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Cover photo of colorful autumn gourds and the above photo are by first-time *dV* contributor Lorrie Moten, taken during the last Drive 'n Dine event of the year, the ever popular Fall Foliage tour through the backroads of Maryland. Story and more photos, Pages 28-29.

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der Vorgänger

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

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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

Shadetree ramblings

It's the end of another season for Potomac and all of its activities and another December issue of *der Vorgänger*. We've been fortunate over the past four years to have built an extremely productive network of contributors, and this seems the appropriate time and place to thank them: Thanks to all of you, and you know who you are.

Through their good and continuing good work, the process of watching each issue of *dV* slip from our hands into the throes of print production at the RPM Solutions Group (our printer in Baltimore, thanks to them also for all their good work) has become incredibly easier.

Which should make this following sentence a bit more attractive to any folks out there harboring a burning desire to become a magazine editor: *der Vorgänger* needs to cultivate a new editor, and the job is now easy. It's not like I'm going to surrender this wonderful job tomorrow, but prudence dictates that we should plan for an orderly transition whenever it occurs. We need to begin now.

As editor, you'll get to meet interesting people and see incredibly interesting cars. The pay stinks (as in zero!), but you'll have 2,500 Potomac members ever in your debt for bringing them news and information each month they can use and news and information in which they place a high value. Please contact me (information at left) if you have an interest in becoming editor.

You can file this under "It's A Small World, After All." At the last DE at Summit Point, I ran into one of Potomac's newest members. In fact, **David Conrath** might actually have been THE newest member since he had just bought his first Porsche—a very shiny and near-perfect 2003 Speed Yellow 996 Targa—joined Potomac and high tailed it from his home in Alexandria, Va. the next day to the DE. All this within the past 24 hours

It appeared the hook was firmly set such was his grin and infectious enthusiasm. He just couldn't stop talking about how excited he was and how much he was enjoying his "new" Porsche. I introduced David to Past President Tuffy von Briesen and several other Potomac members who helped convince him—not that he needed any convincing—of the many benefits of Porsche ownership and club membership.

The "Small World, etc." part of this story: It turns out that David is married to Deena Stone, the daughter of my 90-year-old mother-in-law's friend from one of the smallest towns in S.C. Deena's mom, Miss Dot (as we've always called her) was the wedding director at my marriage 42 years ago in that same small town.

A brief reminder that we don't publish a January issue. The club's officers and program directors will be meeting in early December to hammer out a calendar of activities for 2013, and we'll publish those in the February issue. The February issue also will be devoted almost exclusively to Do-It-Yourself articles, always a favorite.

Happy holidays to all!

Richard Curtis
Editor

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Contact Tony Kelly at dvpublisher@pcapotomac.org

Changing of the guard

This is my last column as Potomac's president. To be honest, it has been a blast. During the past two years I have met many great people both within the Potomac region, neighboring Zone 2 regions and many people from the PCA national staff.

The common bond with everyone I have met is their interest in enjoying their cars within the PCA environment. And you have to admit, PCA does provide an extremely diverse array of different venues to enjoy your cars and fellow Porsche enthusiasts.

Oh, don't worry, I will still be around and remain very active in the club. Actually it may be that I get even more involved since the proposed slate of John Eberhardt for president, Howard Hill for vice president, Michael Handelman for secretary and David Dean for treasurer will be doing most of the club's heavy lifting. Thus, I can relax and enjoy things and leave the leadership of the club to these four capable members. I actually think I will enjoy my new title...past president.

One other group of people that I enjoyed getting to know better these past two years is all our sponsors. While Potomac's financials are sound, the contributions made by our *dV* advertisers and event sponsors allow Potomac to put on first-class events. Plus our sponsors provide Potomac's members a wealth of knowledge and experience regarding our cars, tires and racing gear. You name it, they will help you.

While things are winding down for the winter months, we still will have our three Saturday breakfasts. Then on Dec. 8 we will hold an open

board meeting and our annual membership meeting (see Page 8 for details). Also on the evening of Dec. 8 will hold our annual informal holiday party at Clyde's in Bethesda (story on Page 30).

Behind the scenes in December, Potomac's chairs will be busy. For the past several years, the chairs all get together in December for our scheduling meeting. We all sit down with our respective calendars and try to sort out a schedule for the next year's events that minimizes conflicts. With many of the dates fixed and with over 100 events to schedule, it can be a bit of a challenge. That said, I think you all will find that Potomac's 2013 offering of events will remain diverse and fun.

Finally, I really would like to thank Tuffy, John, Gary and Evan for their support this past year. I also would like to thank all the chairs who really are the ones who make our various events happen. And then there are all the volunteers who pitch in and make sure each event operates smoothly and is a success. While no one has ever counted, my estimate is that including our instructors, Potomac has over 250 volunteers who routinely help with the club's activities. PCA Potomac is truly one of the best car clubs in the nation, and it has been an honor these past two years to serve as Potomac's president.

As always, if you have questions, suggestions or comments, please feel free to contact John Eberhardt at president@pcapotomac.org. Or if you would rather, contact me at pastpresident@pcapotoamc.org. Thanks again, it has been a blast.



Dick Seltzer

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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.

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, 11 a.m.**
Porsche of Tysons Corner

Collision Center, 8604 Tyco Road, Vienna, Va.

8: Holiday party in Bethesda, Md. 6 p.m.
15: Glen Echo, Md. brunch.

Cars 'n coffee gatherings

Hunt Valley, Md.

Saturdays, 7:30-9:30 a.m., Hunt Valley Towne Centre, 118 Shawan Road, Hunt Valley, Md. Many, many cars of all types.

ing cars in the D.C. area, but be there early, like 7 a.m. If you're much later than that, parking can be difficult. Literally dozens and dozens of interesting cars. The coffee and food at Katie's are also tasty. Don't look for many cars if the weather is inclement.

