

# der Vorgänger







## Experience the status quo being bucked at its fastest.

Say goodbye to the status quo. Built around a proven mid-engine design, its balance and handling turn each corner into a tingle down the spine. And technological advancements like Direct Fuel Injection (DFI) only make it better. It not only creates more power, but also uses it more efficiently. Such constant progress leaves no doubt why the Cayman has made Car and Driver's 10Best list every year since its launch. Visit our showroom today and experience how quickly the status quo can be bucked. Porsche. There is no substitute.

## Experience the Cayman.

**Porsche of Arlington**  
Arlington, VA  
(703) 684-6660  
[www.arlington.porschedealer.com](http://www.arlington.porschedealer.com)

**Porsche of Tysons Corner**  
Vienna, VA  
(703) 564-6200  
[www.tysons.porschedealer.com](http://www.tysons.porschedealer.com)

**Porsche of Rockville**  
Rockville, MD  
(301) 881-0900  
[www.rockville.porschedealer.com](http://www.rockville.porschedealer.com)

**Porsche of Silver Spring**  
Silver Spring, MD  
(866) 963-5812  
[www.silverspring.porschedealer.com](http://www.silverspring.porschedealer.com)

Porsche recommends **Mobil 1**



**PORSCHE**



# Intersport

*Serving PCA Potomac  
members since 1990*

**Charlie Murphy & Omar Hilmi**  
**1524 Spring Hill Road, McLean VA**

**Renowned Porsche service**  
**Pristine pre-owned vehicles**

- ♦ From Motorsports and Performance Tuning to Scheduled Service
- ♦ Elite Technicians: Peter Aylestock, Artist Kitburee, Craig Williams, Jimmy Loughlin
- ♦ Fully equipped and experienced with Porsche from vintage to current models



[www.intersportsales.com](http://www.intersportsales.com)

[www.intersportservice.net](http://www.intersportservice.net)

[omarkhilmi@gmail.com](mailto:omarkhilmi@gmail.com)

**tel: 703.242.8680 fax: 703.242.0358**

**Porsche BMW**  
**Mercedes Audi**



# Table of contents

- 6 The editors' column
- 7 The president's column
- 8 Club officers and program chairs
- 9 Potomac's 2014 calendar
- 10 The Virginia Museum of Transportation by Richard Curtis
- 14 The inaugural Golf Tournament by Mi Jee Song
- 15 The Franken-Lid by Bob Williams
- 18 Reading Your Tires 101 by Collin Mechler
- 20 Watkins Glen DE pictures by Carrie Albee
- 24 991 Oil Change by Michael Sherman
- 30 Readers and their cars

Cover photo: DE at the main circuit at Summit Point. *Photo by John Walters.*



10



18



24

## der Vorgänger

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

September 2014  
Volume 60, No. 8

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

**Publisher:** Tony Kelly  
6726 Lucy Lane  
McLean, VA 22101  
[dvpublisher@pcapotomac.org](mailto:dvpublisher@pcapotomac.org)

**Co-Editor:** Carrie Albee  
**Co-Editor:** Glenn Cowan  
**Co-Editor:** Michael Sherman  
[dveditor@pcapotomac.org](mailto:dveditor@pcapotomac.org)

**Contributing photographers:** Ken Hills, Michael Madrid, Ken Marks, Tony Pagonis, John Vrankovich, Mia Walsh.

**Contributing writers:** Gary Brindle, Sydney Butler, John Eberhardt, Jonathan Kinberg, Tony Kelly, John Magistro, Tony Pagonis, Starla Phelps, Dan Rowzie, Steve Vetter, John Vrankovich, Mia Walsh.

**Proofreaders:** George Soodoo,  
Linda Gifford

For questions about advertising rates and placement in **der Vorgänger**, please contact Tony Kelly at [dvads@pcapotomac.org](mailto:dvads@pcapotomac.org)

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

Letters to the editor are welcome. They should be brief and may be edited for length. Please include a contact phone number for verification.

To subscribe, join the Porsche Club of America. Details at [www.pca.org](http://www.pca.org).





Simultaneously breaks new ground,  
while clinging to the current one.

**Come in today for a complimentary state inspection and to inquire about our great lease offers.**

**We can get you out of your lease up to a year early with no penalty!**

**Call or email us to find out how.**

**703-564-6300**

**[webleads@porscheoftysonscorner.dsmessage.com](mailto:webleads@porscheoftysonscorner.dsmessage.com)**

Experience the control of all-wheel drive.  
The new Porsche 911 Carrera 4S.

Porsche of Tysons Corner  
8601 Westwood Center Drive  
Vienna, VA 22182  
(703) 442-8200  
[www.tysonsporschedealer.com](http://www.tysonsporschedealer.com)

Porsche recommends **Mobil 1**



**PORSCHE**

*Shah & Shah*  
APPRAISERS INC

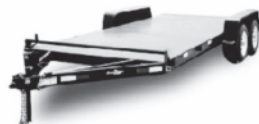


*fine jewelry since 1929*

MIKE SHAH IS A PROUD MEMEBER OF THE PCA

BEST KEPT SECRET  
IN WASHINGTON DC

1001 CONNECTICUT AVENUE NW  
SUITE 607  
WASHINGTON, DC 20036  
202.223.6001  
[WWW.SHAH-SHAH.COM](http://WWW.SHAH-SHAH.COM)



Gainesville Garage is your #1 source for quality built  
trailers to haul your beloved ride!



5300 Wellington Branch Drive, Gainesville, VA 20155  
[www.gainesvillegarage.net](http://www.gainesvillegarage.net)  
703-754-0855

PCA MEMBERS RECEIVE A FREE SPARE TIRE WITH TRAILER PURCHASE



Bruce Wakefield  
Director

**CPR**  
**Vintage Porsche Restoration**

410-353-2274 Cell  
[cpr.bruce@gmail.com](mailto:cpr.bruce@gmail.com)

9329 Ocean Gateway  
Easton, MD 21601  
410-822-8322



# Hard-copy, Print, Old-school

This is the eighth edition of *dV* put together by your not quite so new team of Michael, Carrie and Glenn. We are still getting to know one another and the art of automobile magazine editing. We all had hoped to attend more club events than reality has permitted, so have had to rely more on the "reporters" among you than anticipated. We have been most fortunate that so many Potomac members have helped us make this work. But is all this effort producing a worthwhile product?

Let's start with a basic question. Since quite a bit of the effort and almost all of the cost of producing *dV* is related to it being a print publication, why do we do it? It's online at the PCA Potomac website already, why go to all the trouble and expense of printing and delivering an outdated hard copy format publication? Many of PCA's regions publish exclusively online, who not Potomac? Let's explore that...

While not based on an exhaustive analysis, it does seem that the soft copy only publications are more newsletters than magazines. We and previous editors have worked hard to include considerable original writing and not simply rely on event announcements, track results and calendars of coming meetings to fill up space. Moreover, it is likely that members don't actually read on line newsletters. They may notice a new edi-



Carrie Albee



Glenn Cowan



Michael Sherman

tion when perusing the website but it is far from certain that very many actually read it all.

*dV* is different we hope. It sits on the side table or in the magazine rack for a whole month. It gets picked up for ten minutes here and five minutes there and by the time the next edition arrives, it has been digested. That's our hope.

What's the reality? Do you really read *dV* and do you enjoy it? We have tried to mix up our stories and pictures to include travel articles, technical pieces, DIY experiences, Porsche news, personal stories and of course, club news. Are we getting it right?

