

der Vorgänger



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Cover photo: To say that Potomac member Mike Smalley is a certified nut about all things Porsche is an understatement. That's his leg on the cover, and that's a REAL tattoo. How avid a lover of Porsches are you?

Photo by Sid Imtiaz

Something you often don't see at Summit Point: Turn 5—and, in fact, the entire race track—covered in snow. Although the Saturday event was snowed out, the track was in use on Sunday of the October event.



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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.

Editor's column

Miscellaneous ramblings

Potomac President **Dick Seltzer** on the next page gives well deserved credit to all the volunteers who make our club function, but he overlooks—due to modesty, I'm sure—all the hours that he and club officers and others put into their responsibilities.

A DE event, for example, doesn't just happen by a bunch of Potomac members and others showing up at the track. There are countless hours if not days of preparation involved before the gates open. And when they do open, there are even more hours of work—often hard, wet, hot or cold hours—be done over the ensuing days.

Next time you bump into club officer candidates and in some cases, present officers, **Dick, Jody Lagioia, Evan Close, Gary Brindle, John Eberhardt** and all the event chairs and other volunteers noted by name on Page 7, give them your thanks for a job well done. Thanking them for those countless hours of labor is something we can't do often enough.

• • •
Mike Smalley turned out to be one of the first members of Potomac I met when I joined PCA more than seven years ago. He struck me then as now as a most avid Porsche lover, and not just because of the Porsche crest tattooed on his calf (see cover photo) or his interesting garage and collection of super-nice cars. That tattoo is impressive, though, all by itself.

Mike has been to all but the first Rennsport Reunion, that every-three-year gathering of Porsche race cars, race car drivers and devoted Porsche gearheads. Now, he's added Rennsport IV in California to his bucket list and volunteered to take notes and photographs and write about his experiences beginning on Page 15. I commend his article to your reading pleasure.

• • •
A most pleasant and rewarding surprise was the thoughtfulness of several Potomac members in attendance at the late October DE. As you probably know by now, it snowed out the Saturday event. Many of us, ah, less stalwart DE participants stayed home that Saturday, sleeping late and warm in our beds, fully aware there wouldn't be any track action that day.

However, **John Eberhardt, Mia Walsh, Sid Imtiaz** and several others not only put on their snow faces and showed up, they recorded the snow in words and photographs on pages 14–15 for *der Vorgänger* and *without even being asked*. With apologies to poets Robert Frost and Clement Clarke Moore, **Eberhardt** did faithfully capture in his poem the color and action of a snowy day.

• • •
Another volunteer worth thanking: anks, too, to **Ed Hahn** for volunteering to write a comparison between his Lotus Elise and his recently acquired Cayman R on pages 24–25. *der Vorgänger* needs more contributors from Porsche owners like **Ed Hahn**. Feel free to contribute your own Porsche-related experiences.

• • •
2011 has been a terrific and rewarding year for The Founders' Region, Potomac and for *der Vorgänger*. Thanks to all.

—Richard Curtis
dveditor@pcapotomac.org

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Thanks to the many volunteers who make Potomac happen

Well, we did it! You may recall in my October column I mentioned that we added over 100 new members to PCA Potomac in the past year. In September, we added another 35 members for a total number of primary Potomac members of 2,283.

This means that PCA Potomac now is the largest PCA region in the United States. Yes, indeed, we finally beat the Northern New Jersey Region by 68 primary members. NNJR had been the largest U.S. region for a number of years. Congratulations, PCA Potomac!

The club's many volunteers make PCA Potomac successful. If were not for them, there would not be the over 100 "events" in a given year where you can meet fellow Porsche enthusiasts and admire each other's cars.

One recent event demonstrated the dedication of Potomac's volunteers: the final 2011 Driver's Education event at Summit Point Motorsport Park in October. This three-day event featured the Friday session dedicated to the club's DE instructors and volunteers.

Friday was a typical late October day—cool and sunny, but then, of all things, it snowed early Saturday morning and was still snowing steadily during the 8 a.m. drivers meeting. Eventually, the day's driving had to be cancelled due to the track being covered with snow.

What impressed me was that even though most instructors (and other DE volunteers) knew they would not be driving that day, they still showed up at the track and were willing to do their volunteer DE assignments and/or instruct those students who did show up. Then they came back again on Sunday (conditions were much better Sunday). Talk

about dedication! See related story, Pages 14–15.

As you may know, there are PCA license plates available in Maryland and just recently in the District of Columbia (thanks to the efforts of Potomac member Howard Hill who has volunteered to try to get Virginia PCA license plates.

To get Virginia PCA plates, we need 450 pre-paid applicants. As of early November, we have nearly 200, so we need 250 more. If you live in Virginia and want to have PCA license plates for your Porsche or any other vehicle—think tow vehicle), please send an email to Howard. Over the winter Howard will send you an application form and instructions. (vaplates@pcapotomac.org). See related story on page 26.

While I am talking about volunteers, I do want to publically thank *der Vorgänger's* editor and designer, Richard Curtis. Every month, Richard pulls this magazine together and gets it to the printer. He also attends many of the Potomac events, camera in hand, to capture the spirit of our club in pixels. *Der Vorgänger* is one of the great benefits of belonging to The Founders' Region, Potomac, and we have Richard to thank for making it a great magazine.

Finally, do plan on coming to PCA Potomac's annual membership meeting and elections on Saturday, Dec. 10. We will begin at 11 a.m. with a catered lunch to follow. The meeting will be held at the newest Curry's Auto Service location, 616 South Pickett St., Alexandria, Va. 22304). Matt Curry has donated a \$500 gift card and many door prizes. As always, if you have questions, suggestions or comments, please feel free to contact me at president@pcapotomac.org.



Dick Seltzer



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**December 2011
anniversaries**

40 years

Patrick Buford &
Kathleen J. Hurney

35 years

Randolph B. Sim &
Diane Sim

25 years

Tyssen W. Becker &
Laurence A. Becker
Heinz Wahl & Mike Wahl

20 years

Howard W. Kympton &
Mariana Nork-Kympton

15 years

Frederick R. Beer &
Lezlie Booth
James Boland &
Madhu Boland
Jerry Wilson &
Cynthia Wilson

10 years

John P. Galloway &
Mary Galloway

New Potomac members & anniversaries

H. John Groesbeck &
Reina Kawaguchi
Henry G. Hockett &
Brenda Hockett
R. Uwe Jettmar &
Lesley Zark
Adam C. Joseph &
Andrea Joseph
Jamil Kassum
Nathan Risdal &
Amy Risdal
Stuart Stanton &
Luann Stanton
Robert C. Stevens &
Anne D. Stevens
Michael G. Stolarik &
Gail A. Stolarik

5 years

Elliott C. Alderman
Tim Arnold
Frank P. Drohan &
Jani Drohan
Scot T. Edwards &
Sondra Edwards
Edward J. Ferry &
Brenda W. Ferry
Paul Koenigsmark
John C. LeSuer &
Rachel LeSuer