Great Falls, Va.

Saturdays, 7-9 a.m., Katie's Cars & Coffee in Great Falls, Va., 760 Walker Road, Great Falls, Va. This is perhaps the premier gathering of interest-

Fair Lakes, Va.

Sundays, roughly 8:30-10:30 a.m., Fair

Lakes (Va.) Starbucks for coffee and cars is the site, 12599 Fair Lakes Circle, Fairfax, Va., just off Interstate 66 at exit 55B. Don't look for many cars if the weather is inclement.

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 with no agenda.

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

Virginia: second Saturday of each month, 10-Noon. Thirsty Bernie Sports Bar & Grill, 2163 N. Glebe Road, Arlington, Va. 22207.

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

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New Potomac members & anniversaries

December 2012 anniversaries

40 years

Lionel C. Allard & Karen
N. Allard
Richard W. Douglas &
Eileen Douglas

35 years

Juergen Hauber &
Patricia Anne Hauber
Albert W. Northrop &
Karen A. Northrop
Norman M. Wood &
Carolyn S. Zollar

30 years

Ralph Skeel &
Travis Skeel

20 years

Jack Mills & Shann Mills

15 years

Werner E. Minshall &
Joan M. Minshall

10 years

William C. Miller &
Sharon Miller

5 years

David P. Ahearn &
Nancy Ahearn
Joe Baehr
Benjamin Caballero &
Mierta Capaul
Roger L. Downey &
Diane Downey
David E. Eiler &
Ksenija Eiler
Michael A. Fleisher &
Trudy Fleisher
Edward H. Gaulrapp &
Joan Gaulrapp
Steve Mitchell &
Ann Mitchell
Vincent M. Paladini &
Amy Paladini
Peter D. Rich &
Linda Dallas Rich
Michael T. Roth
J. Edward Slonaker &
Jay Slonaker
Joseph S. Yoon

November 2012 new members

Dan Bordoni – 1995
Carrera
Vince Briggs – 2002
Carrera coupe

Matt Briney – 1957 356
J.R. Brown &
Lorie Brown – 2009
911 4S coupe
Brian M. Bush &
Jennifer Matthews –
1977 911 Targa
David A. Conrath &
Deena Stone – 2003
Carrera Targa
Burke Daidy – 1985
Carrera Coupe
Bill Dooley & Cheryl
Dooley – 2013 Boxster
S
David Fox (dual) – 2003
Boxster & 2006
Cayman S
Devarda C. Jones &
Jethrow Jones –
2010 Cayenne
Tom Klimek &
Candace Klimek –
1997 Boxster
Bart Komorowski – 1979
928
Susan Lent-Cohen –
2012 Carrera cabriolet
Melissa A. Mann &
Chris Mann – 2003
Boxster S
Ryan E. McMichael &

Hope McMichael –
2001 Boxster
James Mitchell – 2013
Cayenne S
Bill Phillips &
Nancy Phillips – 2009
911 coupe
Cheryl Prejean Greaux &
Robert Greaux – 2013
Cayenne
Stefan Rosu – 2010 997
C2 coupe
Steve Silverman – 2002
Boxster S
Greg Simpson &
Chesley Simpson –
2002 911 cabriolet
Kevin W. Stringer – 2012
Cayman S
Florence M. Tiar &
Michael Haidak –
2002 911 Carrera
Targa
Karim Wassef – 1996 993
coupe
John G. Wehrle – 1992
968 cabriolet
Ed Wright & Diane
Wright – 2005 Boxster
S
Jimi Yui – 2011 911 Targa

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Porsches and horses, glorious day at Gold Cup

Story by John Eberhardt
Photos by Mike Smalley
for *der Vorgänger*

For 2012, PCA Potomac returned to the International Gold Cup at Great Meadow in The Plains, Va. For those who have not been, the Gold Cup is a fun-filled day of horses, food and good company.

The Gold Cup is a steeplechase format with eight races from 1–5 p.m., preceded by an hour of terrier races where we get to see whose dog can clear the obstacle course the fastest. Some of those little dogs could give the horses a run for their money!

We also had the generous support of Porsche Cars North America with PCNA's Michael Schwind as a gracious host and the whole Porsche team welcoming Potomac members to the hospitality tent.

We started our day with a 10 a.m. rendezvous at Tri-County Feeds in Marshall, Va. In addition to having a large and inviting parking lot, it is a special store replete with any kind of horse items you could ever want.

Many of our members took the opportunity to pick up a last minute hat or set of Wellington boots to ensure that they blended with the crowd, despite arriving in an iron horse.

Once our group met up, we prepared to convoy to the Gold Cup. It was at this point that the first horse of the day went down—Andy Miller's beautiful 996 cabriolet dropped coolant in the parking lot.

After a conference between Andy, Michael Handelman, Scott Bresnahan and me, we determined that it was probably not something we could fix with duct tape and pliers in the parking lot of the feed store. A rollback was called to take the car to the shop. Andy gets the resiliency award as he and his wife took their Gold Cup passes with them and came back in a different car.

Once we arrived at the Gold Cup, we made our way to the PCA Potomac reserved parking area, including a club tent where we displayed a selection of cars to represent a variety of Porsche models and unique cars.

Some of these cars included the meticulous white 944 Turbo S of Darryl and Nanci Shanley of Mid-Ohio Region, the beautiful 997 of



The Potomac hospitality tent included a selection of various Porsche models.



Not obvious in this black-and-white photo but the jockey's silks were in Germany's colors!