We receive next to no feedback about how you receive *dV*. We have considered sending an email survey to the entire club membership but are not convinced we would receive a statistically significant return and don't want a skewed "public" opinion steering us off. While not scientific, we would prefer to hear from as many of you as might care to write and offer comments, suggestions, thoughts, criticisms, even praise.

We hope you are reading *dV* – let us know why and how we can make your magazine better. Thanks.  
—Glenn

**Tax planning and returns?**

Protection of wealth?

*Financial planning?*



**Accounting and audit?**

*Litigation support?*

**Investment planning?**

## YOU BET YOUR GLASS WE DO

**Glass Jacobson** is a one-stop-shop for complete personal and business financial services, led by Managing Director and Porsche enthusiast Michael Cohen, CPA.

[www.glassjacobson.com](http://www.glassjacobson.com)

[michael.cohen@glassjacobson.com](mailto:michael.cohen@glassjacobson.com)

410-356-1000

10711 Red Run Blvd Suite 101 Owings Mills, MD 21117



1901 Research Blvd Suite 300 Rockville, MD 20850



# A Debt of Gratitude

This column is about gratitude. It is about appreciation for the people and organizations that have shaped our lives. It is a book-end to my column last month where I challenged the membership to step up and lead and I challenged club leadership to step out of their comfort zone. I would like to recognize and show my gratitude to many who have done just that.

Let me start by recognizing some individuals who have stepped up and out recently and also apologize proactively, as this is not a complete list. I'll start by thanking Ken Harwood, our Webmaster who has now stepped up to become Drive and Dine Co-Chair with Andrew Fort. I would also like to thank Claude Imbt for his years of service in this role. Another is Jonathan Van Hise, who will take on the job of Volunteer Coordinator. He will help recruit volunteers for events, make sure that volunteers are recognized and rewarded for their contributions, and that we can identify and prepare future club leaders. In both cases, these members have stepped up to help ensure the continuity and strength of our club.

I would also like to thank and recognize is our DE (Drivers' Education) Committee. There are too many names to mention here, but please go to the website so that you can thank them personally. DE is a lot of work, with a lot of moving parts and competing demands. We are competing with other track and DE programs to provide a great customer experience – which means in addition to all of the work, we also have to be focused on innovation and customer experience. The Potomac DE program is already considered one of (if not THE) best in the country. But complacency does not breed excellence, so over the course of the past year, the DE Com-

mittee has been looking for ways to improve the program and the DE customer experience. They have been soliciting input and getting creative, with great results.

We just finished PorscheFest weekend. What a great weekend! Many thanks to the Autocross Committee for putting on a great AX at what is always a challenging venue, and to the Social Committee for a great dinner with enough food. Finally, many thanks to the DE Committee for putting on one of the best track events I have been to in a long time. If you haven't been to one of our DEs in a while, come out and see what the Committee has been up to. The event ran great, lots of new and familiar faces, new ideas, better safety, more track time – and maybe it's just me but there seemed to be an excitement there that I haven't seen in a while. Thank you all for a great weekend!

I would also like to express my personal gratitude to the Club overall. Being President of PCA Potomac can be very stressful, even frustrating, at times. Many of you have heard my private frustrations with the challenge of essentially leading a small company with broad operations and all the employees come to work voluntarily. But for all of the frustrations, the Club has given three wonderful things back to me. First of all, every challenge in the club has provided me an opportunity for personal growth, to improve my leadership and management skills, and to learn about how to see potential in people. Next, for all the frustrations it has also been a lot of fun. Finally, and most important, it has given me wonderful friends. Thank you PCA Potomac.

—John



**Why pay dealer prices when you can save money AND receive more personalized services for your BMW, Porsche, Audi, or Mercedes-Benz?**

Our experienced technicians provide all of your service needs including:

- Routine Maintenance
- Mechanical Repairs
- Pre-Purchase Inspections
- Professional Detailing
- 3M Paint Protection Packages
- Factory Warrantied Performance Modifications

Maryland's #1  Retailer and Installer

**7410 Coca Cola Drive , Suite 110 Hanover, MD 21076 (410) 712 - 4290**



## Founders' Region officers

**President:** John Eberhardt  
*president@pcapotomac.org*  
**Vice president:** Howard Hill  
*vicepresident@pcapotomac.org*  
**Secretary:** Michael Handelman  
*secretary@pcapotomac.org*  
**Treasurer:** David Dean  
*treasurer@pcapotomac.org*  
**Past president:** Tuffy von Briesen  
*pastpresident@pcapotomac.org*



John Eberhardt



Howard Hill



Michael Handelman



David Dean



Tuffy von Briesen

## Drivers' Education

**Drivers' Education Chairs:** Alan Herod, Tuffy von Breissen  
*dechair@pcapotomac.org*  
**Registrar:** Sally Herod, Carol DeZwarte, Chris Manturanis  
*deregistrar@pcapotomac.org*  
**Cashier:** Roger McLeod, Jr.  
*decashier@pcapotomac.org*  
**Track coordinator:** Brian Walsh  
*trackrentals@pcapotomac.org*  
**Chief instructors:** Bob Mulligan, Dan Dazzo  
*chiefinstructor@pcapotomac.org*  
**Tech chairs:** David Diquollo, John Vrankovich  
*tech@pcapotomac.org*

## Programs

**Autocross:** Gary Baker, Scott Jackels  
*autocross@pcapotomac.org*  
**Drive & Dine:** Andrew Fort, Ken Harwood  
*driveanddine@pcapotomac.org*  
**Club Race:** Fred Pfeiffer  
*clubrace@pcapotomac.org*  
**Concours:** Ron Davis, Mike Sarli  
*concours@pcapotomac.org*  
**Historians:** Fred Phelps, George Whitmore  
*historian@pcapotomac.org*  
**Legal officer:** Howard Hill  
*legal@pcapotomac.org*  
**Membership:** John Magistro, Mia Walsh  
*membership@pcapotomac.org*  
**Community service:** Chip Taylor  
*communityservice@pcapotomac.org*  
**Rally:** Craig and Linda Davidson  
*rally@pcapotomac.org*  
**Safety:** Irfan Alvi  
*safety@pcapotomac.org*

**Social, meetings:** Annabelle Alvi  
*social@pcapotomac.org*

**Sponsor:** Starla Phelps

*sponsor@pcapotomac.org*

**Volunteer coordinator:** Jonathan Van Hise

*volunteers@pcapotomac.org*

**Zone 2 Rep:** Cheryl Taylor

*zone2rep@pcapotomac.org*

**Webmasters:** Mike Handelman, Ken Harwood, Ron Flax  
*webmaster@pcapotomac.org*

## Model Experts

**Cayenne:** Ken Harwood  
*cayenne@pcapotomac.org*  
**Cayman:** Chad Todd  
*cayman@pcapotomac.org*  
**356, 912:** Tim Berardelli  
*356@pcapotomac.org*  
**911 (older):** George Whitmore  
*911@pcapotomac.org*  
**930, C2, C4:** Roger Bratter  
*930@pcapotomac.org*  
**Boxster:** John Eberhardt  
*boxster@pcapotomac.org*  
**914, 914/6:** Ray Plewacki  
*914@pcapotomac.org*  
**944, 968:** Charlie Murphy  
*944-968@pcapotomac.org*  
**924:** John Brown  
*924@pcapotomac.org*  
**928:** Kevin Lacy  
*928@pcapotomac.org*  
**993:** Jose Hecceg  
*993@pcapotomac.org*

