferraris, but his history with Porsches dates to 1972 and it remains solidly his favorite marque

I visited Steve at his home in Northern Virginia which he identified as having a free standing four bay garage rather than describing his home. Steve has a nice home – no question - but his garage is his passion and where he

can be found. Tools are where they are supposed to be, parts are labeled and placed where they are out of the way but available when needed. Steve describes it as a working garage and therefore unable to be kept as spotless as he’d like but it looked immaculate to me. Steve divided the fourth garage bay that runs perpendicular to the front three bays to create a paint booth that includes an exhaust fan, a series of dryers for the air supplied to the paint equipment, and a fresh air breathing system.

Besides one spectacular work area, Steve has a collection of historic car care products dating back to circa 1920 that is interesting in its own right. As is his series of photo albums detailing the cars he has worked on over the years.

Just now, Steve is restoring a 1973 911S he purchased locally 16 months ago from the second owner who purchased it from a coworker



in 1976. The ‘matching numbers’ car therefore had just two previous owners and it came with its original tools, warranty/service book, and owner’s manual. Steve has aggressively worked on the car since June 2013 to include a complete disassembly and placement on a rotisserie to more easily access the underside. Steve notes that ‘everything’ has been touched... a true nut and bolt restoration. He described one of the most stressful events was sending away approximately 700 pieces of original hardware (nuts, bolts, fasteners, clamps, etc.) for media blasting and re-plating. He carefully

labeled and photographed the assortment before sending them and teased the fellow he entrusted the task to that if they were lost in the process he would never get the car back together! At present, the mechanicals have been completely rebuilt, refurbished or replaced as needed to include the suspension, brakes, engine, transmission, and their various ‘support’ components.

Steve noted that he owes much to Eric Wills (Wills Werks, Fairfax, VA) for the transmission rebuild and his recommendation of Chuck Al-

Above: Before and after of the engine bay and rear suspension.
Photos by Steve MacKellar.

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lard of Rockville, MD for the engine rebuild. A few weeks ago, Eric made a house call to Steve's garage and served as the 'midwife' for the engine install and trouble-free start after sitting idle for 20+ years. Steve noted that if one wants to play in the older Porsche community, contacts like Eric and Chuck with their decades of experience and willingness to field endless questions is essential. As fall and then

winter settles in, Steve will begin to undertake the 'visible' part of the restoration...the things people see when they walk around the car. Sheetmetal needs to be trial fitted, removed, re-finished, repainted, and rehung. Steve hopes to have the car on the street in mid-2015 but notes that every garage project goes longer than planned to do it right.



Above: Front suspension work in progress. Photo by Steve MacKellar.

Right: The organized garage space with tools and parts in all their right places. Photos by Glenn Cowan.

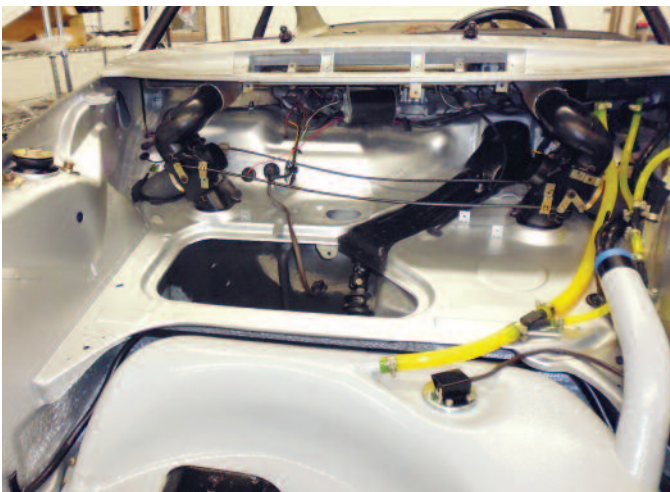




Above: Engine and transmission ready for installation. *Photo by Steve MacKellar.*



Far left top: Parts sent out for powdercoating. *Photo by Steve MacKellar.*



Far left bottom: Front trunk area. *Photo by Glenn Cowan.*



Left: A selection of vintage car care products. Detailing has come a long way. *Photo by Steve MacKellar.*



928 Frenzy 18

Story and photos by Bruce Bade
for *der Vorgänger*

Over fifty beautiful Porsche 928s assembled at Odds and Ends Detailing in Sterling, Virginia on September 26-28 for the Eighteenth annual 928 Frenzy. The PCA Potomac Drive and Dine event attracted participants from as far away as Atlanta, Montreal, and Michigan. And, for the third year in a row, Frenzy enjoyed beautiful late summer weather.

