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Cover: A photographic montage of some members of The Founders' Region, Potomac.

Above: Potomac's Michaela Shoop and the Porsche Club of Germany's Darmstadt's Carmen Thiel, center, and Michael Ayahs on their recent visit to the Washington, D.C. area. They attended a monthly brunch meeting in Arlington.

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der Vorgänger

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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

Observations by a shadetree mechanic

Traffic on the stretch of Interstate 95 south of the Washington metro area to Richmond is often described—and not in a good way—by those who drive it as a race track. Drivers are routinely whizzing past 15 mph or more over the limit, which is 65–70 mph. I sometimes see chatting or texting on cellphones by drivers driving way beyond their abilities. The pity is that Potomac can't use that stretch of six-lane for a Driver Education event because the great majority of drivers on that stretch—in my opinion—are in need of some basic driving instruction.

I travel that stretch quite often, for example making monthly trips to North Carolina. Tailgating by cars and other vehicles is rampant, and the tailgating by tractor-trailer combinations is downright frightening. I'm usually in my 17-year-old pickup (about to be retired to only occasional mulch-hauling duties), but sometimes I'm in my wife's SUV or the 911. The Porsche has made this 600-mile trip several times, too, but the truck has a better sound system and ice-cold air conditioning, plus I don't mind putting miles on it. The P-car, however, gets my vote hands-down for best seats, or would that be butts-down?

I've observed in all these travels plus three coast-to-coast trips in recent years that I see few, if any, other Porsches on long interstate trips. I wonder if other Porsche owners also hesitate to rack up miles driving such boring Interstates, instead saving their cars for challenging trips?

However, **Potomac President Dick Seltzer** in his column on page 6 describes a long road trip (5,400 miles!!) in his Cayenne in July. This reminds me that taking a similarly long road trip in a Porsche is on my bucket-list. Perhaps I'm saving the 911 for that.

We have some terrific contributions to *dV* this month. Two separate but interesting reports from the club's recent Watkins Glen DE event. One, by **John Vrankovich**, reports on his second trip to the Glen—becoming one of his favorite venues—and the other by **Mia Walsh** that includes charming photos of some away-from-the-track activities enjoyed by young and old alike. Those reports begin on page 19.

Also of note is Potomac's becoming-legendary multi-day June trip to Frank Lloyd Wright's Fallingwater house in the Laurel Highlands of southwestern Pennsylvania. This Drive 'n Dine trip becomes more popular each year, now also co-sponsored by four other PCA regions. Valued regular contributor and club **Vice President John Eberhart's** report begins on page 16.

Ken Marks continues making art with his camera, and this month contributes a report on the recent ALMS race at Lime Rock (Conn.) Park on page 28, a trip to see the Porsches & Polo event at The Plains, Va. on page 30, and a piece on club member **Eddie Schudel** on page 23.

New contributor **Brad Will** offers some terrific tips on pages 24–26 on detailing your Porsche.

Thanks, too, to noted sports-car race driver **David Murry** and **Kerrigan Smith** of Virginial International Raceway for providing the turn-by-turn driving tips on VIR on page 10. Thanks also to regular contributor **Karl Gelles** for his VIR track map on page 11.

Richard Curtis
Editor

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Porsche Roadshow offers new-car tryouts

As I am writing this on July 3, I am about to launch one of my favorite past-times – a road trip.

Yes-sir-ee, I will be leaving this afternoon to drive to Parade in Salt Lake City. After Parade, I then will head to Phoenix to do some family stuff and then I will head back through Kansas to see the kids, grandkids, etc. All told about 5,400 miles.

While I would love to take the '02 Turbo, since I need to haul a bunch of stuff, I am taking the Cayenne. Still a road trip in any type of Porsche is my idea of a great way to spend four weeks. Maybe next month, I will be able to share some of my adventures from the trip.

It is a good thing to touch base periodically with one of the area's local Porsche dealers. Not that everyone wants or needs to buy a new Porsche, but sometimes when you just happen to stop by, you learn something. Recently, I stopped by a dealer and was chatting with the service manager. He said, "Well, I guess I will see you Saturday for the Porsche World Roadshow?" I said, "What?"

He then told me about this Roadshow and told me I needed to sign up for it right away. I did, and Saturday, June 30 I went to Summit Point to attend. The Roadshow is being put on by Porsche Cars North America and is being held in 13 different cities around the U.S. It was a lot of fun.

Basically they have three exercises where you drive new Porsches. First was a mini-autocross in the NEW BOXSTER S. Wow, what a car! Next was a "technology drive" where you drive the Hybrid S and a reg-

ular S model of either a Panamera or a Cayenne (I drove the Panamera). I thought the Hybrid was peppier.

The final exercise was three lively abbreviated laps around the track in a lead-follow format with one of the Barber Porsche Driving School instructors in the lead car. For the first lap I drove a Panamera GTS. For the second lap, I drove a 991 Carrera, and on the final lap I drove a 991 Carrera S. And it was free. I would be interested to see the statistics of how many of the participants went out and bought a new Porsche afterwards.



Dick Seltzer

Potomac has many opportunities in August to get together with your fellow PCAers. Be sure to check out the calendar on page 8 and come to one or more of these events. As always, if you have questions or comments, please email me at president@pcapotomac.org.

Parade news flash from Salt Lake City

While details will follow, I am pleased to announce that Potomac has done well with regards to PCA National Awards at this year's Parade in Salt Lake City. Potomac received two third-place awards, one for Best Newsletter (*der Vorgänger*) and one for Best Website in regions with over 1,000 members. Additionally, Potomac was selected as First Runner Up for the PCA Region of the Year Award, the first time since 1970 that Potomac has been recognized in the Region-of-the-Year competition. Congratulations, Potomac!

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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.

August:

- 4: Manassas, Va. brunch.
- 4: DE Tech at Porsche of Tysons for PorscheFest at Porsche of Tysons. 9 a.m.–2 p.m.
- 10–12: PorscheFest @ Summit Point. DE and Autocross #4 (Aug. 11)
- 11: Arlington, Va. breakfast.
- 18: Glen Echo, Md. brunch.
- 18: DE Tech for VIR at Porsche of Arlington, 8598 Leesburg Pike, Vienna, Va. 9 a.m.–2 p.m.
- 25: Autocross #5.
- 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 #6.
- 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 #7, 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 #8.
- 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.

2012 autocross schedule

- All events are held at Baysox (Bowie, Md.) Stadium.
- Aug. 11: Autocross #4 as part of PorscheFest.
 - Aug. 25: Autocross #5
 - Sept. 16: Autocross #6.
 - Oct. 7: Autocross #7, Potomac swap meet (tentative).
 - Nov. 10: Autocross #8.

