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Cover photo: A pair of Porsches posed at Parade.
Photo by Charlene Truban



der Vorgänger

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Speed Gun vs. Speed Camera

Some months ago my 19 year old son was stopped by a Virginia State Policeman and charged with driving 80 MPH in a 65 MPH zone. Driving 80 or over in the Commonwealth can carry a felony charge as reckless driving which has penalties including up to a year in prison. A quick Google search for "Traffic violations anywhere county Virginia" turned up a list of two dozen or so law firms dedicated to representing speed felons. For a flat fee of \$750 my son was represented by local counsel who petitioned the court for dismissal of the charges. Not on any basis – just because. The court responded that if the defendant paid the \$86 court costs and participated in an 8 hour in-person traffic safety course, the court would be pre-disposed to drop the charges.

The driving improvement class was conducted by a Maryland firm which for \$75 and compulsory attendance would provide a Certificate of Completion acceptable by the Virginia court. My son said he actually learned a few things but how driving 80 MPH on a road designed, built and maintained to permit speeds 50 percent greater was not one of them.

Last month I received a Speed Photo offense notice for having driven my car 52 MPH in a 35 MPH zone on six-lane Maryland State Highway. The accompanying photo clearly shows my car in the outside of the three northbound lanes with cars slightly behind but still abreast of me in the center and right lanes. The camera was on the right and the photograph was taken from be-

hind. I was mightily impressed by the ability of this drone speed device to determine that my car was the offending vehicle – I was also skeptical. So, even though the fine was only \$40 and is not considered a motor vehicle offense thus having no impact on my driving record or insurance, I decided to appeal. I was duly offered a court date but also an opportunity to have the technology explained to me in advance of the hearing, which I agreed to.

The explanation, which I quote from here, was compelling. "...the Lidar-based Speed Monitoring System, which is lane-specific ...can track multi-lanes of traffic ...the system is capable of identifying speed violations in all lanes of travel." I paid the \$40.

So, let me see – 80 MPH in a 65MPH zone (23% over the limit) in Virginia costs \$911 and a day in school. 52 MPH in a 35 MPH zone (49% over the limit) in Maryland costs \$40 – 4.4 % of the Virginia costs. And let's not forget – the Virginia charge was dropped while the Maryland infraction stuck.

My son learned that speed enforcement is a joke, the system an insult to common sense and a travesty of justice which, at least in Virginia is simply a full employment scheme for the traffic bar, driving schools and the court system. I learned that Laser Photo Cameras can measure speed across three lanes of traffic, not for speed enforcement as there are no real penalties but simply to earn tens of millions, \$40 at a time.

Tax planning and returns?

Protection of wealth?

Financial planning?



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Investment planning?

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Thinking of the GT3RS

I just reread the cover story in the July 2015 issue of Christophorus about the new GT3 RS and enjoyed it thoroughly, although the title of the story "Ultra RS: Why the New GT3 RS Outpaces and Simply Outshines Its Predecessors" touched a nerve. I have not yet had an opportunity to drive one, and I certainly look forward to having an opportunity to do so. In any case, I have done a little research about Porsche RS cars and share some of it with you in this month's column.

First, however, for the record I totally understand (and now clearly empathize with) those owners of oil cooled 911s who felt betrayed by the then-new 997 water cooled machines. Now, as an owner of a 997 RS, I feel compelled to state that comparing the new 991 to its predecessors is like comparing apples to oranges, especially given the radical departure from the historical Metzger flat six in favor of a brand new engine and, perhaps more controversial, the adoption of an automatic PDK gearbox to replace the manual transmission.

The first RS, the Carrera RS 2.7, captured the market when it was launched in 1973 as a "day-to-day race car." Twenty years later, Porsche introduced another legendary RS – the 1993 RS America (aka the RSA) – a car so popular among enthusiasts that it has garnered its own website: www.rsamerica.net. The website brings together RSA owners and encourages them to join the PCA RS America registry. Many die-hard oil-coolers consider these to



Howard Hill

be among the greatest 911s ever produced.

Now, 22 years after the launch of the RSA, the first 2016 GT3 RS was delivered in the United States last month according to www.gtspirit.com. Unfortunately, my research uncovered a short story with pictures of the first crash of the 2016 GT3 RS published by www.autoevolution.com. The story, published only the day before this writing, reports that this is not one of those crashes that can be forgotten overnight, because, "The worst part of it all seems to come from the rear fascia, which shows signs of fire. Not only is the ducktail spoiler involved, but the driver's side rear corner seems to have melted." I certainly hope that Porsche gets a hold of this apparent fire problem rearing its ugly head again. Car and Driver reported back in February 2014, "Porsche is halting sales of the 2014 911 GT3 after at least two cars caught fire earlier this month." And Total 911 thereafter reported that Porsche identified the problem and "confirmed that it [would] replace the engine in every 991 GT3 delivered" to all 785 owners who had already taken delivery. I write this not to kick our beloved company while it is down; it is commendable the way in which the company dealt with the problem directly and promptly. I certainly hope that the fire in the crashed 2016 GT3 RS turns out to be fluke. In any case, I am certain that Porsche will deal with the issue with the same professionalism that we enthusiasts have come to expect and greatly appreciate.

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Potomac's 2015 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.

September

- 5 Gathering of the Faithful, VW Headquarters, Herndon, 11am – 2pm.
- 5 Virginia Brunch at City Grille in Manassas on Saturday, 11am – 1pm.
- 6 Autocross #5, Bowie Baysox Stadium, 7am – 2:30pm.
- 12 High Performance Driving Clinic, Summit Point, Jefferson Circuit.
- 12 Second Saturday Breakfast at Silver Diner, Merrifield, VA, 8am – 10am.
- 19 Maryland Brunch at Glen Echo, Irish Inn, 11am – 1pm.
- 20 Potomac Picnic and open Board meeting, Fort Hunt Park, 11am – 2pm.
- 25-27 Potomac's Club Race and Advanced DE, Summit Point Main.
- 25-27 Potomac's 928 Frenzy, details TBD.