Frenzy? Early in its life, owing among other things to its unique headlights, the Porsche 928 was likened to a shark – ergo, Frenzy. A dictionary defines frenzy as a period of uncontrolled excitement and wild behavior. Frenzy 18 participants did appear to be afflicted with uncontrolled excitement.

The 928 owners who attend Frenzy are a very enthusiastic and dedicated group of

Porscheophiles, many of them also owning other Porsche models. Their affection for the 928 is easy to understand: the 928 is powerful, beautiful, luxurious, and imbued with that unique Porsche driving quality that instills confidence and delivers immense gratification.

The premier Porsche model from the late 1970s through the early 1990s, the 928 was the first Porsche model designed from scratch by Porsche, the earlier models having had substantial roots in the Porsche-designed Volkswagen. Featuring innovation (for example, the 928 was the first production car to use deformable polyurethane bumpers), timeless styling, high performance, and luxury, it won the coveted motor journalists' Car of the Year award upon its introduction in 1978 -- the only sports car ever to win that award. Originally intended to replace the 911, which was facing more and more challenges from government-imposed noise and safety regulations, the 928

Above: The gathering of the sharks takes over the parking lot at Odds and Ends Detailing.

Below: John Ford, Dave Kowalewski, and Earl Gilstrom.



faced its own challenges in the marketplace, chief of which was its high cost.

With its eager aluminum V8 engine in front and the transmission in the rear, the 928 is a very well-balanced car that can be driven fast with confidence. Its large hatch makes it a very practical car for touring or for getting the groceries. Its rear seats can actually be used and, when folded down, provide a very large and conveniently accessible area for luggage under the hatch. Climate control keeps occupants comfortable and even the glove box is air conditioned.

Every Frenzy features tech sessions and at the 18th there were several. The first was a briefing on supercharger installation by Brett Hankins, who found the 320hp/317lb/ft torque in his 1987 Porsche wanting. Brett explained the process of installing the supercharger, which has now provided him with sufficient power: 509hp at the pavement. Later in the day he demonstrated the improved acceleration to a few highly impressed Frenzy participants.

After a delicious catered lunch, Bruce Bade led a tech session on the process of converting older air conditioning systems from R-12 refrigerant to R-134a refrigerant, and on the process of removing, repairing, and re-installing the climate control's heater and air conditioner core. Finally, Darryl Nichols, the owner of Odds and Ends Detailing, explained the anatomy of a paint scratch and methods of paint repair.

Following the tech sessions, most of the participants went for a Fun Run drive into the northern Virginia hunt country. An inadvertent separation in the convoy added a measure of adventure for many of the drivers.

