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Photo by Ken Hills

Cover illustration by Web Bryant from a photo taken at the 2011 Deutsch Marque concours. This year's Deutsch Marque is scheduled for Sunday, May 6 at Nottoway Park, Vienna, Va. Stories and entry form on Pages 13-14.

Above: Potomac Club Treasurer Evan Close lifts a front wheel while negotiating a tight corner at Sebring during the opening PCA Club Race of 2012. Story, Pages 15-19.



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der Vorgänger

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

April 2012, Volume 58, No. 3

der Vorgänger is the official magazine of the Founders' Region, Potomac, Porsche Club of America, Inc. <http://www.pcapotomac.org>. Contributions for *der Vorgänger* should be sent to editor Richard Curtis at least six weeks preceding the month of publication, preferably via e-mail to dveditor@pcapotomac.org.

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Questions about display advertising rates and placement in *der Vorgänger*, please contact Tony Kelly at dvads@pcapotomac.org

der Vorgänger (ISSN 0199-0667) is published monthly except in January by the Founders' Region, Potomac, Porsche Club of America at 16726 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). Periodicals postage pending at McLean, Va. and at 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 but should be brief and may be edited for length. Please note if the letter or e-mail is submitted as a letter to the editor; please include a contact phone number for verification.

To subscribe: You must join the Porsche Club of America. Details at www.pca.org

Editor's column

Miscellaneous ramblings

I was fortunate enough to be invited in early March to a meeting of the Porsche Owners Group (POG), an offshoot of mostly Potomac members with a specific affinity for the 356 model.

This is an interesting and engaging group of Porsche owners. They have no officers, no dues and only come together occasionally for a breakfast somewhere locally, or, like for this early March meeting, for a tech session to address concerns specific to their beloved bathtub Porsches. A more genial, inviting and low-key group is difficult to find. Several of their cars have been featured in these pages.

The meeting was held in noted engine builder Tim Berardelli's Alexandria shop, which was as clean and neat as a pin. (As an aside, he confided to me that it's not usu-



Tim Berardelli's Alexandria shop was the location for this tech session held by POG.

ally this clean and neat!). Tim's session was short, to the point but still very, very informative even to a gathering of 35 die-hard 356 owners.

POG is a fun group, and they don't seem to mind having a 911 owner or two in their midst. Their affection for their beloved 356s is infectious. You might want to check out their website, calendar and electronic newsletters at www.pog356.org.

Thanks to Frank and Christy Spangler, who attended their 20th 24-hour race at Daytona and recount their adventures on Pages 20-23. Also, a sizeable group of Potomac drivers attended the first PCA Club Race of the season at Sebring. Skip Close's story is on Pages 15-19.

Richard Curtis
Editor

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Nice weather is upon us; drive, drive, drive your Porsche

Now that winter is over, it's time to get your Porsche out and exercised. You might even take the time to give it its annual (or semi-annual) waxing. Oh, wait a minute, did we even have winter? It was so nice in February I was able to wax the Boxster. I guess one way to look at this past winter is that it was very Porsche friendly. I didn't even need the snow tires.

With spring here it is time to enjoy one of Potomac's many events. In this column last month I highlighted the diverse ways you can enjoy your PCA membership, meet other Porsche owners and have some fun.

With April, Porsche events are beginning to pick up. The first DE of the year is March 31–April 1 at Summit Point. A week later, I, for one, plan on going to the first Drive 'n Dine on April 7 to visit a real "Tank Farm" and no, I am not referring to a Superfund site.

There is the High Performance Driving Clinic at Summit Point on April 14 and the Hershey, Pa. Porsche "flea market" on April 21. (See related story, Page 28.) I have never gone to Hershey before but will be there this year. It is the largest Porsche swap meet on the East Coast.

Don't forget the first rally of 2012 on April 22. This rally will be with the Corvette club so we need a strong showing of Potomac members to prove that Porsches are made to be driven.

Back in February many Potomac members attended the preview and formal "launches" of the new Porsche 991 models at three local Porsche dealers. These were a lot of fun, and I must say, the 991 is a beautiful car. Talk about being technologically advanced and sophisticated. Com-

pared to my '87 Targa, I'm not even sure I am "technically qualified" to wash a 991. Special note to the DE Chief Instructors. . .I just can't wait to be assigned a DE student with a 991 and see how it does on the track. Hint! Hint!

In late March, our club held what we called the Potomac Awards and Volunteer Dinner. While this event previously was limited only to DE instructors, we decided that given the significant number of non-DE volunteers that help put on the wide diversity of offerings to Potomac members, we should expand the invitation list to include all volunteers. I might note here that when we put together the pre-invite list of instructors and volunteers, it totaled over 150 people. Wow, no wonder the club offers its members so many things to do. My thanks to everyone for making the club what it is.

Finally, I would like to note registration for the 2012 Porsche Parade that opened up March 13. This year's Parade is in Salt Lake City and, while a bit of a hike, I do plan to attend and know several other Potomac members who plan to go also. I attended my first Parade last year and was thoroughly impressed. If you have never attended a Parade, reserve the dates July 8–14 and head to Salt Lake City. I know you will not regret it.

As always, I would love to hear what you like (or what we could do better) about the club. As president, my main job is to listen to what the members are saying. Please feel free to email me at president@pcapotomac.org.



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Potomac's 2012 calendar

The information below is accurate as of date of publication. However, circumstances may change through the year. You're advised to check Potomac's website — www.pcapotomac.org > Calendar > Potomac Calendar and/or www.pcapotomac.org > Programs for the most up-to-date information. This calendar in *der Vorgänger* will be updated each month through 2012. Details on the monthly brunches and event contacts are listed at right.

April:

March 30–April 1: DE @ Summit Point.

7: Manassas, Va. brunch. Drive 'n Dine afterwards to a nearby Tank Farm. Details on Page 26 and online at www.pcapotomac.org.

14: Arlington, Va. breakfast.

14: High Performance Driving Clinic @ Summit Point.

21: Glen Echo, Md. brunch.

21: DE Tech for Mid-Ohio at AutoThorty/Pitstop, 25358 Pleasant Valley Road, Suite 125, Chantilly, Va. 20152.

21: Hershey flea market; see story on Page 28.

22: Rally #1 w/Corvette Club.

May:

6: Manassas, Va. brunch.

4–6: DE @ Mid-Ohio. See story and map on Pages 10–11

6: Deutsch Marque concours. Story and entry form, Pages 13–14.

12: Arlington, Va. breakfast.

12: Rally No. 2. Details TBA.

19: DE tech for Shenandoah at Porsche of Rockville, 1125 Rockville Pike, Rockville, Md.

19: Glen Echo, Md. brunch.

19: Polo and Ponies. Details TBA.

20: Drive 'n Dine tour winding up at the Stoneyman Gourmet.

26: Autocross school at Bowie Stadium.

June:

2: Manassas, Va. brunch.

2–3: DE Shenandoah Circuit, Summit Point, WVa.

9: Arlington, Va. breakfast.

9: DE Tech for Watkins Glen at Autobahn, Fairfax, Va.

15–17: Fallingwater Drive 'n Dine to Fallingwater. Details TBA.

16: Glen Echo, Md. brunch.

22–24: DE @ Watkins Glen, N.Y.

30: Open board meeting.

30: Autocross at Baysox Stadium.

July:

4: Drive 'n Dine. Details TBA.

7: Manassas, Va. brunch.

7: Rally No. 3. Details TBA.

7: Autocross.

8–14: PCA Parade, Salt Lake City.

14: Arlington, Va. breakfast.

14: DE Tech for Summit Point at InterSport, Mclean, Va.

14: Porsches and Polo.

20–22: DE @ Summit Point.

21: Glen Echo, Md. brunch.

28: Rally for Camp Friendship.

TBD: Drive 'n Dine.

August:

July:

14: Tech at Intersport, 1524 Spring Hill Road, McLean, Va.

20–22: DE at Summit Point.

August:

4: Tech at Porsche of Tysons, 8598 Leesburg Pike, Vienna, Va.

10–12: DE, PorscheFest, at Summit Point.

18: Tech, Porsche of Arlington.

31-Sept. 2: DE at VIR.

September:

22: High Performance Driving Clinic at Summit Point's Jefferson circuit.

28–30: PCA Club Race and Advanced DE at Summit Point.

October:

20: Tech at Auto Sportsystems Group, 2810-F Dorr Ave., Fairfax, Va.

26–28: Volunteer Day/DE at Summit Point.

2012 DE events

April

14: High Performance Driving Clinic; Summit Point's Jefferson circuit

21: Tech at AutoThorty/Pit Stop, 25358 Pleasant Valley Dr, #125, Chantilly, Va.

May

4–6: DE at Mid Ohio. See story and map on Pages 10–11.

19: Tech at Porsche of Rockville, 1125 Rockville Pike, Rockville, Md.