2012 DE events

- August:**
- 4: DE Tech at Porsche of Tysons, 8598 Leesburg Pike, Vienna, Va. 9 a.m.–2 p.m.
 - 10–12: DE, PorscheFest, at Summit Point.
 - 18: DE Tech, Porsche of Arlington. 9 a.m.–2 p.m.
 - 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: DE Tech at Auto Sportsystems Group, 2810-F Dorr Ave., Fairfax, Va. 9 a.m. - 2 p.m.
 - 26–28: Volunteer Day/DE at Summit Point.

Photo by Bob Williams

Each Sunday morning, cars and drivers gather at the Fair Lakes, Va., Starbucks.



Cars 'n coffee gatherings

Hunt Valley, Md.

Saturdays, 7:30-9:30 a.m. Hunt Valley Towne Centre, 118 Shawan Road, Hunt Valley, Md.

Great Falls, Va.

Saturdays, Katie's Cars & Coffee in Great Falls, Va. 7–9 a.m., 760 Walker Road, Great Falls, Va.

Fair Lakes, Va.

Sundays, 8:30–10:30 a.m. Fair Lakes (Va.) Starbucks for coffee and cars is the site, 12599 Fair Lakes Circle, Fairfax, Va.

Burtonsville, Md.

Sundays 7:30 – 10 a.m. "Church of the Holy Donut," Dunkin' Donuts, corner of Routes 29 & 198, Burtonsville, Md.

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

Program chairs

- 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

August 2012 anniversaries

45 years

William E. Tate &
Beverly Tate

35 years

Christopher Granger &
Martha Granger

30 years

Dean Drewyer &
Carroll Drewyer
Frank E. Werner &
Elizabeth Werner

25 years

James L. Carr &
Kathleen L. Carr
Robert E. Kahn &
Patrice A. Lyons
William R. Locke

20 years

Douglas Carlton &
Jeannie Carlton
Jonathan S. Cole &
Sarah Strickler
Daniel A. Fazekas &
Bethann Garreau

15 years

Scott A. Bresnahan &
Angela Bresnahan
Berkemeyer S. Cuellar &
Jaime Cuellar
Bruce F. Stemerman
Joseph Thompson

10 years

John H. Bayliss &
Judith Bayliss
Sean R. Finnegan
Clark Hoyt & Linda Kauss
Bill Jones & Lisa Jones
Greg Luce
Andrew M. Smith &
Donna K. Smith
Kenneth W. Wesche &
Diane C. Wesche

5 years

Paul J. Alexandre &
Karen Alexandre
Chester T. Barry &
Traci Chen
Jay Beckley &
Anne Beckley
Michael T. Black &
Yvonne Black
Christina Butera-Lepek &
Michael Lepek
Gil DiMattia &
Elizabeth Edgar

Denise M. Elliott &
Thomas Birdsall
Boris Galitzin &
Misa Galitzin
Gary Harper & Effie Harper
Charles J. Henkin &
Susan Henkin.
Ricky Lester &
Raymond Flores
Rob Lomdale
Chris P. Mantzurani &
Joanna Mantzurani
Richard O. Murphy &
Judy Murphy
Silvio Pappalardo &
Lesley Pappalardo
Christopher S. Seyferth &
Rebecca Seyferth
Douglas S. Snyder
Bill Varner & Liuda Varner
Mark L. Voce & Renee Voce
Wilmar Zacarias &
Jung Mi Kim

July 2012

new members

Debbie Allen – 2012
Cayman
Annabelle Alvi (dual) – 2012
Cayman R
Irfan Alvi (Dual) – 2012
911 S

Vishal Bindal – 2011
Cayman S
Otto Burgess – 2006
Boxster S
Dan Cassidy – 2008 Boxster
Marie Curnutt &
Roger Curnutt – 2012
Panamera
Jonathan B. Dachos –
1965 356 coupe
David J. Downey – 2003
Boxster S
John G. Ehrhardt – 1998
Boxster
William Gowin &
Sarah Gross Gowin –
2009 997.2 C4 coupe
Fred Iskandar &
Michael Iskandar – 2007
911 Turbo coupe
Bart W. Jenkins &
Alaleh Jenkins – 2003
Boxster S
Ray O. Johnson &
Brianna Johnson – 2012
911 S coupe
Stephan J. Kiraly &
Debra Kiraly – 2006 911
cabriolet
Ken Kissell – 2006 911 C4S
cabriolet
Angel T. Lee – 2008
Cayenne

Fabian G. Lopez &
Mike Iannarelli – 2006
Cayman S
Mike Luterzo – 2011
Cayman S
Richard Marriott &
Nancy Marriott – 2012
Carrera cabriolet
Eric A. Parlet – 1981 911SC
Ethan J. Pinkert – 1987 944
Michael T. Roth – 1999
Boxster
Bill Serelis – 2005 Boxster
cabriolet
Wayne Smith – 2002 996
Scott B. Taylor – 1969 911
Michael J. Walsh – 2005
911 Targa

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How to drive Virginia International Raceway

Directions

From the Beltway, Virginia International Raceway is located at 1245 Pine Tree Road, Alton, Va., near the small town of Milton, N.C. Danville, Va. (15 miles) is the nearest town of any size and a full range of accommodations can be found there. South Boston, Va. is also an alternative although farther away. From the Washington, D.C. area, the drive to Danville is about 4.5 hours either via I-95 and U.S. 58 or I-66 and U.S. 29.

How to register

Online at pcapotomac.org
> Programs > DE > Registration

Spectating

Free after signing insurance waivers at the VIR gate and then obtaining a Potomac wrist band at the VIR registration/classroom building in the paddock. The "action" occurs in the Paddock; see map on next page. Gate is open from 6 a.m.

Accommodations

Danville, Va. (15 miles) offers many hotels and restaurants. Alternative towns are South Boston, Va. and Roxboro, N.C. Accommodations are also available at the track either at The Lodge or in the paddock, where garages can also be rented with 18 hotel-type rooms above them right at trackside. Dining is available in the restored 1840s clubhouse—the Oak Tree Tavern and Connie's Pub—on the grounds. There is a snack bar in the paddock that is open during track hours. Camping is also available inside the track, and a fee is charged.

By David Murry
for *der Vorgänger*

The Founders' Region, Potomac will hold a Driver Education event at VIR Aug. 31–Sept. 2.

VIR is one of the few great tracks around that has every type of corner. It has tight, slow corners, high-speed transitions, long corners and heavy braking as well as elevation change. VIR is a challenging and rewarding circuit with real character. Here is an insight to driving it:

As you are coming down the front straight approaching the start/finish line you should be on the left side of the track. Apex where the tree is on the right just after the starter's flag stand. Even though the bend to the right is taken flat out, the goal is to have the car straight on the left side of the track for braking into Turn 1. Just past the tree, watch for cars exiting pit lane on the right. If you are exiting the pits, stay right all the way into and through Turn 1. Cars already on track are at very high speeds here.