October

- 3 Virginia Brunch at City Grille in Manassas on Saturday, 11am – 1pm.
- 4 Potomac's 60th Anniversary celebration, Lansdowne Resort.



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FOUNDERS' REGION
*It's not just the cars,
it's the people.*

Save the Date

PCA Potomac invites all our members to join in the celebration of our 60th Anniversary at Lansdowne Resort for a day filled with laughter, activities and prizes

Sunday, October 4th, 2015

Golf | Concours | Spa | Dinner



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A portion of the proceeds will be donated to our club charity, Carol Jean Cancer Foundation

Potomac Monthly Brunches

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

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

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

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

Cars & Coffee

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.

Adventures at Porsche Parade

Story and photos by Linda Davidson

Part 1 of our Parade Adventures was in 2011 when husband Craig and I went to our first Parade in Savannah GA. At that time it was the longest road trip we had ever attempted in the 911. Other than the fact that Savannah is a beastly place to be in August, we had a great time and shared it all in a journal I wrote for *dV*. We had not been back to Parade for a variety of reasons, including the fact that we didn't want to drive cross-country. Considering that the ENTIRE Alaska chapter comes to EVERY Parade, this latest one in French Lick, Indiana was definitely doable for us.

Day One

We set out at 9:20am on Saturday June 20 for our 9-day excursion. Other than driving through bands of rain created by the weakening tropical storm Bob, the drive out was uneventful. After 4 pit/gas stops, we arrived at the resort 10 hours and 641 miles later.

A few words about French Lick... The first thing any sports enthusiast will tell you is that it's the home of Larry Byrd, "The Hick from French Lick". Sports memorabilia can be found almost everywhere. The other claim to fame is The Resort at French Lick. It's comprised of two hotels, French Lick and West Baden Springs. The resorts are connected by a back road, continually running shuttles, and a train. There are two traffic lights in town, one running into French Lick Hotel, and the other into West Baden Springs. Without the resort French Lick probably wouldn't even be on the map. The only national chains were a single McDonald's, Dairy Queen, Papa John's Pizza, and Subway. No restaurants with table service, no Wal-Mart, no STARBUCKS!!

Due to torrential rains from the aforementioned tropical storm, there was standing water everywhere. On the final road leading to the resort I observed what I thought was a river on our left, and a lake on our right. I checked my GPS and discovered that the "river" was actually a creek, and the "lake" didn't exist. It had all pooled from the excessive rain, and the road between the two hotels was totally under water. There appeared to be trees growing out





of the middle of the lake which completely flooded the front lawn of the entrance to the resort. And more rain was predicted for the week. Great.

We were staying at West Baden Springs. Parade activities were spread between the two hotels, and I learned we were the largest group the resort had ever accommodated. In fact, they couldn't house us all, so late registrants were forced to stay at outlying hotels – Best Western, Comfort Inn, the Big Splash Water Park and Hotel, and a local “No-Tell Motel”. I'm sure those people will never procrastinate again!

Day Two

Sunday was registration day. Considering there were 1015 cars registered, everything was very organized. Once we picked up our packet with our car numbers and info about all the activities we had signed up for, we were on our own until the Welcome Banquet. We decided to drive around and explore. Ten minutes later the question was

“Okay, now what?” At about 4pm the skies opened up and added to all the standing water, so the Banquet, which had been planned for outside, had to be moved under cover. The new site? The garage. Ever been in an open-air garage in 90+ degree heat after a rain storm with 2000 of your closest friends? With no food in sight and sweat running from every pore in our bodies, Craig and I bailed on dinner and went back to our room and ordered room service. Need a good night's sleep before all the week's activities.

Day Three

Heat index today is 101, but this is our volunteer day working a double shift in The Goodie Store, so we weren't concerned about the heat. Craig was in charge of security at the door and I spent 6 hours folding shirts. Again and again and again. I followed one woman around as she checked out the top shirt on nearly every pile and threw it down unfolded. And for this we each got a free T-shirt and admittance to the Volunteer Lunch Banquet at the end of the week. When we





Above: Hawaii and Alaska plates. They traveled from all over to gather at the Parade.

got back to our room, we discovered that neither of our room keys was working, so I plopped myself down on the floor in the hall while Craig went to get new keys. I couldn't stand for another second. When we finally got in, we found the "Porsche Channel" on TV. I think we really need to talk to Comcast and Fios about this potential new revenue stream... Tonight is the BBQ, but for the same reasons as yesterday it was moved into the same garage. Although we did stay for the food this time, the venue was still a sweatbox and we left before the entertainment.

Day Four

Today is the big TSD Rally. TSD stands for "Time-Speed-Distance". This is an exercise in precision driving, down to the hundredth of a second. Enthusiasts of this type of rally take it VERY seriously, with special equipment synchronized to the official rally clock, but fortunately cars are divided into classes of "equipped" or "un-equipped". This year we did not go to the special class to learn how to do this rally. We've been to them multiple times and are still baffled how people can come in EXACTLY on time. There were

five legs varying in length from 6.04 to 23.7 miles. Total distance was 78.67 miles and took about 2-1/2 hours to complete. While we weren't even remotely competitive overall, we did have one leg we were only 26 seconds off, and another only 7 seconds off. Definitely our best showing ever in one of these events.

Tonight's banquet was for the Concours people. We don't participate in this event as cleaning our car means a sponge and some micro-cloths, not white gloves and Q-tips (seriously, you can buy them in the Goodie Store!). We headed out to Hagen's, the restaurant at one of the golf courses, and had probably the best ribs ever!

Day Five

Today is a big day – drive to Indianapolis Motor Speedway and drive the track. We're up at 6:00 for 7:30 departure. It's a delightful 64 degrees. There are 150 cars signed up for today's excursion. Our assigned track time was 1:00, so a lunch stop was built into the day. The Rathskeller was 111 miles away in downtown Indianapolis and laid out a traditional assortment of German





to about 65. It was truly a thrill to drive the famous Brickyard, and we have a photo of our car crossing the bricks to commemorate the event. Another 102 miles back to French Lick, where the water is finally receding. No Banquet tonite.

