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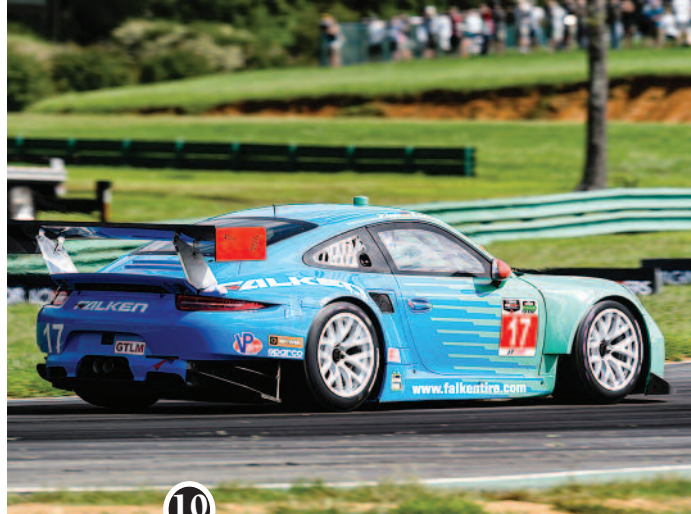
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Cover photo: A red 356 Coupe at the Gathering of the Faithful held at the VW headquarters. Photo by Jonathan Dunn.



der Vorgänger

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Cayenne Considerations

Through August 2014, Porsche Cars of North America announced total US sales of 31,759 vehicles. Only 12,123 of these were sports cars. Over 60% of Porsche's US deliveries were sedans or SUVs. Is that a sports car company, or an automobile manufacturer that sells some sports cars? And does it really matter?

Model	August Sales		Year-to-Date	
	Current Year	Prior Year	2014 YTD	2013 YTD
ALL BOXSTER/CAYMAN	627	669	5,072	5,577
ALL 911/918	1,030	769	7,051	6,889
ALL CAYENNE	1,485	1,435	11,744	12,517
ALL PANAMERA	429	454	3,945	3,473
ALL MACAN	969	0	3,947	0
GRAND TOTALS	4,540	3,327	31,759	28,456

For the individual owner it probably doesn't matter too much if you assume that Porsche will continue to build top flight sports cars and there won't be any dumbing down of 911s and Boxsters but rather an uplift of Panameras, Cayennes and Macans.

However, the implications for PCA are likely very significant. Most current members recognize the club's inclination towards motor sports and track events.



Carrie Albee



Glenn Cowan



Michael Sherman

Potomac, at least, works hard at and successfully engages non-gear heads in a plethora of events not requiring a helmet. Even so, we all worry about how low our capture rate is for owners of Porsche sports cars. I'm guessing, but I'd bet dollars to donuts that the number of non-sports car owners joining PCA is dismal. My basis for this assumption is anecdotal but whenever I meet or even just come across a Porsche driver I ask if they are PCA members. Most non-sports car drivers don't even know what PCA is. What's worse is they don't seem to much care or even understand that the "Porsh" they are driving is special and not just expensive.

I think we as a club need to consider whether we should make a special recruiting effort and determine if there are reasonable ways to adjust our programming to better involve and educate the non-sports car member. We all know Porsche automobiles were created to be everything to someone, not just something to everyone. Let's help the new owners discover the "everything" in their vehicles. I think there are ways that DV's stories could assist this effort if it seems worth trying but such an initiative should start with a broader conversation.

So let's start the conversation. What do you think?



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Trust Your Brakes

Some other time, I will share my interesting experiences with my brakes at Watkins Glen. But in the interest of staying in the good graces of our safety chair, I will save that for another day. For those of you that have the misfortune to spend personal time with me, you will know that the last two years of my life have been a real roller-coaster ride. The last few months have been especially so, with changes in my personal life and starting a new business. It's both an exciting and terrifying new chapter in my life.



John Eberhardt

The last month in particular has been both fun and stressful as we have been building the new business (3 of my new partners are PCA Potomac members – we're working on the other one). The fun is in building a new team, building a new culture, innovating new products, and going out and winning business in an exciting new field. The stress comes from worrying about making sales targets and delivering quality product to customers while a lot of uncertain factors and moving pieces swirl around. When I start to worry and get stressed, I need to remind myself: have faith. Yes, I have been here before. Yes, it has worked out fine. John, have faith.

Which brings me back to Porsche brakes. They really are pretty amazing. Even when they don't work, they work. You would be amazed (and shocked) at what you can use in them (ask me later). They hold up better than you expect, stop faster than you can imagine, and you can abuse the hell out of them before they give up. And even when they give up, you can still get something out of them (I can tell you about the Glen later). Most new Drivers' Edu-

cation students don't trust their brakes. They are afraid to really jam the pedal and put their brakes to the test. In fact, it takes quite a while to get a new student comfortable with really using their brakes properly. It takes them time to have faith in their brakes.

Now, for those of you who mostly know me by my cursing, drinking, and smoking it may be funny for you to hear me talking about a thing like faith. But faith is essential to surviving, and thriving, in life. Faith is the anchor of hope. Faith that things will turn out for the

best, faith that you will survive your trials, faith that you can resolve the issues in front of you, faith that you won't be abandoned, and most importantly: faith in yourself.

Like a new DE student, real faith takes time. You have to build it and nurture it, through experiences, lessons, and the wisdom and support of others. It takes time to have the confidence to drive on a race track. It takes time to get comfortable with door-to-door racing. It takes time to learn to Autocross. It takes time to learn how to win a Rally. It takes time to learn how to have faith in yourself. So give yourself the time to get there, don't worry about the destination, and enjoy the journey.

Much of my life has been a journey of learning to have faith in myself, and faith in others. I can look ahead and see that I still have a long road ahead of me. But as I look back, I can also see how far I have come. So just like our new DE students, I need to get comfortable stomping the brakes. Maybe you should too: take a chance and see what happens.



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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.

October

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

5 Potomac Region's Fall 2014 Golf Tournament, 12:30pm – 6pm.

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

11 Potomac Rally. Details to be announced.

12 Autocross #6 at Baysox Stadium. 7am – 1pm.

18 Tech inspection at Auto Sportsystems Group, 9am – 1pm.

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

24-26 Potomac's DE at Summit Point Main.