June

2–3: DE at Summit Point's Shenandoah circuit.

9: Tech at Autobahn, 3158 Spring St., Fairfax, Va.

22–24: DE at Watkins Glen

4: Manassas, Va. brunch.

4: DE Techat Porsche of Arlington for PorscheFest at Porsche of Tysons.

10–12: PorscheFest @ Summit

Point. DE and autocross

11: Arlington, Va. breakfast.

18: Glen Echo, Md. brunch.

18: DE Tech for VIR.

25: Autocross.

25: Drive 'n Dine, drive-in movie.

31–Sept. 2: DE @ VIR.

September:

Aug. 31–Sept. 2: DE @ VIR.

1: Manassas, Va. brunch.

1: Gathering of the Faithful, Reston (Va.) Town Centre. 10 a.m.–2 p.m.

8: Arlington, Va. breakfast.

8: Open board meeting.

8 or 15: Drive 'n Dine to Charlottesville, Va.

15: Glen Echo, Md. brunch.

15: Porsches and Polo.

16: Autocross.

22: HPDC @ Summit Point.

28–30: PCA Club Race @ Summit Point with Advanced DE.

29: Octoberfest Drive 'n Dine to Lovettsville, Va. with concurrent Rally No. 4 and car show.

October:

6: Manassas, Va. brunch.

7: Autocross, Potomac swap meet (tentative).

13: Arlington, Va. breakfast.

20: Glen Echo, Md. brunch.

20: DE Tech for Summit Point at Auto Sportsystems Group, Fairfax, Va.

26–28: DE @ Summit Point to include Volunteer Appreciation Day.

21 or 27: Drive 'n Dine Fall Foliage.

November:

3: Manassas, Va. brunch.

10: Arlington, Va. breakfast.

10: Autocross.

17: Glen Echo, Md. brunch.

December:

1: Manassas, Va. brunch.

1: Drive 'n Dine to Antietam, Md.

1: 2013 planning meeting

8: Arlington, Va. breakfast.

8: Open board meeting and general membership and elections.

8: Holiday party in Bethesda, Md.

15: Glen Echo, Md. brunch.

Potomac monthly brunch locations

Potomac breakfasts and/or brunches are an excellent way to (a) have a meal; and (b) make new Porsche friends or renew friendships with old friends. Meetings are low-key, no agenda and often are followed by impromptu drives through the countryside.

Virginia: first Saturday of each month, City Grille, 10701 Balls Ford Road, Manassas, Va. 20109.

Virginia: second Saturday of each month, 9–11 a.m. Thirsty Bernie Sports Bar & Grill, 2163 N. Glebe Road, Arlington, Va. 22207. Plenty of parking, good food.

The Maryland breakfast is the third Saturday each month from 11 a.m. to 1 p.m. at the Irish Inn, 6119 Tulane Ave., Glen Echo, Md.

• • •
For more information, contact John Magistro at membership@pcapotomac.org

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Autocross: Tony Pagonis, autocross@pcapotomac.org

Club Race: Starla Phelps, Fred Pfeiffer, clubrace@pcapotomac.org

Concours: Ron Davis, concours@pcapotomac.org

Drive 'n Dine: John Eberhardt, driveanddine@pcapotomac.org

Driver Education: Alan Herod, dechair@pcapotomac.org

DE Tech: David Diquollo, tech@pcapotomac.org

Rally: Linda or Craig Davidson, rally@pcapotomac.org

New Potomac members & anniversaries

April 2012 anniversaries

35 years

Frederick J. Burchill & Kathleen Elizabeth Burchill

25 years

John C. Durr & Susan Durr
William J. Schneider & Patrick A. Schneider

20 years

Fritz Kestermann
Daniel Mark & Patricia Mark
Geoffrey M. Schwarz & Cindy R. Schwarz
Mark Theiss & Pam Theiss

15 years

John W. Dorsey & Carole Dorsey
Robert Mulligan & John McKenney
Henry J. Pierce & Sommers S. Pierce
Mark P. Rubin &

Sheila Levin
Fernando Silva-Pinto & Lauren Silva-Pinto
Stephen Charles Stone & Chuck Stone
Thomas J. Vahle & Jesse V. Ballway

10 years

Richard Bowker & Margaret Bowker
Vincent Canney & Ellen Voss
Faith Dibiasi & Roger Touma
Michael Hershaft
Daniel J. Perti & Toni DeAngelo-Perti
Clifford Reynolds & Liz Reynolds
David E. Simon & Emily Simon
Leith Wain & Yuko Wain

5 years

Joel E. Anderson
John E. Devison & Carolyn Wilkinson
Larry M. Gallina & Jean Gallina

Trung D. Ho & Tien Ho
Alex Lunsford & Winston Kaminer
Jeffrey P. Massa & Michelle Massa
Brian Pagonis & Jonathan A. Pagonis
Mary Jo Porreca & Nick Hoogs
Thomas Roman
Robert T. Talastas
Larry A. Van Sant

March 2012 new members

Bobby Barakat & Jasmin Barakat – 2011 911 S coupe
Renny Berger & Breen Berger – 2010 Boxster S
Thomas A. Bezas & Sophia Bezas – 2009 Cayman
Peter Braunohler – 1993 911 coupe
Jon Brown & Amy Brown – 2007 911 Turbo coupe

Andrew G. Carrera & Trang Dao – 1973 911 coupe
Marcelo J. Coelho – 1991 944 S2 coupe
Bob Denson – 2012 Carrera coupe
Dan Donohue & Lindsay Donohue – 1989 944
Darius Farkondepay & Hengameh Mirzai – 2012 Carrera coupe
Geoff Gray & Stephen Freitas – 2008 Boxster
Josh Grove & Donald Grove – 2009 911 cabriolet
Sheldon K. Hooper – 2011 Boxster
Pete Jacobius – 2005 996 C4S coupe
Troy T. Kornacki – 2007 Boxster
Scott Lee & Jennifer Lee – 2003 911 T
Wayne P. Lucas – 2008 Cayman S
Gary R. Madison & Amy Madison – 1996

993 targa
Adam Moore & Jill Heckendorf – 2007 911 Turbo coupe
Michael F. Murphy (dual member) 1986 944 Turbo, 1990 C2 targa, 2001 Boxster
Mike Newman & Geneva Newman – 1992 968 cabriolet
Hung Q. Nguyen & Amy Farris – 2004 Cayenne
Matt Patin – 1999 996 coupe
Russell G. Richardson & Ester Lopes – 2008 911 Turbo cabriolet
Christopher D. Ritzert & Timothy Ritzert – 2008 Boxster RS
Chris Savcak – 1987 944
Jim Swain – 2000 911 C4 cabriolet
Scott Van Gorder – 2012 Cayman R
Curtis Waters & Danielle Waters – 2001 911 coupe



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Next up for DE program: historic Mid-Ohio

Directions

The Mid-Ohio Sports Car Course is located near the village of Lexington, Ohio, a 320-mile drive from Washington, D.C. If you're towing a trailer, the trip might take longer.

How to register

Online at pcapotomac.org > Programs > DE > Registration

Spectating

Free after signing insurance waivers at the front gate. The "action" occurs in the Paddock; see map on next page.

Accommodations

The towns of Bellville, Mansfield, Ashland, Mt. Gilead and others nearby offer many housing options. A complete list of accommodations and restaurants can be downloaded from the Mid-Ohio website at www.midohio.com.

By Richard Curtis
for *der Vorgänger*

The Mid-Ohio Sports Car Course is one of the nation's premier race tracks, site of annual Indycar and American LeMans races. In addition, the track is used for motorcycle races, vintage sports cars, even enduro karts.

As its name implies, it is located in the middle of the Buckeye State, but that doesn't prevent many Potomac DE participants from making the 8+ hour drive in order to enjoy the historic 2.4-mile, 15-turn track.

Other PCA regions and other car clubs also hold DE events at Mid-Ohio. Potomac co-sponsors the May 4-6 DE in conjunction with PCA's Maumee Valley Region.

During Potomac DE events, the course is open free to spectators. If you're even slightly interested in participating in a future DE event, or just want to watch Porsches on the track, you're encouraged to attend a DE.

In order to participate in a DE, a Potomac member must first participate in one of two annual HPDC events, or participate in three autocrosses.

Driver Education events are divided into various run groups: Green, Blue, White, Red and Black. Green and Blue groups are the entry-level groups and are "instructed" groups; an instructor is assigned to each Green and Blue student. The instructor rides along with the stu-

dent in the student's car. Drivers also participate in classroom sessions each day of the DE event.

Drivers are promoted from one group to another based on recommendations by instructors followed by a check-out ride with the chief instructor. Drivers keep log-books of their experiences.

Prior to participating in any DE event, drivers' cars must be inspected no more than two weeks prior to the event. A schedule of Potomac-sponsored free tech days is listed on Page 8. Drivers may also have their car inspected by almost any independent mechanic (inspection forms available online) or by a Porsche dealer. Additionally, drivers must have their cars inspected at the track early each morning of a DE event.