Day Six

Today is going to be our day – the Gimmick Rally. We’ve been planning rallies for PCA Potomac for six years so we were feeling confident. We woke at 7:00 to another day of insufferable heat and humidity. The “Rally for the Roses” was an 88 mile drive to the Kentucky Derby Museum at Churchill Downs in Louisville, KY, and a return of 63 miles. There were three components to the rally – answering questions of things seen along the route, another set of questions to be answered by facts found somewhere in the museum, and a scavenger hunt for derby related items. You could take as long as you wanted

edibles. The chicken was excellent, and the Bavarian pretzels came with what turned out to be the hottest mustard on the planet, but there was no strudel! Someone missed the memo that strudel is a MUST for any German meal...

While we were there our tour leader got a text from the track that our time had been pushed back to 2:00. Now we have 2 hours to kill. Five mile drive to the track and lots of time to visit the gift shop before the headline event of the day. Finally at 2:00 we all line up and the pace car (a pick-up truck) sets out with 25 Porsches behind him with the following instructions:

- No passing
- No stopping
- No burnouts
- No excessive speed – 40 mph max
- Single file line
- Stay seated in your car

I’m sure you all know how difficult it is to drive your Porsche no faster than 40mph...

Nevertheless, group by group we all got our chance and were actually able to pick up the pace

as long as your answer sheet was turned in by 5:00. No problem.

As the navigator I am responsible for keeping us on course, along with recording all the answers. In Indiana most of the roads are numbered with “IN” to indicate a state route, and “I” to indicate an Interstate route. In our enthusiasm somehow I managed to navigate us onto I-64 instead of IN-62. We realized our mistake immediately, but interstate exits are not frequent and we had to drive almost 8 miles to the first opportunity to turn around. Then we missed the next turn and by the time we got back on track we were almost 20 miles over the instructions, and we were still in the “Free Zone” with no questions to answer! Our hopes of a strong finish were dashed before we had hardly begun, but we persevered through the rest of the rally. By the time we reached the final Free Zone, there were 2 of the questions we hadn’t found answers for, plus some of the scavenger hunt items. Originally we thought they were bonus items, but after a rereading of the instructions we realized they weren’t, and set about collecting the items. A trip to Dollar General got us a red rose; supermarket netted



a sprig of fresh mint (think mint juleps) and a whole carrot. I had gotten a horsehair bracelet back at the museum, so the only item left was a pair of clean Jockey shorts. Dollar Store only carried Hanes, supermarket didn't carry anything, and a call to the nearest Wal-Mart from a competitor found they didn't carry them either. Oh well. Then I remembered one of us wears that brand and we headed back to our room to complete the hunt.

We turned in our answers with a score of 28 out of 30. There are always teams that come in with perfect scores, but we felt our showing was respectable. The tiebreaker was a vase of 60 red roses (in honor of the 60th anniversary of Parade), and we had to guess how many petals we thought there were! Does anyone really have any idea how many petals are on a rose?

We had signed up for a dinner cruise on Patoka Lake, but after meeting someone who had taken it the night before who said it was just okay, and the food was just okay, and there was no A/C, the decision was made to blow it off. We had another big excursion coming up on Friday and were pretty exhausted from the rally.

Day Seven

Good thing we didn't do that cruise. More torrential rains and lightning all night brought the "lakes" back. Woke at 6:30 to get ready for our Scenic Ohio River Tour of 171 miles. This follow-the-leader drive took us through many small towns where the instructions said "Don't Blink", but we kept on course and arrived at the Schnitzelbank Restaurant in Jasper, IN for lunch. And yes, this time there was strudel! And then more rain... Everyone was on their own to get back to the hotel. Tonight is the Rally Banquet, but we were sure we hadn't won either of them, so we passed. Dinner at 33 Brick, Larry Byrd's place, for awesome burgers!

Day Eight

Finally get to sleep in. At 11:00 is the Volunteer Lunch Banquet where they give away all the items from the Goodie Store that didn't sell –

shirts in size small or bright canary yellow, children's backpacks, and French Lick beach towels, etc. I won another T-shirt.

At 1:30 all the cars still left in French Lick lined up in front of the resort (where the lakes had risen again overnight) for the Parade of Porsches. Anyone who has never been to Parade should go at least once just to experience the fun of driving down the road with 235 other Porsches. With a police escort and extensive local radio publicity, we headed out for a ten-mile drive to neighboring Paoli and back, with the streets lined with hundreds of people out to view our beautiful cars. Once we went around the square in Paoli and started back, you passed all the Porsches still coming in the other direction. It was pretty cool seeing us all coming and going. And it DIDN'T rain on our parade this year!

Tonight was the Farewell Banquet. Time to say goodbye to all the new friends we made this year, and hopefully will see again next year when Parade invades Jay Peak, Vermont.

Day Nine

Time for the 641 mile drive home. Since I'm not allowed to drive the 911, I fell asleep while Craig settled in behind a BMW cruising along at about 100mph. He followed him for about an hour before he pulled off the Interstate. Unfortunately, all the time gained was lost by more rain through the mountains of West Virginia. But we made it home in time for dinner exhausted and ready for the next big adventure (once the laundry is done).

End Notes

- Grand total for the week -- 2042 miles and 88 gallons of gas.
- There were no perfect scores for the first time in Parade history and we came in 6th out of 137 cars in the Gimmick Rally! Top ten finish – not bad!
- There are 1612 petals on 60 roses.