25 Potomac's Fall Foliage Drive. 10am – 2pm.

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.

Get ready for cold weather!

- *Putting on Winter tires? Swap out your tires when the temperature starts to drop below 40 degrees Fahrenheit.*

- *Make sure you have a kit in your car to be prepared for Winter emergencies. Blanket, shovel, gloves, etc.*

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.

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

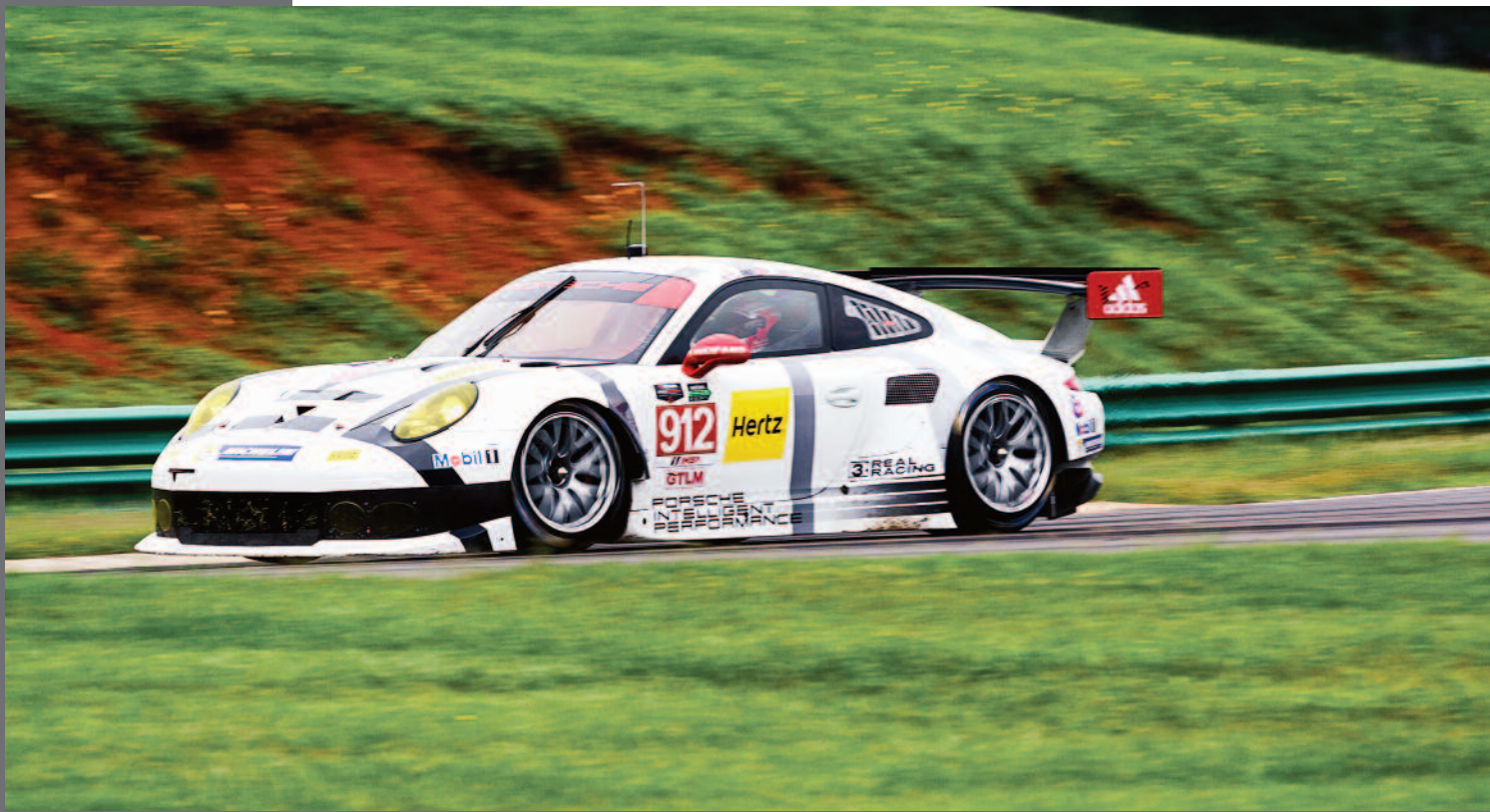
Sundays, 7:30 – 10am, "Church of the Holy Donut," Dunkin' Donuts, Route 29 & 198, Burtonsville, MD.

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.



VIR Race Report

Above: Early contact ruined any chance for a good result for Patrick Long or Michael Christensen in the No. 912 Porsche 911 RSR.

*Story and photos by Ken Marks
for der Vorgänger*

Once again, I returned to south central Virginia and the beautiful Virginia International Raceway. I was here to see (and photograph) the 2014 Tudor United SportsCar Championship – the Oak Tree Grand Prix. One of the highlights would be to see the Porsche 911 RSRs entered by the Porsche North America Racing team in their first year of competition in the series (in the GT LeMans class, called GTLM). It is a beautiful track with great vantage points and the Tudor United SportsCar Championship is a great event to see there.

It didn't take long for the drama to begin. During Saturday morning's final practice session Richard Lietz (driving the No. 911 Porsche 911 RSR he shares with teammate Nick Tandy) spun

and plowed into the barriers in turn 2. With Lietz sitting in the car, Jan Magnussen in the No. 3 Corvette C7.R crashed heavily into the driver's side of Lietz's Porsche. Lietz was sent to the hospital and diagnosed with a fractured upper arm. This would require a trip back home to Austria for surgery, but Lietz was in good spirits a day after the injury and visited his team briefly on race morning. His 911 RSR would need a new tub and the crew had their work cut out for them to complete the car re-build in time for the race. Michael Christensen was drafted to serve double duty and drive both the No. 911 and his regular No. 912 entry.

While Tandy (and the No. 911 car) was forced to miss qualifying, Brian Sellers qualified the Team Falken Porsche 911 RSR in seventh position. Christensen qualified eighth in the No. 912



car. Due to missing qualifying, Tandy would have to start the No. 911 car at the rear of the GT-only field. This would mean he would have to get around 25 cars to get to the front. The Risi Competizione Ferrari 458 of Giancarlo Fisichella and Pierre Kaffer qualified on the pole – 0.256 seconds ahead of the Auberlen/Priaux BMW Z4.