Rich Waddell and Joanne Trippi of CPA Region, the 964 Carrera Cup of Potomac's Bruce Mackliet, Scott and Angie Bresnahan's 987 Boxster Spyder, Ed and Joan Gaulrapp's 1976 912E, Jon Anderson's 911 cabriolet, Mike Smalley's

Iris Blue 993, Claude and Sandra Imbt's Speed Yellow 987 Boxster and Pete and Diane Janke's 991 C2S.

With a range of models, style and colors ranging from 911s to 944s from 1976 to 2013, we had quite a display.

Once in the tent, Potomac's vice president served the customary wine and cheese on the tea-tray spoiler of his 1986 911 Carrera, as originally intended by the manufacturer.

We then made our way to the PCNA hospitality tent, taking in the beautiful fall foliage, fancy dress and a few terrier races along the way. In the tent, PCNA hosted us with a delicious brunch, an open bar and goodies. We also got to see some of the new 991s and 981s on display as we watched the races from our PCNA enclosure on Members' Hill.

Everyone enjoyed the races, the sunny fall weather and PCNA's hospitality. We all enjoyed catching up with old friends and making new ones.



Top: Porsches gather in Marshall, Va. for a caravan to the Gold Cup.

Above left: Dawn Smalley with a terrier competitor much like the one she owns.

Above right: The Gold Cup is about competition.

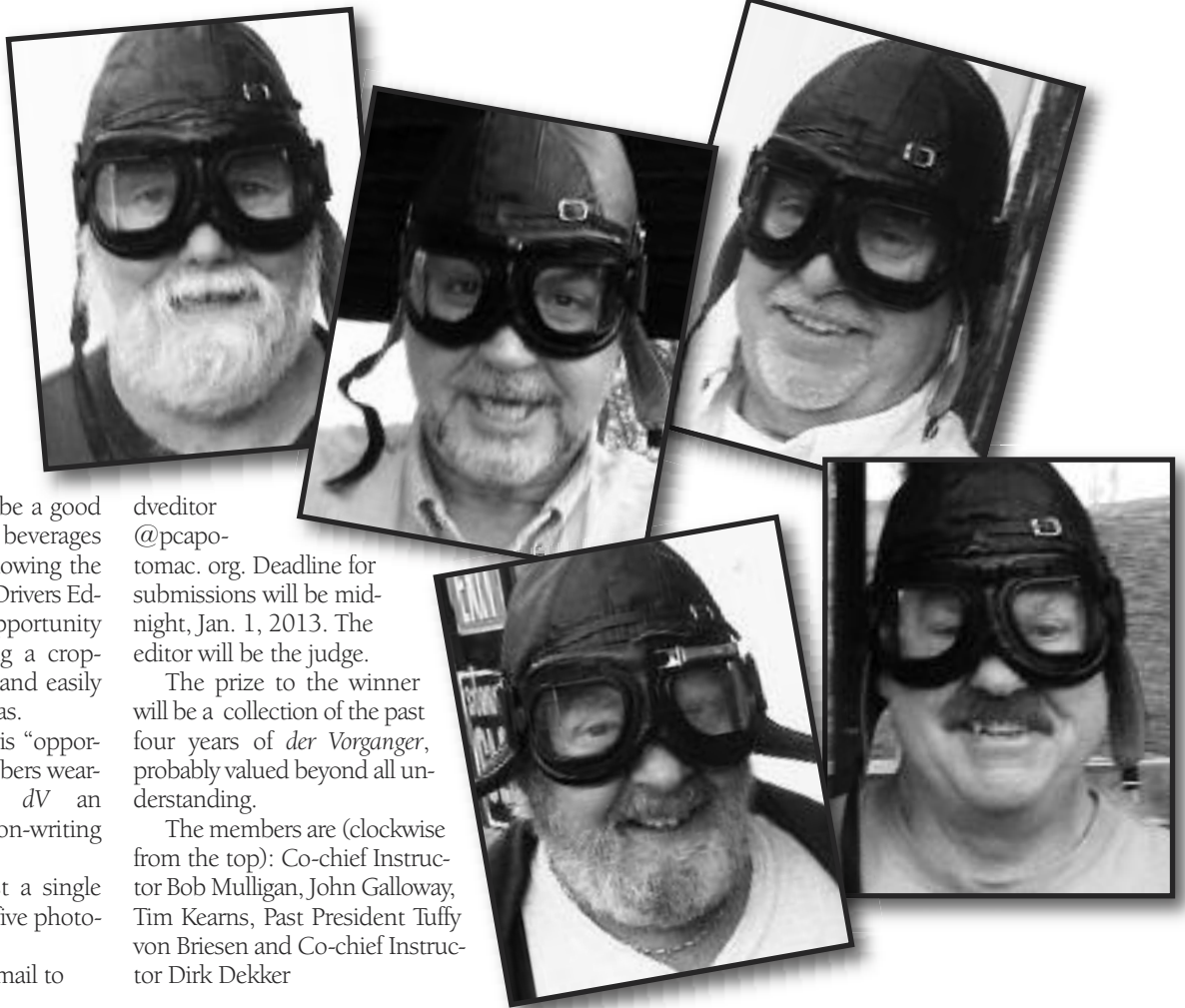
Left: Terrier races are a popular attraction.



Far right: Gold Cup spectators Michael Schwind of PCNA, left, along with Potomac's Starla Phelps and Scott Bresnahan came dressed for the event.



If ever a set of photos demanded a caption contest



Two things:

1. If ever there could be a good reason why stimulating beverages shouldn't be available following the track's close at a Potomac Drivers Education event, it is the opportunity for shenanigans involving a crop-duster's helmet, goggles and easily available cellphone cameras.

2. The photos from this "opportunity" of a few club members wearing the helmet give dV an opportunity for a caption-writing contest.

We're looking for just a single caption that describes all five photographs.