Turns 1-2

Brake straight on the left side of the track and begin to bend into the turn just after the "1" brake marker. Turn 1 is a long turn so the apex is just before the end of the first curb on the right. Track out past the end of the curb left. Continue to the right side of the track and immediately bend back to apex by the long curb on the left.

Turn 3

Brake on a diagonal to the outside of the track toward the tech building. The turn-in will be at the end of the pavement heading for the tech building. Very gently bend in to apex the curb on left. Smooth brake release and gas application is important here. Track out to the curb on the right. This is a momentum corner, not a stop-and-then hard on the gas.

Turns 4-6

Brake straight and hard but carry the brakes into the apex curb on the left. Only exit mid track, setting up for Turn 5. As you turn right for Turn 5, either breathe back some gas or short shift to accomplish the same weight transfer to the front and grab the next gear at the same time. Then track out to the left for turn in of Turn 5A. Just before the end of the curb on the left for 5A, breathe back some gas to put weight/grip on the front, and allow the car to turn gently to the right starting at the end of the curb for 5A. Apex the right curb and exit to the left curb. After that it's flat out to the high-speed esses.

Turns 7-9, high-speed esses

These turns can be confusing. Think of these as two separate turns, Turns 7 and 9. They are both right turns. As you approach Turn 7 from the straight, the track bends to the left. This is your brake zone. You need to slow the car down from the straight until you start bending in to the right for Turn 7.

After turning the car to the right, touch the gas to put the weight in the rear, which will give the car stability,

then accelerate as you can. As the car gets light at the right apex, unwind the steering so the rear doesn't slide out. Then exit to the left curb. You are now finished with Turn 7. As you pass the curb on the left you begin to slow with either a breathe of the gas or a light and long brake until you are bending the car to the right for Turn 9. Only exit Turn 9 mid-track to set up for Turn 10.

Turn 10

Get all the way to the right for turn-in. Be gentle on brake release and applying power here. Weight management is much more important than braking late and hard. Apex to the left curb and when you exit, the track drops away. The exit curb does provide a little more grip but not much. Be careful of this exit and don't drop a wheel off. Precision and patience will pay off here.

Turns 11-12

Think of Turn 11 as a brake zone for Turn 12. Begin braking while still straight, start bending in around the "1" brake marker, and continue until turning in for Turn 12. Since you are braking and slowing all the way to the turn-in of Turn 12, you can continue to turn the steering in (to the right) until the car gets light at the apex of Turn 11 where you will unwind a little. Turn in from the far left side of the track for Turn 12 and get a good angle to accelerate hard by the oak tree. This will pay off down the long straight.



Turns 14-15

Turn 14 is only part of the brake zone for Turn 14A. Begin braking from the right side of the track in a straight line and continue as you bend back to the left through Turn 14 and until you turn right for Turn 14A. Then squeeze some gas to put the weight on the rear for grip followed by real power. Only exit mid-track and as you turn for Turn 15 you can short shift to allow weight/grip to the front and again grab a taller gear. Exit to the right gradually until turn-in for Turn 16 where you will be far right.

Turns 16-17A

Begin braking as you approach Turn 16 just after turning in. Stay left after apex for Turn 16 on the left. This is your turn in for Turn 17. The sooner you go full throttle the sooner the front straight starts. Don't get sucked into braking late for Turn 16 or you will be fast in but slow out and get passed on the front straight. Get the car angled to the right so you can accelerate all the way though to the front straight.

Turn 17A should be just barely flat out if Turns 16-17 are done correctly. Pit entrance is just past Turn 17A, so watch for cars intending to pit there.

• • •
David Murry has been racing since the early 1980s, first in Formula Fords but moving eventually to a factory-driver position with Porsche. A complete biography is available at www.davidmurry.com/biography

One lap of VIR with David Murry

VIR is one of the few great tracks around that has every type of corner. It has tight slow corners, high-speed transitions, long corners and heavy braking as well as elevation change. It is a challenging and rewarding circuit.

Here is an insight to driving it:



View in-car video of Murry driving a Grand Am Rolex GT- Porsche Cup car at VIR: www.davidmurry.com (Click on "DMTD videos," then VIR 2009).



A visit from Porsche Club Darmstadt

Photo by Michael Handelman

Above left: Michael Ayahs, left, and PCA Executive Director Vu Nguyen.

Above right: From left, Winfried Thiel, Michaela Shoop, Kathy and Jerry Davis, Carmen Thiel and Michael Ayahs.

By Michaela Shoop
for *der Vorgänger*

Who would have thought a snowy weekend in Jackson Hole, Wyo. would some day bring the Porsche Club of Germany Darmstadt and The Founders' Region, Potomac of the Porsche Club of America together over breakfast to exchange club insignia?

It happened on a sunny Saturday morning in June, when long-time Potomac member Jerry Davis and his wife, Kathy, invited their friends, PCG Darmstadt's Pres-

ident Michael Ayahs and Treasurer Winfried Thiel, to join us for one of our informal breakfasts at Thirsty Bernie's in Arlington, Va.

In honor of the occasion, also joining us were PCA Executive Director Vu Nguyen and President Manny Alban along with Potomac's Past President Tuffy von Briesen, current Vice President John Eberhardt and Social Chair Michaela Shoop, a native German.

Turns out, the Davis and Thiel families first met years ago, when both couples were snowed in on a ski vacation in picturesque Jackson Hole. With plenty of time on



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After the June 9 brunch, Potomac members and their guests gathered outside Thirsty Bernies for a group photo.

hand to explore common interests such as Porsche Club membership on both sides of the Atlantic, a friendship developed, and Winfried and Michael expressed interest in meeting local PCA members.

Over the course of an enjoyable breakfast visit we also learned that PCG Darmstadt's home track is the Hockenheimring, which is also home to the annual Porsche Employee Races.

Both Michael and Winfried are avid DEers and their

wives, Carmen and Sylvia, respectively, are active as webmasters and Drive 'n Dine organizers.

If you are curious, here is a link to the PCG Darmstadt website:

http://cms.porsche-clubs.com/PorscheClubs/pc_darmstadt/pc_main.nsf/web/C12578340051698BC1257753004D26ED

Both couples have plans to visit again in the near future and join Potomac for some of our events.