## der Vorgänger

**Publisher:** Tony Kelly

*dvpublisher@pcapotomac.org*

**Editors:** Carrie Albee, Glenn Cowan, Michael Sherman

*deditor@pcapotomac.org*

**Advertising:** Tony Kelly

*advertising@pcapotomac.org*



## Team Building & Client Entertainment

**Reward your employees or treat your clients to a unique event at Allsports Grand Prix!**

**Call us for details!**

**Tel: 571.434.9566**

**45915 Maries Rd. Dulles, VA 20166**

**www.allsportsgp.com**



**PORSCHE  
Audi  
Volkswagen  
SPECIALISTS**

*New and vintage car maintenance / repair  
Engine / trans rebuilds and upgrades  
Suspension and safety systems  
Precision 4 wheel alignments  
Full track preparation*

30+ years Porsche experience  
20+ years racing experience

**STAN FOX**

8210 B. Cinder Bed Rd.  
Lorton, VA 22079  
5 minutes from Springfield Metro

www.rpm-performance.com

t: 703.550.8240  
f: 703.550.0069  
rpm@vacoxmail.com



# 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](http://pcapotomac.org) for further information and the most up-to-date information.

## September

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

7 Potomac's picnic and low-key car show at Fort Hunt Park, VA, 11am – 2pm.

12-14 Potomac's Drive & Dine to Greenbrier.

13 Potomac's Fall HDPC at Summit Point.

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

20 Potomac's open board meeting, 11am – 1pm.

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

26-28 Potomac's advanced DE at Summit Point.

27 Club Race Dinner at Summit Point, 6:30pm – 9pm.

## 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.

## 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.





# Virginia Museum of Transportation

*Story and photos by Richard Curtis  
for der Vorgänger*

Little known fact: Although known for many things -- the birthplace of presidents (seven!), incessant I-95 traffic jams, peanuts and where John Smith was saved from death by Pocahontas in 1607 -- few of us know that the state once had an automobile manufacturer, though hardly one of Porsche quality.

From 1917 through 1922, the Piedmont Motor Car Company built cars in Lynchburg, Va., although they were badged for other companies such as Alsace, Bush and Lone Star. Only three Piedmonts survive. One of them, a Bush model,

resides in an eclectic but interesting vehicle collection in the Virginia Museum of Transportation in Roanoke, Va.

My wife, Jane, and I stopped there overnight on a recent trip. Besides the transportation museum, Roanoke offers a vibrant downtown. There is a notable art museum: the Taubman Museum of Art, designed by Randall Stout, FAIA who obviously was influenced greatly by Frank Gehry's work. We spent a morning there enjoying several engrossing exhibits.

The city also stands as a gateway to the nearby Blue Ridge Parkway.





In all honesty, the Transportation Museum focuses mostly on trains and the railroad industry and specifically how railroads changed the state. The displays are well done and thorough. And you're welcome to walk in the accompanying rail yard with steam and other engines and cars that will impressively fill your camera's viewfinder. One negative: Access to the interiors is severely limited and disappointing.

The roughly 20 cars and trucks on display are worth your time if you are interested in automotive history. Besides the Piedmont, notable cars are several Studebakers, a 1904 Curved Dash Oldsmobile, a 1948 Packard, a 1928 Willys-Overland Whippet, an 1882 Howe Fire Engine, a 1936 Farmall tractor and a 1993 NASCAR DuPont Chevrolet Monte Carlo race car. None seems to be like the over-restored examples I've seen in other auto museums; these look more like barn finds.

While we began our trip with Roanoke as the destination for the first night, we factored in a



lunch-time stop in the inviting village of Staunton, Va., a popular stop on several Potomac Drive 'n Dine trips. We had stopped briefly there several times before but never had taken time to explore.

We started with a breakfast stop in Front Royal, Va. at the locally well-known L Dee's Pancake House diner. We stuffed ourselves with pancakes and waffles before heading south on U.S. 340, a beautiful, gentle and sometimes riverside route through rural Virginia to our planned lunch stop in Staunton. According to our GPS this route was only 15 minutes longer than the more boring Interstate routes via I-66 and I-81. This would be a perfect drive in your Porsche.

Staunton turned out to be wonderful. The Visitor's Center is truly a welcome and highly recommended place to begin. It's smack downtown with free parking, a free 30-minute trolley tour through the town and a knowledgeable and helpful volunteer. A short walk through the commercial district (get a map in the Visitor's Center) is also recommended for its wealth of interesting shops and historic buildings. We enjoyed one of the most beautiful bank lobbies we've had ever seen and the historic Trinity Church, first built in 1763 had breathtakingly beautiful stained glass windows, 12 of them by Tiffany.

The Woodrow Wilson Presidential Library and Museum is also in Staunton. If you're into models cars, trains and airplanes, the J.C. General Hobby Surplus is worth a visit (I've been twice!). Staunton Trains & Hobbies also looked interesting though we didn't visit.

Also in Roanoke are the Science Museum (featuring a breathtaking butterfly exhibit), an opera house, the Harrison Museum of African American Culture and several other museums. The National D-Day Memorial is in nearby Lynchburg. Roanoke is a gateway to the nearby Blue Ridge Parkway and the Appalachian Trail.

Above: There is limited free parking to the left of the entry. The museum is located at 303 Norfolk Ave., Roanoke, Va. [info@vmt.org](mailto:info@vmt.org). Hours are Mon-Sat 10-5; Sun 1-5. Admission charged.

Left: The many cars of the Virginia Museum of Transportation in Roanoke.





Above: Norfolk & Western Class J #611 steam locomotive (1950). Fourteen Class J passenger locomotives were designed and built in the N&W Roanoke Shops and operated for 18 years. These were the most powerful 4-8-4 steam locomotives ever built and could pull a 15-car passenger train at 110 mph over level terrain.

Right: Model Ts serving to transport rail passengers from the train station came to be known as “station wagons,” a name that stuck for vehicles with a high passenger and cargo capacity. This particular car had been converted into a sawmill, and all that remained was a frame and the engine. The body is new, made of red oak and maple from the original plans.







Above: The President was the premier automobile manufactured by the Studebaker Corporation during the 1927-'42 years and was reintroduced in 1955 and used through 1958. The Speedster, designed by Raymond Loewy, was only built for the 1955 model year, and only 2,215 were built. The car featured 185 hp and 4,500 rpm from 260 cu. in.



Left: Rolls-Royce began with a two-cylinder Royce 10 in 1904. Rolls-Royce Limited was formed in 1906. By 1921, the company was building nearly 8,000 cars a year. A Rolls-Royce chassis was used as a basis for the British armored car used in both World Wars.



# Who is the Owner of This Lovely Blue Car?

by Mi Jee Song

After joining PCA Potomac, participating in a few events, and meeting some good people, I thought to myself, “What else do they do that I like to do?” I went to their website calendar to see the scheduled events. I compared them to the weekends in my day planner, “Nope, no Autocross that weekend, I have golf. Nope, no Drive and Dine that weekend, I have golf.” I got to October with no PCA events penciled in on my day planner, and thought, “Maybe I can skip one of my golf days.” “Or maybe, they can add a golf day to their calendar! Surely there are golfers in this group of over 2000 members.”