Send your entries by email to

dveditor
@pcapotomac.org. Deadline for submissions will be midnight, Jan. 1, 2013. The editor will be the judge.

The prize to the winner will be a collection of the past four years of *der Vorgänger*, probably valued beyond all understanding.

The members are (clockwise from the top): Co-chief Instructor Bob Mulligan, John Galloway, Tim Kearns, Past President Tuffy von Briesen and Co-chief Instructor Dirk Dekker

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Your vote is important to Potomac Region

In accordance with the club's bylaws, the 2013 executive officers will be elected by the membership on Dec. 8 at the annual membership meeting at 11 a.m., Saturday, Dec. 8 at Porsche of Tysons Corner Collision Center, 8604 Tyco Road, Vienna, Va. The 2013 officer candidates proposed by the club's nominating committee are presented below.

If you would like to nominate an additional candidate pursuant to the Potomac Bylaws, please submit your candidate, along with the endorsement of five active Potomac members, to the nominating committee (pastpresident@pcapotomac.org) by Nov. 7, 2012.

Also, your vote is important to Potomac. As a result, Potomac is providing three ways to vote this year—electronic (via Potomac's website), mail-in ballot or in person at the annual meeting. Details regarding electronic voting and the mail-in ballot will be posted on our website and sent out in an EBlast on Nov. 8.

For president: John Eberhardt

John Eberhardt joined PCA in 2006 after buying his first Porsche, a Boxster. He is currently the club's vice president and former Drive 'n Dine chair.

John is a regular autocrosser, DE participant and races in the 24 Hours of Lemons.

John runs research and operations at DecisionQ Corp. As president-elect, John's goals

are to ensure a wide diversity of programming for our members, membership growth, expanding the volunteer pool and making sure everyone has fun.



For vice president: Howard Hill

Hill is a native Washingtonian committed to community service with a passion for Porsche since his high school years.

The Porsche light first shined when a friend took me for a ride in his new 1970 911T. I had not thought about that joy ride until looking to replace my 1997 Ford Escort. I looked no further after the test drive of my 2007 C2S vividly reminded me of that ride almost 40 years earlier.

Hill has degrees from Duke University and Columbia University. He served as an infantry officer in the Marines while stationed in Ka-

neoe Bay, Hawaii where he volunteered as a mentor with Big Brothers/Big Sisters of America. He joined PCA in October 2008. In addition to Potomac DE, he has attended events at Lime Rock Park, Monticello Motor Club, New Jersey Motorsports Park and Mid-Ohio Sports Car Course.

He has spearheaded two PCA license plate projects: one in D.C. and the other in Virginia.

In addition, he plans to become more involved in and bring a fresh perspective to the various activities that the club now offers.

For secretary: Michael Handelman

Handelman's passion for Porsches began when he was a teenager and saw his first bathtub Porsche and thought it was his ideal car.

He came to Washington in 1970 to attend George Washington University. He eventually worked at the International Monetary Fund for 28 years until his retirement at the start of 2012.

He has been married 35 years to the same wonderful woman, and they have two grown children. After the last tuition payment, Handelman was finally able in 2009 to buy his first Porsche, a 2006 Seal Grey 997S cabriolet.

Two years ago, he volunteered to help with Potomac's website, eventually becoming co-webmaster.

As secretary, he hopes to continue with website activities and offer his support to the executive committee in maintaining and developing activities that continue to be attractive to our large, diverse membership. With his knowledge of innovative technology and new social media applications, he hopes to be able to leverage this to achieve attractive programs that will continue to draw and excite members.



For treasurer: David Dean

David Dean joined PCA in 2003 following the purchase of his first Porsche – a 2003 Boxster S that he and his son picked up in Stuttgart. Following two weeks of driving in Europe with his son and his wife, the car was dropped off for shipping and a long, six-week wait for the next drive.

In 2004, Dean attended Potomac's September HPDC and was hooked for life.

Before his first Drivers' Education event in 2005, David became the proud owner of his second Porsche, a 1979 911 SC prepared for the track. David became a DE instructor in 2010. In 2011, he began Club Racing his current track car, a 1993 RS America.

David received his degree in accounting from West Virginia University in 1986 and is a CPA. He is a managing member of Fitzwater and Dean, PLC, an accounting and advisory firm in Woodbridge, Va.

For past president: Dick Seltzer

Seltzer has served as president for the past two years and is looking forward to being the club's "Past President" for 2013.

He joined PCA in 1987 when he lived in Manhattan, Kansas. He moved to the D.C. area in 2000 and became more involved with Potomac after his first DE in 2002.

In 2007, he became the club's DE cashier and served as the overall coordinator for the club's first PorscheFest that year. In 2008, he became treasurer and in 2009 and 2010 served as the club's vice president.

He says that club operations are impressive, as are the initiatives to diversify club offerings. As the largest PCA region in the U.S., he looks forward to working with incoming President John Eberhardt and all club volunteers to facilitate the continuation of the club's tradition of success.





From dogsleds to shoe vehicles

Above: The recently opened LeMay—America's Car Museum in Tacoma, Wash.

Right: Fred and Starla Phelps, long-time Potomac members who are active in many of the club's events, turned a lap or two on a dogsled while in Alaska recently.

Story and photos by Fred Phelps
for *der Vorgänger*

This was a year of travel for Starla and me, culminating with a visit to the Pacific Northwest and Alaska. During this journey we used almost every means of transportation available: airlines, cruise ship, railroads, buses, automobiles and...a dogsled.

Granted, the dogsled ride was only for about a mile, but it was quite a thrill. Imagine our surprise when the musher (the dogsled driver) told us that one of his dogs was named "Phelps." "I named him for Michael Phelps," he said. "Have you heard of him?"