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Annual car show at Sully

Historic Sully Plantation on Route 28 near the Udvar-Hazy Air & Space Museum near Dulles International Airport, opened its lawns to its annual Father's Day car show on Sunday, June 17

The show featured hundreds of cars, all older than 25 years, including a healthy showing of WWII Jeeps and other military vehicles. In addition to much American "iron," there were some sports cars, including the two Porsches shown on these pages.



Photos by Richard Curtis

Top: Crowds were heavy all day to enjoy the multitude of cars and nice weather. Above: A rare Turner two-seat sports car, one of only 49 of this model known to exist. Right: A 1919 Model T Ford Depot Hack.



Above: An example of the few cars at Sully that were for sale, a rebuilt 1936 Ford pickup with small-block Chevy power and automatic transmission.

Left: Nando O'Farrell of Poolesville, Md. entered his 1980 928. The Sully Plantation show is produced each year by George Washington Chapter of the Model A Ford Club of America.



Say hello to Potomac's concours chairman

Photos and story by Richard Curtis
for *der Vorgänger*

Ron Davis, Potomac's concours chairman is responsible for two of the club's signature car show events—the annual Deutsch Marque Concours in May held in conjunction and coordination with the local BMW and Mercedes-Benz clubs.

His own ride, a gorgeously restored and rebuilt 1964 356 SC, is seen at all these shows since Davis doesn't own a garage queen, but one that he drives regularly to Porsche-oriented events. 1,000 to 1,500 miles on average annually although he sometimes drives it to Porsche Owner's Group (POG) and 356 Registry events.

He bought the 356 in 1988 and begun the rebuilding of a car that needed new longitudinals and floor pan, for which he thanks Lewis Hauser of Karosserie, Ltd in Fairfax, Va., and some fairly serious body work, such as a new nose clip, battery box and other rust repair including new paint by a Porsche restoration shop in Johnstown, Pa.

While enroute to a Porsche gathering in Pittsburgh several years ago, the engine died a catastrophic death.



He had the car flat-bedded back to Northern Virginia, and fellow POG member and noted engine builder Tim Berardelli, of Alexandria, Va., rebuilt the 1,600 SC engine.

"The restoration was unintentional," Davis says. "I was aiming just for a driver," but one thing led to another and he wound up with a driver that is awfully close to car-show condition.

Top: Davis poses with his '64 356 SC at the Father's Day car show at Sully Plantation.

Above: Davis with his photo album documenting the 356's rebuild.



PCA invades Laurel Highlands

Above: The PCA members gather in front of the Nemaocolin Resort for a group photo.

Right: Krishna and Nilima Jayaraman, John Eberhardt, and Tom and Betsy Zaffarano admire Lord Palumbo's electric blue Austin-Healey during a visit to Frank Lloyd Wright's Kentuck Knob house.

Photos and story by John Eberhardt
for *der Vorgänger*

Once again, Porsche Club of America members descended on Pennsylvania's Laurel Highlands to take advantage of spectacular vistas, twisty roads, a Five-Diamond resort and architectural treasures.

Sixty-four members in 33 cars arrived at the Nemaocolin Woodlands Resort in Farmington, Pa. on the weekend of June 15–17.

In the end, we had PCA members from Potomac, Chesapeake, Central Pennsylvania, Reisentoter and Allegheny Regions on the trip.

The story

The trip started as an idea five years ago to visit Frank Lloyd Wright's iconic house, Fallingwater, located near Mill Run, Pa.

Starting from a beginning of one night, one house and "rustic" accommodations, our Fallingwater trip has grown into a three-night high-end resort experience with 12 separate sub-events.

For 2012, our members stayed at the Nemaocolin resort where we enjoyed a barbecue dinner on the golf course overlooking a pond. There was also a banquet in the Wright-styled Falling Rock hotel, lunch at Lingonier, three different drives, shooting sporting clays, wine tasting, art tours and, of course, tours of Frank Lloyd Wright's Kentuck Knob and Fallingwater houses.



The trip has now become a three-day extravaganza of eating and drinking, touring, fine art and architecture, sports and, of course, driving twisty roads.

The scene

The venue couldn't be better for a trip like this. The Nemaocolin Woodlands Resort is a resort and the showpiece for 84 Lumber founder, Joe Hardy. Hardy lives on the property and will often drop in and mingle with the guests (who like the cigar lounge on Saturday night).

The resort's lobby also has a branch of the Hardy & Hayes family jewelry store. I heard rumors that some purchases were made by our group even though I don't have



positive confirmation.

Hardy has gone over the top to create a first-class destination, with wood paneling, crystal chandeliers, a wine cellar, library, golf course, shooting range, game room, bowling alley, ice cream parlor, billiards parlor and at least eight restaurants.

What makes it even better is that the resort is nestled in Pennsylvania's Laurel Highlands, home to history and architecture, including Fort Defiance, Fort Lingonier, Fallingwater and Kentucky Knob.

For Porsche owners, the Laurel Highlands are near twisty country roads, straight country roads, roads with big hills, all surrounded by beautiful countryside with flowering trees and shrubs. As a topper, the weather was about 75 degrees and sunny all weekend.

The cars

What a great weekend of cars. There weren't just Porsches but also Austin-Healeys, Triumphs, Cadillacs and more. On Friday evening before the barbecue, Linda Wilkinson, Hank and Debbie Allen and I all snuck over to Kentucky Knob, where the curator had offered us an opportunity for a *der Vorgänger* exclusive photo opportunity in front of an actual Wright house.

While visiting Kentucky Knob on Saturday morning, Lord Palumbo (the owner of Kentucky Knob) generously displayed some of his car collection, along with some cars from Joe Hardy. We all admired a beautiful blue Austin-

Healey 3000, while remarking on the reliability of Lucas electrics. Everyone was also blown away by Lord Palumbo's cherry 1959 Cadillac El Dorado Biarritz convertible. This car stirred memories for Tom Zaffarano, who, as a valet, used to park them at the local country club in Philadelphia when he was working as a caddy.

Finally, when Bob Hechtman, Rick and Gloria Merriken, Rick and Patsy MacInnes and I stopped at the Stone House Inn (a 200-year-old inn and restaurant serving much newer food), we ran into the Triumph Club.

Bob and I enjoyed talking to Ken Micos about his Triumph TR-6 and also about his other ride, a Porsche Boxster. While we were chatting, Rick and Patsy MacInness admired one of the TR6s. I guess car people travel in the same circles!

The cast

We had a great group of people. Brett Williams brought his son, Sean, for some golf and quality time for Father's Day, and at the barbecue got to meet Bob and Barbara Hechtman.

Both Brett and Bob are career military. We learned about this during the trivia quiz the next night when we learned that one table represented Army, Navy and Air Force.