An email to Potomac’s President, John Eberhardt, with a response of, “Work with these guys...” lead to a handoff to the Drive and Dine Committee and a few other golf enthusiasts in the club. After a few “...great idea” emails and “...we’ve talked about doing something like this for years,” emails, I got the, “...the club is run by volunteers,” email, which was ultimately followed with a “...we’ll support you,” email. How did I not see that coming?

Four months later, the leadership in the club has kept up their end of the bargain: the Current Club President, the Past Club President, two Drive and Dine Committee Co-Chairs, the self-proclaimed “ubergeek webmeister” and team, the Treasurer, the dV Publisher & Advertising Chair, the dV Editor and team, and a Community Service Chair that I somehow leapfrogged over before promoting the Carol Jean Cancer Foundation as the event’s charity, (we’re good, now) – they have all pitched in to provide support for our Inaugural Golf Tournament. We even have club member, Bob Wilkoff who will lend his artistic abilities as Event Photographer.

And three paragraphs later, here is the point: it’s taking a village of willing and excited volunteers to launch PCA Potomac’s Inaugural Fall Golf Tournament on Sunday, October 5th, at Bull Run Golf Club. Show us your support for this new PCA Potomac event!

We will have contests, a Raffle, and sponsors on site including a highly qualified mobile car detailer to provide a car wash or detail.

Register as a player - full foursomes not necessary (we can help fill out your team) and players of all levels are encouraged to play. Register by September 20th at <http://MotorsportReg.com>. Cost is \$120 per player.

Or attend as a non-player so you don’t miss out on the activities and a have chance to win the Raffle Prize. Non players can enter the Raffle, get a car wash, and have lunch on the back terrace, reserved for our club members, overlooking the 18th green where the players will gather before the shotgun start at 12:30. (Please send me an email at [msong@pcapotomac.org](mailto:msong@pcapotomac.org) if you are interested in a car wash and/or lunch on the terrace so we can get a headcount.)

Each person (player or non-player) who arrives in their Porsche will receive a Raffle Ticket. Additional Raffle Tickets can be purchased at the Check-In Table. Each player will automatically receive one Raffle Ticket. Be sure to visit our website, <https://pcapotomac.org> where we will announce the Raffle Prizes.

The Raffle Winner will be chosen by random draw at the Awards Ceremony after players have completed play, and winners do not have to be present to win. Proceeds from Raffle Ticket purchases will go to our club charity, the Carol Jean Cancer Foundation.

For players, we will have contests based on golf skill, others based on creativity, and other based on just plain luck. In fact, we’ve already kicked off the First Contest – read more about it and other details on our website.

And here is the next contest: **Who is the owner of this lovely blue car pictured below?**

Prizes will be awarded to the first five (5) people who register for the event at <http://MotorSportReg.com> and send in a correct answer to [DriveandDine@pcapotomac.com](mailto:DriveandDine@pcapotomac.com).



# DIY Turbo-Look Spoiler aka Franken-Lid

Story and photos by Bob Williams  
*for der Vorgänger*

People who know me, know that I suffer from a serious, untreatable affliction. It's true, I have the "I can make that better" disease! While it impacts most of my life, it wreaks havoc with my cars. Case in point, my perfectly good, very nice, factory '84 Turbo-Look 911 Coupe. After purchasing it about 12 years ago, it immediately got RSR struts, new torsion bars, dropped about 2 inches, soft tires, and an aggressive alignment. All done on evenings and weekends in my garage at home!

Then the dreaded 3.2 liter valve guide problem surfaced and I decided to have Ivan Arzola at IMA Motorsport give me a hand and we pulled the motor out and tore it down. Somehow, my valve guide project morphed into a monster twin-turbo conversion, now known as the "Turbo-Look-No-More Project." But...that is a different story!

Since the monster motor has a custom fabricated gigantic intercooler, the Turbo-Look deck lid would not clear the new piece (Porsche just sticks a turbo tail on a regular deck lid on Turbo-Looks so you have to cut the stock deck lid extensively to clear an intercooler). Not really wanting to cut up the factory part, I decided to create a new deck lid more suited to the subtle motor upgrades.

From years of racing and tinkering, I seem to have accumulated a basement full of parts, including a poorly made IROC whale tail replica (seriously, the company who sells this piece should be embarrassed to have their name on it!). Using this crappy part as a base, the first task was

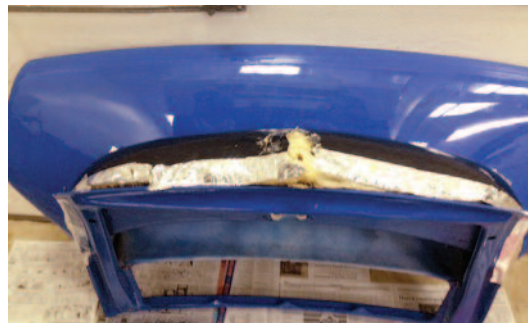


Top: The project car.



Left: The donor lid did not have space for the intercooler.

to modify it to accommodate the huge intercooler. Thus started the "Franken-Lid" project.



Left: The form added to collect the foam

Bottom: The foam sculpted to form the desired shape.

As you can see, the shape of the tail seriously encroaches on the engine bay. So, a major change in the profile of the back portion of the tail was needed. I started by sealing the back of the tail with a garbage bag and filled the bag with pour-foam, a two part catalyzing expanding poly foam.

Next, I poured the liquid foam into the bagged





Far right: Drilled and ready for fiberglass.

Right: Another look at the foam form in place ready for a layer of fiberglass.



space and waited a few minutes. The expansion of the foam is so dramatic that it actually popped the bag and tape off of the deck lid! This is really cool stuff to play with. Then I removed all of the tape and plastic and started sculpting the shape of the new profile with a hack saw blade and 36 grit sand paper.

After lots of shaping and adjusting I was finally happy with the rear profile of Frankin-Lid. Now it was time to make it a permanent and structural part of the lid. Since the back wall of the lid will take most of the force and impact when the lid is closed and latched, I had to make sure the new

fiberglass would fully bond and integrate with the original part. To enhance the bond, I drilled many 5/16" holes in the existing lid along the bonding lines all around the foam.

Finally, I laid up several layers of cloth, reinforcing strips, and shredded glass fibers to form the structural portion of the rear of the lid. It is rough and looks pretty nasty but this is just the initial lay-up. The next step is to roughly shape it, skim with bondo to level, and then cover with



**Experience performance with confidence.**

**THE ULTIMATE CHOICE FOR PEOPLE WHO KNOW PERFORMANCE**



Performance Sport

**Michelin® Pilot® Sport PS2™**

- Sought after by the world's best.
- Feel confident and in control during high-speed maneuvers.\*



\*Exceeding the safe, legal speed limit is neither recommended nor endorsed.