But missing qualifying was just the beginning of the bad news for Tandy (in the No. 911 car). At the race start, Tandy was ruled to have jumped the rolling start and would be required to stop in the pits to serve a penalty. After that, Tandy ran off the track while trying to make up the lost time.

Early contact ruined any chance for a good result for Patrick Long or Michael Christensen in the No. 912 Porsche 911 RSR. They collided with the No. 4 Corvette during Patrick Long's opening stint. The car suffered a tire puncture and suspension damage that the team could never truly recover from. But Tandy's speed in the No. 911 car started to pay off and he gradually moved through the field to second place. Unfortunately,

after handing over to Christensen (scheduled to take the checkered flag), the No. 911 car ground to a halt with a terminal engine problem just 19 minutes before the end of the race. Recovery of the crippled car caused a full course yellow. This assisted Team Falken.

Team Falken's 911 RSR had switched to an alternative fuel strategy following Seller's stint in the car. They were banking on a final caution period. The caution for the No. 911 car was what they needed. The teal-and-blue RSR leapt into the lead, with the Risi Competizione Ferrari 458 of Giancarlo Fisichella pressing hard in second place. However, Wolf still had to manage fuel consumption; he was low on fuel. The caution also wiped out a 12-second advantage the team had built up.

Things looked good for Team Falken -- were they to taste victory for the first time in 2014? It was not to be. On the 82nd and final lap, Fisichella made his move under heavy braking into turn 11 and pulled clear to complete a race sweep with co-driver Pierre Kaffer of the pole,

Above: The Porsche factory drivers would have a tough race weekend with Lietz injured at the end of practicing and a failure to qualify for the No. 911 car.



Above and below:
The Porsche 911
RSR runs the
VIR.

Far right, above:
Team Falken
made a good
showing for
Porsche cars.

Far right, below:
The number 911
911 RSR with
Lietz inside was
hit at the end of
practice. He suf-
fered a broken
arm.

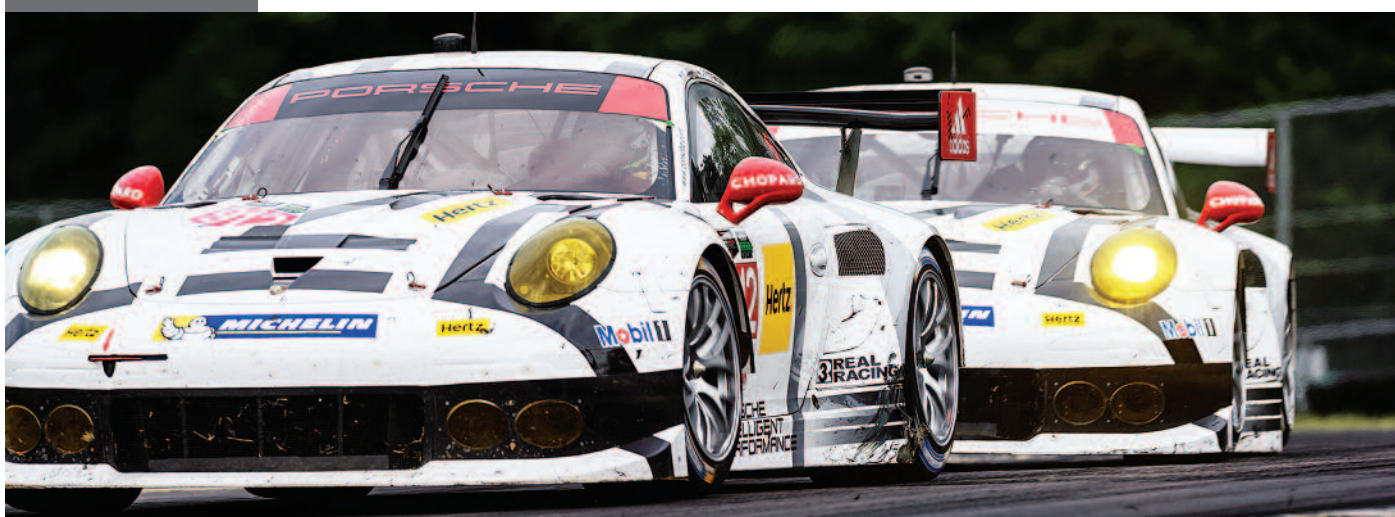
fastest race lap and race win for the Houston-based Risi Competizione Ferrari team. Henzler crossed the finish line just 0.492 seconds in arrears in his 911 RSR for second place.