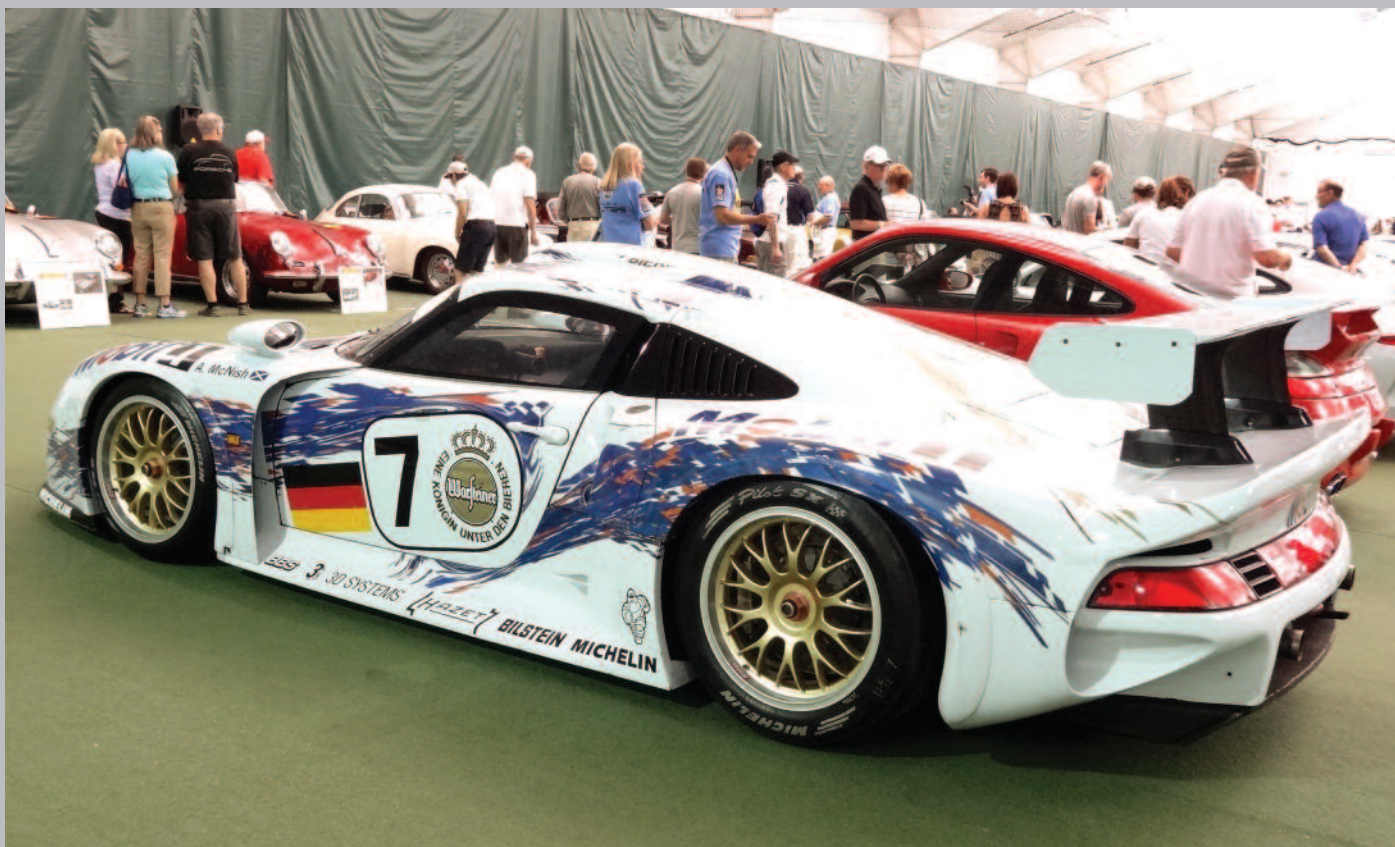




A Parade of Images

Photos by Charlene Truban





Above: The 996 GT1. Built to race in the GT1 class, which required a street-legal equivalent for homologation purposes. The rear of the car including the engine was actually inspired more by the 962 than the 911 of the time.

Right: A 1998 993 C2S. The last of the air-cooled 911s.





New Macan Delivery Done Correctly

Story and photos by Casey Parkin

Over the years I have sent a number of clients to the home of Porsche to take delivery of their new babies as part of PCNA's European Delivery program. Many have sent photographs and quick snippets from their trip about what a wonderful adventure they were having. Even my fellow salesman, Jay Cleiman reminisces about taking delivery of his - still pristine - '87 Coupe. Enough was enough. This was something I had to experience for myself!

After some pestering of the management, I convinced them to let me take factory delivery of our new 2016 Macan S demonstrator. Charlie Miller and Jim Gordon dispatched me to Europe to see and experience all things Porsche - but now they were also entrusting me with driving a car that they owned on some of the best no speed limit roads in the world.

Other than airports, I had never been to Germany. PCA members close friends (and clients) Bruce and Laurie Tarsia recently traveled to the factory and Museum and with their assistance, the newest Michelin guide and my patient wife (who has accompanied me on all of my foreign travel) we got the process going. Jamie Dillon, the PCNA liaison between the US customer and Porsche AG said she had one available date in Stuttgart/Zuffenhausen. Two calls later, one to Jim Gordon and one to my wife, the date was locked, the Macan was configured and I was off to book plane tickets.

Two months later we were paying 4 Euros for the S Bahn train from our hotel to the Porsche Museum and forgetting how tired we are. This is my Disney World combining remarkable architecture and a small selection of the world's most ex-



citing automobiles. As a side note, the Museum Store is not to be missed. I managed to collect a 1/32 model of the Sonauto 914-6 GT that won't class at LeMans and a Pink Pig liveried apron for my adventures as an amateur Big Green Egg Advocate. If you are reading this article you need no further selling on the Museum. Just make sure you tell your bank that you are traveling abroad



so they don't turn your credit card off at the Museum Store.

I have been waiting for Day 2 for nearly my entire life. We had to be at the customer delivery center promptly at 0800. We were greeted with espresso, handed a few lanyards and took a seat and waited for our turn. Moments later a German gentleman came out and with a surprising sense of humor collected necessary information from me, went over the books of the Macan, signed a few document, learned about our registration and insurance and made us aware of a number of laws that we needed to pay attention to.

Following the briefing we were led into the Tourist delivery section where I was stunned to see three 918s, a few new GT3RS' and a Cayman GT4. I was a kid in a candy shop. I spotted our Macan from afar and walked our bags over and popped them in the boot. Even having delivered scores of Porsches, I decided it was in my best interest to see how a German Porsche Specialist does a proper delivery of a Macan, so Cori and I sat back and listened. I actually learned a few things that I had not picked up on previously so I am glad I gave him the opportunity.