Jan Luigard &
Maura Cahill
Karen A. Near
Daniel F. Rulli

**November 2011
new members**

Feridun A. Albayrak –
2006 Cayenne S
Patric Allage – 2001 911
Darold L. Belshe &
Lynsay Belshe – 1983
944
Ben Bennett &
Caroline Bauer – 2007
Cayman
Terry J. Billingsley – 2011
Carrera cabriolet
Mihnea Birisan – 2001
Boxster
Scott E. Brideau &
Carol Rickard-Brideau
– 1988 911 Targa
Thomas Budd &
David Stern – 1986
944
Jeff Cheng – 2006 911
C2S
Ion F. Cotanis – 2001
Boxter S

Ryan G. Crawford – 2006
Cayman S
Charlie Davis – 2004 996
Koray Edemen &
Kristina Karm Edemen
– 2002 Carrera
Matthew E. Goodyear –
2005 Carrera cabriolet
Peter D. Greenspun &
Samantha Greenspun
– 2003 911
Clarion Johnson – 1986
911
Jack Kemper &
Constance E. Kemper
– 2004 Cayenne Turbo
James B. Kershaw – 2000
911
Robert LaBelle – 2006
Cayman S
Mike Lyle – 2011 911
TurboS Coupe
Robert A. McAleer &
Eric J. McAleer
Chris McChesney – 1975
Carrera Targa
George E. McDonald &
Tina McDonald –
1973 911T
Scott F. Miller – 2000 911

cabriolet
Raleigh J. Neal – 2000
Boxster
Terry A. Newby &
Lunita Newby – 2007
911 Turbo
Jay S. Nickeson – 1967
356 Speedster
Greg Parrington &
Adam Parrington –
2008 Boxster
Aaron Rakow – 1965 912
Steve Rosenman – 1973
911T Targa
Greg Schirf &
Tammy Schirf – 1992
968 cabriolet
Jim Schofield &
Sally Schofield – 2001
Boxster S
Chris Sciumbata – 2007
Cayman
Jeff D. Solinger – 1985
944
Alex I. Wiederhorn –
2006 997 cabriolet
Brett Williams &
Marianne Williams –
2010 911 C2S
Louis H. Williams &
Gwendolyn Martin –
2009 Cayman

2011 calendar

December:

- 3: Centreville, Va. brunch. 11 a.m.*
- 3: Potomac planning meeting for 2012
- 3: Drive 'n Dine: Antietam, Md. 4 p.m. Contact: John Eberhardt, driveanddine@pcapotomac.org
- 10: Arlington, Va. breakfast, 9 a.m.*
- 10: Open board meeting and elections. 11 a.m., Curry's Auto Service location, 616 South Pickett St., Alexandria, Va. 22304
- 17: Glen Echo, Md. brunch. 11 a.m.*

*—See right for details on the brunch and breakfast meetings.

** — for details on specific events, contact the following program chairs

Autocross: Tony Pagonis, autocross@pcapotomac.org

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

Concours: Ron Davis or Mike Sarli, 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@pcapo-

Potomac monthly brunch locations

tomac.org
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. These 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. Phone: 703-330-3011.

Virginia: second Saturday of each month, 9–11 a.m. Thirsty Bernie Sports Bar & Grill, 2163 N. Glebe Road, Arlington, Va. 22207. 703-248-9300. Plenty of parking, diverse menu.

The Maryland breakfast is the third Saturday of 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

Autocross, concours and rally seasons have concluded.

dV will report the 2012 schedules for Drive 'n Dine, autocross, rally, concours, DE and DE Tech events as soon as they become available.

Antietam Luminary Tour

Day, time: Dec. 3, 3:30 p.m.–9:30 p.m.

Meet: at the Scenic View rest stop on I-270 North, one mile north of Exit 26, approximately 45 minutes north of D.C. There are no facilities at the rest stop. It is a

Cost: free. Dinner requires advance registration required by Nov. 30. Please note a dinner limitation of 30 people.

Tour: Antietam National Battlefield will host the annual battlefield memorial illumination in honor of the 23,000 who fell during that battle, the single

bloodiest day in the Civil War.

This is one of the most unusual and moving traditions during the holiday season in our area. We will drive to Antietam Battlefield through Maryland's beautiful Catoctin hill country to arrive at Sharpsburg, Md. to get in line for the tour by 4:30. Expect to spend about 45 minutes in line, followed by a 45-60 minute tour. Afterwards, we will drive to the Silver Maple Restaurant and Wine Bar in Frederick, Md. We will each cover our own checks at the restaurant, but will have reserved a PCA room. I need to provide the owner with a final headcount about a week before, so please register.

Email: driveanddine@pcapotomac.org

Registry forms for 912, 912E owners



A registry for Porsche 912s and 912Es has been formed, headed by Rick Becker, PCA's register advocate for those models.

The goal of the register is to involve as many 912 and 912E enthusiasts as possible in the many activities offered in PCA regions and zones.

A Facebook page offers news from PCA regions plus factory news, videos and various information articles via internet and smartphone application.

To access it, first log in to your Facebook account, then view it at:

<http://www.facebook.com/pages/912-912E-Register->

Porsche-Club-of-America/259276414106874

There is also a 912 & 912E Register page within the PCA website at: <http://912register.pca.org>

Previous owners are welcome too; many current owners are interested to learn the early history of their car from the original owner.

Messages from 912 & 912E owners by email, including photo attachments, or posted on our Facebook page are welcome.

For further information, contact:
Rick Becker
PCA 912 & 912E Register Advocate

Email: engrbecker@gmail.com
Twitter: [@engrbecker](https://twitter.com/engrbecker)



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Candidates for 2012 Potomac officer elections

In accordance with the club's bylaws, the 2012 executive officers will be elected by the membership at 11 a.m. Saturday, Dec 10 at Curry's Auto Service location, 616 South Pickett St., Alexandria, Va. 22304. The 2012 officer candidates proposed by the club's nominating committee include the following:

For president: Dick Seltzer

Dick is standing for reelection as the club's president. Dick joined PCA in 1987. For him, the closest PCA group was 120 miles away in Kansas City so he didn't participate in PCA until he moved to the D.C. area and attended a Potomac meeting. After hearing about this thing called Drivers' Education (DE) he signed up for his first DE at Virginia International Raceway in 2002. As they say, it's a slippery slope: He later became a DE instructor and volunteered to serve as the club's DE cashier.



In 2008, Dick was elected to the club's executive board and served as the club's treasurer. Dick has served two terms, 2009 and 2010, as the club's vice president.

For vice president: John Eberhardt

John Eberhardt joined PCA in 2006 after buying his first Porsche—a Boxster—because he “wanted to feel the wind in his hair while he still had some.” He is best known to most members of the club as the chair of the Drive 'n Dine program, having worked to expand this program to reach more members with a wider range of programming. John is also a regular autocrosser, DE participant and races in the 24 Hours of Lemons as a driver for the National Bank of Greece #59 Mazda Bacona. He has loved cars since he could reach the accelerator pedal and frequently bores his friends with discussions



about them. In his free time, John runs research and operations at DecisionQ Corporation, a small software company that makes decision-support systems using advanced mathematics and statistical algorithms. This also makes him very boring at cocktail parties. As vice president, John intends to focus on club operations, ensuring long-term financial strength and expanding the club volunteer pool.