We also had lots of new faces, such as Donna and Brian Ennis from Chesapeake Region, Ed and Brenda Ferry, Russ and Debbie Potee, as well as familiar faces

Top left: As a youth working at a country club, Tom Zaffarano used to valet park Cadillacs like these when he was a golf club caddy and parking valet.

Top right: Rick and Patsy MacInnes admire Triumphs in the parking lot of the Stone House Inn.

Above left: (from left) Potomac's Vice President John Eberhardt, John Magistro and Fred Phelps. Which shirt is different?

Above right: Steve and Linda Gifford, Brenda and Ed Ferry, Joanne Trippi, Scott Ishler and Rob Hoffman after yet another delicious lunch.



Left: Gary and Amy Madison didn't realize they had parked their 997 in the "Red Car Parking" section.

Right: Ray Thomas, Yuko Seki, Bob Hechtman, Fred Burchill, Bob Wilkoff, Hannah Wilkoff, Clare Dean, Megan (our guide), and Dave Dean enjoy the shade on the entrance bridge to Fallingwater.

Below: Brian and Donna Ennis, Joanne Trippi, Suzie and Allen Krause, Russ and Debbie Potee, Rich Waddell, Brenda and Ed Ferry.

Allen and Suzie Krause, Rich Waddell and Joanne Trippi.

We also got to meet some members from Allegheny Region when friend Scott Ishler came to lead a drive to Lingonier for lunch and sightseeing. I also got to make new friends, Gary and Amy Madison. In addition to Gary's budding interest in DEs and Amy's fabulous taste in music, Amy is a beekeeping instructor. I think I'll stick with being a DE instructor—it's much easier!

Of course, lots of familiar friends were there too, such as Fred and Starla Phelps, and John and Barbara Magistro. Long time club stalwarts David and Clare Dean also joined us for their first away, non-DE Potomac event. I wonder whether Clare preferred Nemaocolin over David's race trailer?



was and ask him about his car. We gave Hank one of the prizes for being such a good sport.

A tie was decided by Starla's story about locking up the brakes in an autocross and sending the timing crew running as she almost clocked the trailer.

Honorable mention went to the story about buying a first 911, after being told "you can't haul anything in it," the buyer's son chimed in with "But you can haul ass!"

After fun and drinks Saturday, we all met Sunday morning to drive over to Wright's masterpiece of organic architecture and residential design, Fallingwater. I was lucky enough to have architect (and 25+ year Potomac member) Bob Wilkoff in my group, so in addition to our knowledgeable guide, we got additional professional knowledge from Bob. We all hope to see you next year!

The exciting finale

Finally, we ended the trip with a trivia quiz, where people got to learn about Porsche's racing history, Potomac's 11 DEs per season and got to find the two former PCA presidents in the room (Fred Phelps and Tom Zaffarano).

People also had to figure out who Hank Allen



The Watkins Glen International race track features light blue Armco barriers around the track. This view of the esses doesn't do justice to the elevation change, according to (now) two-time DE participant and Potomac member John Vrankovich.

My second trip to the Glen

How much can a Cayman hold?

Photos and story by John Vrankovich
for *der Vorgänger*

For the second time, I packed up the Cayman and made the trip to Watkins Glen (N.Y.) International for the Potomac DE in late June. Last year, I was just in awe of being on such an historic and “big” track. Everyone warns you about the “blue bushes” and how you shouldn't pay attention to them. They are close, but the track is so wide you feel spoiled by all the space out there compared to other venues.

One of my favorite activities at a track weekend is the track walk. I was pleased that we hosted a walk again this year. You can't appreciate the elevation and camber changes at the Glen until you've walked the track. But the highlight of the trip was getting a ride along in the Black run group with John Eberhardt. Both of us were chanting “Tony Pagonis” to the tune of “Ride of the Valkyries” while trying to chase down Tony!

I also managed to squeeze in a hike at Watkins Glen Park on Monday morning. I had heard it was a “must see,” but it hadn't been high on my priority list. Well, it was well worth the time. The waterfalls, cliffs and staircases (see photos on following pages) were incredible, and I got a nice workout in before I left for home.

Watkins Glen brings out many more couples and families than other events, and I was able to enjoy some great dinners with many of them. Next year I hope to convince my family to make the trip (guess I'll need to get a trailer!).

• • •
More Watkins Glen coverage on Pages 20-21



Above: Vrankovich at the Glen gate with his fully loaded Cayman.



Left: Instructor and Potomac member Brian Walsh gives Vrankovich some last-minute instruction.



Potomac's Brian Walsh slips down the front straight at Watkins Glen (N.Y.) International during Potomac's DE event there in June.

Historic Watkins Glen attracts Potomac drivers

Of the seven Driver Education events sponsored by The Founders' Region, Potomac, two are a long drive away. Besides the early May Mid-Ohio event, there is a trek to the historic track of Watkins Glen (N.Y.) International in June. *der Vorgänger* contributor Mia Walsh filed these photos from the event.

Right and below right: Several young family members relax at the Gorge in the nearby town. Below left: Drivers at the DE event were treated to a mobile track tour.

Photos by Mia Walsh
for *der Vorgänger*





Left: The entry into the Glen's notorious "Boot" series of corners is discussed during the track walk.



Above (from left): Brian Walsh, Nando Silva-Pinto and Steve Shoop try to figure out how to get the nitrogen out of the bottle.



Above: Potomac's Vice President John Eberhardt—and camera hog!—makes adjustments to his Boxster before going out on track.



2011 photo by Bob Hofmeckler
The 2011 Gathering of the Faithful show attracted 65 cars. The show is held on the Pavilion in Reston (Va.) Town Centre.

Reston hosts 2012 Gathering of Faithful

By Ron Davis
for der Vorgänger

Wow, another Labor Day weekend is coming up fast! That means it's time to get out the wash bucket, polish and wax and begin working on those 356s, 912s, 914s, 911s and other Porsches. Then on Saturday, Sept. 1, head for Reston, Va.'s classy Town Center pavilion for the annual "Gathering of the Faithful."

As has become our tradition, this is a non-

competitive event featuring a lot of terrific cars, a lot of car talk and tons of door prizes. We will again reserve the pavilion for the 356s with other models parking along the main street centering on the fountain. Last year we had 65 cars!

Remember, there is lots of great shopping in the Town Center's many stores for those—yes, it's hard to believe—who would rather look at clothes, jewelry, etc. rather than at superb cars. Like last year, there will be a small

\$5 registration fee payable at the door to help cover the Reston Center's facility charges. Still, you cannot beat the price for such a great event.

We will begin parking cars at 9 a.m., but if you are an early bird, head over to the adjacent Panera Bread, or to La Madeline restaurant for a nice French breakfast.