**PCA POTOMAC DISCOUNTS**  
**Porsche specialist tire advice**  
**Race, DE and Autocross tires**  
**Expert service and support**

**Supporting PCA Potomac**  
**for more than 20 years.**

**Radial Tire Company**

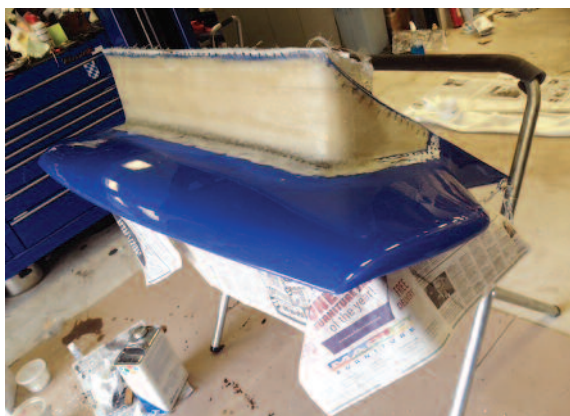
**9101 Brookville Rd Silver Spring, MD (301) 585-2740**

**Please call for Directions**  
**[www.RadialTire.com](http://www.RadialTire.com)**

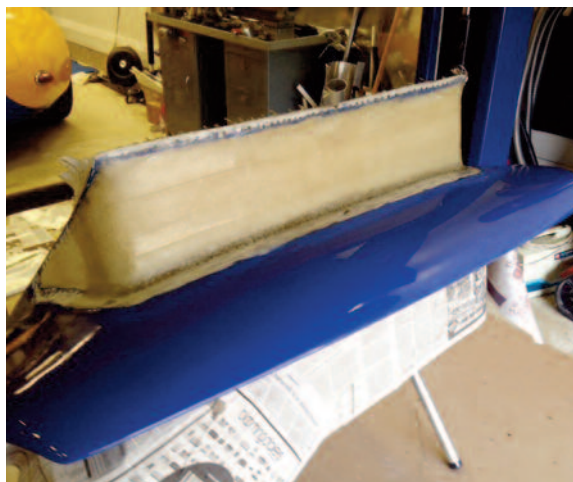


a final application of a fine weave cloth. That will be covered in "Part 2"!

What is next? I have many more changes planned for this lid! The whale tail will be expanded about 4" on each side and will feature carbon-kevlar end-plates, the intercooler opening will be cut and sized to fit the new piece, and a large air intake scoop (yet to be fabricated) will be bonded to the top of the lid to grab air from the rear window and force it through the intercooler.



Left: Fiberglass applied and dried. Ready for trimming and sanding.



Left: After the initial lay-up.

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



PaoloRoman Design - 305.447.1781

**ASG**  
**Auto Sportsystems Group**

SERVICE - REPAIR - HIGH PERFORMANCE  
2810-F Dorr Avenue Fairfax, VA 22031  
Tel: 703.876.2811 Fax: 703.876.9802  
[www.autosportsystems.net](http://www.autosportsystems.net)

**The World's Largest Mobile Wheel  
Repair & Replacement Company**

**Alloy  
wheel  
Repair**  
*specialists*



**703-815-9757**

**We Make Your Scratched, Gouged,  
Bent, Wheels Look Like New!**

[northernva@awrswheelrepair.com](mailto:northernva@awrswheelrepair.com)

[www.awrswheelrepair.com/northernva](http://www.awrswheelrepair.com/northernva)

**AWRSWHEELREPAIR.COM**



# Reading Your Tires 101

Article by Collin Mechler  
for *der Vorgänger*

To the casual track day-goer, chances are the tires you're driving on are those originally fitted by the factory. On higher-end sports cars, these tires tend to be decent summer tires, capable of driving at 7/10ths for a few laps (or out for a spirited Sunday jaunt along the Blue Ridge Parkway for hours on end) with no ill effects. But take a look at the more dedicated track enthusiast or the racers: they're using dedicated racing tires, which are much more capable of handling the brutal conditions we subject them to on a race track.

So what is the difference between street tires and production tires? The principle difference lies with the rubber compound's ability to manage heat. As we all know, friction produces heat: to a point, this heat is a good byproduct as it softens the rubber compound, thereby making the tire even stickier (notice the reinforcing loop). However, unless the tire can manage the heat appropriately, the carcass may react negatively when experiencing too much heat. Unfortunately, street tires are not capable of appropriate levels of heat management when subjected to high thermal loads – they are designed to provide optimal friction under street-like conditions. The temperatures experienced on track can easily be anywhere from 50 to 150 degrees warmer, positively brutal to the average street tire. Consequently, we most commonly see street tires degrading in the form of chunking – where the compound literally fractures from itself due to the rubber compound failing.

Regardless of whether the driver is using street or race tires, the principles for “reading the tire” are the same. Before heading out, remember that the tire will heat up considerably, causing the air pressure to rise by 5-15 psi. Ask your trusted tire guy for guidance on a good cold pressure for your car/tire combo. In order to determine how the tire wore over the course of a session, draw four or five lines with a tire marker, paint pen, or white-out pen at even points around (and perpendicular to) the circumference, overlapping the tread and sidewall by ~1” each.

During the session, ensure the driver is driving the car hard enough (and long enough) to suit-

ably heat the tires. Racing tires typically take longer than on street tires.

After your session, visually inspect the tires every time the car comes into the pits. Look for tears along the sidewall, nails/screws/objects in the carcass, and view how the tire wore across the width of the tread. Does the wear look even? Immediately take tire pressures to provide a reading for hot pressures and a frame of reference. Use the lines you drew to determine how the tire is wearing – the wear should span the entire width of the tire tread without overlapping much onto the sidewall. If in doubt, fellow racers or your trusted tire guy can help provide input as to whether the tire is wearing properly.

Use this wear indicator to determine whether air should be added or removed from the hot pressure. To help optimize the trial-and-error



process, ask for guidance from an experienced driver with experience in a similar car to yours. Continue this process after each session, as the driver may become more comfortable in the car and wear the tires differently next time.

As we know, there is more that goes into the efficacy of a tire than simply air pressure. The wheel's alignment (primarily the camber, which is the vertical "tilt" of the wheel with respect to the road) contributes substantially to how well the tire remains in contact with the road. In order to paint an accurate picture of the tire's performance, a new tool will be required: temperature gauge. A temperature gauge will assist with determining if a change in camber is warranted. The most accurate of the readily-available gauges are probe-type pyrometers. These gauges feature a probe which is physically stuck into the tire to take the temperature reading. A less-accurate (yet

considerably cheaper) alternative is the IR gun, which measures temps by reading the infrared signature of the tire at the surface.

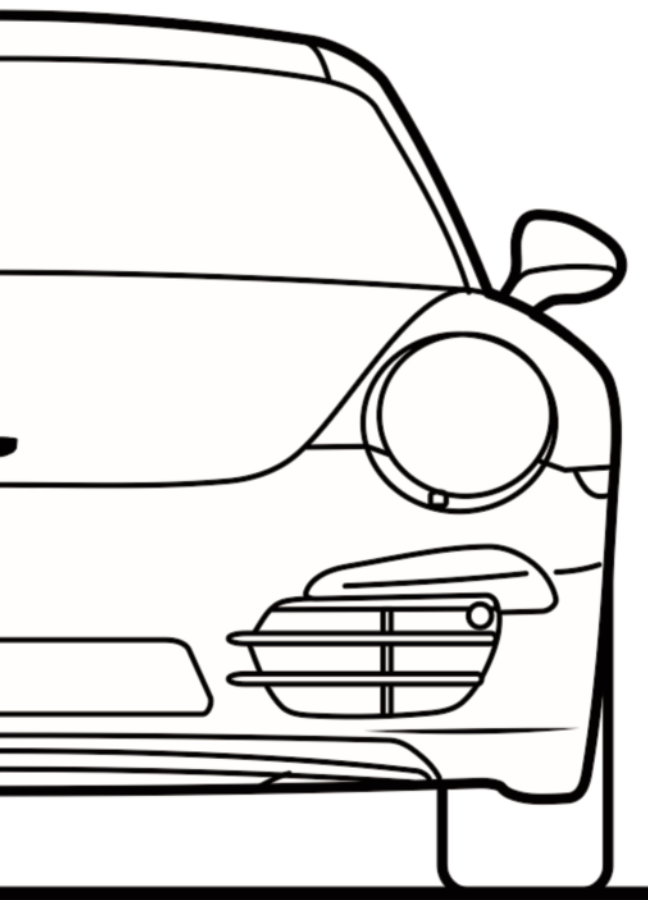
Never bother taking tire temps in the paddock – by then, the tires will have cooled down enough that the readings will no longer be accurate. Ideally, with the tires sufficiently warmed up, drive the car hard and immediately head into the pits, where an assistant will be waiting to take the temps.