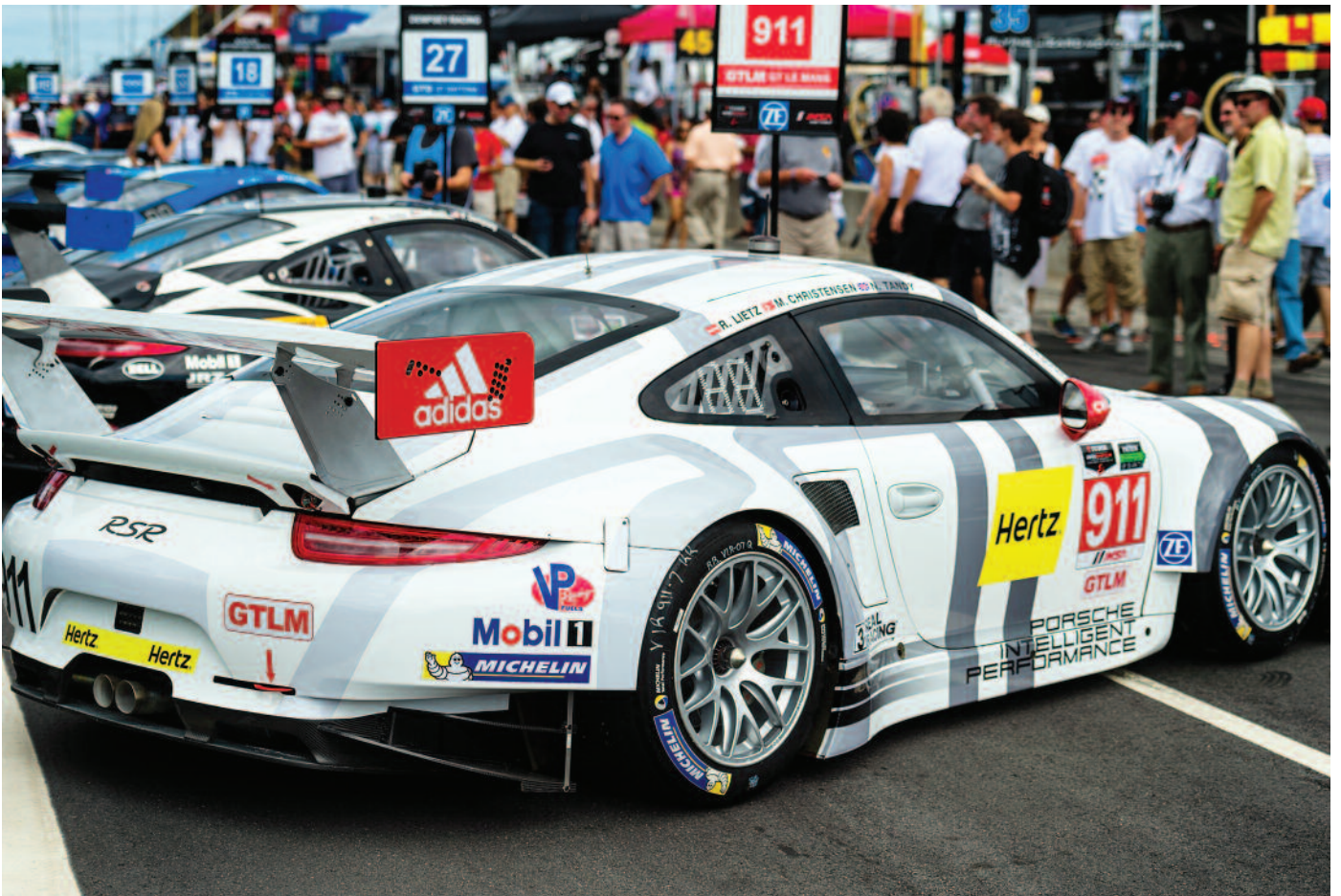
Despite a tough weekend for the Porsche North America Racing team, Team Falken's admirable performance moved Porsche to the head of a tight manufacturers' battle with two rounds remaining.

In other news important to Porsche aficionados, Patrick Dempsey and Andrew Davis took the No. 27 Dempsey Racing Porsche 911 GT America to a third place finish in the GT Daytona (GTD) class. This was the team's first podium finish in 2014. Dempsey started the car at the back of the grid (17th place) due to a crash in Saturday's practice. When he relinquished the wheel to Davis, the car was in third place and Davis kept the position. Dempsey called it one of his "best drives so far."

The Dempsey team had split its pit strategy. Jan Heylen and Martin Snow dominated the first half of the race in the other team car, the No. 58 Porsche 911 GT America. They had to make their final stop under green shortly after a restart – and could never make up the difference. The No. 58 car eventually finished 9th in class.

The GTD class was won by Dane Cameron/Markus Palmtala after Cameron swept to the inside of Damien Faulkner (in the M. Lewis/Faulkner No. 81 Porsche 911 GT America) with 45 minutes remaining and led the rest of the way to take the fourth GT Daytona (GTD) victory of the season for the No. 94 Turner Motorsport BMW Z4. Second place went to Alessandro Balzan and Jeff Westphal in the No. 63 Scuderia Corsa Ferrari 458 Italia.





DIY Paint Job on a Budget

Article by Collin Mechler
for *der Vorgänger*

Note: this should only be attempted at your own risk, and the views expressed in this article are simply those of a mere pleb who has become quite the accomplished rattle-can DIY'er. I am not, however, an expert.

To many car owners, paint can simultaneously be one of the most important and most mysterious aspects of a car. When it comes to body work, most of us simply throw our hands in the air, mutter "I give up" before we've even started, and promptly drop our car off at a body shop to be ready for pick up a week or two later.

And, before we begin, it's important to note that if a concours-winning, show-quality job is what you desire, I'd recommend that you do actually drop your car off at the aforementioned body shop and pay the gentleman your first born, because it'll be worth it.

For the rest of us who either (a) desire a pretty good paint job or (b) need to paint smaller parts of a car (i.e., an aftermarket bumper/decklid, or in this case, a new rear wing) and don't want to deal with a body shop, I have this to say to you: Yes, it's possible, it's fairly easy, and it's also fairly cheap.

When investigating painting on a budget, you typically find yourself faced with two options for application of paint: a spray gun (e.g., High Volume Low Pressure, or HVLP) or a rattle can. Rattle cans are nice because they're cheap and easy. HVLP spray guns require an air compressor capable of pumping out the necessary amount of air (my gun requires 4.5 CFM at around 25 psi), along with various other accoutrements when the scope of your work becomes more serious. HVLP guns are ideal over rattle cans for a number of reasons, namely that they can handle multi-part paint (paint + hardner/thinner), make much better use of the material (i.e., more paint lands on the part itself), and can provide better atomiza-

tion (which will result in a higher-quality job). Thanks to the wonders of Amazon.com, I found myself a cheap-yet-very-well-reviewed HVLP gun for \$30, plus a \$7 water-oil filter to help clean the air before touching the paint (the pros actually use many, many filters, venturis and cleaners when painting a car. Unfortunately, this tends to become insanely expensive.).

Ok, so enough of the backstory. Let's pretend that you've picked out the part, color, and application method you're going to use. What do you do next? Prep. Many body experts argue the single most important part of a car's finish is the prep: if the surface is uneven or contains pits/scratches when there is no paint, chances are they'll show up when you paint it (you'll see a picture later on where this is evident). So if you're going to spend a TON of time somewhere, spend it on the prep stage.

Safety: Make sure to wear a dust mask and safety goggles while sanding, as the particulates (particularly if fiberglass or carbon fiber) can really make things nasty for you later in life.