For past president: Tuffy von Briesen

I have been involved with cars all my life, and after moving to the D.C. area in 1999, I was a BMW owner. However, one day in 2003, my wife and I were at BMW of Arlington looking for car parts and wandered over to Porsche of Arlington. Before we knew it, we walked out with a neat 2003 996 cabriolet and membership in the Potomac Region of PCA. I started out participating in Potomac events at a High Performance Driving Clinic and then became involved in the Drivers' Education program. I was the DE Registrar in 2006 and chairman of the DE program for 2007. I have volunteered for Club Race for three years and worked on the Potomac Escape into American History and PCA/Potomac Porsches at the International Gold Cup. I was elected vice president in 2008 and served as president in 2009–2010. I was appointed the Zone 2 secretary for 2010–2011. My goal as president was to continue the positive steps implemented by the previous administrations and work with you to make our programs even better. I am very proud of our achievements and believe that Potomac is starting 2011 in great shape. I look forward to being a part of continuing our tradition of excellence in PCA.



For treasurer: Evan Close

Evan is standing for reelection as treasurer. He joined the PCA in 1999 as an associate member whose father did historic Porsche races. His first experience was a DE event at Mid Ohio with the Allegheny Region, PCA with

his modified '97 VW Golf VR6 daily driver. He then joined the PCA as a full member in 2005 with the Potomac region while living in Blacksburg, Va. (A Virginia Tech grad who did not want to leave). At the Potomac Watkins Glen Event in 2007 he proposed to his wife, Stephanie, who had been supporting and picking up after him at events for seven years prior along with their dog Emma that is at almost every event. In 2007 he purchased his first Porsche, a 1983 911SC set up to run as a 1984 Carrera in E-Stock class in Club Racing. After instructing with the SCCA for two years, he became a national instructor with the PCA in the beginning of 2009 when he moved back to Arlington. Evan is active in the club's DE program and holds a PCA Club Race license. He holds a degree in accounting from Virginia Tech. He is an auditor with the Treasury Inspector General's staff. The track in the background of the picture is the fabled Nord-schlieffe!



For secretary: Gary Brindle

Gary is standing for reelection as secretary. He has served as rally chair for the past three years.

Gary and his wife Sherry live in Nokesville, Va. He has been a Porsche owner for over 20 years. His first was a 924 that he had for five years before trading it on a '77 911 that he still has. In 2003, he added a Boxster and became involved in club activities. He also has a pair of 914s and a 944.

Gary has helped with car shows, the Camp Friendship charity events and the Virginia monthly breakfast. He is a licensed soccer official, coach, past president of a travel soccer league and has been the president of his home owners association for the past four years. He is retired U.S. Army and works as a program manager and branch manager for SAIC.



Porsches line the street in front of the Stonyman Gourmet Farmer in Little Washington, Va. on an October Drive 'n Dine excursion through the autumn Virginia countryside. The trip featured 31 Porsches and their 60 occupants. Look for a similar drive in the spring of 2012.



Fall foliage, gourmet food, and getting lost

Story, photo by John Eberhardt for *der Vorgänger*

On Sunday, Oct. 23, PCA Potomac returned to the Stonyman Gourmet Farmer in Washington, Va. for our third Fall Foliage brunch.

We also had a number of folks who couldn't squeeze into the brunch, so we added another room for 10 at the Griffin Tavern in nearby Flint Hill, Va. Yes, Rappahannock County, Va. had an invasion of Porsches. We had 60 gourmets in 31 beautiful Porsches enjoying the colorful Northern Virginia countryside and some delicious dining across the rolling hills of the Rappahannock.

We began at the Manassas (Va.) Battlefield Visitors Center and took off on a great country drive through Aldie, Middleburg, The Plains, Marshall, Flint Hill and finally (Little) Washington, Va.

We had some beautiful cars, including John and Melanie Sullivan's (not quite stock) 968, and Claude and Sandra Imbt's subtle Speed Yellow 987 Boxster. We also had a 1971 911E Targa owned by Andrew Fort.

For those of you who have not driven from Middleburg to Little Washington on the back roads, you should. The weather we or-

dered arrived just as planned, with a crisp, sunny fall day.

We ended up with some new tour leaders, with Michael Handelman and Mary Malhiot leading the first group in their beautiful 997 cabriolet, and Rob and Jacquie Bobbit leading the second group in their pristine 993. There were a few wrong turns here and there, but for those who have done several Drive 'n Dines, they know wrong turns are a Potomac tradition. Besides, Porsches are meant to be driven.

The Stonyman Gourmet Farmer (www.stonymangourmetfarmer.com) on Gay Street in (Little) Washington, is a merchant grocer specializing in locally grown organic produce and cheeses and are advocates of Northern Virginia farm-to-table cuisine.

For those of you who have not visited the Stonyman, I highly recommend it—their selection of produce, meats and local artisan cheeses is superb. As usual, owners Susan and Alan James outdid themselves and provided us a virtual smorgasbord over the course of our four-hour (no kidding—four hours) six-course lunch, including pissaladières, pastured beef roll, coq au vin, pasta, gingered squash, fresh apple, pear and fig tarts and, of course, a fan-

tastic cheese selection. The pastry chef responsible for many of these delights was from the Plaza Athénée in Paris!

Given the continued success of our Stonyman brunches, keep an eye on the Drive 'n Dine calendar for another one in the spring!

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Photos by Richard Curtis
 Shop owner Taylor Chapman helps diagnose a problem hub or wheel bearing on Potomac's Michael Schiedt's 911 track car.



The shop featured three lifts, waiting room, restrooms, storage facilities and donuts and coffee! Mechanics were on hand to help car owners diagnose problems.

Shop holds open-lift day for P-car owners

On a beautiful October Saturday morning, Potomac members met at Porsche mechanic Taylor Chapman's new shop in Sterling, Va. near Dulles International Airport for a free open-lift day. An estimated 18–20 car owners showed up for the roughly four hours the lifts were available.

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Photos by Paul Vessels

Above: Spectators and participants view the parking lot outside the shops of At Speed Motorsports in Hanover, Md. during an open house event there Oct. 22. Many marques were represented.



Left: Potomac's Paul Amico 997 track car, maintained by At Speed.

At Speed hosts annual open house

Bob Miller, owner of At Speed Motorsports, hosted a successful and well-attended open house event for area car lovers. Dozens and dozens of cars representing marques from BMW to Ferrari, Mercedes, Renault, Jaguar and, of course, Porsche graced the large parking area outside the tidy shop. Speakers included Steve Dinan and Mike Galati.

This was the fifth annual open house for At Speed.

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A snow day at Summit Point

A Poem by A. Nonymous

From the Frozen North came the gales of snow,
Our track days away to blow,
With frozen rain and freezing flakes,
Summit Point looks like a frozen lake!

Tuffy in his truck tried the track,
And into the pits came sliding back,
Jumping from his truck, he cried in a trice,
“Driving on ice is not nice!”

The gents at the skidpad then rejoice,
Sign up now or you’ll have no choice!
Before you pack and run away,
It’s nothing but skidpad today!