When we told him that Michael's father and I were first cousins, the musher became quite excited. "Take a picture and send it to Michael Phelps," he exclaimed. We did and I will, but I didn't have the heart to tell the musher that I had never met Michael.

In the picture, right, Starla and I pose with "Phelps." He is no slouch, having run in the annual Iditarod Dogsled Race from Anchorage to Nome, a distance of 1,049 miles.

On our travels Starla and I do enjoy visiting automobile museums. On this trip we found one of the finest: the LeMay - America's Car Museum (ACM) in Tacoma, Wash.

ACM was conceived on the premise that there is an important automotive story to tell about the past, present and future of cars, trucks and motorcycles. As a result, ACM hopes to attract young and old alike, inspiring everyone who enters and helping educate the drivers of the future.

The Tacoma museum opened in June. It is one of the largest automobile museums, four stories tall and sitting on a nine-acre campus adjacent to the Tacoma Dome and Interstate 5. The museum houses about 350 cars, trucks and motorcycles from private owners, corporations and the LeMay collection, which in the mid-'90s amassed a Guinness Book record of more than 3,500 vehicles.

Following World War II, Harold LeMay began a trash collecting business. He and his wife, Nancy, began col-



lecting primarily American-made cars, trucks, buses, fire engines, motorcycles and more. The trash business prospered, enabling the vehicle collection enterprise to grow and grow and grow.

The LeMay collection is the basis of the ACM. The collection is formally owned by the LeMay Family Collection Foundation. Except for the vehicles on loan to the ACM, the collection is housed on the site of the former Marymount Military Academy, about nine miles south of the ACM. Some of the academy buildings are used by the foundation while the others are used by various charitable organizations.

So, actually there are two museums that in common have benefited from the collecting skills and determination of LeMay. The portion at Marymount is the more informal setting with vehicles stored throughout the academy and in newer buildings constructed to protect



Above: The Red Slipper vehicle built on a three-wheel motorcycle layout featuring a Honda 350cc twin-cylinder engine.



Above: A Stutz Bearcat, the last model of which was built in 1933. The Bearcat was known as one of the U.S.'s earliest sports cars and enjoyed much success in racing.



The LeMay collection includes two Tucker sedans of the 51 built in 1948.

the ever growing collection.

Some vehicles have signage and others are simply in storage; some are in pristine condition, many are awaiting a curator's care. The foundation's academy collection is much the more eclectic and in a venue where surprises continually confront the visitor. Guided tours are offered, but much of the collection is viewed on a wander-through-by-yourself basis.

The gems of the foundation's collection are now in the ACM. This museum is beautifully organized in a magnificently designed building. Each vehicle is clearly described and its importance in the annals of automotive history is explained. Additionally, historic trends in the technical, stylistic and social development of automobiles and other motor vehicles are conveniently depicted on the walls.

Of course, there is a cafe and—surprise!—a store where one can buy items related to the collection. I selected a Packard replica hood ornament—you know, one



of those things from the past that artistically served a practical purpose as a radiator cap.

The museum also has a shoe vehicle, and, of course, you must be wondering, what is a shoe car? There it is: a 1990 bright red, stiletto design, carried over a three-wheel motorcycle layout. The Honda engine is an inline twin, 350cc, with 45 bhp. As you might expect, this vehicle is a custom-built, one-of-a-kind, over-the-top example of motorized humor. Yes, it runs.

If you are in the Seattle/Tacoma area, do find time to explore the ACM. For a preview, you can check their webpage, www.lemaymuseum.org.

Above: A 1930 Duesenberg, known for exceptional build quality. All serious car collectors will agree that Duesenbergs are among the finest cars ever built in the U.S.



Sun shines on annual picnic at Fort Hunt

Photo by Paul Vessels

Top: The Fort Hunt parking lot was graced with many Porsches of all types and colors. In all, more than 100 people attended the picnic.

Photo by Rob Bobbit

Right: The food table was heavy with German-flavored foods of all types including 50 lbs of meat and about 60 lbs of side dishes.

By Michael Budinski
for *der Vorgänger*

Over the years, we've spent many Sunday mornings standing in the dark at 5:30 a.m. in a big parking lot arranging orange cones for an autocross.

It is lonely at 5:30 a.m. in a big parking lot, just the team and the cones. But by 8:30 a.m., the course is set up and in the distance we hear the burble of exotic engines as the Porsches begin to arrive.

It is then that we tell ourselves: If you build it, they will come. This famous quote seems to be true. With this philosophy in mind, we set about to organize the Potomac Region fall picnic.

Although it was cold and windy in February when we began considering this event, we knew with a little advance planning we might be able to pull it off.

We scouted park sites and rented a spot at the Fort Hunt Park near Mount Vernon, Va. We thought that the nice drive on the George Washington Parkway in the fall would be a great welcome to a gathering intended to share friends, food and cars. This is the story of our fall picnic.

As the time approached, we arranged an artesinal charcuterier to make Nuremberg-style sausage and dry-



aged beef hamburgers for the affair. We also had the chefs make a German-style potato salad and a traditional coleslaw.

As time drew closer we escalated our advertisement program through dV and emails. Steadily, people began to sign up. At first the "faithful" registered several weeks in advance, encouraging us to keep pushing. Five days before the event, we were up to about 95 people. On the day of the show, we had over 120 people. Many were members, who had not regularly participated in PCA events. So, we built it and they came.

Oct. 14 was a lovely fall day just warm enough to leave the jacket, but cool enough to stave off sweat. It was a tad bit windy, though, causing tablecloths to become sails at times. Ron and Diana Davis greeted guests by arranging cars for the wash-and-shine car show, registering participants and handing our voting ballots. As expected, the Davises prevailed with their class act and profession-



Photo by Ron Davis

The picnic was held at Fort Hunt Park on the George Washington parkway north of Mount Vernon on a beautiful October Sunday afternoon. The event included a show 'n shine car show.