Most DE events are three consecutive days, almost always over a weekend. However, some DE events are just two days, again almost always on a weekend.

Costs to the drivers are relatively inexpensive, though costs vary from track to track and defray the costs of renting the track. Drivers must preregister for each event; see Potomac's website for details.

In addition to Mid-Ohio, Potomac also sponsors DE events at Virginia International Raceway, Watkins Glen (N.Y.) International and Summit Point (W.Va.) Motorsports Park. The DE schedule is noted on Page 8.

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Mid-Ohio's ups and downs create a thrilling ride

The second 2012 Driver Education event for PCA Potomac is May 4-6 at Mid-Ohio. The event will be co-hosted with the PCA's Maumee Valley Region. The 2.4-mile road course has 15 turns and a 3,000-foot long main straight. The amount of elevation change and high-speed turns make for a unique course.

"Madness" Turn 8

Enter Madness on driver's left. The track changes dramatically from uphill to downhill and your car will get light and push out. Apex is at the top of the hill, next to flagger's station. Back on the gas to track out.

Carousel

Long, slow corner where patience is a virtue. Dive in and go mid-track. Apex is still 3/4 of the way around the corner. Be patient as an early apex will kill your speed on the upcoming front straight.

Start

Finish

Turn 1

A very fast turn with an off-camber track-out. Track all the way out track right and get back on the gas.

Bus stop chicane

Enter wide open, brake after the curbing on driver's right. Back on the gas before braking as you enter the Keyhole.

Long straight

3,000-foot straight with a kink halfway. Most passes are taken on the right. Stay left as you enter the downhill braking zone.

Mid-Ohio Sports Car Course



Sources: Mid-Ohio Sports Car Course, Porsche Club of America
Graphic by Karl Gelles

Spring is here, so it's rally season again

By Linda Davidson
for *der Vorgänger*

I know it seems like just yesterday, but it's been six months since the 2011 season-ending rally to Lovettsville. That must mean it's time to dust off those clipboards and get ready for some nice country drives with a little competitive twist.

This year we're starting off with a challenge to PCA Potomac from the Free State Corvette Club with a multi-faceted rally through scenic Howard County, Md.

We will meet on Sunday, April 22 at 8815 Centre Park Dr., Columbia, Md. Registration begins at 9 a.m., and a drivers meeting is at 9:45 a.m.

While all teams will travel the same 60-mile route, the teams can choose which parts of the rally they want to enter.

Two parts are the Poker Rally, both high and low. This is the only event that is mandatory.

The third part is a Words With Friends (Scrabble) challenge. For these three parts all you'll need is a little luck.

The fourth part of the event is a Skilled Gim-

mick Rally; this is the real challenge and will require some thinking.

Corvette Club members are awarded scores all season long for participation, so the more events they enter the greater their chance of being "Driver of the Year." Therefore, we expect there to be many competitors. But the Corvette folks usually only run one rally per year, while we do at least four every summer. We should be more experienced, right?

Let's get LOTS of Porsches out for this event and hopefully make it an annual challenge.

The rally after this will be on Saturday, May 12 (we're still working on the name).

We'll be starting from Traville Village Center off Shady Grove Road behind the University of Maryland Shady Grove Campus, Rockville, Md. and drive through scenic Montgomery and Frederick counties, cross the Potomac, through Lovettsville, Va. and eventually end at Clyde's Willow Creek Farm in Ashburn, Va.

2012 rally schedule

April 22: Rally No. 1
with the Corvette Club.

May 12: Rally No. 2

July 7: Rally No. 3

Sept. 29: Rally No. 4

The entire route is about 85 miles, but many stretches of road have speed limits of at least 50 mph, so the route can be driven in about 2½ hours.

The route is a great assortment of open roads, winding roads and lots of elevation changes. Everyone should love this drive.


Right now it looks like this will be a photo rally (did I just hear a collective groan?), but this year we've come up with a way not to have to worry about

mileage markers and calibration (now I hear cheers!). Those factors always seemed to complicate things in the past and have created some hard feelings along the way. I believe everyone will be pleased with the new and more fair scoring method we've devised. Check the website for more details as the date nears.

For more information on either of these rallies, or if just want more info on rallies in general, contact Craig Davidson at rally@pcapotomac.org,

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Photo by Richard Curtis

Judges and spectators gather around Best of Class winner Harvey Cherner's (in baseball cap and dark jacket at passenger's door) '63 Porsche 356 cabriolet during the 2011 Deutsch Marque.

Car show cleaning tips: Sprucing up de Porsche

By Ron Davis, Potomac Concours Chair
for *der Vorgänger*

How should I prepare my Porsche for the annual Deutsch Marque concours on May 6 at Nottoway Park, Vienna, Va.?

Since there are rear/mid/front-engine Porsches, my comments may not always apply to all models. So here are some general tips that apply to both "People's Choice" and "judged" car show categories. At the end are some special pointers for shows with actual "judges" using score sheets.

- It's always a good idea to wash your wheels first, preventing contamination from cleaners, brake dust and dirt from being splattered back onto the body around the wheel opening areas as you rinse.

- Next, let's do the engine and engine compartment. This way any dirt and grease that lands on your car during engine compartment cleaning will be washed off during the initial rinsing and car washing.

When washing the engine compartment, protect the fender tops with towels if you are using any harsh degreasers. An old, 100% cotton sock makes a great cleaning rag for the engine compartment, so don't throw them away.

- The first step in washing is to spray your car with a medium to light spray of water to remove the large dirt and grime particles off of the finish before you hit it with a sponge or wash mitt and grind those contaminants into the paint. Be sure to use a rubber-coated hose nozzle to avoid dings!

- Washing should be done in the shade if possible as a hot surface causes both wash and rinse water to evaporate much too quickly, causing spotting and streaking.

- Always use soap that's specifically made for car washing. My personal favorite is a car wash powder called "No. 7" found at ACE Hardware stores (it used to be called DuPont No. 7). Adam's and Meguiars make good liquid car wash also. But DO NOT use dishwashing detergent as it's so strong it will remove your wax and con-

tains no surface conditioners or natural oils that aid in rinsing dirt and grit off the surface without scratching the finish.

- I wash with either a synthetic sponge or a wash mitt. Just make sure they've been thoroughly rinsed before use and especially if you drop it in the driveway. You sure do not want to damage your finish with a sponge or mitt that's contaminated with grit. You should always start washing and rinsing from the top down. Be sure to clean the underside of your doors and the door sills.

- Next: Dry off the car. I like to start with a silicone water blade to get most of the water off. I used to swear by a natural chamois until I finally tried a microfiber towel. That was it for the chamois, so now the goats can breathe easy.

- If your car already has a nice wax job you can move to tires and the interior. However, if the finish still has tar, sap or other dirt in the paint you need to go over it with a cleaner, or if really bad, a clay bar that will lift the particulate debris and contaminants that washing can't. This is a much more preferable way to refresh a finish than buffing with compound.

- Always use the supplied lubricant with a clay bar product. When used as directed there is no polishing effect on the surface while the bar is grabbing the contaminants. As the bar becomes soiled, just pull, stretch and fold it to expose a fresh surface. Never reuse a clay bar that's been dropped on the ground.

- Waxes seal the surface and protect paint from environmental elements. Polishes clean paint using an abrasive thus restoring gloss and depth. In many of today's products, companies will combine polishes and waxes to enable the product to clean and protect paint in one easy step. However, professional detailers use separate multi-step cleaners, polishes and waxes. When polishing and waxing, always work in a shaded area. High surface temperatures will cause waxes to dry too fast causing hazing and streaking.

- Apply wax in as thin a coating as possible, and a brand that has little or no dust. Then use a microfiber

Spring brings concours fever

Winter, what winter? Spring began in February this year and Porsches all around the area are chaffing at the bit to get to Vienna's Nottoway Park for the 29th annual Deutsche Marque Concours on Sunday, May 6.

Potomac will have two major show categories. Cars in the Concours class will be judged by a three-man team, and scores will be based on cleanliness and overall appearance of exterior, interior, trunk compartments and engine (excluding Boxsters and Caymans). This is a top-only class meaning no one will be checking your fender wells or tranny.

Cars in the "Wash & Shine," or People's Choice category, will be voted on by participants and spectators.

Please register ahead, but we expect classes to be the same as last year.

We will present the trophies at the wine/beer/soda & cheese reception at about 3 p.m. in the garden of the adja-

cent Hunter House. The registration fee for this event is \$30 per car regardless of class. Registration fee includes one ticket to the reception; additional reception tickets are \$10 each. Kids under 12 attend free.