So Gordon, Paul, Yani and Rob,
Turned off the traction-control knob,
And showed the foolish and the brave,
Your 911 how to save!

Standing by my Boxster frozen,
Contemplating the snow-less chosen,
When what to my won’dring eyes should appear,
But Dirk and Bob like crazy reindeer!

A doughnut in a golf cart,
Is a difficult art,
Unless the Instructors Chief,
Drive their golf carts like a thief!

So Brian, Mia, John (times two),
Michael, Paul and Joe too,
Off to Winchester so very far,
Decamped to the local bar!

To thaw their ears,
With some warm beers,
Better than hot showers,
DE friends drink for six hours!

Saturday photo of Summit Point’s front straight by Yani Avrahami



Photos by Sid Imtiaz (above), Cathy at the Union Jack Pub (far left) and John Eberhardt (left)

Above: John Ashford makes a cautious lap Sunday. Saturday was a wash out (white out?) of the Oct. 28–30 DE event at Summit Point.

Far left: (l-r) Michael Handelman, John Eberhardt, Joe Bordlemay, John Magistro, Brian Walsh, Mia Walsh and Paul Zelinke in downtown Winchester.

Left: Joe Bordlemay, left, and David Dean contemplate the challenges of teaching throttle steer in the slush.

Summit Point snow definitions

Rotation – What Co-Chief Instructors Dirk Dekker and Bob Mulligan do in golf carts in the snow

Heel/Toe Breaking – Using both parts of your foot to try and get your frozen door open

Threshold Breaking – See Heel/Toe Breaking

The Line – The space through the slush where you can get traction

Slip Angle – The angle between one leg and the other when you slip in the paddock and your feet go in different directions

Situational Awareness — “Is that ice?”

Trackshun – When everyone stays away from the snowy track

Skidpad – Anywhere you apply throttle

Track Out — The process of figuring out

how to get back to your hotel in four inches of snow

Turn In – Going to bed at 8 p.m. after a strenuous six hours of eating and drinking

Throttle Steer – When the throttle, steering and everything else seem to be disassociated completely from the direction of the car



Rennsport IV through the eyes of a Porsche fanatic



To say that Potomac member Mike Smalley, left, is obsessed with all things Porsche, is an understatement of epic proportions. To help — yes, only help — slake his thirst for everything associated with the marque we drive and admire, Smalley flew to Mazda Raceway Laguna Seca near Monterey, Calif. to attend the fourth reunion of Rennsport, a gathering of famous Porsche race cars and drivers both past and present. Smalley filed this first-person account along with all the photographs.



The 1979 Peter Gregg Brumos Racing 935 entering the top of the famous Laguna Seca Corkscrew. Gregg won four IMSA Championships racing in Porsches, and was nicknamed "Peter Perfect."

In German, the word *Rennsport* means *racing*. *Rennsport Reunion* is a gathering of Porsche *racing* cars, *racing* drivers and *racing* fans, old and new. In other words, (or in essence) your choice... it is a *racing reunion* put on every three years or so in celebration of Porsche's racing heritage.

Drivers and race cars from days past, as well as those forging Porsche's present-day history are here in overwhelming fashion for all to see. This intermingling of past and present is what makes *Rennsport* so special.

This year's venue is, in the opinion of many, a special place in the history of motor racing. Mazda Raceway Laguna Seca's location in the desert near Monterey, Calif. is located close to the roots of Porsche racing in the U.S., making it an ideal selection.

Some in attendance are here at *Rennsport IV*—the fourth installment in the series—for the first time, showing their love and admiration for the Porsche marque. Some have attended previous *Rennsport Reunions*, the first being held at Lime Rock Park in Connecticut, with numbers two and three at Daytona (Fla.) International Speedway. They are here because they know one thing:

This is an event that will not disappoint on any level.

Most of the driving legends here were also present at the previous *Reunions*, and they are here at Laguna Seca to show their appreciation, continued support and admiration for the manufacturer with the greatest number of race wins in history, Porsche.

I have been fortunate enough to attend the previous *Reunions* at Daytona in 2004 and 2007, experiences nothing short of amazing to me. Having been to Laguna Seca for an ALMS finale previously, my anticipation of this experience was extreme. For the ALMS event, I flew across the country and back with fellow Potomac member Gary Church in his single-engine plane!

Anyone who knows me knows the respect and admiration I have for Porsche. They are an automobile manufacturer that truly cares about its customers. With Porsche ownership, there can be much more than simply owning a car. You can become part of a family with a common love of the product that is infectious. Here is a glimpse into *Rennsport IV* through my eyes.

We arrived on Friday, Oct. 14 to perfect weather. The sights, sounds and smells of Porsche were everywhere.



Top: Panoramic view of Mazda Raceway Laguna Seca.

Above: Smalley poses with Bruce Levin and his Porsche 962.

Above right: Porsches of various vintages and classes enter Laguna Seca's Turn 11.

Laguna Seca is such a sight to be seen with the mountain backdrop and unique plant life. The scenery is breathtaking.

Why did I have to be here?

- The track is close to Monterey Bay, itself a beautiful place indeed. For me, it is like walking into another world. As I entered the paddock, I spotted Bruce Levin, a notably successful driver of 934s and 935s during the IMSA Camel GT glory days. Levin purchased the first customer 962, which he brought with him to Laguna Seca. He was particularly successful at the Sebring 12 Hours, winning it once himself and his cars winning three more times. It's nice that Levin still does what he loves.

As I was feverishly shooting photos, I saw the first of many memorable events I would see throughout the weekend: Hurley Haywood, arguably the most successful American Porsche driver, coming up to Levin and giving him a handshake and a hug. They both looked at Levin's 962, pointing at the cartoon character painted on the side. They shared a laugh, and Haywood strolled off. (Levin has a tradition of always having a cartoon character of some sort on his car. Haywood knew that and came to see what Levin had chosen for Rennsport IV.)

To watch Haywood walk over and start chatting up Levin about what latest cartoon character was applied to the side of his 962 was a magical moment between what are obviously good friends. These moments will come and go during Rennsport IV. The only way to hold on to



Left: No. 6 Leyton House 1988 Porsche Kremer 790 hp 962C sweeping through Laguna Seca's turn 6 on the way up to the Corkscrew.

Below Left: No. 5 Porsche LMP2 prototype RS Spyder driven by Christian Zügel. .

Below: No. 8 L&M 917/10K car driven to fame in the Can Am series by George Follmer, back in the driver's seat again this weekend.

Bottom: Jimmy Castle Jr. teaches his son to pin a centerlock wheel nut on a 1989 962C



them is to be here to witness for yourself the camaraderie and mutual respect that is circulating through the paddock.

- I believe in the Porsche of past, present and future. I respect the accomplishments of the company, with its significant and strong connections—past and present—to the Porsche family. I believe its reasons for success are remarkable engineering, original thinking and extreme dedication to success, often at any cost.