Step 1: Disassemble the part. Before doing anything, disassemble. The more disassembled, the better off you'll be, as you'll ensure you have a more even paint application and few parts coated in overspray...

Step 2: Remove the old paint. I like to place the part on either sawhorses or a shop bench. Either way, be sure that it sits on something soft, and preferably lint-free (microfiber works well). Using a coarse-grit sandpaper (I rarely go coarser than 100-grit), your goal in this step is to (a) sand away the clear coat and (at least) the top layer of paint and (b) remove any gouges and surface irregularities. NOTE: this step is optional and will be based on the amount of material you wish to remove or how much you really care about a high-quality job. An orbital, DA (Dual-Action), or angle grinder (with sand paper wheel) will make quick work of this step but take care when using on curves and do not press too hard.



Step 3: Block sanding (more sanding!). Once you've removed the top layer of paint, you'll need to sand away the coarse sanding marks you created using some 220 grit. Unless you know what you're doing, do not use any power tools in this step. Additionally, try not to press your fingers directly against the sandpaper itself, as you will create pressure points in the surface that you'll need to remove later. Specialist automotive shops actually use specially-shaped sanding blocks made of a semi-flexible foam to help the painter ensure they are conforming to the car's complex curves and contours. These blocks are available online. While not needed, they do help make this step more dunce-proof. I happened to have some polyethylene foam lying around, so that's what I used: simply wrap the sandpaper around the foam and sand away. NOTE: during this step it may be necessary to add body filler (Google it), depending on how anal you are or how uneven the surface is. Repeat Step 2 as needed. Body filler is also useful for filling in pitting as well (again, see a photo later on). From time to time, be sure to wipe or blow away the sanding particles.

Step 4: Even more sanding! At this point, your surface should be even and very smooth (for a quick test: close your eyes and run your fingers lightly across the surface). Time to wet sand: grab some 400 or 600 wet-dry and either a water-filled spray bottle or cup. Get the surface and/or the paper very wet (like, the wetter the better) and begin to sand the surface – again, using a block between your fingers and the paper! Periodically wipe down the surface of the part with a lint-free towel. Sand until the surface is ultra-smooth.

Step 5: Wait, more sanding? Depending on the part you're looking to paint, you may be able to simply stop here and go straight to applying the primer. In fact, some paints necessitate a coarser key (i.e., rougher surface) to help with adhesion, so check with your paint/painter. Assuming the paint can still adhere, the next step is to wet sand using 800-1000 grit paper. It's rare for body shops to go much higher than this, as the benefit is often not worth the hassle (remember, we're not necessarily planning on Pebble Beach).

Step 6: Clean up. You mean we're done? Well, ah, not really. Wipe your part down to remove any lingering dust. Clean up the oil and

fingerprints using mineral spirits on a lint-free cloth.

Step 7: Mask your part. Before applying paint, you'll need to mask off any areas you were unable to remove when you disassembled the part in the first place. Note that paint has a knack for getting everywhere, so be VERY careful how you mask.

Step 8: Apply primer. Applying primer is pretty easy, and for most standard-fare paint application, rattle can primer is sufficient. Follow the directions specified by the primer (or your local paint shop) and apply two to three coats. Once the primer is cured/dry, wet sand it down. Some paint does not require sanding the primer at all. Next, repeat Step 5.

Step 9: Apply paint. The paint I used is actually a semi-gloss black trim paint. This paint is more forgiving than actual colored body paint, as it is meant to provide a slight texture and will coat very evenly. Follow the directions of the paint; assuming you went the spray gun route you'll likely need to reduce with either Reducer or Lacquer Thinner and may also need a hardening agent (the paint will tell you). Apply a few coats. Be careful not to apply too thickly, as you can create runs which you'll need to sand down and reapply some paint over the corrected area.

Step 10: Once again, wetsand! No need to tell you how to do this yet again.

Step 11: Apply clear coat. Applying clear is very similar to applying paint, in that it will likely need to be reduced and will sometimes contain a hardener. Be extra careful not to apply the clear too thickly as runs are super difficult to remove for the inexperienced painter (chances are, you are).

Step 12: Buff it out! Ask your local paint shop when it's best to perform this step, as some paints will need some time before receiving polish and wax.

When everything is complete, your car or part will look spectacular. And here's the best news: if you screw up any point in this process, simply sand it away and start over. Even better news, it's often not necessary to begin from the very beginning!



Rallies are the Answer

Article by Glenn Cowan
for *der Vorgänger*

So it's Saturday afternoon and the lawn is mowed and the cabinet door isn't squeaking anymore and the remainder of your To Do list can wait until next weekend. Some errant grass clippings and resultant dust from mowing require that you wash your car. So now what? You need some socks and your spouse said something about dryer sheets, so I guess you could go to the mall. Or ... you could go for a drive. Trouble is, it's at least thirty minutes between you and anything approaching a fun road. A half an hour of stop and go, speed cameras, bad drivers, crummy suburban scenery plus you will be alone as anyone you might want to go with you is shopping for socks. So you join them at the mall and your clean car sits.

Rallies are made for you! First of all, they are scheduled well enough in advance that you can plan for them and actually go. Rallies are cheap! They are fun, entertaining, challenging and they are about you and a friend (spouse even!) driving and navigating your clean Porsche on some country roads with curves and elevation changes and nice scenery. When the driving is done there is generally food and conversation and a pleasant drive home – you still have the final congested thirty minutes but – who cares?

Rallies are also competitive – not that winning is important but while you are driving for fun you might as well be better than your fellow rally drivers at whatever contest has been devised. For example, at a recent Potomac Rally designed by our Rally Chairs, Craig and Linda Davidson,

Below: The cars are lined up as the owners gather in the morning to head out..





teams were given precise directions, based on odometer readings, for the 65 mile course. Craig and Linda pick a destination (in this case the AugustoberFest in Hagerstown) and designed an initial route based on good road maps. They then drive the route, making changes as appropriate and determine the questions or other devices to introduce further work for both the driver and navigator. In this case they identified road signs and other information the teams would encounter that would permit them to answer ten questions: How far is it to Detour? Where would you go for renal failure? How many named creeks did you traverse? At the end, teams got to draw as many poker cards as they had correct answers and the best 3 poker hands got trophies! Twenty cars participated and most teams found all ten answers

but after drawing poker hands victory went to Ellen Beck and Bob Gutjhar, Drew Kowalevicz and Danae Rommert and Kirstin Knott and Elizabeth Arledge.