There is no fee for spectators for the Deutsch Marque. Please let Ron Davis know if you are interested in helping judge, place cars, work the reception, etc. He can be reached at concours@pcapotomac.org or at cell (703) 409-051

Directions: From the Beltway: follow Interstate 66 West one mile to Nutley St. exit north towards Vienna. Drive two stop lights on Nutley to a left onto Courthouse Rd. Nottaway Park will be two blocks on the left.

towel as a final wipe—you'll be amazed at the result. I sometimes use a slow-speed orbital buffing wheel. I do not recommend the professional buffers for us amateurs.

- Quick-detail products are a great way to maintain that just waxed look between actual wax jobs. They're easy to use, look great but don't last like a real wax job.

- Tires/wheels: Always use a dedicated sponge/wash mitt and tire brush for use on your wheels/tires and never use them on your paint.

- Wheels: After cleaning your wheels and tires with a good quality wheel cleaner, let them dry completely (at least 30 minutes) before applying a dressing. It's also a good idea to use applicators that are made specifically for this type of job—it makes a rather messy chore easier.

- One of the easiest ways to polish chromed or billet wheels is with Adam's "Ace Turbostick" or a Mothers Power Ball/mini-ball that you attach to a drill to clean all those spokes. It can save a lot of work.

- Interior: The first step is a thorough dusting. I find that "Swiffers" are great for this. Do this before vacuuming. Next give the leather or vinyl a gentle cleaning with a good upholstery leather or vinyl cleaner. If you have leather, apply a good quality leather preserver. Never use household detergents, abrasives or petroleum distillates on vinyl interior components.

- Carpet cleaning is next and for stubborn stains, use a soft-bristled brush to agitate deep down into the carpet's fibers, using circular, overlapping motions. Finally, blot the moist area with another clean towel. Although most spray-on cleaners leave no residue, for best results

vacuum again once the carpet is completely dry.

I leave window cleaning, inside and out, for last because of all the smudging that happens when getting in and out of the car. I wipe off the glass cleaner with paper towels but finish with a micro-towel because they are lint free. For best results use an automotive glass cleaner versus a household ammonia-based one. I find ammonia-free Sprayway does a super job, but some like to use vinegar applied with newspaper. Adam's also has a great glass cleaner. Ammonia-free glass cleaner is okay for plastic instrument faces and plastic headlight covers.

Tips for preparing for "judged shows"

- Remove all items from the glove box and side pockets except for the owner's manual and be sure to remove any cleaning rags.

- Clean under the dash, seat frames and sunvisors, anywhere a judge can stick a finger.

- If your car came with tools, jack, spare tire, etc., clean and prep them as well.

- On 356s, be sure to clean the back of the engine cooling shroud, down in the crank pulley pit and the cupped area under the fuel pump. On 911s, clean the impeller blades on the cooling blower. On all rear-engine cars with louvered air intakes, be sure to clean the louvers and the underside of the engine lid as well.

This is a lot of work, but you will be so proud of the results you will want to sign up for the Deutsche Marque show on Sunday, May 6. Entry form below.

29th Deutsch Marque registration form

For further information please contact: concours@pcapotomac.org or call Potomac Concours Program Chair Ron Davis at (703) 409-0513. For BMWs, contact BMW Car Club of America, National Capital

Chapter <http://www.nccbmwcca.org/>

For Mercedes-Benz, contact Mercedes-Benz Club of North America, Greater Washington Section <http://www.gws-mbca.org/>

Event Date: Sunday, May 6, 2011

Cars enter field between 8:30–11:00 a.m.

Location: Nottaway Park, Vienna, Va.

Entrant name : _____

Porsche year _____ Model _____

Address: _____ City _____ Zip _____

Phone: (H) _____ (W) _____

EMAIL: _____

Judged: _____ Wash & Shine: _____

Registration fee, all classes: \$30.00
(includes one reception ticket)
Reception: \$10 for each additional person

Registration fee: _____
(make checks payable to PCA Potomac)
mail to: Ron Davis
8508 Browning Court
Annandale, Va. 22003



Potomac drivers sample Sebring

Photos and story by Skip Close
for *der Vorgänger*

The first Porsche Club of America Club Race every season is at Sebring (Fla.) International Raceway, labeled PCA's 48 Hours of Sebring.

The track is nestled among orange groves and cattle ranches in central Florida and is the oldest permanent road racing track in North America, evolving from a World War II air base.

Sebring is world famous for the annual 12 Hours of Sebring endurance race, part of the American Le Mans Series. Every year on the third Saturday of March, the raceway hosts thousands of race fans from around the world to witness the historic 12-hour classic.

All the legends have raced at Sebring: Mario Andretti, A.J. Foyt, Dan Gurney, Stirling Moss, Juan Manuel Fangio, Phil Hill and now such names as Potomac members Russell Bong, Scott Bresnahan, Gary Church, Antonio Conceicao, Evan Close, Omar Hilmi, the father and son team of George and Patrick James, Ryan Magrab, Hunt McMahon, Dwayne Moses, Frank Vento and Lawson Wilder.

Race support was handled by Charlie Murphy and Art

Kitburee of Intersport Performance in Tysons Corner.

On Saturday, Jan. 29 a tractor-trailer car carrier arrived at Intersport in Tysons to transport most of the cars. Most used the transport and their drivers flew while a few trailed their own cars.

Potomac's Mark Francis of OG Racing drove a support truck pulling a trailer full of tools, tires and spare parts. He survived two breakdowns on the way and was forced to sleep in the truck one night.

Before the race weekend, I flew to Orlando and met with my brother, Peter, who flew in from New Jersey. We drove our rental car to Sebring (about 75 miles). My son, Evan, his wife, Stephanie and my granddaughter, Leah, flew down late Wednesday night before the weekend.

When I decided to write this article I hoped to capture the entire picture from all the racers that were there with the Intersport team. I failed. I was just too busy trying to help to be able to follow all the racers with us and their individual performances, especially as they were often in different heats. This story will basically follow Evan's weekend.

The field was enormous; almost 80 cars were entered for each of three run groups. The faster Porsche Cup Cars were in one group while the older, normally aspirated

Turn 1 of the first lap at the opening PCA Club Race of the 2012 season at the historic Sebring (Fla.) International Raceway. A contingent of Founders' Region, Potomac drivers made the long trip for the Club Race January weekend.



Above: Nine Porsches were loaded onto a tractor-trailer car carrier at Intersport's shop in Tysons Corner for the trip to Sebring. Additional cars were trailered separately. Many of the Potomac drivers flew to Orlando.

Right: Intersport's co-owner, Omar Hilmi, gets two wheels into the air while driving through one of Sebring's tight turns. The track has 17 turns over its 3.7-mile length.

horsepower cars were in another group.

Thursday's day-long Test 'n Tune was an opportunity for drivers to learn the 17-turn, 3.7-mile track that, like most of Florida, is very flat.

Thursday night was open practice for Friday's optional night race that all of our group decided to skip.

On Friday, there was qualifying and more practice including several practice flying starts for each run group. Friday afternoon my brother and I cleaned out all the pre-made hamburgers in a nearby supermarket and, after racing, we cooked burgers and hot dogs on the grill at the track for the group.

All the final preparations were being made by the drivers for Saturday's racing. Murphy and Kitbure were consumed with the task of going over each car with the drivers and making some repairs and adjustments.

Race day was Saturday, and so far there had been zero mishaps or breakdowns to the Intersport team.

First thing in the morning was a round of practice for



each run group. New tires were on the cars and everyone scrubbed in their tires and prepared. Evan had qualified third in his class (E Stock) of almost 30 cars and sixth overall.

What was clear was that two cars in E Stock were much quicker. Evan's car is a 1984 3.2-liter prepared by Murphy at Intersport. Evan had qualified quicker than all the 3.2s, but the two cars ahead of him were 3.0-liter Euro SCs with experienced drivers.



Above: Hunt McMahon, Charlie Murphy, Antonio Conceicao, Evan Close, Omar Hilmi, Lawson Wilder, Russell Bong and Frank Vento. Leah Close is driving the small yellow Porsche, painted and badged to match her dad's.

Right: At the start, half the field is in the photo.

The race was 12 laps or 45 minutes. Evan had a good start and was running well. As the race went on, Evan was alone in third when one of the lead cars drove into the pits, which moved Evan into second place. Now, I was getting excited!

The race was without incident until a white cloud appeared behind Frank Vento's car on the back straight almost at the end of the race. Bad news for Vento, he had ruptured an oil-return line and was out. Good news for Evan because during the caution flag the first-place car in E Stock passed another car and was penalized a lap. This moved Evan to first place: a Sebring victory!

What a start to the weekend! My brother, who had never been to a Club Race, was really excited.

Hunt McMahon ended up fourth in SPB class (Sports Boxster or, as it's known among some of McMahon's friends, the Secretary's Pink Boxster) and Russell Bong finished 10th in E Stock.

Lawson Wilder finished second in D Stock. Patrick James finished first in class; his dad, George, was 10th in class.