- The legends of Porsche motorsports, such as Haywood, Richard Attwood, Derek Bell, George Follmer, Vic Elford, David Hobbs, Michael Keyser, Levin, and others who were there that weekend, deserve the admiration of the Porsche community. The fastest and best-prepared cars cannot succeed without talented drivers. It doesn't hurt that they have ice water flowing through their veins either, as many of these drivers have exhibited in the past.

When you think of what they have accomplished—the risks taken, the levels of dedication and bravery required—you can't help being star struck. These people



LAGUNA SECA



Above: The Leyton House Kremer 962C, right, driven by Tom Malloy of Corona, Calif. and the Repsol 962C driven by Tom Dooley of Scottsdale, Ariz. on Laguna's front straight.

Right: German Driver Marco Holzer snaps a photo as Porsche factory Driver Timo Bernhard signs an autograph on the author's leg.



are my heroes, almost larger than life.

- I was there to learn as much as possible about the drivers and their weapons and to see them reunited on one of the finest race courses in North America.

- I was also there to make new friends who have a similar passion about all things Porsche and are dedicated, as I am, to helping assure the future of the company I have grown to love.

- In 2007, when the last Rennsport in Daytona was over I knew I would be attending the next one as well.

Wandering around

I spent all of the first day walking around the track to shoot photos of the practice and qualifying sessions. I also wandered around the paddock and vendor areas soaking it all in.

The corrals were huge, with nothing but Porsches as far as you could see. There was so much to see, and I wanted to see it all, then see some more.

In my office, I have framed, full-size event posters from the two Daytona Reunions, which are signed by the driv-



ers. I wanted to continue the trend with this event poster as well, so I was in the line for Saturday's first autograph session. The session was extremely long, and I was turned away because the session ran over the allotted time. About one-third of the line failed to reach the drivers. For session two later that day, I returned early but found the event posters were sold out.

The fear of not getting a poster signed by the three groups of legendary drivers was starting to work on me. I began going to each person in the waiting line asking if anyone had two posters and might be willing to part with one. There were no takers. As I tried to cope with the thought that I was not going to get a poster, the Porsche gods smiled: A guy stepped forward willing to sell one.

For me, this event was more about the drivers than the cars themselves. After seeing the cars twice at Daytona I had seen most, if not all, of them before.

Top: Two pristine 356s in the paddock. There were examples like this all around the paddock, bringing us back to Porsche's roots.

Photo by Ron Tilton

Above: Mike Smalley, center, with Porsche factory drivers Timo Bernhard, left, and Romain Dumas, right.

Left: Porsche Cup Cars (996, 993, 997) round Turn 11 onto the front straight.



Photo by Ron Tilton

Smalleyhaving fun with a statue of the “Pink Pig,” a tribute to the 1970 917-20 that was developed to reduce drag on the current 917 design. Its appearance was somewhat “chunky,” thus the “pig” theme. During the 1970–71 season, the 917 won 14 of 21 races entered, finished second in two more.

dock with my friend, Ron Tilton, whose lengthy impromptu job description was to take photos of me with Porsche race drivers.

I recognized Romain Dumas walking with a man dressed in the same Porsche Motorsports shirt and wearing identical sunglasses. Romain said the second man was Porsche factory driver Timo Bernhard.

“I should have known,” I said with an apologetic tone, and then asked them both to pose for a photograph with me; they were happy to do so. After a while, Tilton just carried my camera while we were in the paddock; it was easier for him that way!

Later, I spotted Bernhard at the autograph table and thought I might have some fun with him. After he signed my items, I said “I know we are only supposed to get two items signed, but maybe I could get one more thing signed as well.”

I threw my leg across the table in front of him. (After acquiring my third Porsche; and coming to the realization that there were more I would like to own, I decided to express my dedication to Porsche: I had a full-color Porsche crest tattooed on the outside of my right calf.)

As Dumas started to sign his autograph to my calf, other drivers at the table started to make comments and to take photos with their own cameras. One of the other drivers, Chad McQueen, son of actor and Porsche driver Steve McQueen, was very amused and laughed as he watched. “Quit laughing,” I said to McQueen. “You’re next!” That is the way it went, Romain Dumas, Chad McQueen and Sascha Massen. Getting drivers to autograph my leg was fun, and I believe the drivers enjoyed it.

Rennsport brings me closer to the past

After the autograph session, I was chatting with some new friends when along strolls Alois Ruf. Ruf owns a Porsche specialist company in Germany, and his name is synonymous with high performance. Thanks to fellow

Potomac member Gary Church, who owns a genuine Ruf Porsche, I was lucky enough to have met Ruf during Porsche’s 50th Parade in Hershey, Pa. in 2005.

Ruf gained fame with his record-breaking Porsche-based rocket nicknamed “Yellowbird.” At the time of its release, the 1987-based Ruf 911 was the fastest street-legal car on earth.

Ruf stopped for a chat and photos, and the next thing I know he has his pen to my leg as well! Ruf’s daughter smiled and took photos with my camera.

The second autograph session on Sunday went much the same as Saturday’s, with Patrick Long, David Murry, Cort Wagner and Derek Bell rounding out the list of Porsche notables putting ink to my flesh.

These guys were such good sports. They signed countless items, from jackets, to car hoods to helmets. In my case, they actually signed a fan.

These drivers are the legends of the past and present and are a genuine treasure. The drivers of yesterday are here for us with their cars, so that we might get a glimpse into what went on during Porsche’s foundation years. The drivers of today are here so we can meet them and appreciate their efforts as they elevate Porsche’s status into the future.

One thing Rennsport does for me is bring me closer to the past. Rennsport allows me to go back in time to the events I’ve missed and also to covet the experiences that I am able to be a part of and witness for myself. It reminds me of why I have a passion for Porsche

Since purchasing my first Porsche 11 years ago, I have made countless friendships, met people and formed friendships I will cherish for a lifetime. It is impossible to place a value on what Porsche ownership and PCA membership has brought into my life. Rennsport IV is just another incredible experience to add to the list. New friends were made, and new experiences were enjoyed.

Here’s to Rennsport V, wherever it may be.



Two nice rides: Potomac member Ed Hahn compares the razor-sharp handling of his Lotus Elise to his more liveable 2012 Cayman R

Comparing '05 Lotus Elise to '12 Cayman R

By Edward Hahn
for *der Vorgänger*

My first encounters with Porsches were with a neighbor's early 944 and a grey market 1977 930 Turbo Carrera owned by one of my high school teachers.

I also stopped by Stoddard Imported Cars over in the next town, to ogle their collection of classic Porsches, from the 356s to the 904 to the 917.

My track interest is primarily in Driver's Ed events. The first car I took to the track was a 1994 RX-7 R2, which I purchased used in 1997. I was fortunate enough not to have any terminal incidents with it, although it did meet the tire wall once thanks to Summit Point (W.Va.) Motorsports Park's Turn 9. In the process of repair the color morphed from red to an electric green metallic. I sold that to a friend of mine in 2004, and you might see it being driven around the Ashburn, Va. area today.

From 2005 to 2011, I was fortunate to have a 2005 Lotus Elise with the Lotus Sport Suspension. This was sold to make room for a 2012 Cayman R.

A friend of mine asked about my impressions of the differences between the two. While I'm still in break-in mode with the Cayman, here are the comparisons I've noted after the first month of ownership.