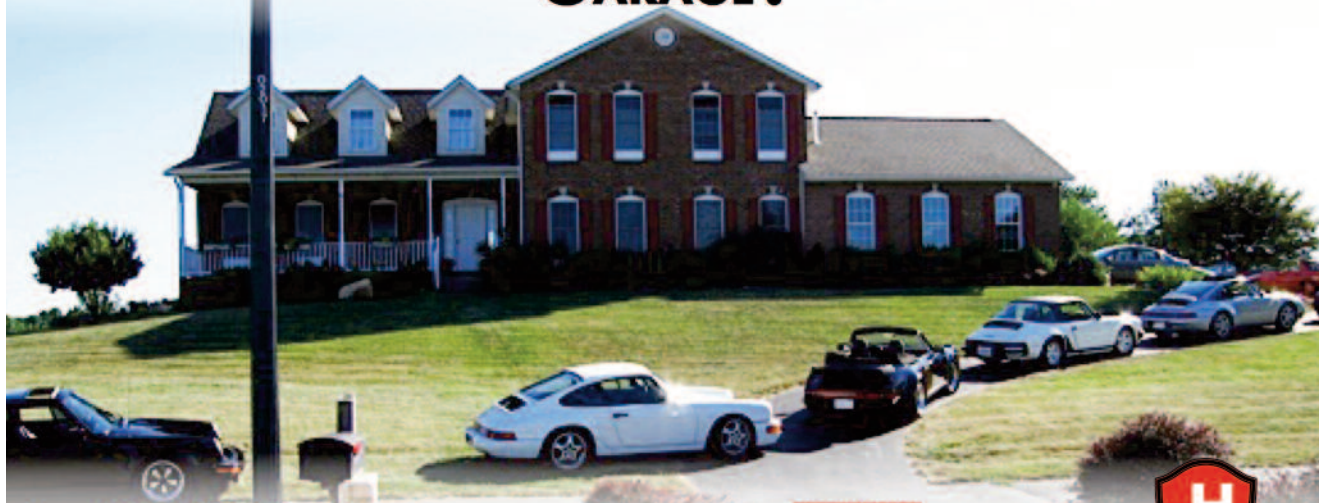
Saturday evening's banquet at the host hotel featured good food and drink, great camaraderie, and a few awards presented by Chief Organizer and Master of Ceremonies Greg Nichols.

The award for Earliest 928 at Frenzy was won by Ed and Ann Rice, who drove their beautiful Minerva Blue 1978 with awesome Pasha upholstery from Gibsonia, PA. Kevin Berez narrowly won the award for Distance Driven to attend Frenzy after driving up from Atlanta. A strong contingent from Michigan was also in contention, as were two drivers who came from the Montreal area. Chris Orlikowski of Danville, VA took home the Youth Award for youngest owner. No others could come even close to his mere 21 years (and he's owned his 928 since he was fifteen!). Finally, the High Mileage Award was won by Glen McCartney of Allentown, PA, whose 928 is still running strong after traveling over 214,000 miles.

On Sunday morning Kevin Lacy, PCA Potomac's 928 rep, led fifteen Frenzy attendees to Summit Point for the Porsche Club Race, where they enjoyed watching the sprint and enduro races and reveled in parade laps on the track at lunch time.

The happy participants in Frenzy 18 are already looking forward to Frenzy 19!

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Far left: PCA Potomac treasurer David dean and his wife Claire.

Left: Donna and Paul Amico.

Photos by Mia Walsh.

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PCA Potomac Elections

Potomac elections are just around the corner. In accordance with Potomac's bylaws, the 2015 executive officers will be elected by the membership on December 6, 2014 at our Open Board and Elections meeting. The location will be announced on our website at least 30 days before the elections. The elections will be the last order of business at the Open Board Meeting December 6, 2014.

The Executive Board consists of President, Vice President, Secretary, Treasurer and Past President. The open positions for 2015 are Vice President, Secretary and Treasurer. Our bylaws mandate that the Vice President is President Elect. Therefore Potomac Vice President Howard Hill will become President for 2015. Current President John Eberhardt moves to Past President.

The Potomac Bylaws mandate that an Ad Hoc Nominating Committee is responsible for identifying a slate of officers for election. The Nominating Committee consists of Tuffy von Briesen (tuffysheri@comcast.net), Michael Handelman (mhandelman@pcapotomac.org), and Gary Baker (garyglbaker@me.com).

Recently the Nominating Committee solicited input from those Potomac members interested in joining the Executive Board of the Region. The Nominating Committee then contacted all those who expressed interest and interviewed them to determine their qualifications for the various open positions.

The Nominating Committee presents the following slate of officers for the 2015 Potomac Executive Board:

President – Howard Hill (President Elect)

Vice President – David Dean

Secretary – Mia Walsh

Treasurer – Michael Handelman

Past President – John Eberhardt

This slate may be supplemented by names proposed in writing by five or more Active members if received by any member of the Nominating Committee prior to thirty days before the election (December 3, 2014). Therefore if anyone would like to nominate an additional candidate for any position, you may do so. Please remember that your nominations must be received by the Nominating Committee before December 3, 2014 and your submission must include the written endorsement of five active Potomac members. If you are interested in playing a role in Potomac's future take a moment to review the bylaws and then contact one of the members of the nominating committee.