"Optimal" camber is typically achieved when the outside of the tire is 10-20 degrees F lower than the inside of the tire. This will also provide the most even wear and best contact patch. To find these measurements, three readings must be taken across the width of the tread: outside, middle, and inside. The outside and inside readings should not be taken on the very edge of the contact patch, but rather ~1" closer to the center. Assuming you are not using a fancy Longacre or SnapOn multi-event probe, I recommend drawing a diagram of the car on a piece of paper beforehand and writing the entries down as you measure – this way, both engineer and driver can analyze the gradients later on, in the paddock. From here, decisions can be made as to whether camber should be added or reduced:

- Outside is too hot → add negative camber ("lay the tire down")
- Inside is too hot → remove negative camber ("stand the tire up")

Finally, don't hesitate to back these decisions up by using the tried-and-true method of visual inspection. Temps are also helpful in determining the correct air pressure required.

As for the other alignment settings, caster and toe, a good rule is to leave them as the factory specified. On most production sports cars, I tend to maximize caster and leave toe settings as-is. These settings will inevitably change on a race car, but this is a topic for another day...





# Watkins Glen DE

*photos by Carrie Albee*









# 2014 Autocross Update

by Gary Baker, 2014 Autocross Chair, photos by John Walters

The 2014 autocross season is well underway. Porsche Fest 2014 was our fifth event with two more to go giving those drivers hoping for championships an opportunity to move up in the rankings. The next two events (October 12 and November 9) will both be hosted at Baysox Stadium. Please register online early to secure a slot as we have a limited capacity and do regularly fill our events.

I would like to thank all of our participants for joining us this year. If you have not attended one of our events - you really should come try Autocross. It's fun, you won't hurt your car, and you can regale your friends and relatives with stories of harrowing turns and extreme braking! Our program is designed to maximize fun, safety, learning, good Gesellschaft, and of course, fabulous food and great cars.

If you see any of our committee members, usually wearing their Autocross gear, feel free to ask questions or simply thank them for the fabulous job they have done this year.

I also would like to take this opportunity to personally thank Carol DeZwarte and John Walters for their enthusiastic and greatly appreciated support. John's photos are always a thrill to share with you on our website PCA Po-



**The Best Brakes.  
From the Best Source.**

**PFC  
BRAKES**

**HAWK  
PERFORMANCE**  
BRAKE PAD TECHNOLOGY OF CHAMPIONS™

**PAGID**



Meet Mark Francis: OG Racing's Trackside Support.

He's a 20 Year Potomac PCA Member. He has an unhealthy obsession with anything Porsche. He knows a lot about brakes. You might find him at your next PCA offering free brake advice.



**OG RACING**

**Your Source for Motorsports Safety Equipment • [www.ogracing.com](http://www.ogracing.com) • 1.800-934-9112**





tomac.org/Autocross. Carol has been a great all around do everything, all the time champion. She has handled every type of assignment at Autocross – other than Tech.

Michael and Pat Kaunitz have added “delicious” to our other assets. All the wonderful breakfast and lunches they provide donated by these two wonderful people.

Scott Jackels has been another irreplaceable member of our committee. Sometimes I wonder if he may be in a branch of our military as the autocross trailer does feel a bit like a tank. Thank you for your service.

And of course I cannot forget to thank our other committee members. John Vrankovich, Bill Calcagno, Kahlil Natirboff, Aric Moore, Scott van Gorder, David McGrew, John Benedekovic, Howard Leikin and John and Pam Clay who all make the events work. It would not happen without you.

Readers, on behalf of the Autocross Committee, we look forward to our final fun filled events and look forward to sharing the driving excitement with you.

See you at Autocross

## LOOKING FOR A HOUSE WITH A **LARGER** GARAGE?



**CELL:** 301.775.9405

**FAX:** 301.570.7859

**JBHALLEN@VERIZON.NET**

**SPECIALIZES IN FORECLOSURES, SHORT  
SALES, AND INVESTMENT PROPERTIES**

**WWW.JBHALLEN.COM**



**LONG & FOSTER | 301-650-4400 | 8701 GEORGIA AVENUE | SILVER SPRING, MD 20910**



# 991 Oil Change

Story and photos by Michael Sherman  
for der Vorgänger

Below: Some of the plastic bits I had to remove to finally see an engine.



I crossed over 5000 miles in my 2013 911 so it was time for an oil change. I know the recommended interval is 10,000 but to me it was prudent and never hurts, especially with the first year after the break-in period.

This was a simple oil change - almost on par with my 1986 911 and in some parts even easier (only one drain plug vs. two on the older car). I didn't even have to jack the car up. Overall the process took me about 30 minutes, and most of that time was just waiting to let the old oil drain out. It helps to have the oil

warm to help the oil drain out faster. I just went for a drive before I was planning on doing the oil change.

I pulled my car into the garage and stopped just as my rear tires went up the one-inch lip to my concrete floor, so the whole back end was sticking out of the garage doorway. This allowed me to get under the engine with enough clearance to work and put the drain pan in place. It helps to have a low, wide drain pan. Be sure it can hold up to 10 quarts just to be safe.

The first step was to open the engine bay lid and remove the plastic cover, fans, and air duct. These pieces are held in place with plastic ball joint fittings that just pull out with a minimal amount of force (no tools required). I'll be honest it took me a while to remove these because I wanted to be extra careful to judge the correct amount of force to use to pull the fittings out. I first removed the plastic stiffener around the top lip of the air intake, removed the cover (the part with the silver Carrera badge on it) by pulling