Open car vs. closed car: I drove the Lotus almost exclusively with the top down; the smallness of the car combined with the open air made it seem like I was going fast even when I'm not. The Cayman is closed and is larger, so speeds sneak up on me. I would imagine that the Boxster or, even more, a 914 would be like the Lotus in this respect.

Engine: The Lotus has a 1.8 liter Toyota/Yamaha engine without a whole lot of torque. Even with the Lotus's lightweight, I need to get on the gas quite a bit to get the engine to produce power, and it produces most of its power above 6,000 rpm. I definitely have to

push the engine to get the most out of it.

The flat six in the Cayman has much more torque and produces power more effortlessly even though I'm managing to keep it under 4,500 rpm (well, most of the time).

Between these two factors, the Cayman just feels like it wants to be driven above 70 mph all the time, where the Lotus was content to be driven at the speed limit.

Steering: The Lotus still has the edge here. The steering is pure bliss even with no power steering and the addition of the factory's choice of a fantastic, small Momo steering wheel. The steering effort once I am beyond parking-lot speeds is surprisingly light but extremely communicative.

In contrast, the Cayman is quite good but not at the Lotus's go-kart level. The SportDesign wheel that's standard on the Cayman R is thick and comfortable, so at least I am getting near the best possible experience with the steering system.

Handling: It's a toss-up so far. The thing that I loved about the Lotus was that it disappeared once on the track. Instead of worrying about how the car was going to behave, it simply became part of my mind and hands. Yes, I do need to respect the handling at the edge and not do something bad like lift at the limit in a turn, but I could really just visualize the line I wanted to carve through a turn, and the car followed.

Not until I get the Cayman on a track will I be able to confirm what I feel so far. The car seems to corner pretty flat, with almost no body roll on public roads and at reasonable speeds. Both cars are good at turning immediately without needing to roll over on their tires and take a set before turning.

Ride: The Lotus was surprisingly compliant even with sport suspension, a virtue of light weight (it weighs about 1,950 lbs empty). The Cayman R is quite stiff and perhaps isn't the

best choice for driving through rough highway construction. Yet there's enough softness at the leading edge of bumps to make this tolerable.

Shifting: Well, this isn't directly comparable because the biggest difference is PDK vs. manual. I'm still getting used to the Cayman's paddle-shifting PDK after a lifetime of manual transmissions in sports cars. However, I'm not sure I buy the often-stated argument that PDK and other dual-clutch systems are less involving. Yes, I don't have another pedal to work...but I am still making the decisions on when to shift in the brake-turn in-apex-acceleration sequence.

To put it another way, I would argue that

the highest praise I could give a manual transmission is that I don't have to think about shifting...and that comes standard with PDK.

As an aside, PDK in full automatic mode does some interesting things. For example, brake hard from highway speeds and the transmission automatically downshifts to a low enough gear where engine braking is useful.

Involvement aside, I am completely convinced that the shifts up and down are much faster and more consistent than I could possibly accomplish manually.

Since this is a comparison, I'd have to say that the Toyota gearbox in the Lotus was only OK. The shifter, while accurate, was not fast by any means, and the entire assembly felt a little fragile, which brings us to...

Build quality: Hands down, the Porsche has the highest quality materials in any car that I've ever owned—as it should. The structure feels like it's milled out of a block of steel, all of the materials have a high-quality feel to them, even the plastic and vinyl parts.

The attention to detail is great. For exam-

The paint job is easily the best I've ever seen. The Lotus was below average in that respect.

ple, I love that all of the metal parts that you touch, such as paddles and the shift knob, are satin finished so they won't pick up fingerprints or feel sticky.

The paint job is easily the best I've ever seen. The Lotus was below average in that respect; our people-hauling Infiniti has an excellent paint job but is eclipsed by the Cayman.

Driving around in the Lotus, I hear rattles, panel resonances and other mechanical clatter. The fiberglass is designed to be light...and therefore suspect in terms of durability (it is literally a rolling chassis with bodywork added.) Fit and finish is vintage 1970s.

While driving the Porsche, all I hear is the engine and transmission. The only out of place noise is that above 45 mph with the windows down. I can hear wind whistle past the mirrors. The noise is inaudible with the windows up. Fit and finish are like a fine Swiss watch.

Livability: So far the Cayman is hands down a winner. My wife stopped riding with me in the Lotus; for her, it was too cramped, too hard to get in and out of. Even with the standard GT3 sports bucket seats, my wife is more than happy to ride in the Porsche. And there are two usable trunks in the Cayman, compared to one that wasn't very usable in the Elise. As an example, I can't throw my helmet in the Lotus trunk because the space was too shallow.

Durability: another inconclusive category. I think Lotus helped themselves immensely by sourcing their engine and transmission from Japan. I never experienced a failure of any kind during my ownership. Moreover, taken as a track car, the Lotus impressed me with its concerns for heat management. Even with just a tiny 1.8L engine, the entire front end between the fenders was taken up with a large radiator with dedicated inlet and exhaust ducting and two dedicated air-to-oil coolers at the sides of the nose. It's no wonder that Lotus hasn't changed the cooling architecture for the supercharged V6 Evora S.

Compare this to the Cayman, which has three coolers that I'm pretty sure are about the same in total area as the Lotus's radiator, and pull triple duty by also cooling the oil and transmission...well, I'm going to keep an eye out for high temps.

Summary: I have to say that the Lotus was a great value at its original U.S. introductory price (\$39,995 base). However, it was a car built to a price: To achieve the light weight, Lotus designed a high-tech aluminum chassis made from bonded extrusions with a carbon-fiber front crash structure and a steel engine

and rear sub-frame assembly. The swoopy bodywork was a lightweight molded fiberglass compound. Lotus also sourced a reliable engine (and adequate transmission) from Toyota.

But that didn't leave a lot for other things. It was fun to try and figure out where they sourced everything else: The radio was discontinued overstock from Blaupunkt, the gas cap was from a Ford Mondeo, the stalks were from a Vauxhall econobox. The reflectors on the inside of the door were literally bicycle reflectors.

All that said, there were the Lotus's strengths when it came to the track: laser-sharp handling and possibly the best steering short of a formula car wrapped in an affordable no-frills package.

The Cayman, even with the stripped down aspects of the R model, is still quite a comfortable, even luxurious, car while still feeling like it will deliver the goods.

I think I can live with a few frills.

• • •
Ed Hahn, an aeronautical engineer, is a recent member of PCA and is new to The Founders' Region, Potomac. He's done track events to date with MazdaDrivers but hopes to continue to learn more from Potomac.

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

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PCA license plates 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.

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 issued, 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.

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Contact Tony Kelly @ dVpublisher@pcapotomac.org

Index of DIYs

By Richard Curtis
for *der Vorgänger*

A popular feature of *der Vorgänger* is the almost-monthly Do-It-Yourself articles, most often written and illustrated by dV readers. The magazine can always use more DIYs, so to inspire you to chip in with articles and photographs of your own, here we offer an index of past DIYs

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.

since September 2008. These issues also are posted at pcapotomac.org

September 2008: Welding.