Photo by Mike Budinski

Event organizers Jacquie Bobbit, left, and Linda Budinski enjoy a moment of calm.



Photo by Paul Vessels

Above: Long-time PCA members Fred Phelps, left, and club Past President Tuffy von Briesen enjoying the day and each other's company.

alism.

Several members of the organizing committee, Jacquie and Rob Bobbitt, and Linda and Michael Budinski busied themselves coordinating food and drinks as well as tablecloths and decorations.

No PCA event would be same without door prizes. Tuffy von Briesen worked with the fabulous people at Porsche of Tysons Corner who kindly donated a rather large cache of Porsche-themed gifts ranging from coveted 911 paperweights, to posters, to key chains.

In all, we grilled and consumed nearly 50 lbs of meat, and about 60 lbs of accompanying side dishes. One of the culinary stars of the event was the grilled, dry-aged beef hamburgers. Our meat chef dry ages beef from Randall Lineback cattle before using some cuts to make ground beef.

Many commented that those hamburgers were, without question, the best hamburgers they had ever had. Of course, the bratwurst sausage also received accolades. The meat was sourced from Society Fair, a restaurant and butcher counter operated by the owners of Restaurant Eve in Old Town Alexandria, Va.



Photo by Mike Budinski

Left: "Sausage Meister" Joseph Panagiotou cooked the brats to perfection to the delight of all the Potomac picnickers.



Photo by Paul Vessels
Concours Chair Ron Davis, center, and his wife, Diana, right, handled the show 'n shine car show at the annual picnic. Helping Ron is Linda Budinski, left.



Photo by Mike Budinski
Christy Spangler, left, and Jacquie Bobbit discuss the benefits of a new throttle cam on the Spanglers' 944.

As the afternoon progressed, food supplies were dwindling dangerously low. As luck would have it, PCA member Joe Corey, who owns Faccia Luna Pizzeria and Restaurant in Old Town, arrived with four beautiful pizza pies. Needless to say, the pizzas were devoured in short order.

At the end of the day, we sat around the mostly empty keg of beer and declared the picnic a great success with plenty of great people, food, drink and cars. As the adage goes, if you build it, they will come.



Photos by Mike Budinski
Above: Scott McPherson from the Porsche club in Sydney, Australia attended. He was in the area on business.

Below: Tuffy von Briesen presided over the door prizes provided by Porsche of Tysons Corner.





A hot time at VIR for ALMS

Photos and story by Ken Marks
for *der Vorgänger*

The penultimate round of the 2012 American LeMans Series was held at Virginia International Raceway in Alton, Va. on Saturday, Sept. 15, 2012. This was the first appearance of ALMS at the track and many drivers did not know what to expect. They did know that VIR was a beautiful venue. The sun was shining and it didn't rain.

Right off the bat the Klaus Graf and Muscle Milk Pickett Racing set a track record en route to pole position for the first race during Friday's qualifying. His lap of 1:35.434 (123.352 mph) bested the previous record of 1:36.3 set by a Benetton ex-F1 car in 2004. Graf was 0.932 seconds quicker than Dyson Racing's Guy Smith in the No. 16 Lola-Mazda that was using a flywheel KERS hybrid system for the first time this season.

In GT class, Johannes van Overbeek earned his first ALMS pole position with a lap of 1:45.988 (111.069 mph) in the No. 01 Ferrari F458 Italia. The GT battle was very tight, with seven cars qualifying within 0.692 seconds of each other. BMW Team RLL's Dirk Müller in the No. 56 BMW M3 GT was next quickest in the class and Corvette Racing's Oliver Gavin was third at 1:46.409 (110.630 mph) in the No. 4 Corvette C6 ZR1.

In Porsche news, Joerg Bergmeister qualified the No. 45 Flying Lizard Porsche (co-driven by Patrick Long) fifth



in class with a time of 1:46.583 and Marco Holzer was sixth in the No. 44 Flying Lizard Porsche (co-driven by Seth Neiman) with a 1:46.601 lap. The team of Wolf Henzler and Bryan Sellers qualified the No. 17 Falken Tire Porsche entry in eighth spot (1:48.014) and Bryce Miller and Sascha Maassen qualified the No. 48 Dunlop/Chopard/TOTAL Porsche 911 GT3 RSR entry in 9th spot (1:48.319).

Damien Faulkner earned his fourth GT Challenge pole in five rounds and his fifth of the season for Green Hornet Racing (co-driven by Peter LeSaffre). He set a lap of 1:52.426 (104.709 mph) in the No. 34 Porsche 911 GT3 Cup car and topped second-place qualifier Jeroen Bleekemolen in the No. 30 car by 0.370 seconds in the latest battle between the two.

The first lap of the race had a number of cars spinning in Turn 1 and, after a brief blockage of the track cleared,

Top: Cars come under VIR's famous bridge and enter the climbing Esses.

Above: The No. 45 Flying Lizard Porsche of Joerg Bergmeister and Patrick Long avoided the first lap shunt. At one point, they dropped to last place when the yellow flag fell at the wrong time. Nonetheless, they scored a second place finish.



Above: Marco Holzer, seen here exiting the famous Oak Tree turn, qualified sixth in the No. 44 Flying Lizard Porsche with a 1:46.601 lap.

the field was reshuffled. Despite this, the Muscle Milk pair (Lucas Luhr / Klaus Graf) led from start to finish, avoiding issues with slower traffic and including a new race lap record by Luhr, to pull away to a dominating three-lap victory over the Lola-Mazda of Chris Dyson, Guy Smith and Johnny Mowlem.

The victory also moved the Muscle Milk Pickett team one step closer to the P1 championship.