After the delivery we pulled the Macan into customer parking and then headed over for our Factory Tour. This is where it really gets exciting. Our guide had been with Porsche since the late 60s and was in charge of a few different racing programs over the years. He was remarkably knowledgeable about both the new Porsche Process and how things used to be. I was the annoying kid in class that asked way too many questions, but I figured I wouldn't have the opportunity again for a while so why not? This place was incredible; the amount of planning and ingenuity for the assembling of these sports cars was absolute. I always figured they build specific cars in batches but I was completely wrong. There was a Boxster Spyder followed by a GT3RS followed by a Targa. Above each work area were explanations of where the car was going, how it needed to be coded and specific options that were to be added. One of the most interesting areas was where they assembled and organized the dashboards and all electronics. Different leathers and stitching came through for both left and right



Opposite page: Casey and his wife visited the Porsche Museum before delivery of their new Macan.

Left: The medieval city of Rothenburg ob der Tauber.

Bottom: The famous Marienplatz in Munich.

hand drive vehicles, a car going to the US was followed by a car going to South Africa. The efficiency was mind blowing. I don't often get awestruck but I was smitten.

My words will not do this process justice and it needs to be seen to be believed. The last car in the station to be rolled outside was a bit peculiar – it looked like a 991 but not one that I had seen before. Different exhaust exits, different bumpers, different engine... by the time you read this you will be fully aware of what I am writing about. It looks great in person and I certainly can't wait to drive it. Hopefully I will be sent to the world launch so I can write another story.

The tour was the best part of the trip for me. As a full-fledged "Porsche Nerd" it ticked all of my boxes. We were treated to lunch above the museum (which was fantastic) and then we were on our way.

The next two days went by in a blur of food and castles and high speed driving and beer and castles and bratwurst. Sooner than you could put sauerkraut on a sausage we were headed back to Stuttgart. There we parted ways with the Macan that we had been enjoying this entire time. It's quite a package. Other than some wind resistance over 200kph, it was an Autobahn rocket. Plenty of room for more people and plenty of room for bringing home all of the memories you purchased while away.

We arrived at the Porsche Factory to turn the Macan in around 1900 both tired and hungry. The gentleman who took the car allowed me to take the tags off so I could put them in my office at home. We parked the Macan in the





client lot right next to a new GT3RS with quite a few german bugs plastered to the bumper and hood. They were the battle scars for the trip. I couldn't imagine what it would have been like to drive that car in that environment. Would likely have headed north to put a lap around the Ring or going up to Spa... perhaps next time.

Porsche provided us with a taxi voucher that safely got us to the airport. It was free and easy. Cori told me that she missed being in the Macan, I did as well. When clients ask me which Porsche I drive, after telling them about my 914, I say I get to drive all of them, every day without charge so I didn't have to make a purchase decision. Well, our 900km through Germany solidified in my mind that my first new Porsche will be a new family hauler, the Porsche Macan.



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Ready for Porsche Offroading?

There are adventures that the Cayenne and Macan open up to you and your family that are not available to most people. Back country camping with all the luxuries of car camping, spectacular scenery, dark sky astronomy, birding, gem and fossil hunting, the rarely visited Civil War site and a truly restful weekend off the grid are all open to you as a Cayenne or Macan owner. As with any good trip, getting there is half the fun. Fun if you know what you are doing, a big bill from the towing and repair shop if you don't.

Teaching how to drive offroad safely with very little risk to the vehicle is something that the trail guides of Northern Virginia Jeepers Association (NVJA) do a great deal of. Despite good instruction, if you're a throttle happy, late braking, early apexing, brake stabbing know-it- all at 125 mph you will be just as bad (maybe worse) at 1.25 mph when 35 degrees off-camber and balancing on two diagonal tires to avoid punching a hole in the oil pan with a big tree on the passenger's (pax) side and a cliff on the driver's. A good instructor or spotter can't make up for a bad driver. Off Road is no different than On Track. Here are some of the basics:

1) Slow is good. If you go slow you can stop. If you "pin it to win it" you will break something. All vehicles have a reverse gear for a reason. Reverse is there for a reason. Don't be afraid to use it. Backing up to get out of trouble or reset your line is a sign of good judgment and skill. Crawl in rough terrain (low range idle or minimum gas to maintain progress), let the tires conform to the rocks, give the tread blocks a chance to bite, let the siping open up and reach into the tiny crevices that provide the friction to pull you over the top. Feel the rubber, be the contact patch. Momentum has its place, most famously after you say, "hold my beer and watch this," seconds before you become the latest million view gene pool cleanser on YouTube. Joking of course, we don't allow any alcohol on our rides. Momentum is a bad and addictive drug. Use it sparingly, just barely enough to carry a high side (airborne or lightly loaded) tire over a low spot so it can regain traction and pull the other end up. Momentum breaks things. Less is more. Add it in small increments. After 2 or 3 tries with a little more momentum each time if you don't succeed it is

time to rethink your line so you don't break anything.

2) Walk the line. Rocks, berms, ruts and logs disappear under the hood 15 to 20 feet before you get to them. Walk the line you're going to take before you drive it and discuss it with your spotter if you have one. Create a mental 3-D map of the line and the feedback you expect feel in the chassis, tires and steering from the rocks and surface irregularities as you progress down the trail so you know if you really are where you planned on being. If you're not sure PRECISELY where you are or what is about to happen next GET OUT and take a look. Driving by brail is bad. For goodness sake, if you are about to crest a hill get out and look over the top before driving over. You can't see what's in front when there is only sky in the windshield. Injury to you and the vehicle cannot be put into reverse, the transmission can.



3) Pay attention to your spotter. When the trail is difficult you should have a spotter who will be right there with you providing hand signals for braking, steering and throttle application so you drive the correct line and get safely through. The spotter is usually in front of you in plain view, so don't run over the spotter. The hand signals are simple to learn. There is no left or right, only driver side and passenger side. Turn right/or left is reversed between the driver and spotter but "turn passenger" or "turn driver"

Story by John Young.
Photos by Ken Harwood.