November 2008: How to install a mid-rise lift.

January 2009: how to change brake-pads; replacing an alternator.

February 2009: Replacing a 944 sensor; replacing a 944 clutch hydraulic system.

March 2009: 944 cam chain tensioner pads replacement; how to fit a HANS device.

April 2009: 944 head gasket; 911 engine mounts; Boxster engine access.

June 2009: 964/993 engine mounts; painting wheel rims; detailing, how to clean an engine.

July 2009: CV joint boots replacement.

August 2009: brake rotors replacement.

September 2009: 997/987 shifter install.

October 2009: transmission fluid change.

November 2009: "shark fin" replacement on a 964.

December 2009: Boxster engine mount replacement.

January 2010: Ball-cup bushings on transmission linkage.

March 2010: How to replace temp gauge face.

April 2010: How to fix Boxster's wet carpets.

May 2010: Prepping your car for the track; taking mystery out of CIS vacuum leak repair; how to repair scuffed, faded seats.

June 2010: Installing oil temp gauge in 944

July 2010: Fixing faded taillights; how to do a 10-foot paint job in your driveway.

August 2010: Corner balancing explained.

September 2010: A shop for DIYers; how to install a Cool Shirt.

November 2010: How to repair a 944 a/c unit; how to put sparkle back into your car's paint.

December 2010: How to change oil in a 911.

January 2011: Installing a lift.

February 2011: IMS bearing problems; how to store a car.

March 2011: Installing hidden hitch in a Cayman.

April 2011: Replacing Boxster's serpentine belt.

May 2011: Build your own floor ramps.

June 2011: Installing a fiber-glass bumper on a 914.

July 2011: Rebuilding a 911 engine. In your home garage.

August 2011: 944 radiator leak diagnosis and repair.

September 2011: How I got my helmet painted.

October 2011: Installing an air-fuel gauge

November 2011: How to clean ABS wheel-speed sensors.

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How to avoid damaged ECU from water intrusion

By Omar Hillmi
for *der Vorgänger*

Recently, our independent Porsche repair shop has had a number of vehicles dropped off for water intrusion. What customers may have assumed was just a slight nuisance, actually found out that their vehicle suffered major damage as a result of the water intrusion.

These vehicles needed repairs that would cost several thousand dollars, an expense that could have been avoided with regular routine cowl-drain cleaning for a fraction of the cost.

As these owners found out, it is vitally important to keep these drains clean. Water intrusion is one of the few unnoticed killers of the modern automobile. All modern vehicles including Mercedes, BMW, Audi and Porsche are even more sensitive to water damage because of their many delicate electrical control units and computers.

This all started years ago when Porsche issued a service bulletin on the 924 to re-route and seal the antenna cable because water could travel along this cable to find its way into the central electrics panel inside the vehicle, thereby create havoc with the electrical system.

On a late-model Porsche, the main area to

watch for water collection in vehicles is the front cowl area. The front cowl area is located just below the base of the windshield and has water drains on both sides of the battery. There are two front cowl area cavities where debris such as leaves and dirt can collect and, over time, clog the front cowl drains. When these drains clog, water will accumulate in these cavities and at some point migrate into the passenger compartment.

Water can also enter the brake system vacuum (power) booster unit, damaging the booster and causing the brake system to fail. This is usually preceded by the symptom of a stiff brake pedal.

This is a common problem, so we recommend that you regularly schedule a cowl drain service. Keeping these areas clean is critical. Additionally, after washing your car, or even after driving in the rain, remove the floor mats and put your hand on the carpet in the front and rear passenger areas. The carpet should be dry.

If the carpet is damp or wet, further inspection for the water source is needed. Keeping water out of the interior compartment and away from all electronic components is critical for the long-term health of your car.

All cabriolet models have two rear cowl

areas that are susceptible to water intrusion. This can happen if either of the two drains become clogged, if the drain hoses are not connected or if either of the two rear cowl area liners are damaged.

When water from any of these cowl areas leak, it will end up inside the vehicle under one or both of the front seats. Unfortunately, the immobilizer (anti-theft) control unit is mounted at the lowest point under the driver seat and is usually the first component to get wet. In most cases this renders the vehicle inoperable.

If the immobilizer control unit is damaged it will be an expensive repair as it will require replacement of the control unit and the specialized knowledge and tools necessary for the repair. Computer control unit programming will be required.

Additional causes of water intrusion can include a torn cabriolet top, faulty weather stripping seals, clogged sunroof drains and missing chassis plugs. Other negative aspects of water intrusion inside an automobile can be rust and corrosion.

• • •
Omar Hillmi is a co-owner of Intersports, a McLean, Va. independent Porsche specialist.

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Join The Founders' Region, Potomac

You can help our region grow. Photocopy this page to include the PCA application below. Make a few

copies and keep them in each of your cars. When you see a Porsche owner hand them a flyer and in-

vite them to join, or leave the flyer on the windshield. We are currently the second largest region

in PCA. Help your club to become Number One.

Member perks

When you become a PCA member, you become a member of the largest independent, single-marque club in the world. It's only fitting that you get a few perks, right? For starters, you will receive subscriptions to *Panorama*, PCA's monthly magazine and to *der Vorgänger*, Potomac region's monthly magazine. You will also have access to these additional benefits:

Discounts from many local and national merchants, including five D.C.-area Porsche dealers, for Porsche related products, parts and services. (This is worth the cost of membership alone.)

Technical publications: *Up-Fixin der Porsche* (11 volumes reprinting all technical articles to appear in *Panorama*).

Tech Committee available to answer your questions.

Valuation committee to help you establish the value of your Porsche for insurance purposes.

Access to specialized insurance for Porsches that are second autos/pleasure only/limited use.

Nationwide PCA Club racing program; modeled on vintage racing rules.

Annual national convention (Porsche Parade gathers in a different location each year. Over 600 Porsches and 1,500 folks.)

Group tours (PCA Treffen®) to Europe and the Porsche factory.

Membership eligibility

Membership is open to all Porsche owners, co-owners or lessees, who are 18 years of age or older.

PCA Membership Application

Please type or print neatly. You must own (co-own) or lease a Porsche and be 18 years of age or over to apply for membership.

Prefix Mr. Mrs. Ms. Miss

Name _____

Address 1 _____

Address 2 _____

City _____ State/Province _____

Zip Code _____ County _____

Home Phone _____

Work Phone _____

Fax _____

E-Mail _____

Region Designation

Region _____

Some regions also require additional membership fees/application fees. These are assessed directly by the regions.

Regions will be assigned based on where you live, however you can specifically designate to belong to any one of our PCA regions.

Regional Endorsement (for region officer use only)

Your local region can accept and endorse the application to send to the national office.

Region Officer Name _____

Region _____ Date _____

Membership Demographics

Birthdate _____

Occupation _____

Marital Status _____

Spouse's Name _____

Name and Age of Child(ren) _____

Family or Affiliate Member

You can designate one family or one affiliate member as part of your membership. This person must be 18 years or older.

Family Member Name _____

or Affiliate Member Name _____

Relationship to Member _____

The information collected on this application is used exclusively by the PCA and its regions for conduct of its activities. PCA does not release any individual membership information to any one or any organization outside of PCA and its regions.