Rallies can be judged based on time, distance, precise navigation or inventive gimmicks but they are never really about speed per se so you should get through the day without paying fines or collecting points. It's a great way to spend time with your navigator, meet some other Porsche folk and look at and talk about their cars. Rallies are held four or five times a year and it's nice to know one is coming up and at least for that day you won't have to wonder what a dryer sheet is.

Above: Instructions are given so people know the rules and goals of the rally.

Below: The finish line! Drivers made their way through Maryland to end up at the Augustoberfest in Hagerstown.



PDK vs. Manual

Yes, we're going there

Article by Glenn Cowan and Michael Sherman
for *der Vorgänger*

Point: PDK is the new hotness.

If you are fortunate enough to have opportunities for making choices, rather than having options imposed on you, it is likely that you are in pretty good health, live in a free market democracy and enjoy a reasonable and secure income. Single family or condo, public or private, lake or ocean, plain or peanut, hardtop or drop top? These and myriad other choices can generally be weighed in a calm manner and discussed with friends and family without causing hate and discontent. Not so manual vs. automatic or more precisely, 7 Speed Manual vs. PDK!

For nearly 50 years I have driven stick shifts. Three speeds on the column; 4, 5 and 6 speeds on the floor. I haven't been entirely a purist; when forced into the family hauler I have snoozed along with automatics so am familiar with the vanilla variety minivan gearbox.

My 924 Turbo, 944 Turbo, 993 and 993 4S, 986 and 987 Boxsters were all manuals. My 981 Boxster S is a PDK. You would have thought I had switched marques! Elementary school students waiting for the bus comment on my triple black beauty but turn ugly if they learn it's not a real Porsche what with the automatic transmission and all! Friends at work express disguised disdain when my "it's a 7 speed double clutch transmission" gets translated as "automatic" by the intern who doesn't have a driver's license.

My wife says she likes the PDK because now she can still drive my car (the 993s were a bit stiff I'm now told) but I wonder if I still get any cred for driving a sports car or am I "slipping a little" as I start to accommodate to life's vagaries?

My lease is up next year and I have already ordered a quadruple black Boxster GTS with PDK! The whole notion of being one with the car by rowing through the gears is like being one with the radio as your finely honed small motor skills dial in your favorite AM station. It's like being hugely experienced at folding a road map to the correct quadrant or always being aware of the nearest phone booth and making sure you have enough dimes.

I get so many turned up noses and slightly disappointed looks I'm starting to get downright aggressive about the PDK. At autocross events I no longer join in the arcane discussions

about shift points and talk instead about my faster lap times! On my way to and from work I can concentrate on two handed steering instead of constant 1-2-3-2-1 rush hour gear changes.

Is it fun? Damn right! Marveling at the different shift maps and the spectacular engineering it takes to actually anticipate how I will approach an uphill off camber corner is a joy. I have tried substituting the paddles for the processor – forget it – downshifts here and there maybe but the computer is much better at upshifts and let's admit it, at the whole gear selection process generally.

I do wonder about losing the skill of driving a manual but I figure it's like a bicycle. Along the same vein, I no longer remember how to call indirect fire using grid squares and a compass but if it came down to it, I'd rather the fire control computer do it!

Counter-point: Manual transmissions require skill.

We've all had to embrace our share of change over the years. Technology is always making driving safer, faster, more fun, but I wonder if it is making driving more, well, *driving*. By that I mean the skill of driving – something that takes time to learn to do well. Or is the technology removing the skill entirely to take the human out of the equation and reduce driving to a pedestrian pursuit?

As I've followed the 911 evolve, I've seen many technologies added. In 1989 with the arrival of the 964, we get power steering for the first time. What the...? I don't need assistance turning a steering wheel. But eventually we reasoned that it made driving at low speeds easier, and it didn't really take away steering feel *too much*, right? Then we get totally different rear suspensions in the 993, then the 996 brings water-cooling and a different interior! Ok, that's enough, right? Haven't you "improved" things enough? But at this point, as a driver, I still have three pedals to worry about, and driving means learning the skill of matching revs on shifts, steering correctly, and applying throttle in the right way, listening and feeling the car talk back to you as you go.

But then came PDK. It removed an entire pedal! What am I supposed to do with my left foot? It's inevitable as technology improves that a computer-shifted transmission will be better than a human, but like a lot of workers displaced through better robots, I'm left wondering is it a good idea on the whole? It takes away a life skill that so many of us have - driving a manual transmission. It's almost something to be proud of these

days, not just commonplace. In fact, it's now a great theft-deterrent since so many don't even know what that pedal does over there.

To me driving is a hobby. That means it requires skill that I have refined over many years. Learning about my car, learning to shift just right, is something that I take pride in. It means I'm more connected to my car because I know deep down that not anyone can just jump into my car and drive it the *right* way. To look at PDK, I see the removal of a very important skill that defines a driver, and importantly, the driver-car connection.

With every addition of technology, it removes more of the driver from control of the vehicle. Think cruise control, power steering, electronic throttle (no more throttle cable!), and now PDK - we're just becoming a passenger along for the ride. Next step is self-driving cars (they're coming). I'm holding on to my shifter and you can pry it out of my cold, dead hand.

Another important point I see with the onslaught of automatic transmissions (PDK or old slush box) is the tendency to create drivers who think they can do other things while they drive. Now that an entire foot and arm are freed up, there's so much more room for activities! Now I'm not sure what they'd do with an extra foot (maybe I don't want to know), but I know with an extra arm people are free to talk on their phones, put on makeup, and even read books. Yes, I've see a book

being read during rush hour traffic. This has some safety implications that cannot be ignored. By introducing technology to reduce the active inputs by the human driver, it has led to people being far less than 100% focused on their driving. I find by driving a manual I am more in tune with the flow of traffic since I'm always looking ahead to avoid hard braking and unnecessary shifts. That keeps me constantly aware of the drivers around me. In my humble opinion that makes me a safer driver.