In the other run group, Interstate's Omar Hilmi in G Stock came all the way from last to first in a large field. Ryan Magrab finished fourth in class in his rookie debut in Club Racing.

The second race was after lunch and went well. Evan finished third behind the two 3.0-liter SCs again. Bong





Above: Hunt McMahon, left, walks by while Charlie Murphy, right in white cap, and Art Kitburee work to repair a ruptured oil-return line on Frank Vento's 911.

Right: Randy Pobst, left, in the paddock discusses the upcoming enduro with Potomac's Lawson Wilder, Charlie Murphy and Evan Close.

finished 11th and Vento had another oil line problem, which put him out for the weekend. Again, Wilder won D Stock and McMahon came in fourth in SPB. Patrick James finished second in class. In heat No. 2, George James came in seventh in F Stock and Conceicao finished second in G Stock.

After the second race Saturday, my brother and I returned to the supermarket and loaded up on food for the night. With the cart full and while standing in line to pay, I got a phone call from the team saying "We decided to go to the banquet instead." I emptied the cart and started out of the parking lot when I got a second call saying "Never mind, get the food and we'll cook here at the track."

We ended up taking over a pizza joint near our rooms after collecting the trophies at the banquet. It was a great night.

The enduro races were Sunday morning; ours was at 10:30. Each enduro was 90 minutes with a mandatory five-minute pit stop.



I arrived at the pits after picking up Egg McMuffins for everyone, and I was immediately asked if I had heard what my son had done. The story was that an old friend of Charlie Murphy's—noted driver Randy Pobst—had shown up looking to share a ride in someone's car for the enduro, and my son had turned him down.

Randy is a well-known race driver with multiple Daytona wins among others to his credit. My brother likened Evan's rejection to telling Eric Clapton that he wasn't in-



vited to jam with Evan’s garage band. However, Probst was welcomed by Wilder to co-drive with him. Evan says he didn’t want to give up seat time; he enjoys it so much he drove the enduro alone.

Again, Evan’s race started strangely. There was a spin in Turn 17 on the first lap, and as Evan approached the corner there was a white car facing the wrong way in the middle of the track!

About two minutes later in that same turn, a Boxster wrecked in front of Evan, and he missed the car and debris by just inches at full speed. From then on, the race went smoothly for Evan. There were two cars ahead of him by 20 seconds until one retired. Evan then maintained a 10-second lead over the nearest car in E Stock.

Evan ended up second in class in the enduro, which capped a great visit to Florida and a great start to Club Racing season.

Notable enduro finishers were Conceicao with a second in class; McMahon with an impressive second in the SPB class and Patrick James with another first in his class.

This weekend was a total team effort for Potomac, with everyone pitching in to help the others all weekend. Thanks go to many of our group for a successful weekend but especially to Murphy and Kitburee, who had prepared most of the cars before leaving Virginia, and they worked tirelessly all weekend. I tried to count the number of times during the weekend I heard someone frantically yelling “Charlie” and lost count early Friday afternoon. At one point, Hilmi alone might have accounted for dozens and dozens of “Charlies!!” in just one practice session.

Thanks also to Mark Francis of OG Racing, who helped everyone in the group at one time or another either on the radio or in the pits. I even scored a pair of OG Racing mechanic gloves from Francis.

The cars were loaded on the trailer during the afternoon. At lunch time, I took some friends out on the track



for three laps for charity and set some pretty nice lap times considering it was in a rental van with seven assorted kids and adults!

While my brother, Stephanie, Leah and I headed to Orlando, all the racers helped pack up the support trailer. A perfect end to the weekend was arriving at our hotel in time to watch the Giants win the Super Bowl.

Evan is Potomac’s treasurer, and I am the DE cashier. Please feel free to find one of us at a DE event and ask us about Club Racing.

Next on our calendar is June 1–3 at Watkins Glen. The final Northeast PCA Club Race every year is our home Club Race at Summit Point, Sept. 28–30. Put it on your calendar now.

We’ll see you at the next DE.

Top: Hunt McMahon’s Boxster chases Lawson Wilder’s 911.

Above: OG Racing’s Mark Francis checks with Antonio Conceicao during a pit stop.



After 20 years at Daytona, we still love it

Above: 29 previous winners in the Rolex 24 Hours at Daytona line up across the finish line of the historic track for a photo opportunity. The race, which celebrated its 50th anniversary at this year's race in January, is the kick off to Speed Weeks in Daytona, Fla.

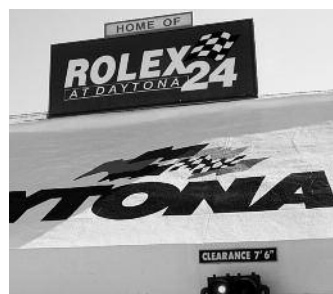
Story and photos by Frank and Christy Spangler for *der Vorgänger*

There is nothing like trying to prepare for the Rolex 24 Hours at Daytona. Is the weather going to be hot, cold, warm, rainy, cloudy, sunny, misty, windy or a combination? Most of the time, from previous experiences—some good and some not so good—all weather elements are experienced at the race.

With all our amateur meteorological guessing taken into consideration, and after we had packed way too much stuff for the race, it was time to head to Florida.

Once in Daytona, as predicted, the weather conditions for this endurance race turned out to be excellent. As we got closer to the track, the roar of engines could be heard. We drove through the Turn 4 tunnel into the infield to our assigned parking.

This was our 20th Daytona 24 hours, and our adrenaline was flowing. We couldn't imagine what it must have been like for the race teams.



During the prerace celebration of the 50th running of this historic endurance sports car race, it was a pleasure to be on the track at the start/finish line to take photos of the winning cars that represented the majority of the 24-hour races at Daytona International Speedway.

For this year's around-the-clock contest, there were 59 entries; 14 were Daytona Prototypes and 45 were in the GT class.

We walked through the pits to get a closer look at all the action there. The sight of all those race cars lined up on pit road made the anticipation of the start of the race even greater. Frank was able to get a picture with Scott Pruett, last year's overall winner and who was one of the four drivers for this year's BMW/Riley Daytona Prototype.

As the green flag dropped, the cars flashed by the start/finish line into Turn 1, which marks the entrance to the road course part of the Speedway. The clock had started for the 24 hour spectacular.

The following twists, turns, extreme banking and high-speed straights that the racers were to navigate for



The Porsche Corral—offering infield parking for Porsche cars— with the PCA hospitality tent in the background.

the next 23 hours and 59 minutes is what this race is all about. All we could do then was to sit back, relax and watch the events unfold.

The attrition rate is brutally high because this race can be brutal. As the race progresses, the laps began to wear on the cars mechanically and on the teams both mentally and physically.

We made our way to the paddock, which gave us a first-hand view of how hard this track can be on cars and teams. We found the No. 19 Muehlner Motorsport America 911 GT3 R and the No. 68 TRG Porsche 911 GT3 in for some work during the race.

After several hours, the teams settled in for the long hours ahead.

We made our way to the infield Porsche Club of America hospitality tent and checked out the Porsches in the corral. To get around the track, there were conven-



ient courtesy trams that maneuvered through the infield to different areas of the track as well as to the parking areas outside the track.

Another way to get around the track was to walk but

The No. 68 TRG 911 GT3 Porsche was in the paddock early for major repairs



Above: the No. 59 Brumos Racing Porsche 911 GT3 with an unidentified GT3 Porsche on its tail followed by a Ferrari 458 as they race through the International Horseshoe at night.

Right: The PCA hospitality tent was a favorite spot of Porschephiles to gather before, during and after the race.



How about your story of your Porsche passion? Share your experiences with dV readers at dveditor@pcapotomac.org. A high-resolution photo of you with your car would also be helpful.

be prepared to have sore feet afterwards. This is a huge track but it can be fun to walk around if you are up to it. One key to getting around is just to be as patient as you can. There are thousands of people, cars, RVs and other vehicles around which you must maneuver and contend.

As a matter of fact, this year was the largest crowd ever to attend the 24 Hours.

As the day turned into night and as the race progressed, it became apparent that Porsche was again at the top of its class. However, there were a few race casualties.



Unfortunately, the No. 26 NGT Motorsport MOMO Team GT3 team dropped out with mechanical issues.

For spectators, there were a multitude of available activities. A concert took place in the infield Fan Zone area. (Don't worry, there were big screens on which we could watch the live racing feed as the band played).

After nightfall, we made our way to the midway area where there were carnival games and some rides including the Ferris wheel on which we took a ride. That was not only fun but offered a terrific vantage point from which to watch the race.

Later, there was a fireworks show that was unrivaled. We were able to watch both the racing and fireworks from the rooftop of the Daytona Champions Club.

As the sun came up Sunday, Porsche was still running great as usual. Before the finish of the race and crowning of the winners, we decided to check out the winning trophy in victory lane.