John Young has 12 years off-road driving experience on both coasts, he is the Northern Virginia Jeepers Association Trail Rides Chairman and has crewed or crew chiefed on Production, GT, Formula and Sprint cars.

is unambiguous. A spotter will signal the direction and amount you need to turn the wheel or how much throttle or brake to add. Review hand signals with your spotter before starting down the trail. Watch the spotter not the trail in difficult areas. You can't see what is in front or under you, your spotter can.

4) Addressing the Obstacle

Before you approach the obstacle decide what you are going to do with it. Is a rear tire going to climb it? Will it pass on the outside or inside of the rear tire or go down the middle of the chassis? Can the chassis clear it? Are you going to pose for a picture and then back off? Do you need to make a steering change on top of it or just drive straight over it? Now you need to figure out how you're going to climb it. The position of the vehicle and the "cut of the rock" will determine if you should use a straight on approach or if you should steer into it as you climb. Steering pressure provides side wall (side bite) traction. Will the "cut of the rock" push back on the steering or make the vehicle depart one way or another if you slide off the face (a typical problem when steering

into an obstacle at a grazing angle). When you're ready, pull up against the rock and set the contact patch where you want it. Apply power and climb on up. Easy, right? Well, as you get to the top you need less power to crest so you let off the gas, and move your foot to the brake. However, the torque converter is loaded full of energy and as you crest that energy is released and you uncontrollably fly off the top, slamming down hard. Left foot braking allows you to manage your vehicle's energy and momentum. Add left foot brake as the chassis indicates you're approaching the crest and stop on top (auto). It happens way too fast for right foot braking. Right foot braking loads and unloads the contact patch as you switch between brake and throttle, breaking traction and letting you slide off or fly off the top. Left foot braking gives you more control. As you come down off the obstacle apply increasing brake. Pretend there is a chick in an egg on the other side. Set the tire down gently that it doesn't crack the egg.

5) The rocks are your friend. The rocks raise you up and give clearance. Rocks prevent damage when used properly. "Stepping from rock to rock" lets you drive through a mine field of oil pan punching, tranny crushing, axle hooking rock garden of evil with the elegance of a Bolshoi ballerina. Make your rig dance. Precise steering, left foot braking, throttle control, driving the line and good spotting will insure you come out looking like a hero. Cross deep ruts at a large enough angle to maintain traction on both tires of at least one axle at all times as you cross over. Porsche built your rig with all the right stuff and you paid dearly for it and by that I mean Porsche Active Suspension Management (PASM). Take advantage of the traction control, gearing, steering feel and braking Porsche gave you. The Cayenne and Macan are precision tools that can slice a line through some stunningly difficult terrain when used effectively.

6) Speaking of Slicing: You're not riding on 12-ply sidewall bias belt rock crawling tires. Most street tires have 2-ply sidewalls, most off-road radials have, at best, 3-ply sidewalls. Tire sidewall slicing is the most frequent damage off-road. It is preventable with proper reading of the line and precision tire placement. Tree stumps hit at a glancing angle push the vertical wood fibers up into the side wall and cut it. Drive square over stumps with the contact patch. The thick tread and large number of radial plies can easily roll over some gnarly stumps with no problem. Failure to read the rocks can have the same result.

Join us for the Fall Off Road Drive & Dine

This Fall John and a few members of NVJA will lead us back up into the Allegheny Mountains for a repeat of this Spring's Off road trail ride to Flagpole Knob. On Saturday November 14th we'll meet again in Harrisonburg, VA in the early morning. After we've fully explored our limits and the trails around FlagPole knob, we return to Harrisonburg for an evening at the highly rated Local Chop & Grill House for some farm to table fine grilling and fun. All Cayennes, Macans, other off-road capable vehicles, and ride-alongs are welcome to join us!

Where to: Harrisonburg, VA Flagpole Knob & Local Chop & Grill House

Date: Saturday November 14th Time: 9:00 AM

Register here: <http://msreg.com/offroadDnD2015>

Costs: \$75 for NVJA Instruction & diner at Local Chop & Grill House. Advance registration is required for planning purposes.

Please check the website <https://pcapotomac.org> for more details. Happy Trails & Bon Appétit!

Chert, volcanic rock and fractured slate (very common on the east coast) present sharp edges that will slice a sidewall when hit with a glancing blow. Putting the contact patch square against the cutting edge (turning into it) is the correct approach. Good line selection will steer clear of such obstacles or set you up to crawl over them with no risk.

7) Listen to the chassis. Just like in autocross and road racing the chassis is talking to you. Learn the language - it's spoken slower and lot quieter, but it pays to listen. Each tire is likely to have different levels of available grip. Try to sense which tire is giving the least grip in any given situation. In tough spots you want to add grip to the "weak tires" while not upsetting grip on the strong ones. Suspension compression and extension at each corner indicate how much additional grip each corner has left. All things being equal compressed corners have more weight on them and more grip available. As a tire unloads and the suspension droops, grip is reduced. The shape of the surface under the tire (felt through the steering and chassis) combined with the available grip tell you what direction each corner will push, pull and lean you as you apply throttle, steering or brake. Side bite is traction from the tire shoulder and sidewall lugs, if you have them. When off cam-

ber or when pressing the tire into a rock at a shallow angle, side bite is felt through the steering (front) and chassis (rear). Side bite on a good street/trail all terrain tire will let you climb using just the side wall when pressed into the obstacle by the steering (front) or chassis position (rear), but don't use side bite on street tires, they will get cut.

The Cayenne and Macan are lower and considered more "tender" than most off road vehicles because most don't have steel skid plates installed. You need to be precise and thoughtful about how you drive. The following set of pictures and captions is a trail guide/spotters view of the technical aspects of a ride up to Flag Pole Mound, putting to use the many of the techniques previously described.