Granted, there are times when I indeed hate the 1-2-3-2-1 of rush hour driving. I can understand the appeal of PDK because it "shifts better than a human", but I'm the human and I want to control my car.

I will accept, however, that Porsche is definitely trending away from the manual. Currently we see with the 911 Turbo and 911 GT3 there's no longer a manual transmission available - they are PDK-only. The Macan is PDK-only. I'm sure the next iteration of the 911/Boxster/Cayman will do away with manual entirely. In my mind I accept the future inevitability, but in my soul I want to believe I will still be able to drive a manual transmission car in 10 or 20 years.

• • •

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Wheel (and Tire) Cleaning 101

Article and photos by Darryl Nichols
for *der Vorgänger*

With Fall and Winter approaching, your wheels, tires, and wheel wells will be taking the brunt of fallen leaves, branches, many other kinds of road debris, and for those daily drivers, road salt and other snow and ice melting chemicals. Here is a “how to” to show the proper steps to rid your wheels of not only brake dust, but all of the other nasty stuff that gets attached to those parts of your car that actually touch the road.

Below: A Tire/Fender Brush, Boar’s Hair Wheel Brush, Lug Nut Brush and the Turbo Stick cordless drill attachment.

Right: Filling up the bucket and creating the suds. This is a mixture of degreaser and car wash soap.

First up is to revisit some of the various wash techniques that I’ve presented in previous dV issues and also demonstrate at my PCA detailing clinics and that is to remind everyone to clean wheels and tires FIRST. The logic behind this is so that you don’t splatter all of the aforementioned nasty stuff onto the painted surfaces of a clean car. If you do the wheels last, you will more than likely have to go back and touch up any areas on the body of the car making double work for yourself. I also highly recommend a completely separate bucket for wheels so you can avoid the risk of contaminating your wash buckets with brake dust or other harsh debris. Getting those particles in your wash pad and dragging that across the paint which will result in lots of swirls and scratches.

OK, so you have a separate bucket? You’re also going to need some wheel cleaner, some general purpose degreaser, and some “tools of the trade”. Pictured to the left are the various items that I use on a daily basis for all of my hand wash services: a Tire/Fender Brush, Boar’s Hair Wheel Brush, Lug Nut Brush and the Turbo Stick cordless drill attachment.

As I’m sure you are aware, Porsche (and other German cars) have some horrendous brake dust. There are a couple of products on the market that have ingredients in them to specifically attack the metallic particles of the brake dust while remaining safe for today’s wheel finishes. If you have

been neglecting your wheels or have an older car, repeated applications of a wheel cleaner will eventually break down practically all of the baked on mess. For daily/routine cleaning, most over the counter wheel cleaners will do an adequate job of removing dust and road grime without a tremendous amount of effort. I use a wheel cleaner and an all purpose cleaner (APC). For tire and wheel well cleaning, I use a diluted mixture of 50/50 APC to water.

All right, let’s get started. Prepare your bucket with a few ounces of full strength degreaser and an ounce or so of car wash soap. That will provide some cleaning power and some suds and lubrication for your brushes. Be sure to follow all instructions on the labels of your products.

Start with your 50/50 degreaser solution and give the tires and wheel wells a good spray. Then, with wheel cleaner in hand, spray the barrel of



the wheel first, caliper, and face of the wheel. I like to give each lug nut hole a quick shot as I go around the circle. Generally speaking, there is no need to pre-soak anything,....you will only end up diluting the cleaners and having most of them

run down your driveway. If you've been off-roading, then perhaps a quick blast from the hose is a good idea. If you're using one of the "metal attacking" cleaners, as demonstrated in this article, be sure to give them adequate time to work. Most require a couple of minutes to work and will change colors as they react with the brake dust. With the Tire & Fender Brush, give the tires a good scrub and the wheel well area too. I like to do this first while the wheel cleaner is working.

Once the tires and wheel wells are cleaned, work from the inside out on the wheels. With the Turbo Stick at the ready, go after the barrel one opening at a time. Angle it left and right to get behind the spokes and flip direction of the drill rotation to allow the "fingers" to reach all areas. The Turbo Stick can also get the back side of the caliper.

Below left: The fender brush in action.

Below right: The deep wheel cleaner doing its work. Purple means it's cleaning off iron particles.



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Next, take the Lug Nut brush and do the lug nut areas and hard to reach areas of the caliper.

Finally, use the Boar's Hair Wheel Brush to clean the face and all remaining surfaces.

Now you're ready to rinse. Rinse everything completely and thoroughly. The best way to dry everything is with air. Use an air compressor or leaf blower – and then wipe off any excess water with a towel. You can also add a quick spritz of a quick detailer as you wipe. Now that everything is clean, you can apply your favorite tire dressing, undercarriage dressing on the wheel wells, and wax. Wait... did I say wax? Yup! Most wheels are painted and clear coated just like the paint on the car. Why not wax (or better yet, seal) them? It will help repel dust

and dirt and although will break down faster due to heat and more "wear and tear" than the wax on the rest of the car, consistent use of a wax or sealer will make future cleanings easier. Of course, waxing or sealing is much easier to do with the wheels off the car, so I recommend a good thorough "off the car" cleaning twice a year and then periodic touch ups during your regular wash routine.

For questions regarding any of the tools or cleaners mentioned in this article, please get in touch with me via e-mail: email@oddsandendsdetailing.com.



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Left: The boar's hair wheel brush in action.

Below: The finished product - A shiny wheel free of brake dust and dirt!



Far left, top: The turbo stick working to get those hard to reach areas. It attaches to a standard drill.

Far left, bottom: The lug nut brush can reach those hard areas like lug nuts (as the name implies) but also caliper surfaces.

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Porsches Show Off At “Augustoberfest”!

*Article by Ron Davis
for der Vorgänger*

“Augustoberfest” goers had a beautiful display of Porsches (see photo) as they entered the “Fest” on Sunday the 24th in downtown Hagerstown. The show drew about 45 cars including 20 plus cars from the “rallye” and “drive & dine” events. Volunteers Joe Howell and John Truban were kept very busy directing traffic while their wives, Judy Howell and Charlene Truban were helping Diana Davis at the registration table. Voting was brisk as many “Fest” goers admired the sparkling show queens and voted on their favorite car.