Oliver Gavin and Tommy Milner won the American Le Mans Series GT Drivers Championship with a victory in GT. This was their fourth victory in nine races and clinched the GT Manufacturer Championship for Chevrolet and wrapped up the GT Team Championship for Corvette Racing.

Rounds 12 and 13 of the IMSA GT3 Cup Challenge by Yokohama were held on the same weekend at VIR. This was the first time this series has appeared at VIR.

Kerrigan Smith, director of track operations at VIR, observed after a June test: "When the drivers came into pit lane after having driven the full course for the first time, they had huge smiles on their faces. The real challenge for drivers at VIR is the uphill esses. They challenge themselves on the esses to see who can go flat-out and make it stick."



Crewmembers tracking their car's progress around VIR's 3.2 mile track seek shelter from the elements—especially sun glare—beneath a tarp.

The races did not disappoint. Sean Johnson in his Porsche GT3 Cup started Race 12 from pole, with a record qualifying time of 1:52.257 and finished 26 seconds over second-place finisher and championship-rival, Madison Snow in Platinum Class. Sloan Urry was third. Angel Benitez, Jr. finished first in Gold class.

In the second race of the weekend, 21-year-old Johnson captured his fourth consecutive race victory and another BBS Pole Award. He held off championship rivals Snow and Fernando Pena to capture the Platinum Cup Championship in his first year of on-track competition. Snow finished second.



Porsches prepare to thunder down VIR's main straight.



Henrique Cisneros in No. 27 leads the No. 55 Porsche of Tucker through Oak Tree turn at VIR.

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2012 autocross season draws to a close

By Tony Pagonis
for *der Vorgänger*

We began this year's autocross season with our annual autocross school in May, introducing 30 drivers to the challenging sport of autocross. The morning's exercises help students learn their car's abilities in braking, cornering and slaloming through cones.

After lunch, the students found the exercises linked together into a single course. They used the instructors in the right seat to help them improve their times through the course.

Between May and November, PCA hosted eight autocross events; seven at the Bowie (Md.) Baysox Stadium parking lots with the eighth event held at Summit Point (W.Va.) Motorsports Park's Jefferson Circuit. About half of the autocross School's graduates joined another 150+ driving enthusiasts to challenge their skills between the cones throughout our 2012 season.

After eight events, the points were tallied and champions were crowned. In Stock 1, Mark Hubley earned first place with a perfect string of wins in his 1999 Boxster, followed by Ardy Alam in another Boxster.

In Stock 2, our most popular Stock class

this year, three different drivers earned first place points. In the end, Ted Joseph took top honors in his Boxster S followed by Denise Der-sin.

Stock 3 was a hotly contested class in 2012. John Bendekovic in his 997 was narrowly beaten by Steve Mitchell in a Boxster S by a scant two points.

Stock 4 was led by Scott Borden in his 997 C4S, and Stock 5's top honor went to Scott Jackels in a 997 C2S.

Street Prepared 1 was another popular class that was also competitive. David Stoesser drove his 944 for the win, by three points over second place driver Brooks Hunt in a 1972 911T.

John Eberhardt drove his 1998 Boxster to the top of Street Prepared 2. Chris O'Hare triumphed in Street Prepared with a perfect string of wins in the 1996 993.

Gary Baker, who happens to be our incoming autocross chair, clinched the win in Street Prepared 4 with his 2002 996 cabriolet.

In Street Prepared 5, Bill Calcagno earned the top honor in his 2012 Cayman R.

Unfortunately, no one in either Improved or Modified Class participated in enough events to qualify for the year-end points championship. I would like to recognize Helio

Lossee, Improved Class, and Josh Chambers, Modified Class, for solid performances when they did attend.

In closing, 2012 was my final year as the autocross chair. It's been an amazing six years for me, with tremendous support from so many dedicated folks who have been on the autocross committee throughout the years.

Some notables are David Stoesser, Howard Leiken and my wife, Cindy Pagonis.

I want to thank everyone who has participated on the committee for their commitment and hard work to help this program put smiles on the faces of so many participants. Not only is autocrossing fun and competitive, but it also makes us better drivers on the road, by learning skills and techniques that are not always easy or possible to learn on the street.

For next year, I would like to thank and welcome Gary Baker for stepping up to take over the helm of the program. Gary is an avid autocrosser, who also participates at PCA DE track events. He brings genuine skill, knowledge and enthusiasm to the program.

Thanks to everyone who had participated at our autocross events. It's been an honor to have been a part of such a wonderful program.



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The wonders in Tony's garage

By John Eberhardt
for *der Vorgänger*

Ancient legend tells of a place where all automotive parts gravitate, and after many years searching, I have found the place: Damascus, Md., specifically in my friend and fellow Potomac member Tony Pagonis' garage. While it is possible Tony may not have a particular thing in his garage, I have yet to find out what it could be. Here's an example:

What is it?

A valve from a Datsun 240Z, circa 1980.

How did it get here?

It came from the inline-6 engine of Tony's Datsun 240Z. For all you youngsters out there, a Datsun is an old Nissan sports car, today known as a Nissan 370Z.

What's the story?

An avid racer, autocrosser, grease monkey and all-around motorhead, the young Tony Pagonis raced and autocrossed his 240Z until it couldn't anymore. (This 240Z had a special relationship with possums, but you'll have to ask Tony about that.)

So Tony's Z needed an engine rebuild, but since he was young when this occurred, Tony needed to save

money. This led to him and a friend removing the engine themselves to save on labor. They then delivered the engine to the rebuild shop. (I seem to remember a related story in here about differential fluid and meeting wife Cindy's parents for the first time, but we'll save that for later.)

A few weeks passed, and Tony retrieved his newly rebuilt engine and reinstalled it in his Z. He and his friend jumped in and drove the car down the block, enjoying the sound of the new engine.