So come on out, have a great time with a bunch of Porsche nuts. We will wrap up at 3 p.m.

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Photo by Ken Marks
Eddie Schudel shows off his long-awaited '98 911 that he located in Scottsdale, Ariz. at a recent Katies Cars & Coffee in Great Falls, Va.

How I found my perfect 911

By Eddie Schudel
 for *der Vorgänger*

My passion for Porsches began in 1993 when I talked my sister and brother-in-law into buying a brand new Porsche RS America (both are PCA members who still own the car). Back then I was a young teacher and promised myself that one day I would own a Porsche. Fast forward to 2001 and I had left education and could afford a Porsche.

A friend was taking me up to Manheim Auto Auctions in Manheim, Pa. on Sept. 13, 2001. I just wasn't sure if it was the right thing to buy a 1999 Boxster two days after the horrible day of 9-11. Family members encouraged me to buy the Boxster and not let the terrorists win. Happily, I did, and I enjoyed that car for 16,000 miles in one year. It was my weekend car. I sold it but promised myself that I would buy a 911 next time.

In June 2011, I learned of a one-owner '98 911 cabri-

olet with only 22,600 miles in mint condition located in Scottsdale, Ariz.

Luckily, I was able to get in touch with a distant relative who is a well-known car guy who lives in Scottsdale and asked him to go look at the 993. He called me within five minutes of seeing it and told me if I didn't buy the car that he would.

The original owner, PCA member Vance Bradley had every possible document and receipt for the car from day one. He took absolute perfect care of the 993.

I arranged to have the 993 shipped in an enclosed truck. Three weeks later I had my first 911.

When the trucker opened up the side door to access the car it was like Christmas in June. A perfect 993 was unloaded. The best piece of advice I got was from Bradley who said "Do me a favor. Don't do what I did. Drive and enjoy the car!"

Porsche. There is no substitute.

Why I love my Porsche

How about your story of why you love your Porsche(s)? Share them with dV readers at dveditor@pcapotomac.org. A high-resolution photo of you with your car would also be appreciated.

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Detailing tips for your Porsche

Photo by Ken Hills

Keeping your Porsche in show-car condition, such as Brian Schmergel's '73 911 above at Potomac's recent Deutsch Marque Concours, means regular, thorough cleaning and polishing with the correct combination of detailing supplies and methods.

By Brad Will
for *der Vorgänger*

The goal of this article is to give you a better understanding of what auto detailing is, what it is meant to accomplish, and a simple strategy for keeping your Porsche looking its best. Following this strategy will almost guarantee that your Porsche will look great for many years.

As a Porsche owner, you probably take pride in working on your own car. This is great, because you are taking a proactive approach to vehicle maintenance. Many of you also enjoy cleaning and detailing your Porsche. Nothing is more satisfying than admiring your freshly washed and detailed car.

The internet has so much information on the subject of auto detailing, but much of it is incorrect. This can lead to confusion and the purchase of products that are completely unnecessary.

I define auto detailing as the process of meticulously cleaning and protecting the surfaces of an automobile. This process includes the interior, exterior and engine bay. It is best to consider auto detailing as routine maintenance, just like an oil change.

The correct time to detail your car is before it looks like it needs to be detailed. The more often your car is detailed, the better it will look, and the easier it will be for you to do the job. If you neglect your car's appearance, no amount of cleaning and polishing will fix the damage caused to the surfaces.

Buy high quality cleaning supplies

To detail your car once a week or once every month, you will need to buy some basic supplies. Keep in mind when purchasing products that the detailing process is much more important than the specific brand of products and supplies used. My suggestions in this article are simply a basic guide to get you started.

Only buy the products you need, and keep your

process simple. The necessary products include: car wash soap or a rinse-less wash solution, all-purpose cleaner, window cleaner, vinyl and leather protectant and a spray wax. Your equipment needs for detailing your own car, can be as minimal as a vacuum cleaner. Choose only high quality materials and products.

It is best to start your detailing process on the car's interior. This will help prevent dust from getting on the exterior after it has been detailed. The key to interior detailing is to do it often. Vacuum and dust the interior every time your car is washed. If done often, there should be very little dirt that needs to be vacuumed.

Use soft brushes, combined with the vacuum, to get dust out of areas such as air vents. Use a crevice vacuum attachment to get into the folds of the leather and between the seats. Vacuum floor mats, carpeted areas and fabric upholstery with a claw-type vacuum attachment.

The next step is to clean vinyl, plastic and leather surfaces. Dirt and body oils are acidic and can quickly damage interior surfaces, especially leather. Cleaning interior surfaces on a regular basis will prevent the dirt from causing damage.

The best way to clean vinyl, plastic and leather is with a microfiber towel sprayed with a little all-purpose cleaner. The action of the microfiber towels does most of the work, trapping the dust and soil within the fibers. More cleaner and pressure can be used to clean stubborn soiling; however, use caution not to use too much of either. Again, if you are detailing your car often, it should only be light dirt and dust you are cleaning.

When cleaning interior surfaces, gentle linear motions work best. Once or twice a year, apply a high quality (water-based) protectant to the dash area, door trim and leather upholstery. Protectants shield surfaces from ultraviolet damage, soil and staining. For optimal results, make sure to follow the products directions closely.

Avoid oily leather conditioners as the oils can attract dirt. Modern automotive leather does not have to be

DIY

Working on your car should be approached with all due caution and with safety foremost in mind.

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



and high quality towels to dry. We use microfiber towels to wash and dry, simply because of their high absorbency and their ability to trap the dirt within the towel's fibers, preventing it from scratching your paint.

Make sure you separate your towels by surface. Reserve one color for wheels only and another color for paint only.

When you wash, work from the top down washing small sections at a time, using gentle linear motions. Use slightly more pressure for bug residue or heavily soiled areas.

Wash all the painted surfaces and windows during your process. Wheels, tires and wheel wells can be cleaned using the above method either before or afterwards.

I strongly suggest you not use harsh chemicals to clean your wheels as they can be poisonous to you and the environment.

Fabric convertible tops should be gently vacuumed with every wash.

Once the car body has been washed and dried, use a slightly damp microfiber towel to clean the door and trunk jambs. If you are doing this with every wash, there should only be light soil buildup. Neglecting your car's door jambs can quickly result in a tough-to-

clean mess.

Tire dressings and trim dressings can be applied at this point. If your car has any road tar, carefully use a tar remover and clean towel to remove it. Discard the towel after using it to remove tar.

The final step is to clean the exhaust tip(s) with a slightly damp microfiber towel. After your car has been thoroughly washed, you can now proceed to the polishing and paint protection steps.