Car Information - Porsches Only (*required)

Car #1: *Year _____ *Model _____

*Body Type _____ *Color _____

*VIN# _____

License Plate# _____ State _____

Car Used: Daily Pleasure

Maintenance: Self Dealer Independent

Average number of miles driven annually _____

Car #2: Year _____ Model _____

Body Type _____ Color _____

VIN# _____

License Plate# _____ State _____

Car Used: Daily Pleasure

Maintenance: Self Dealer Independent

Average number of miles driven annually _____

Note: If you have more than two Porsches you can attach additional pages with your car information.

Payment Information

Term of Membership:

1 Year (\$42) 2 Years (\$82) 3 years (\$120)

Check Enclosed (payable to: Porsche Club of America)

Visa Mastercard American Express

Card Number _____

Expiration Date _____

Cardholder Name _____

Signature _____

For Overseas members: Expedited mail delivery of your Porsche Panorama is available for an additional \$30 per year. Please check box if you wish to use this service and add \$30 to your payment.

How did you learn about PCA?

I would be interested in learning more about PCA's Register Groups:

<input type="checkbox"/> 356	<input type="checkbox"/> 911 Carrera (1974-1975)
<input type="checkbox"/> 912 & 912E	<input type="checkbox"/> 914 & 914/6
<input type="checkbox"/> 928	<input type="checkbox"/> Boxster
<input type="checkbox"/> 968	<input type="checkbox"/> 911T (1969-1973)
<input type="checkbox"/> Jagdwagen (Type 597)	<input type="checkbox"/> 924/931 (1976-1982)
<input type="checkbox"/> Porsche-Diesel Tractor	<input type="checkbox"/> D'Ieteren Roadster
<input type="checkbox"/> 944 TurboS/1989	<input type="checkbox"/> RS America
<input type="checkbox"/> 944 Turbo	<input type="checkbox"/> 911 Speedster
<input type="checkbox"/> 944S2/944S	<input type="checkbox"/> Cayenne

Mail your completed application to: PCA Executive Office, P.O. Box 6400, Columbia, Md. 21045 or apply online at www.pca.org/welcome.



Left: After helping the club set up for the Lovettsville Oktoberfest, Joe Howell and his wife took home a second place trophy in the car show.

Above: "Unique" trophies were awarded to first, second and third place winners in the car show.

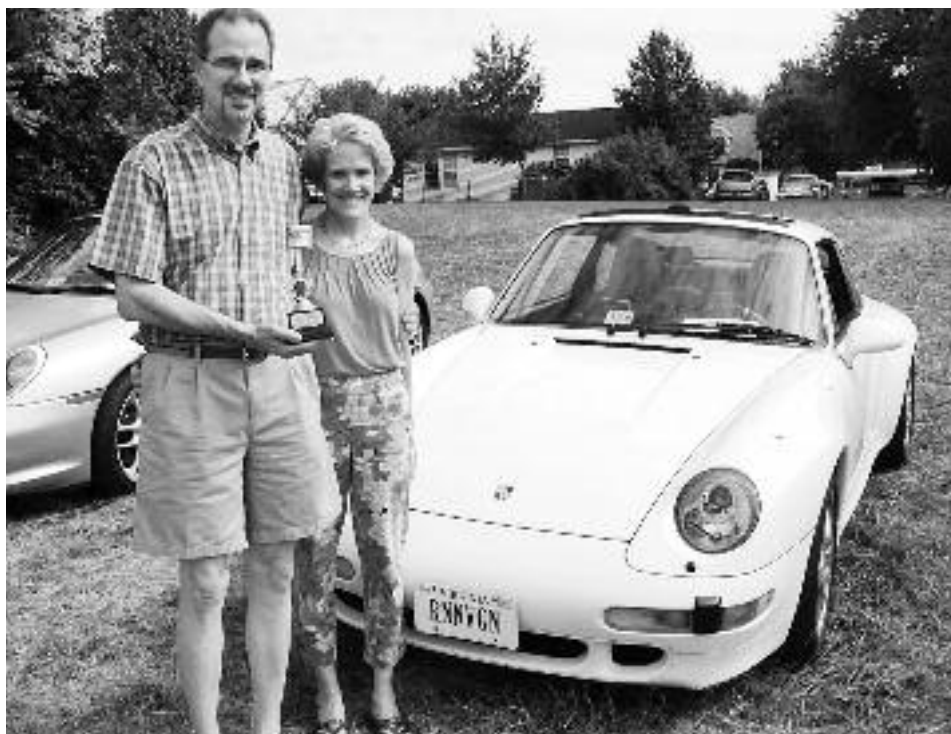
Sun shines on Oktoberfest rally, D'nD, car show

Story and photos by Ron Davis
for *der Vorgänger*

As the rain came down on the Friday before Oktoberfest in September, the weather sure looked shaky for Saturday morning as we prepared to head for Lovettsville, Va. to set up for the car show. But by 10 am, as we left Annandale, the sprinkles had stopped and it was just overcast.

I figured we might have at least a modest turnout for our third annual "Rally/Drive 'n Dine/Car Show" event.

As we entered lovely Lovettsville, Oktoberfest was going strong with a German band in full swing, people in lederhosen and the smell of bratwurst hung in the air.



Third place went to "white cars never win anything" Rob Bobbett and wife in their white '97 Carrera.

We quickly set up our signs and registration table and enjoyed some of the German food and drink. We had just about finished lunch when early birds Joe Howell and his wife showed up in their sharp, red '84 944. I took them up on their offer to help.

Joe ended up placing most of the 40 cars on the show field and got real busy as the rally cars started pouring in, too. The weather only got better as the day progressed and we ended up having a terrific event. The winners of the

"peoples' choice" show were as follows:

First place went to Eric Prepscuis with his red slant-nose 930, Joe Howell took second place with his red '84 944 and third went to Rob Bobbett's white '97 Carrera. Bobbett had told me previously that white cars never win!

Prepscuis evidently was having such a good time at the 'fest he missed the presentation of the trophies and could not be found for his photo op.



Readers and their cars

Photos by Richard Curtis

Left: McLean, Va.'s Ryan Magreb with his new-to-him track car, an H-class '96 993 that he bought recently from Todd Bernard.

Below: Co-chief Instructor Bob Mulligan of Fairfax, Va. cleans snow off his '90 964 Euro Cup car that he's owned since 2000. He also has owned a '78 911 SC that he bought in 1997, the car that got him into Porsches.



Above: Corner workers enjoy a lunch break at the Oct. 28 DE event, clockwise from left: Mike Stringfellow (holding up his hand), emergency vehicle driver Steve Huemmer, Linda Kearney, John Cummins, John Gerben, Mark Robbin, Mark Hillyer and Dale Ferril.

Photo by Paul Vessels

Right: Stalwart and happy Sept. 30-Oct. 2 Club Race volunteers dressed for the weather, from left: Mark Boggs, Fred Pfeiffer Jr., Dan Dazzo and Tom Joyce.





Photograph by Potomac member Bob Wilkoff