Upon the Nominating Committee's receipt of interest in joining the Executive Board, we'll contact you to arrange a discussion about your interest. We'll want to know something about what you have done as a volunteer for Potomac in the past and what goals you would hope to achieve by being on the Executive Board.

Please remember that the Executive Board plays a major role in how the Region operates so while these are volunteer positions, they do require a commitment on your part. Nevertheless this is a great way to become really involved in guiding Potomac in the upcoming years. Also a great way to meet many of our members.

You can go to the Potomac website, www.pcapotomac.org and then to the Menu bar at About Us/Club Bylaws. In Section VII of the Bylaws you will find the duties of each position. In Section VIII there is more information about our election process. You can also contact any member of the Nominating Committee or the Executive Board to obtain more information about the positions.

For President: Howard Hill

Hill is a native Washingtonian committed to community service with a passion for Porsche since his high school years.

The Porsche light first shined when a friend took him for a ride in his new 1970 911T. Howard had not thought about that joy ride until looking to replace his 1997 Ford Escort. He looked no further after the test drive of his 2007 C2S vividly reminded him of that ride almost 40 years earlier.

Hill has degrees from Duke University and Columbia University. He served as an infantry officer in the Marines while stationed in Kaneohe Bay, Hawaii where he volunteered as a mentor with Big Brothers/Big Sisters of America. He joined PCA in October 2008. In addition to Potomac DE, he has attended events at Lime Rock Park, Monticello Motor Club, New Jersey Motorsports Park and Mid-Ohio Sports Car Course.

He is the club's current vice president and has spearheaded two PCA license plate projects: one in D.C. and the other in Virginia.

In addition, he plans to become more involved in the various activities that the club now offers and to bring a fresh perspective.

For Vice President: David Dean

David Dean joined PCA in 2003 following the purchase of his first Porsche – a 2003 Boxster S that he and his son picked up in Stuttgart. Following two weeks of driving in Europe with his son and his wife, the car was dropped off for shipping and a long, six week wait for the next drive. In 2004, he attended Potomac's September High Performance Driving Clinic and was hooked for life. Before his first Drivers' Education event in 2005, David became the proud owner of his second Porsche, a 1979 911 SC prepared for the track. David became a DE instructor in 2010. In 2011, he started Club Racing his current track car, a 1993 RS America.

David is currently serving on Potomac's Executive board as Treasurer.

David received his degree in accounting from West Virginia University in 1986 and is a Certified Public Accountant licensed in Virginia. He is a Managing Member of Fitzwater and Dean, PLC, an accounting and advisory firm in Woodbridge, Virginia.



For Secretary: Mia Walsh

Mia Potthast Walsh has been in the Porsche Club for six years, along with her husband, Brian. During this time, she has served as the Social Chair, the Membership Co-Director and the Volunteer Coordinator for the Potomac Club Race. Her passion in the club is participating in the Drivers' Education events, both as a driver in the Red run group and as an instructor.



Mia and her husband have a plethora of Porsche vehicles, including a 2005 GT3 Cup, 2009 Cayman S, 2013 Cayenne Diesel and a 1973 911. Mia's favorite car, the 2008 GT2, was recently sold in exchange for her life-long dream of a super-nice kitchen.

Mia is a frequent contributor of articles and photographs for the Der Vorgänger magazine, with a specialty focusing on the historic Targa Florio race in Sicily.

In her non-Porsche time, Mia is the Technology Curriculum Specialist at Notre Dame Preparatory School in Towson, Maryland, her alma mater and the school in which both of her daughters attend.

She currently sits on the Board of Directors for the Cromwell Valley Park Council. Prior, she served as Vice President of the Junior League of Baltimore and as Secretary for Baltimore Outreach Services, a homeless shelter for women and children in Baltimore City. She is also a volunteer for the Refugee Youth Project in Baltimore City.

For Treasurer: Michael Handelman

Handelman's passion for Porsches began when he was a teenager and saw his first bathtub Porsche and thought it was his ideal car.