Twenty-four hours had passed, and as the race came to its conclusion, we made our way again to Victory Lane to celebrate with the winning teams. In the Daytona Prototype class, the No. 60 Riley/Ford was the overall winner.

Porsche, as usual, finished first in the Grand Touring class with the No. 44 Magnus Racing Porsche 911 GT3 leading the second-place No. 67 TRG Porsche 911 GT3. Finishing third was the No. 59 Brumos Racing Porsche 911 GT3. These Porsches finished overall in 11th, 12th and 13th places, respectively.

For this 50th anniversary of the 24 Hours, it was another year that did not disappoint. We said goodbye to the friends and acquaintances we have made over the years, and it was time to pack up, get some rest and start planning for next year's Rolex 24 Hours at Daytona.



Top: The GT class races through the infield on Lap 1 of the 24 Hours.

Above: Winning Daytona Prototype Riley/Ford being pushed into Victory Lane.

Left: Overall and GT-class winning drivers on the victory podium.

Phil Hill's championship season at the limit

By Richard Curtis
for *der Vorgänger*

In many ways, this book is an engaging though ultimately heart-breaking tale of Phil Hill's Formula 1 championship season of 1961.

Engaging in that author Michael Cannell casts his reportorial spotlight on the mercurial Hill along with his many neuroses. Though a talented driver, Hill had a fear of dying that colored his driving; he took few risks. Dying was a real possibility in the races of the 1950s and 1960s but particularly F1.

A heartbreaking tale because of two occurrences: one, the death of Wolfgang von Trips, Hill's Ferrari teammate and rival for the 1961 championship, in the penultimate event at Monza that year. Two, because von Trips' death and other events of 1961 overshadowed Hill's championship—the first by an American driver. In fact, U.S. drivers have won only one other championship; Mario Andretti won in 1978.

The 1961 championship came down to a race-by-race combat between the charismatic von Trips, and the unassuming, somewhat shy Hill. Where Hill only approached the "limit" of his talent—limit crops up often in Cannell's narrative—von Trips routinely lived right on the edge of his limit if not far beyond. Nicknamed Count von Crash, it was well earned.

Many differences separated von Trips and Hill. Of the two, Hill came from more pedestrian beginnings, the son of a Santa Monica postmaster. Von Trips was a German count who lived in a 45-room mansion and was heir to a 700-year-old dynasty.

Hill hated the spotlight; after a race, even when he won, he preferred retiring to his room to listen to classical music. In contrast, von Trips was party animal extraordinaire. Hill had worked as a mechanic; as such, he understand the mechanical aspects of automobiles. Von Trips, well, not so much.

Hill was ever the reluctant though meticulous champion, cautious and fearful of dying, driving only fast enough to win. Von Trips was the opposite, taking all sorts of risks. Several have described him as almost having a death wish. "To do this," von Trips said of F1, "you must drive close to the limit, which I am always prepared to do. There is a very thin line between winning and crashing; you have to walk it like a tightrope." He crashed his first car at the age of eight.

Cannell covers Hill's early career from childhood through competition in the Mexican La Carrera Panamericana in the 1950s and the 1955 Le Mans tragedy where more than 80 spectators were killed by a Mercedes 300 SLR carving through the crowd at 150 mph.

But the book gets most interesting when Cannell dives into the team politics of the 1961 season. Race by race, the saga unfolds as the tyrannical team owner, Enzo

Ferrari, pits driver against driver in his search for dominance. Ferrari's only focus was on his beloved racing cars painted—as always and fittingly—in Ferrari blood red. He had no feelings, it would seem, for his drivers.

Auto racing in general, but particularly F1, existed in those years almost as a killing ground; drivers routinely drove the fragile cars beyond all sorts of limits. Safety? Not among the highest

of considerations.

Helmets? Little more than polo helmets. Flame-retardant driving

suits? Cotton coveralls offered little protection. Roll bars? Not much stronger than electrical conduit. Crash protection? Not so much. Safer tracks and barriers? Decades in the future.

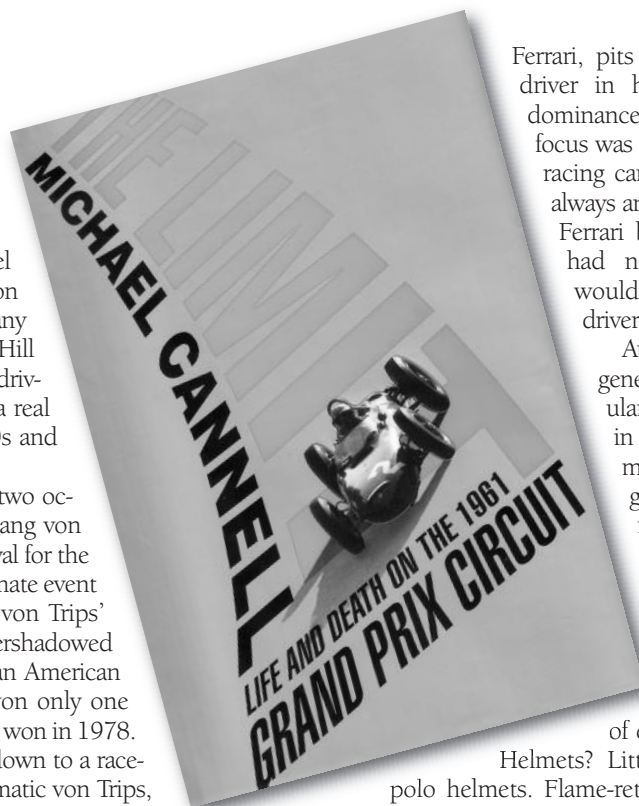
As the F1 circus came to the Italian Grand Prix at Monza in 1961, von Trips was leading the championship, 33-29, and seemed to have a lock on the title. However, he was killed early in the race after touching wheels with Jim Clark at 150 mph. Five spectators also were killed instantly; 10 more would die later. Clark, a future world champion himself, luckily walked away.

The run-up to the tragedy at Monza, which was followed by Hill's subsequent championship, is compelling in the details while devoid of the often gee-whiz, boy-racer writing style that afflicts most sports writers who rarely cover motor racing. To Cannell's credit, he knows a good story when he sees one, so he lets the story tell itself.

Hill's championship came in a sport that few Americans then followed despite the season-ending grand prix at Watkins Glen that year. His exploits in his Ferrari were eclipsed by Major League Baseball's home-run derby between Mickey Mantle and Roger Maris. Maris broke Babe Ruth's single-season record of 60 home runs that fall, so you can well imagine what filled the nation's sports pages.

In the years after 1961, Hill drove in F1 events for a few years followed by some sports car events, but he never returned to his championship form.

Hill retired from driving in 1967 to his home in Santa Monica, Calif. and married Alma Baranowski, a school teacher. He died in September 2008, and his memorial service was held on September 10. It was 47 years to the day after his championship-winning race at Monza.



"The Limit: Life and Death on the 1961 Grand Prix Circuit,"
by Michael Cannell.
ISBN: 978-0-446-55472-5; 318 pages.

Wrenching 101 for beginners

By John Eberhardt
for *der Vorgänger*

Contrary to what you might think at first, Porsches are not mystical and can actually be quite easy to work on if you take your time, have the proper tools, instructions and environment.

Often Potomac's members share their own tech projects and experiences through the pages of *der Vorgänger*. We often assume that our readers know some of the basics about working on cars. However, we believe for those who are new to it (and even some who are experienced) that maybe this article on the basics would be a useful introduction or refresher.

I am very much a shade-tree mechanic, and there are other members and real mechanics in the club who have much more experience than I—so consider this “Wrenching 101: How Not to Destroy your Car or Light Yourself on Fire Without Really Trying.”

Am I in over my head?

The first question you need to ask yourself before commencing a tech project is: Am I in over my head? Most drivers can change a tire, but few can rebuild a transmission.

Projects are often much more time-consuming and complex than we think at first, so before starting any tech project, we need to think about our own skill level.

It is best to start with small projects (brake pads, changing light bulbs, oil changes) and work our way up to bigger projects (examples are: replacing serpentine belts, starters, replacing clutches, upgrading suspension components and engine drops).

Starting small allows us to learn as we go, to build our collection of tools and skills and to reduce the risk of a catastrophic mess. If possible, offer to help a friend, a great way to learn.

Work in the proper environment

The first thing to mind—and one that is easily overlooked—is having the proper environment in which to work. While a refrigerator full of cold ones and the Pirelli calendar on the wall are nice to have in your garage, there are some more fundamental basics to think about when working on any vehicle.

For example, is the floor or ground level? While watching your Porsche roll away from you on the jack makes for great comedy, it is neither safe nor pleasant.

Is the floor clean? Slipping on oil or antifreeze can quickly introduce your softer body parts to hard metallic objects or result in a nasty

sprain that will be embarrassing to explain.

Is the space well lit? Searching for that nut you dropped is frustrating enough without having to do it in the dark.