# TPC Racing

**996 & 997 CT520 Turbo Conversion**  
(bolt on) 490-575hp



**986 & 987 Turbo Conversion**  
(bolt on) 485-550hp



**www.tpcracing.com**

**410 . 799 . 7223**



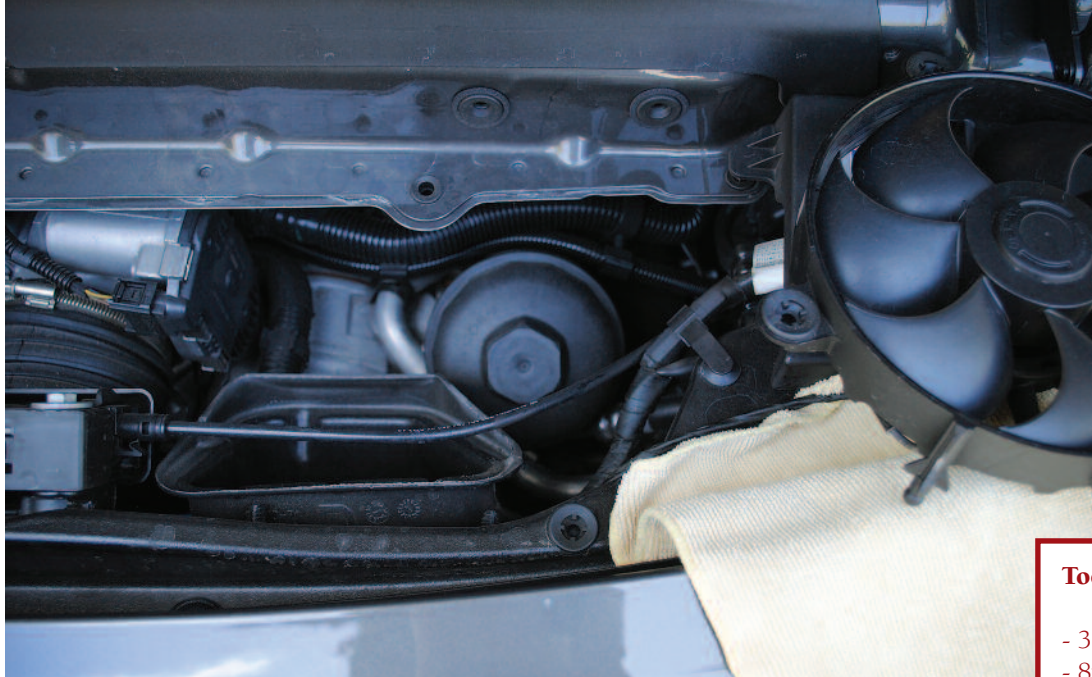
**127mm 996tt & 997tt intercoolers**

**PASM Compatible Pro Series Suspension**

**Race Series Coilovers**

**Proprietary VGT 997TT Blitzkrieg Turbos**





Left: The elusive oil filter housing is found! A 36mm socket gets that cover off.

straight up and separating 8 of the plastic ball sockets that hold it in place. There are four on each side (surrounding the two fans). Then the fans pop out of place with three ball sockets (two at the top, one at the bottom). Next the top of the air intake comes out easily. I just moved the fans off the sides. Some recommend removing the fans completely as theoretically they can come on at any time to cool the engine, and that is a potential danger to have the exposed fans. They

disconnect easily. Be safe around potentially spinning blades.

At this point I was amazed - I actually had an engine in there! The 991 engine is so hidden that it's hard to tell what's going on in there, and you certainly see more from the bottom. At this point the oil filter housing was accessible and I loosened the top with a 36mm socket on

#### Tools/supplies needed

- 36mm socket
- 8mm allen socket
- Socket wrench
- Torque wrench
- Oil drain pan (8 quart capacity)
- New filter, o-ring, crush ring (bought at the local dealer)
- 7-8 quarts 0W-40
- Lots of towels

**PORSCHE OF SILVER SPRING**

**We've got your back!**

Proud supporter of the Porsche Club of America, Potomac Region

We are pleased to welcome back Tom Vahle as Service Director at Porsche of Silver Spring

Porsche of Silver Spring  
3141 Automobile Blvd,  
Silver Spring, MD 20904  
[porscheofsilverspring.com](http://porscheofsilverspring.com)  
1-855-520-4880

**Arte.O**  
Custom Oil Paintings by Olga

Send a Photo      Receive a painting in 4-6 wks

[www.arte-o.org](http://www.arte-o.org)  
affordably priced from \$350-\$1,200  
Contact Olga at  
[olgagaly@hotmail.com](mailto:olgagaly@hotmail.com)





Above: All ready to slide the oil pan into place. About 7.5 quarts will drain out.

a long extension for my socket wrench. The cap came off and the filter itself was easy to remove. I was careful to watch for oil dripping. I cleaned out some of the pooling oil and then inserted the new filter, put a new o-ring on the filter housing cap, then tightened the cap back on to the specified 19 ft-lbs using my torque wrench. Do not over-tighten as the housing cover is plastic and could easily crack.

I then opened the oil filler cap (to aid drainage), and underneath loosened the 8mm allen socket to drain the oil into my oil pan. The oil drained for quite a while - I think I let it go for about 20 minutes. Reinstallation of the oil plug with a new crush ring was easy and I tightened it to 37 ft-lbs.

After everything was tightened back up and the engine air intake, fans, and cover were back on, I filled it with 7 quarts of Mobil 1 0W-40. I started the car up, checked for obvious leaks below, and verified the oil level; all was good. I checked the oil level again after a couple of days and added a half a quart more. It's easier to start lower and add more to bring it up to the proper level.

Overall very easy and anyone can DIY. Parts were about \$85 total including oil.

At 10,000 miles I'll take it into the dealer for the checkup and they'll do an oil change at that point as well. This was just my own oil change for peace of mind after break-in and after coming up to nearly a year of ownership.



201 Davis Drive Suite LL  
Sterling, VA 20164

703-675-8819  
Adams@OddsandEndsDetailing.com

## Stuttgart Performance Engineering

Porsche specialist service since 1970

- Carburetors, Fuel Injection, OBDII
- Suspension, alignment, corner balance
- Electrical systems
- Pre-Purchase Inspections
- Maryland Certified Emissions Repair Technician

stuttgartperformanceengineering.com

Matt De Maria  
By appointment only

301.948.6762  
Gaithersburg MD



**THE POTOMAC CHAMBER OF COMMERCE  
PRESENTS THE 8TH ANNUAL**

# **POTOMAC DAY CLASSIC CAR SHOW**

**New this year!  
President's Award  
&  
Chief's Award**

**Saturday, October 25th**

**10:00 am – 3:00 pm**

**Awards Ceremony 2:45**

**Limited Space Available!**

**10220 River Road, Potomac, MD 20854**

**A \$20.00 per car registration fee**

**Food, fun, and games for all ages**

Complete registration and mail by 10/4 to:  
**Potomac Chamber of Commerce, Inc.**  
PO Box 59160  
Potomac, MD 20859

**Questions? Please contact us:**  
**301-299-2170**  
Jennifer@potomacpizza.com

**Checks payable to the Chamber or Online Registration available (Visa or MC) [www.potomacchamber.org](http://www.potomacchamber.org)**

Name: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip Code: \_\_\_\_\_

Email Address: \_\_\_\_\_ Phone Number: \_\_\_\_\_

Car Year: \_\_\_\_\_ Car Make: \_\_\_\_\_ Car Model: \_\_\_\_\_

Special Features: \_\_\_\_\_

Signature: \_\_\_\_\_

The exhibitor hereby applies to this event and will at all times comply with all rules, regulations and policies of the event producers. Neither the Potomac Chamber of Commerce, the City Of Potomac, producers, sponsors, support personnel or anyone else connected with the presentation of this event shall be responsible or liable for any loss, injury or damage incurred. In the consideration of this event, entrant agrees to the use of their name and or photo for publicity and or advertising. All participants are responsible for their own proper insurance. No For Sale Signs please.