Polishing, waxing

We recommend that the paint on a car be polished and sealed twice a year; once in the fall and once in the spring. This ensures that the paint is always protected. Additionally, the polishing process will remove embedded dirt and grime and enhance the paint's gloss.

Polishing your car's paint requires some special skills and equipment and is best left to a professional.

As a DIYer, you can make sure the paint is always protected by using a spray wax after every wash. Modern water-based spray waxes are easily applied right after the wash process. These waxes enhance the gloss of the paint, and replenish the UV inhibitors in the clear coat.

A spray wax application will protect your car's paint for two-three months. Because you are washing your car at least once a month, and applying the spray wax with every wash, the paint is always protected.

Polishing the paint becomes less necessary if you adhere to this strategy. Of course, you can still use a paste wax or liquid wax after you wash; however, it is much more time consuming and if not done carefully, can cause wax residue to accumulate in cracks and crevices. For those of you who show your cars, that can be a valuable point deduction.

When applying a spray wax, simply spritz a few areas on a panel and gently buff with a microfiber towel. Flip the towel over to get any remaining residue. It is best to

“fed” or conditioned with oils. Simply keep it clean and protect it, and it will look great for many years.

Cleaning windows, carpets and chrome

Windows and mirrors can be cleaned with a quality glass cleaner and your choice of towel. The towel should be clean and not used on other surfaces. We like to use waffle-weave microfiber towels to clean windows.

If you are vacuuming your car often, the carpets should only need to be shampooed every couple years. Do not attempt to shampoo carpets, unless you have the proper carpet-cleaning equipment. Many times, too much detergent is used, and too much moisture is left in the carpets. This quickly causes re-soiling and even mold.

If the carpets do need to be cleaned it is best to hire a professional who has the proper equipment and the knowledge to do the job correctly. You can, however, use a foaming spot cleaner for spills or small spots.

The final interior step is to wipe chrome door handles, wood trim, and instrument lenses gently with a new or clean microfiber towel, spritzed with a little glass cleaner. This will leave them shiny and streak free.

Your car's exterior is exposed to brake dust, road grime, bug and bird residues, pollen, tree sap and exhaust, which are constantly bombarding your car. As with the interior, the key is to remove these substances quickly, before the surfaces get damaged.

Unless you drive your car infrequently and it is kept in a garage, it should be washed at least once a month. Daily drivers may need to be washed more frequently, especially the wheels. Some cars tend to accumulate brake dust on the wheels. The brake dust can etch into the wheel's coatings quickly, and damage the wheels.

The best way to clean exterior painted surfaces is with a hand wash. If done correctly, this is the safest and most thorough way to wash your car. The key is to use a new wash mitt, good quality car wash soap or rinse-less wash,

Photo by Michael Madrid

Save cleaning your car's wheels, tires and wheel wells separately from washing the car. Expert detailers strongly suggest using different towels. Do not use harsh chemicals to remove road grime, brake dust, etc.

Where to show off your car

Reston, Va.

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

Lovettsville, Va.

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

Hunt Valley, Md.

Saturdays, 7:30–9:30 a.m. Hunt Valley Towne Centre, 118 Shawan Road, Hunt Valley, Md.

Great Falls, Va.

Saturdays, Katie's Cars & Coffee in Great Falls, Va. 7–9 a.m., 760 Walker Road, Great Falls, Va.

Fair Lakes, Va.

Sundays, 8:30–10:30 a.m. Fair Lakes (Va.) Starbucks for coffee and cars is the site, 12599 Fair Lakes Circle, Fairfax, Va.

Burtonsville, Md.

Sundays 7:30 – 10 a.m. “Church of the Holy Donut,” Dunkin' Donuts, corner of Routes 29 & 198, Burtonsville, Md.

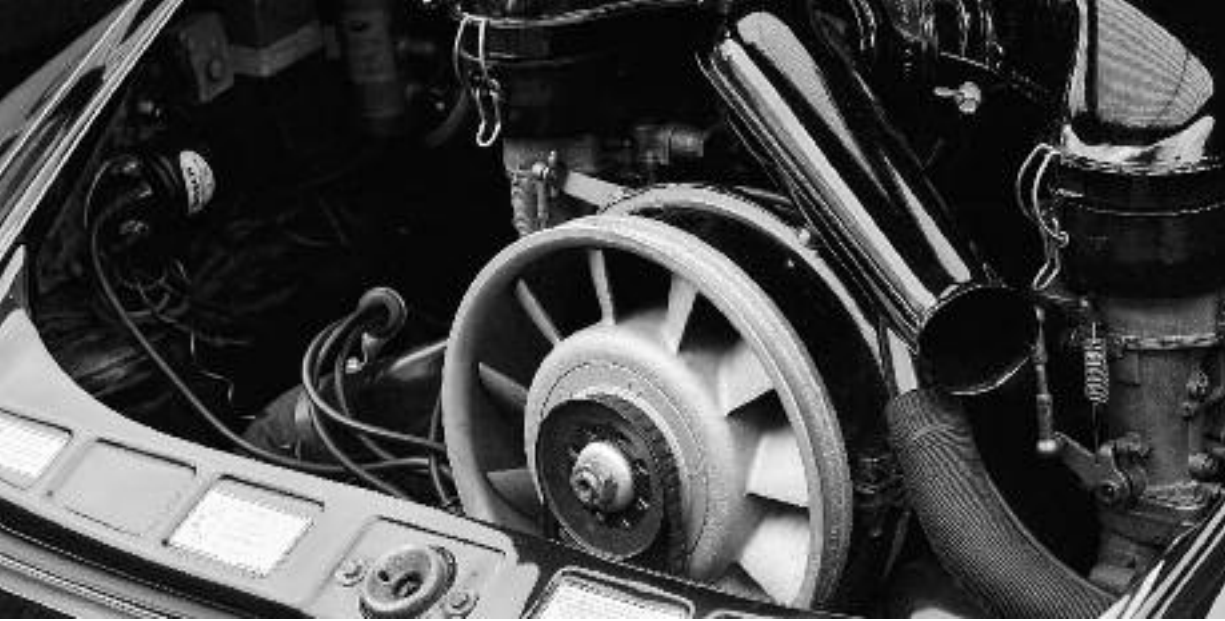


Photo by Michael Madrid

Cleaning the engine compartment at every car wash will ensure an engine compartment that's easy to keep clean.

wax your car out of the direct sun, especially if you own a dark color. If done correctly, you can wax your car in 20-30 minutes and the paint will look great.

The same principles that apply to the interior and exterior of your car apply to the engine compartment. Don't wait until the engine is a greasy mess. If you clean the engine bay with every wash, only dust will be present. Simply use a microfiber towel sprayed with some all-purpose cleaner, to clean the hoses, intake manifolds, reservoirs and painted surfaces in the engine bay. You can apply a protectant to the hoses to add gloss.