The Cayenne and Macan are stunningly capable vehicles. To unleash the potential (and not unleash the chaos) you need to add some driving skills that are unique in Porsche circles. After a couple trail rides you should be able to pick your own line, possibly self spot (get out and look a lot) and confidently go places the few other vehicles and no other Porsches are capable of going.



The driver can't see the line but he can FEEL IT. The correct line puts the driver side tires on the "spine" and passenger tires next to but not touching the sharp rocks. Keep the passenger side walls clear of the sharp edges. Use the spine to raise the underbody over the outcropping in the middle so nothing drags. The driver can feel the spine in the steering and needs to hit it square and walk both the front and rear along it while turning gently to passenger but not fall off. Just before you fall off a spine the contact patches will get "squirrely" giving you a chance to correct your line.

Continued on Page 25...

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The berm between the ruts could drag on the underbody if you drove in the ruts. Straddling ruts is usually a good idea. Driver side on the center berm, passenger side on TOP of the rocks and straddle the rut. The rocks are your friend! There is a greasy driver's left line if you straddle the driver side rut, putting the driver side near the cliff edge. The right side line (straddling the rocks) will scrape the underbody.



After taking into consideration the nearby moguls and an obstacle 100' down the trail, the driver and spotter walked the line, identified steering cues and what was expected to be felt through the chassis at key points. The vehicle is now being spotted into position to get on the line for what lies ahead. The initial approach was at a slight angle across the trail from driver towards passenger. The line selected is more off camber but provides more underbody clearance and traction than going straight in.



The spotter is using two assistants to watch the underbody and tire positions. The driver "listens" ONLY to the spotter and no one else otherwise it's all confusion, error, jacks, and tow straps. Ultimately the driver is in control. If a driver doesn't trust the spotter then he needs to ask for a new one. Trust and good communication are essential.



Going downhill is harder than going up. The trail disappears further in front of you downhill. Walking the line really helps. Driving uphill you have much better view of the trail. Below: The Cayenne, perfectly balanced on two diagonal tires. Good spotting, smooth driving and precise car control pay off in big driver grins and a nice poser shot.

Team Porsche Won!



Team Porsche held our Inaugural Euro Marque Golf Tournament on Sunday, June 28th, at Raspberry Falls Golf & Hunt in Leesburg, VA. Team Porsche won.

Earlier this year, Team Porsche (PCA Potomac) invited an alphabet soup of four other European car clubs, Team BMW (NCC BMWCCA), Team Audi (ACNA PCC), Team Aston Martin (AMOCNA MA), and Team Mercedes Benz (MBCA GWS) to compete in a golf Tournament. All merrily accepted the challenge and also chipped in by organizing a People's Choice Concours.

Now, proposing the idea of this golf tournament was not necessarily an easy sell. With Team Porsche's concern to not tax our sponsors, the

tournament was to be held without sponsorship donations - meaning no usual prizes to entice players to participate. So how would the clubs get players to field their teams? By tapping into the competitiveness that lurks in that red mist swirling in the deep, dark bottom of our psyches. We played for good ole BRAGGING RIGHTS! Team Porsche won.

Now, inherent to any challenge is the opportunity to talk a little trash. Because seri-

ously, how can you truly enjoy the bragging rights if you haven't crescendo'd up to it with trash talk? For example:

Team Audi: "I'll be there at 11:30 to set up for the Concours and welcome players..."

Team BMW: "I'll be there at 10:30 to make sure the field is dry for the Concours..."

Team Porsche: "We'll be there at 9:30 to park our Porsches on the first tee box - I'm confident it will be dry there..."

Team BMW: "I'll have the towing company there at 9:45 to tow the Porsches..."

(Nice one, Team BMW...)

After two days of torrential rain, golfers were welcomed on Sunday, June 28th, with smiles and waves from the staff of Raspberry Falls, Willy Lutz, Head PGA Professional at Raspberry Falls (and BMW Club Member), and the presidents of the car clubs, Paul Seto (Team BMW), Christine Lemley (Team Audi), and Katie Gleeson (Team Mercedes Benz). As predicted, the Concours field was bone dry for us to park our cars in the dedicated parking area, and tow hooks were not necessary.

After the usual warm-up on the Driving Range or a few cocktails from the Club House bar, players collected at their carts to listen to Willy give a run-down of the rules. He, of course, used the opportunity to get in another dig at Team Porsche; stating that in all of his years as golf professional, he had never heard of the rules Team Porsche was imposing, and with an eye roll, named the playing format a "Stuttgart Scramble." (Another nice one, Team BMW.) Team Porsche won.

And then, players were off. Wait!!! The 4th player for Team Porsche's A Team was a no-show. After a brief huddle and a player shuffle, John Bailey was moved up to the A Team. Wise choice. Five hours later, Porsche's A Team, led by Team Captain, Darrell Carlyle, (who backed up his handicap index of 4) posted a winning score of 65, beating second place Team BMW by 2 strokes. Take THAT, Team BMW! Team Porsche won!

Team Porsche won, but not just bragging rights. At the planning meeting earlier this year, Charlie Murphy, of Team Porsche, insisted that trophies were necessary and volunteered to make them out of car parts he had at his shop.

So take a close look trophies.

The Concours trophies are pistons mounted on a plaque. Charlie insisted on blasting them with glass beads to "clean them". (I would have been fine leaving the schmutz on them and passing it off as Porsche patina.)

The Tournament trophy - gee where do I start... This trophy is a "perpetual" trophy, to be given to the winning marque's car club, and to be





returned the following year to award to the next year's winner. It was creative genius to produce an interactive trophy by mounting key rings from the participating marques on the wheel of a water pump. Each year, the dial of the pump can be turned so that the winning marque's key ring is on top. Well, apparently the interactive-ness of the trophy was very tempting, getting more turns than a water faucet handle in a public bathroom, as it was turned many times throughout the day; some people were testing out how it worked, turning it because it could be turned, while for others, it was wishful thinking, leaving it dialed to their marque's key ring. And no matter how often I turned the dial to the Porsche crest, someone else would come up after me and turn it again, often leaving it on the BMW roundel. So at the end of the day, Team Porsche was too busy celebrating to notice that the dial was set with the BMW roundel on top... until we looked at photos the next day. (Good one, Team BMW...)