He came to Washington in 1970 to attend George Washington University. He eventually worked at the International Monetary Fund for 28 years until his retirement at the start of 2012. He has been married 35 years to the same wonderful woman, and they have two grown children. After the last tuition payment, Handelman was finally able in 2009 to buy his first Porsche, a 2006 Seal Grey 997S cabriolet.

He is our current secretary and is our co-webmaster. With his knowledge of innovative technology and new social media applications, he hopes to be able to leverage this to achieve attractive programs that will continue to draw and excite members.

For Past President: John Eberhardt

John Eberhardt joined PCA in 2006 after buying his first Porsche, a Boxster. He is currently the club's president, former vice president and former Drive 'n Dine chair.



John is a regular autocrosser, DE participant and races in the 24 Hours of Lemons.

John runs research and operations at his own consulting company.

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Mid-September - early-October 2014 new Potomac members and anniversaries

New members

John Barber - 2002 911 Targa - from Potomac Falls
 Paul Beyer - 2015 Cayman GTS - from Burke
 Christine Brantner - 2014 Boxster - from Bethesda
 Mike Causey - 2015 Cayman - from Huntingtown
 Alfred Edwards - 2011 911 Carrera S - from Upper Marlboro
 Aaron Faulkner - 2014 911 Carrera S - from Alexandria
 Frank Fields - 2011 911 Carrera S - from Frederick
 Thomas Hershey - 1991 928 S4 - from Clarksburg
 James H. Irby - 2001 Boxster - from Chantilly
 Joseph Kim - 2009 911 Carrera Cabriolet - from Alexandria
 Don Ritter - 2011 911 Carrera S Cabriolet - from Warrenton

Trenton Roudabush - 2015 Cayman S - from Bethesda
 Christopher Salter - 2010 911 Carrera S - from Washington
 LeRoy Schubert - 1974 914 2.0 Targa - from Leesburg
 John Simmonds - 2009 911 Carrera 4S Cabriolet - from Washington
 Corey Thomas - 1997 911 Carrera - from Falls Church
 William Thompson - 2013 Boxster - from Washington
 John Yauger - 2012 911 Targa 4S - from Kensington
 Jason Zuckerman - 2007 Boxster S - from Rockville

Anniversaries

50 Years
 Donald Riggs

40 Years
 Matthew De maria

30 Years
 Kathleen & Michael LaVigne
 Tilman Foust
 Scott & Brooks Hunt
 Stephen Ridder

25 Years
 Miriam Schottland
 William & Carol King

20 Years
 M Tribbie

15 Years
 Robert & Eric McAleer
 Daryl Salmons & Jean St Clair
 Kevin & Terry Collins
 T & Lynne Jones

10 Years
 Demir Hamami
 Mariusz & Lee Dymerski
 Carlos Medina & Margarite Baptiste
 Anthony & Cindy Pagonis
 Kevin & Cindy North
 Lisa & Francisco Prats
 Michael Jones

5 Years
 Robert & Vicki Hastie
 Wayne Miller & Zac Jackson
 Matthew Adams
 Steven Oh
 Michael & Patricia Vanacore
 Richard & Marie Bamford
 Thomas Koester & Rose Cichy
 Catherine & Ellen Malinowski

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Join PCA the easy way

Membership entitles you to receive *der Vorgänger* but also monthly issues of PCA's magazine, *Panorama*. Porsche dealers also recognize PCA membership with a 10% parts discount.

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

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

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

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

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

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

- Visits to car museums.

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

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

on Sal Fanelli, who owns a Porsche tractor.

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

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

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

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

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

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Readers and Their Cars





Opposite top left: Brett Hankins at the 928 Frenzy. *Photo by Bruce Bade.*

Opposite top right: John Vrankovich provides some instruction to Mi Jee Song before she solos at her first autocross. *Photo by John Vrankovich.*

Opposite bottom: Cars gathered at the 928 Frenzy. *Photo by Bruce Bade.*

Above: Bill Calcano, Jim Bynam and Chip Taylor at the PCA Golf Tournament. *Photo by Mia Walsh.*



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