Winners of the “TOP 5” trophies were Rob Abbott with a very unique 1968 “lightweight” 911 L track car (see photo), Joe Howell – ’84 Red 944, Jim Hobbins – ’63 White 356 Coupe, Derek Hughes – 2006 Black 911 Carrera S and Ed Slonaker – ‘2004 911 996.

Two of our members, Stephanie Boraas and Geoff Davis appearing in their German outfits (see photo) were part of a dance group that participates in this great celebration of Hagerstown’s German heritage.

So if you missed this event, come out next year for great beer, brats, and apple strudle!



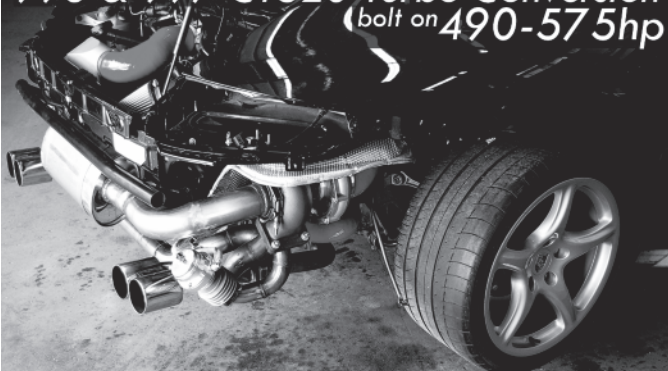


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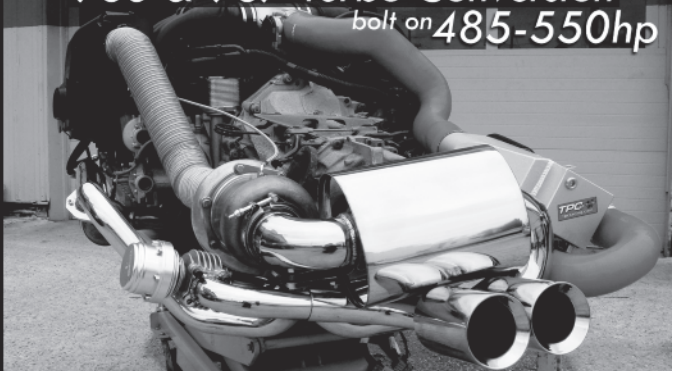


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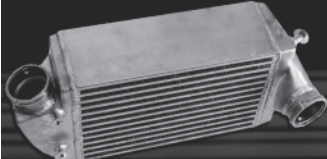


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Gathering of the Faithful

The annual Gathering of the Faithful car show moved this year from the Reston Town Center to the headquarters building of VW North America located in Herndon, VA. Featuring many 356 vehicles, this car show usually brings out a lot of the “faithful”. This year saw a great turnout with a large collection of models from Porsche spanning many years - 356, 928, 944, 911, and Boxsters. Club members and visitors alike saw many amazing cars, collected raffle prizes, and had a good time talking about their favorite cars. We’d say the change of venue was a success!



Top: The parking lot started to fill with Porsches! Photo by Bob Hofmekler.

Above: The striking wheel of the 50th Anniversary 911. Photo by Bob Hofmekler.

Right: The 356 collection was impressive this year. Photo by Michael Sherman.



A Spyder makes an appearance at the Gathering of the Faithful at the VW headquarters in Herndon, VA. Photo by Jonathan Dunn.

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|---|--|---|---|
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| Matt Bechtel - 2002 Boxster S - Rockville | Ted Hovis - 2014 Boxster S - Alexandria | Theodore Piniewski - 2005 Cayenne Turbo - Lexington Park | Joao N Veiga Malta - 2014 Boxster - Chevy Chase |
| Dave Brownell - 2010 911 GT3 - Fairfax | Charles Iwuagwu-Okere - 2008 Cayenne S - Fairfax | Maria Recio - 1965 356 - Kensington | Louis Vernon - 1988 944S - McLean |
| Charles Buffington - 1985 911 Carrera - Warrenton | Benjamin Kim - 2013 911 Carrera 4S - Fairfax | Raymond Rettig - 1996 911 Carrera Cabriolet 993 - Alexandria | Robert Wiersberg - 1996 911 Carrera - Arlington |
| J. Lawrence Cunningham - 1996 911 Carrera - Frederick | Ken Larson - 1988 911 Carrera - Herndon | John Ryan & Linne Stephens - 2014 911 Carrera 4S Targa - McLean | Mark Wietcha - 1955 356 Speedster - Washington |
| Philip De-Bodene - 2002 Boxster - Alexandria | Lino Laudiero - 2014 911 Carrera S - Manassas | William Slusher - 2014 911 Carrera S - Reston | Glenn Wolthuis - 1980 911 SC Targa - Woodbridge |
| David Dervy - 2014 Cayman S - Washington | Scott Logan - 2012 911 Carrera - Chevy Chase | Edwin Snyder - 2006 911 Carrera 4S - Herndon | George Zhao - 2014 911-50 - Rockville |
| William Fagan - 2015 Macan S - McLean | Ismael Matus - 2007 911 Turbo - Washington | Donald Steiner - 1987 911 Carrera Cabriolet - McLean | |
| Kevin Gentry - 2007 911 GT3 - Springfield | Diane McCune - 2010 Boxster - Walkersville | Mark Stoeckel - 1987 944 - Catlett | |
| Lloyd Halvorson - 1988 911 Carrera Cabriolet - Frederick | Dennis McNeely - 2008 Boxster S - Potomac Falls | Jeff Surdyk - 2008 911 Carrera S Cabriolet - Arlington | |
| Barron Harvey - 1987 911 Carrera Cabriolet - Washington | Robert Mikkelson - 2015 Macan S - Laytonsville | | |
| | Neal Norman - 2008 Cayman - Arlington | | |

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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.

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: The 356 corral at the Gathering of the Faithful. Photo by Jonathan Dunn.

Below: John Hawley's new 911 GT3. Just 2000 miles are on the odometer. Photo by Michael Sherman.





Above and left: Steve MacKellar tends to his new 50th anniversary 911. The license plate proudly reads “3 PEDALS”.
Photos by Michael Sherman.



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