With the pistons from a 356 and the water pump from a 911, each of the winners got to take home a little piece of Porsche, even if they weren't fortunate to already own the entire car.

CONGRATULATIONS Team Porsche:

A Team: Darrell Carlisle, John Bailey, Greg Dole, Joe Grimsby

B Team: Howard Kympton, Dan Fazekas, Dean Drewyer, Devin Drewyer

C Team: Ron Flax, Jim Lawler, Chris Young, Charlie Clark

D Team: Mi Jee Song, Andrew Fort, Charlie Murphy

CONGRATULATIONS to Darrell Carlisle, winner of the Longest Drive contest

CONGRATULATIONS to John Bailey and his 930 turbo, winner of the Player's Choice Concours for Porsche

Thank you, thank you, thank you:

- Club members and friends-of-club members from the 5 marques, for taking on the challenge to represent your marque and your club
- Porsche of Tysons Corner, Mercedes Benz of Tysons Corner, Audi of Tysons Corner, Aston Martin Washington, DC, and BMW of Fairfax for actually believing us when we begged you for key rings to make a golf trophy
- Willy Lutz for your graciousness, professionalism, and generosity in providing vouchers for merchandise and rounds of golf to be awarded as prizes
- Car club Presidents for accepting the invitation to participate in an inaugural event and lending a helping hand with whatever was needed
- Bob Willkoff for showing up at the course to take photos
- Michael Handleman for showing up at the course to pay the bill
- John Bailey for donating the antique golf club that legitimized the trophy
- Charlie Murphy for your creativity and dedication to making six trophies within 24 hours of the tournament

If you're a golfer, don't miss out on our 2nd Annual Charity Golf Tournament on the day of our 60th Anniversary Celebration, Sunday, October 4th, at Lansdowne Resort. Registration is now open: <http://msreg.com/potamacgolf2015> and much more detail can be found on our website, <https://pcapotomac.org/>.

July 2015 new Potomac members

New members

- | | | |
|---|---|--|
| Michael Bietsch - 1970 911T Targa - from Dumfries | Edwin Kuhn - 2012 Panamera 4 - from McLean | Alon Porat - 2006 Boxster - from North Bethesda |
| Carlos Bonilla - 2003 Boxster S - from Chevy Chase | Rob Lee - 2015 Boxster - from Alexandria | Ricardo Reyes - 2002 911 Carrera Cabriolet - from Sterling |
| Warren Cheek - 2004 911 GT3 - from Fairfax Station | Rocky Lockley - 2002 911 Carrera - from Winchester | Steven Schattman - 2016 Cayman GTS - from Chevy Chase |
| Dee Delaney - 1999 Boxster - from Fairfax | James Mahoney - 2015 911 Carrera S - from Potomac | John Stacey - 2012 911 Carrera Cabriolet 991 - from Fairfax |
| John Erickson - 2006 Cayenne Turbo S - from Potomac | Lisa Means - 2007 911 Carrera Cabriolet - from Arlington | J.R. Stanley - 1999 911 Carrera - from Alexandria |
| Robert Foster - 2009 911 Carrera S Cabriolet - from Falls Church | Mark Mendelsohn - 1997 911 Targa - from Bethesda | Ambrose To - 2014 911 Carrera - from Woodbine - transfer from Chesapeake |
| George Heine - 2013 911 Carrera S - from Annapolis - transfer from Chesapeake | Michael Mercer - 2006 911 Carrera S Cabriolet - from Sterling | Eric Zelsdorf - 1996 911 Carrera Cabriolet - from Herndon |
| Ali Herischi - 2014 Boxster S - from Bethesda | Jarett Merk - 1989 944 Turbo - from Bolling AFB | |
| Christian Kelly - 2012 911 Carrera S - from Hume - transfer from Blue Ridge | George M Mrad - 2006 911 Carrera 4S Cabriolet - from Fairfax | |
| | Jeffrey Penza - 2006 Boxster S - from Baltimore | |



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July 2015 Potomac anniversaries

Anniversaries

45 Years

Sydney & Julie Butler

40 Years

Alan & Royce Friedman

35 Years

William & Patrick Schneider
Paul Vessels & Kham Chanthayasak

30 Years

Robert Alperstein

25 Years

John Ancona & J Miller
Kurt & Anne Darr
J & Debra Jordan
Jeffrey & Teri Shorey

20 Years

Fritz & Michelle Gottwald
Terry & Laura Lanier
Frank & Terry Lessiak
Klaus & Christian Nickel
Michael & Steven Weeldreyer

James Weyant

15 Years

David & Kristine Barr
Ralf & Rita Brueckner
Dorene & Geoff Daniels
Thomas & Lauren Falkenberg
Keith & Christine Ibarguen
Ronald & Cynthia James
Roy Lindquist & Jill Leffler
Barbara & Jerrold Pearlman

10 Years

Lee & Jeremy Alexander
Stephen & Beth Bounds
Willard & Deborah Jones
James Lee
Steve & Karin Linehan
Jeffrey Olszewski & Laura Dendtler
L. Ludington Sells
John Wohlever

5 Years

Richard & Clara Addo
Louis & Frank Avenilla
Robert Clark & Ricardo

Aguilar

Louis Hengen
Douglas & Emma Holmes
Dae & Kristie Kim
John MacCarron
Douglas & Laura Noble
Paul & Debbie Parkins
Charles Rothwell
Robert & Christine Schmitz
Kenneth & Randi Vogel
Andrew & Lara Westdorp
Linda Wilkinson



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. **All photos must be originals digital files; please do not resize or crop them before submission.**

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

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- Tire Mounting & Balancing
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- Shock Rebuild Services
- Pre-Purchase Inspections



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Readers and Their Cars



Above: Cars lined up at the City Grille. Photo by Glenn Havinowski.



Left: Dirk Dekker, Tuffy von Briesen, Bob Mulligan and Dan Dazzo at Summit Point. Photo by John Vrankovich.



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