## Mid-June to August 2014 new Potomac members and anniversaries

### New members

Matt Albertsen - 2005 911  
Carrera S - from Arlington  
Paul Amato - 1977 911 Carrera 3.0 Targa (Euro) - from Washington  
Robert Bell - 2015 911 Carrera - from Washington  
David Bergman - 1973 911E Coupe - from Manassas  
James Berkley - 2014 911 Carrera - from Washington  
Bill Bosley - 2010 Panamera Turbo - from Springfield  
Albert Brathwaite - 2013 Cayenne GTS - from Reston  
Melanie Broga - 2006 Cayman S - from South Riding  
Dave Brownell - 2010 911 GT3 - from Fairfax  
Jeff Cesnik - 1996 911 Turbo - from Winchester  
Chia-Lung Chang - 2011 911 Carrera Cabriolet - from Alexandria  
James Clippinger - 2013 911

Carrera S - from Reston  
Lee Conger - 2005 Boxster - from Springfield  
Chris Del Rosario - 2006 Boxster - from Alexandria  
Larry DeWalt - 2014 Cayman  
Andrew Duncan - 2015 Cayman GTS - from Exmore  
Tracy Fedor - 2004 911 Carrera Cabriolet - from Woodbridge  
James Griffin - 2006 911 Carrera Cabriolet - from Manassas  
Robert Henry - 2009 911 Carrera S - from Herndon  
Daniel Huertas - 2011 911 Turbo - from Arlington  
Peng & Amanda Jia - 2007 911 GT3 - from Alexandria  
John Kearin - 2012 911 Carrera S - from Leesburg  
Christopher Kearney - 1977 911 Carrera 3.0 (Euro) - from Washington  
Heiko Krimmling - 2008 911 Carrera - from Vienna  
Miro Kubinec - 2007 Cayman

S - from Gainesville  
Rick Landsman - 2013 Boxster S - from Leesburg  
Steve Ledford - 2007 911 Turbo - from McLean  
Shiraz Mahyera - 2010 Cayman S - from Potomac  
Brett Mangum - 1985 911 Carrera - from Montgomery Village  
Roger Marin - 2008 911 Carrera 4S - from Springfield  
David Miller - 2006 Cayman S - from Fairfax  
Areen Movsessian - 2010 911 Turbo - from Germantown  
James Musgrave - 2015 Cayenne S - from Silver Spring  
Kevin Naughten - 1982 911 SC Targa - from Reston  
Harry Newman - 1988 924S - from Stephens City  
Ray Ogundeyin - 1949 356 Targa - from Silver Spring  
Larry O'Reilly - 2008 911 Carrera S - from Arlington  
Anthony Paetro - 1988 928 S4

- from Arlington  
Ram Prasad - 2009 911 Carrera Cabriolet - from Oakton  
Matt Riddle - 2011 Cayenne - from McLean  
Rick Rothenberger - 2005 911 GT3 - from Vienna  
Wilbert Schwinn - 2012 911 Carrera S - from Chantilly  
Jay Snider - 2014 Cayenne S - from Bealeton  
Alan Toruno - 1985 944 Coupe - from Gaithersburg  
Rick Toye - 2003 Boxster - from Washington  
William Tyndall - 2010 911 Carrera Cabriolet - from Chevy Chase  
Shaun Vodde - 2007 Cayman - from Arlington  
James Warren - 2014 Boxster - from Rockville  
Terry Yarbrough - 2011 Panamera - from Alexandria

## AUTOBAHN SERVICE, INC.

*porsche specialists*

*Over 1,200 cars serviced a year*

- Full Service Shop - Factory Equipment
- New Car Maintenance
- Electronic System Diagnosis & Repair
- Engine & Transmission Rebuilding
- Performance Modifications
- 4-Wheel Alignment

*24 Months Warranty*

*Quality Work with an  
Eye On Details*

*Free Transportation To  
and from Metro*

*30+ Years Experience*

[www.autobahnserviceinc.com](http://www.autobahnserviceinc.com)



3158 A Spring Street • Fairfax, VA 22031 • (703) 691-1771

advancing the design/build industry.....

DESIGN  
CONSTRUCTION

INSURANCE  
RESTORATION

Global Housing  
Alliance

**GHA**



[info@globalhousingalliance.com](mailto:info@globalhousingalliance.com)

## Anniversaries

### 45 Years

Charles & Shirley Drake  
Harry & Carolyn Ridenour

### 40 Years

Steve Jones & Kathleen Marrs

### 35 Years

Edward Springer  
Kurt & Barbara Woerpel

### 30 Years

Charles & Natalie Fountaine  
Robert Snyder  
Martin & Debra Weiner  
George Whitmore & Larisa Zabolotakova

### 25 Years

Jack Hickson  
Steve Jones & Sandra Swain  
Justin Maurer

### 20 Years

Jay & AJ Ellis  
Anthony & Raymond Fleury  
Michael Kennedy & Lydia Wolf  
Scott & Rebecca Sawran  
Bob & Nick Schmidle  
David & Nicole Segall  
Tom Smith  
Kurt Woerpel

### 15 Years

Ali Aghaee & Minoo Shafinouri  
Robert Andrukaitis  
Melinda & David Carmen  
David DiQuollo & Leah Esina  
Steven & Margaret Fisher  
Dennis & Ellen Fitzgibbons  
David & Lisa Gast  
William & Michelle Goodwin  
David Gross & Paula Romes  
Doug Hough & Wendy Chetney  
Sally Nork  
Harris & Joshua Pitlick  
Alton & Holly Sanderson  
Mike & Dawn Smalley

### 10 Years

James & Ann Albin  
John & Sharon Bendekovic  
Glenn Evans  
Mark & Laura Kadonoff  
John & Tanya Pent  
Brian Routhier  
Seymour & Robert Slatkin  
Frank & Karen Snow  
Pete & Nick Ten Eyck  
Larry & Rosalie Williams

### 5 Years

Russ & Annette Antonille  
Steve & Lisa Bleckner  
Larry & Katherine Bowser  
Wally Coy  
Walter & Benjamin Crowder  
Philip Eling  
Ken Evans  
Keith & Lisa Gard  
Neil George & Brooke Baumann  
Will Gibson & Maryam Suraleigh  
Asif & Maureen Khan

Larry & Graham Massett  
Greg & Lisa Meyer  
Alex & Peter Murphy  
Ruairi Regan & Anita Leppe-  
sen  
Todd & Lisa Roti  
Kleber Santos & Rossana Mayta  
Reu & Robert Scherf  
James Skelly & Carolina Felipe  
Michael & Milly Stanges  
Nate & Paula Webster  
Matthew Zint

## Contribute to der Vorgänger

### 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](mailto:dveditor@pcapotomac.org).

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

### Advertisers' index

Alloy Wheel Repair	17
Allsports Grand Prix	8
Autobahn	29
AutoSportsystems Group	17
At Speed Motorsports	7
CPR	5
GHA	29
Gainesville Garage	5
Glass Jacobson	6
John Hallen Realty	21
Intersport	3
Odds and Ends Detailing	25
OG Racing	22
PCNA	2
Porsche of Silver Spring	25
Porsche of Tysons Corner	5
Radial Tire Company	16
RPM	8
Shah & Shah	5
Stuttgart Performance	25
TPC	24
Truban Motor Co	32



# Readers and Their Cars

Right: A new 991 runs through an autocross course. Photo by Dedric Baker.

Right: Eric Stratton in his GT3 at Summit Point. Photo by John Walters.

Below: Gary Baker in his 911 Cabriolet at the PorscheFest Autocross. Photo by John Walters.







Above: Revelry at  
Watkins Glen. Photo by  
Carrie Albee.





PRST STD  
US Postage Paid  
Permit No. 1239  
Bellmawr, N.J.

# Truban Motor Company

"Fulfilling your Automotive Dreams"

[www.trubanmotors.com](http://www.trubanmotors.com)



540-722-2567 email: [trubanmotors@trubanmotors.com](mailto:trubanmotors@trubanmotors.com) 60 W. Jubal Early Drive Winchester, Virginia 22601