I recommend that you never flood your car's engine bay with water. Too much water can cause problems with

the electrical components. If heavy grease is present, try using a foaming degreaser and some old towels to remove the moisture and soil.

Detailing your car need not be a complicated and overly time consuming process. If you follow a regular detailing schedule and have a good process, your results should be excellent. The specific brand of products used in the detailing process is much less important. Use what works for you and keep it simple.

Of course, you must have the patience and eye for detail to do a good job. Knowing Porsche owners, this is usually not an issue. All of the techniques mentioned in this article are used by us on a daily basis. These are methods that have proved to be effective at keeping our customers' cars looking great.

I have provided this information so that you can be proactive about your car's appearance. If you have any questions about this article or any auto detailing related matters, feel free to contact us anytime.

• • •
Brad Will is the owner and operator of Reflections Auto Salon, which provides mobile auto detailing services in Loudoun and Fairfax County.

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Tool lust for perfect organizer

Right: At the Potomac DE event at Mid-Ohio in May, Mia Walsh spotted this too-perfect tool organizer in Potomac's David Dean's new 40-foot+ car hauler, which also has a full kitchen, shower, bed and dining area.

Left: Potomac's Kurt Mickelwait, known for his two-car "Garage Mahal" behind his home in Northern Virginia, assembled his own version of a mobile tool organizer that contains hand tools, sockets, wrenches, drills and several cabinets for other storage, all within easy reach..



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Top: Jörg Bergmeister and Patrick Long brought home the No. 45 Flying Lizard car to a ninth overall and first in class victory. Upper right: Green Hornet Racing Porsche 911 GT Cup driven by Peter LeSaffre and Alex Welch finished second in GTC. Above: Falken Tire Porsche GT3 RSR (Wolf Henzler and Bryan Sellers) challenges the GT3 RSR driven (Seth Neiman and Marco Holzer). The car eventually finished seventh in the GT Class.

Porsche does well at Lime Rock

Photos and story by Ken Marks
for *der Vorgänger*

The Lime Rock American Le Mans Series race ended with a riveting come-from-behind win that put the No. 6 LMP1 car driven by Lucas Luhr and Klaus Graf in victory lane for the third straight race of the season.

The team made up an astonishing four laps, aided by a late-race safety-car period, to win the July 7 Northeast Grand Prix at Lime Rock (Conn.) Park.

The two-hour, 45-minute race ended under yellow as a result of a shunt by the Ferrari of Guy Cosmo with eight minutes remaining in the event, but by this time Graf was in the lead and headed for the overall win.

Of more interest to Porsche fans, Flying Lizard Motorsports scored a dominant victory in GT and a ninth

overall, with its No. 45 Porsche 911 GT3 RSR of Jörg Bergmeister and Patrick Long taking their first victory since the 2011 Petit Le Mans. Two Corvette C6.Rs finished second and third. It was a joyous podium, and the Porsche drivers thoroughly enjoyed the celebration.

This was Bergmeister's 100th career series start. GTC class honors went to Alex Job Racing's Leh Keen and Cooper MacNeil. Keen's Porsche had its first victory of the season and second for the team.

Patrick Dempsey scored his first ALMS podium finish in class P2, teaming with Joe Foster in the No. 27 Dempsey Racing Lola Judd to finish third in class.

In the Prototype Challenge class, CORE Autosport continued its undefeated streak of wins with Colin Braun and team owner Jon Bennett taking their second consecutive PC class victory.

Drive 'n Dine trip planned for Homestead Resort

By John Eberhardt
for *der Vorgänger*

Potomac's three-day weekend at the Homestead, W.Va. resort will depart Friday, Sept. 14 about 10 a.m. from Haymarket, Va. and drive by way of the Shenandoah National Park, Luray, Bridgewater and Churchville to lunch in Staunton, Va. Then via Routes 250 and 39 to arrive around 5 p.m. just in time for happy hour.

Group dinners are planned for both nights.

We have secured a special rate for Porsche Potomac Club members starting at \$180/night plus a resort charge of 15%, taxes of 9%, and meals). We only have 10 rooms reserved so please act fast; this one is sure to sell out.

Contact Alex_lunsford@yahoo.com (note underscore between names) or 202-360-0599.

• **More details in next month's *der Vorgänger*.**

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Join PCA the easy way

Just point your smartphone at the image at right. That will take you to the Porsche Club of America website where you can find the form for joining.

Membership entitles you to receive not only *der Vorgänger* every month (except January) but also monthly issues of PCA's official national magazine, *Panorama*. Some Porsche dealers also recognize PCA membership with a 10% discount on parts.

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



events, autocrosses, rallies and quarterly open board meetings.



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Porsches return to polo matches

For those who haven't been, a Porsches & Polo event is a lot of fun, combining Porsches, a beautiful evening in the country, a BBQ and a big party afterwards. Oh yes, there are some horses and polo matches thrown in as well.

To make it even better, event sponsor Porsche of Tysons usually brings out a few new Porsches, and the cost is completely free to PCA members who get a pass in advance. To get a pass, either stop by Porsche of Tysons (contact Jim Elefantis jelefantis@penskeautomotive.com) or the Maryland brunch at the Irish Inn (contact John Eberhardt johne@pcapotomac.org).

The matches are held at Great Meadow, Va., and the third match of this season will be Sept. 8. Gates open at 8 p.m.



Photos by Ken Mafrik

Top: For the July 14th Porsches & Polo event at Great Meadows, Va., a bonfire was built to ward off the evening's chill.

Above left: Porsche of Tyson's Bijan and Biran Kim enjoyed the festivities.

Above right: Karen Fisher and Kathy Hill were among the guests of Potomac and Porsche of Tysons.

Below: Gates open at 8 p.m., and barbecue is served. The event is free but tickets must be picked up in advance.





Readers and their cars

Photo by Richard Curtis

Left: Robert Mitchell makes some adjustments to his track car at a Summit Point (W.Va.) Motorsports Park DE in October 2011.

Photo by Ken Marks

Below: '94 Speedster owner Brian Schmergel displayed his rare car at a recent Katie's Cars & Coffee gathering in Great Falls, Va. He's owned the Speedster for two years and has owned 911s, 944s and 930s previously.



Photo by Mia Walsh

Above: Rob Talastas and Michael Schiedt clown around during a break in recent DE action at Summit Point (W.Va.) Motorsports Park.





Two colorful 911s, one air cooled, one water cooled, grace the street at the 2011 Gathering of the Faithful in Reston (Va.) Town Center. This year's Gathering is Saturday, Sept. 1. Photo by Mike Skowrunski