Is the space well ventilated? You probably already do a great job of sounding like an idiot without gassing yourself with exhaust or solvent fumes.

Is there enough space? Nothing worse than having your car disassembled and realizing that you don't have enough space to slide out whatever component you just spent four hours disconnecting.

Have the proper tools

You will thank yourself for investing in tools. For years, I changed to my track tires using the Porsche kit that came with the car. I am convinced the original equipment Porsche jack is some kind of East German surplus left over from the Cold War, and I gave myself many bruises and sprains trying to loosen lug bolts by jumping up and down on the breaker bar set that came with the car.

Needless to say, it made for a great show. Until I remembered my high school trigonometry and remembered “leverage.” I bought myself a nice shop jack, a long breaker bar and a set of sockets. I can now do all four wheels and brake pads in about 45 minutes instead of two hours. Yes, the correct tools make a difference.

What is the basic set? You need a good shop jack, jack stands and wheel chocks to secure the car, a good set of ratchets and sockets, a good set of wrenches, a good set of screwdrivers and a good set of Torx and Security Torx (anyone who has worked on a Porsche can attest to Zuffenhausen's maddening affinity for using Torx bolts where a perfectly good screw would suffice).

If you're really smart, you'll make sure that the screwdrivers, ratchets, sockets and Torx are all interchangeable. I am not really smart, which is how I know to give you this advice.

Protection

Once you start working on your Porsche, you will learn two things about the car: One, there are hot surfaces in surprising places, and two, it has a tendency to eject fluids and particles at the most surprising times—usually when you are right beneath it. Thus, a good set of work gloves, goggles, and heavy work clothes will save you a lot of irritation, as well as physical pain.

This isn't limited to clothes—make sure you have an adequate supply of rags, cleaner and paper towels on hand to mop up any spills

quickly. Trust me, it is much easier to save your paint from a brake fluid spill when you are not trying to mop it up with a 7-Eleven receipt you found in your back pocket.

Finally, if you are going to be working with fuel lines or electrical, a fire extinguisher is a really, really good idea.

Secure the car

Working on an improperly secure vehicle is like texting while driving—everybody says it's a bad idea and everyone has made an exception for themselves at one time or another. And like most, most of the time you get away with it. But, as my father likes to say, “It's not the odds, it's the stakes.”

If a car falls off a jack, rolls off a lift or rolls away while you are working on it, count yourself lucky if all you have are several thousand dollars of repair bills. Cars are heavy, and when heavy things fall on you, it doesn't end well.

Start with a quality shop jack. Buy a good low-profile floor jack that is properly rated for the weight of your car and make sure it is in good working order. If you have any doubts about your jack, buy a new one. It's cheaper than repairing your oil lines or your head.

Buy jackstands; they are the cheapest insurance you can get. If your jack fails, jackstands will save you lots of money and potentially horrific injury.

Porsches have specific jack points—you use other jack points at your peril and, trust me, the stuff you break is EXPENSIVE!

Finally, buy yourself a set of wheel chocks. Again, it's cheap insurance.

Take your time and have fun

Once you have the basics down (skill level, environment, tools, protection and securing the car) the best thing you can do to ensure a safe and successful project is to take your time.

You make mistakes when you rush or when you are tired. Once, in a rush to change my pads prior to a track weekend and not paying attention, I put water into my brake-fluid reservoir.

If it hadn't been for my favorite mechanics squeezing me in at the last minute, I probably would have been testing the tire wall in Turn 1. If you can't take your time, take it to a professional.

Finally, you should enjoy working on your car. Personally, I enjoy wrenching on my Porsche because nine times out of 10, when I put everything back together, it works. I can't really say that about any other part of my life.

PCA license plates now offered to Virginia members

for *der Vorgänger*

PCA Potomac member Howard Hill recently finalized arrangements with the District of Columbia to make PCA plates available for our D.C. members.

Based on strong interest shown by many of Potomac's Virginia members for similar plates, the Potomac board has decided to offer

this option to all of our members who reside in the Commonwealth, and Hill has agreed to coordinate this effort.

Displaying these plates is an easy way to promote PCA while just driving around town. It is a great way to stimulate interest in PCA and a nice conversation piece to help spread word about The Founders' Region. PCA plates can

also be requested for tow vehicles and trailers.

Please note that we will need to receive at least 450 prepaid applications from members who reside in the Commonwealth in order to go forward with this project (one completed application for each set of plates to be issued).

There is a one-time application fee of \$10 for each set of plates is-

sued, and there will be a \$10 annual fee following their issuance.

If you would like to be among the first to display these plates, please contact Howard Hill at howard.hill@pcapotomac.org.

PCA members who live in Maryland should contact the Chesapeake Region for information about Maryland plates.

Drive 'n Dine to a tank farm

On the kick-off for its 2012 Driver 'n Dine program, Potomac members will visit on Saturday, April 7 the National Museum of Americans in Wartime (www.nmaw.org) followed by a tour of a collection of over 50 military vehicles. They will also see the workshops where several tanks are undergoing a ground-up restoration. There will also be demonstration drives of a tank and an armored personnel carrier.

This will be a 'rain or shine' event. Dress casually and expect to be walking in wet Virginia clay. Cost: \$50 per person with a 30-person limit. Meet at the Manassas brunch site, City Grille, 10701 Balls Ford Road, Manassas, Va. at 1 p.m. Advance registration required offline by emailing driveanddine@pcapotomac.org or at the Drive 'n Dine registration page.




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SPECIAL PRICING FOR PCA POTOMAC MEMBERS



Oil wrench slipping?

By Richard Curtis
for *der Vorgänger*

There's hardly anything more aggravating than an oil-filter wrench that won't grasp the filter tightly enough to spin it off. Here's a tip to prevent that:

Cut a strip of coarse sandpaper to fit inside the band of the wrench, and then glue the sandpaper strip onto the band.

Now, with the sandpaper enhancing the grip, the wrench will

DIY tips

Share your own do-it-yourself tips with dV readers by sending an email to dveditor@pcapotomac.org. A high-resolution photo will be necessary also.

have enough "stiction" to grasp even the slipperiest of filters and spin it off.

Potomac name tags now available

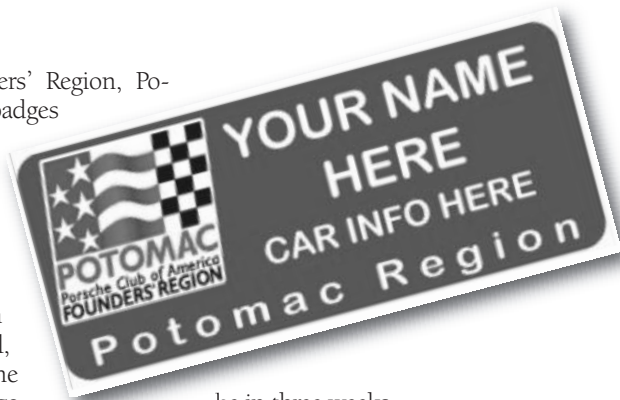
The Founders' Region, Potomac PCA badges are back! The badges measure 3" wide by 1¼" high, and include name, board position or car model, along with the the Potomac logo.

The badges are blue with white lettering and have a magnetic clasp. The cost is \$15 each plus \$5 shipping and handling if you want it mailed to you. You can save the shipping and handling fee by picking up your badge at a club event.

We will place an order for badges every three months. Badge orders need to be made in quantities of 30. Delivery would

be in three weeks.

Payment can be made online by using PayPal via the Potomac website at pcapotomac.org or, also, by check online. Alternatively, you can mail a check with order (make payment to Founders' Region, Potomac) to: Dick Seltzer, 7202 Beechwood Road, Alexandria, Va. 22307. Please indicate first and last names, car information and delivery preference (mail or delivery at a Potomac event).



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Annual Porsche swap meet scheduled for April 21

The Central Pennsylvania Region of the Porsche Club of America once again is holding its Porsche-Only Swap Meet in Hershey, Pa., on Saturday, April 21.

This swap meet typically brings nearly 650 vendors, around 1,000 Porsches and over 6,000 visitors together in Hershey every year. It is billed as the largest gathering of Porsches in one place each year.

If you're seeking an obscure Porsche or an obscure part for your Porsche, this is a good chance to find it.

You'll see exotic Porsches found nowhere this side of Stuttgart and Porsche personalities ranging from PCA officials to (sometimes) celebrities such as Jerry Seinfeld. The meet features a People's Choice Concours on Saturday and a Sunday autocross.

People's Choice concours

This charity event is designed as a People's Choice. Voting ballots for swap attendees will be available at the People's Choice headquarters at the head of the concours parking area. Voters will select their favorite participating Porsche—in each of eight award categories—from those vehicles registering for the event. Porsches driven to the swap meet and parked in the concours area are eligible for this event.

Autocross

That's right, motorheads. The hottest autocross

course east of the Mississippi is open for business. This is your chance to quit telling everyone how good you are and prove it on the largest single paved area in the state of Pennsylvania. Assuming you aren't driving your mom's Hyundai, you can build up a respectable head of steam on our long straightaways—but the real test comes when it's time to turn the wheel.

Porsche caravans welcome

You say your Porsche model is the coolest ever made? You've gone so far as to find a whole bunch of other owners of the same model? And now you all run together like wolves in a pack? You're our kind of Porsche driver. It doesn't matter if your group is based on a Porsche model, a PCA Region, a bunch of friends or however you define it. Just let us know you're coming and how many are in your group.

We'll arrange a parking area just for you and your party! (Minimum 10 cars, please.) The 968 Club typically brings 30 or so cars.

Sell a Porsche, buy a Porsche

Got a Porsche for sale? For only \$20 you can park your Porsche in the Porsche Corral. Even when it rains at the swap meet, the Porsche Corral is full of customers. It's open to dealers and individuals. No pre-registration necessary—just ask when you arrive.

Swap meet details

- Where: Hershey Park, Pa. (follow the signs when you get close)
- Largest gathering of Porsches in U.S.
- Reserved Porsche-only parking for over 900 cars, \$10/car
- Other parking, \$10/car
- Gates open 7:30 a.m. & close 4 p.m.
- Event held rain or shine
- Free admission
- On site food, beverage and clean bathrooms
- ATM within 10 min. drive
- Peoples Choice Concours
- Porsche (for sale) Corral
- \$20/car, no pre-registration necessary
- Reserved parking for Porsche caravans
- No pets/animals allowed

Vendor pre-registration \$40, but that ended on March 10. Vendor spaces available day of event \$50 plus \$25 township fee. See www.cpa-pca.org > Swap meet > Vendor info.



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Be kind to Potomac's volunteers

By John Eberhardt
for *der Vorgänger*

One of the benefits of being Potomac's vice president is the opportunity to meet all sorts of great people. But one group of people really stands out – our volunteers, from elected members of the executive committee, to program chairs, to committee members to people who just raise their hands to help out.

I don't believe many members realize how hard our volunteers work. I'm reminded of a Daffy Duck song I used to hear on TV as a kid: "Be kind to your fine-feathered friends—for a duck may be somebody's brother." That volunteer you talking to could be you some day!

Tech inspectors and DE volunteers get up at 4 a.m. on DE weekends to make sure everything is ready for participants. Rally and Drive 'n Dine volunteers spend their free weekends planning routes and events. Concours committee members traipse all over the metro region looking for places for us to show off our cars, and then they stand out in the rain so you can show off your baby. The autocross committee lugs cones all over the metro area, and those cones are heavier than you think. Last but not least, our website volunteers and *der Vorgänger* volunteers make sure

everyone knows what's going on.

I give thanks every day for our volunteers – without them we wouldn't have a club. Otherwise, it would just dues and paperwork.

Since becoming vice president I have noticed something I have been less excited about: members complaining about our volunteers. I would like to write an impassioned appeal to our members – the next time you interact with a club volunteer, whether a committee chair, exec member, tech inspector, registration or just someone waving you through Pit Out, say thanks (I would do this after your session at the track rather than at control). Sometimes, I think our members forget that our volunteers spend an lot of their free time helping out the club. Many volunteers juggle their duties with a full-time career and a family, and they still manage to find time for your club.

This is not to say our volunteers are above criticism; everyone should be courteous and friendly, but this is something every person should do, not just PCA volunteers. Everyone can benefit from suggestions and constructive input.

The next time you want to lay into a Potomac volunteer, remember that all they get for their hard work is an occasional smile and a thanks. Let's see if we can't increase their compensation in 2012.

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1980 Porsche prices show how costs have grown

By Richard Curtis
for *der Vorgänger*

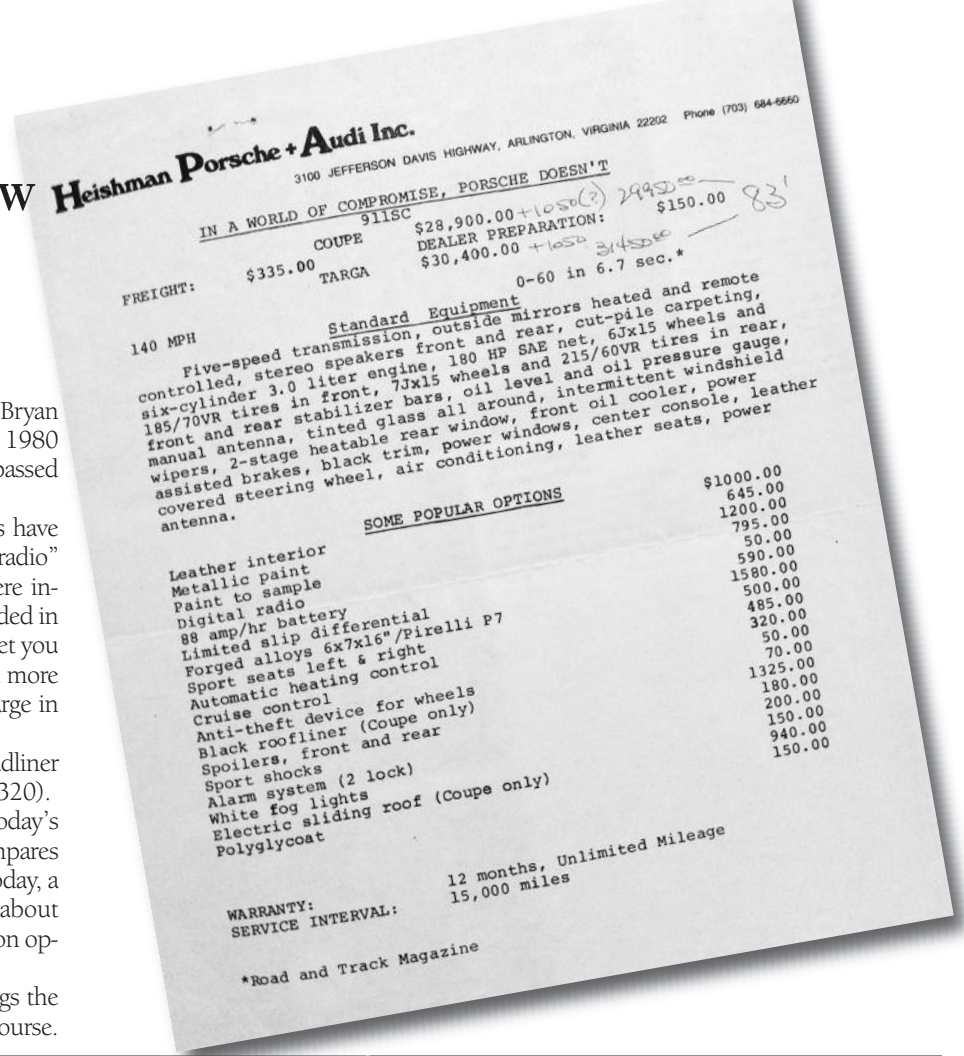
Many thanks to fellow Porsche owner Dave O'Bryan of Brookeville, Md., who shares this price list for a 1980 Porsche 911 related material that a friend of his passed along.

The price list at right demonstrates how prices have risen in the past 32 years. For example, a "digital radio" was an almost \$800 option (though speakers were included in the base price!!); radios seem to be included in new Porsches although an HD radio receiver will set you back \$370 while a satellite radio costs \$750. Even more expensive radios are available. Dealer delivery charge in 1980 was only \$150.

The 1980 buyer also paid extra for a black headliner (\$70), metallic paint (\$645) and cruise control (\$320).

Warranties have changed a bit also since then. Today's four-year, 50,000-mile warranty on a new 911 compares favorably to 1980's 12-month, unlimited miles. Today, a 2012 911 will set you back anywhere from about \$78,000 MSRP to well over \$100,000 depending on options. In 1980, the base price was \$30,000.

Today's most expensive 911—a GT2 RS—rings the cash register at \$245,950 MSRP plus options, of course.



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Readers and their cars

Photo by Paul Vessels

Left: TPC's Mike Levitas explains some of his race car's functions to an unidentified spectator. His car, and others, were on display at Porsche of Silver Spring's introduction of Porsche's new model 991 in February.



Photos by Richard Curtis

Above: Washington, D.C.'s Jim Richards attended a March 2011 breakfast driving his '93 964 with only 33,000 miles on it. At that time, he had owned the car only one week. Richards has been a PCA member for 10 years. He previously owned a '73 911E with an RS-spec engine.

Left: Potomac's Brian Walsh changes brake pads on his 2008 911 GT-2 at the Summit Point DE in October. Mia Walsh, the woman whose husband Brian is, also drives her Cayman in DEs and is Potomac's Social Program chairman.



Interior of a 356 at the Gathering of the Faithful in Reston, Va., September 2011, photographed by Mike Skowrunski