Right up until the engine died. And wouldn't start again. After pushing it home, they started tearing down the engine, which is when they found this bent valve.

Apparently, when rebuilding the Z engine, the timing chain pulley bolt needs to be torqued, something that was overlooked in the rebuild. But "all's well that ends well" – the shop agreed to rebuild the engine again. This time, they did the labor of removing and re-installing the engine. Tony got a "two for one" rebuild special.

The record?

Shortest time between engine rebuilds: 3.6 minutes.



Photo by John Eberhardt

It's the end of the road for this valve—note the slight bend—from Potomac's Tony Pagonis's Datsun 240Z of years ago.

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It's time to plan your trip to historic Watkins Glen

Above: The Porsche Corral at the Sahlen's Six Hours of the Glen held in June 2012. A trip to historic Watkins Glen is a "must" for hardcore racing fans.

Below right: Two monuments with flag poles, located on each side of North Franklin Street in the village of Watkins Glen, stand tall with a green flag on one and a checkered flag on the other. They commemorate the original through-the-countryside races that made Watkins Glen famous.

Photographs and story by Frank and Christy Spangler for *der Vorgänger*

Go, go, go, go, go!! As fast as you can before this oasis that is Watkins Glen International race track is turned into strip malls, wall-to-wall gas stations, fast food places and chain hotels.

For the record, we do not work for their chamber of commerce or tourism department, but we might as well. Watkins Glen, N.Y. is quaint little "village," and it is a must visit for anyone whose primary reason is to go to "The Sahlen's Six Hours of the Glen" as we did in June 2012. Actually, any other auto race at the Glen, such as Potomac's Drivers Education event scheduled for June 21-23, 2013, would be well worth the trip. You can find the Glen's schedule at www.theglen.com.

Race cars used to race on public roads that ran through the surrounding countryside and through the village area. Now, however, there is a permanent track a few miles outside the town that has hosted events ranging from Formula 1, NASCAR, SCCA and even enduro karts.

If you would like to see the old start/finish line, just go to the Schuyler Courthouse on N.





Franklin Street where the old track's history has been memorialized. As a tribute to past winners, drivers names are etched in plaques and have been placed in the sidewalks on North Franklin Street.

How this beautiful area has been untamished by most major corporations cashing in on the rare Mayberry-like culture and hospitality of the area is unbelievable and remarkable. We hope that this area remains untouched and innocent of the outside forces that would destroy this sanctuary of nature and leave Watkins Glen and the surrounding area just the way it is now, absolutely family friendly, refreshing and a great place to visit.

Our trip began in Northern Virginia, wound around the Beltway to Maryland, Pennsylvania then into New York. Once we got past Frederick, Md., we stayed on US 15 to New York state.

We then took NY Route 414 to Watkins Glen. This road trip turned out to be beautiful as well. Our 1985 Porsche 944 was an absolute dream negotiating the roads through the mountains and up and down steep grades. The trip to the Glen took us approximately six hours.

If you like nature and outdoors activities, you will absolutely love this trip. There are plenty of places to stop and view valleys, dams, rivers, lakes, mountains, creeks,



wildlife, etc. There are numerous mom-and-pop stores for supplies, eateries and/or restaurants. There are also local, independently owned canoeing, kayaking, boating and sailing businesses to enjoy.

We decided to stay at a bed and breakfast. This was our first time at a B&B, and we were unsure of what to expect when we arrived. Our hostess, Becky James, owner of the 'Bout Time B&B, put us at ease right away. She was informative, accommodating and took the time to make sure are needs were met.

Top: A grouping of the No. 59 Brumos Porsche, No. 9 Action Express Racing Corvette DP and other GTs and DPs in the "Bus Stop" chicane.

Above: Daytona Prototypes and GT cars in Turn 10.



Above: Potomac members Frank and Christy Spangler's 1985 Porsche 944 in front of the 'Bout Time bed and breakfast in Watkins Glen.

This was a comfortable place to stay, the breakfasts were delicious and the location also provided a great view of Lake Seneca and the surrounding area. There are many B&Bs in the local area that would be happy to accommodate along with a host of hotels.

Before and after the race, we were able to enjoy a few of the outdoor activities. We went hiking in the Watkins Glen State Park and enjoyed the multiple waterfalls and high cliffs. We also had the pleasure of sailing on a 38' sailboat with the owners of Seneca Sailing Adventures.

If you get a chance when visiting, try to make time to go out on Lake Seneca with sailboat owners Capt. Terry, 1st Mate Lisa and their dog, Anchor. Both Terry and Lisa are knowledgeable about the historical aspects of the region and can answer most questions.

If you are not into the outdoor activities, there are other things to do. The track offers live music, hot dog-eating contests and other attractions before, during and after the race weekend. Watkins Glen offers many local food establishments and there are many wineries you can visit in the area. After a hot day at the track, sailing and hiking we enjoyed the Great Escape Ice Cream Shop on South Franklin Street.

The track has camping areas inside and outside the circuit. Inside the track, there are park benches, tables and restroom facilities throughout the area. There are plenty of shady areas that offer comfort from the

sun. The track is 3.4 miles long with extreme elevation changes. If you want to walk it as we did, wear comfortable shoes. There are several pedestrian walkways that allow you to cross under and over the racetrack that gives access to both sides of the circuit.

At this event this year, the Porsche corral was located in Turn 1. There were members of the PCA from the Finger Lakes, Central New York, Wilderness Trail and the Musik Stadt regions.

Access to the race teams, pits and paddocks was easy and made accessible to fans who are interested in the behind-the-scenes activities that go on before, during and after the race. This track has several entry and exit gates that allowed traffic to flow in and out without major back-ups. Race fans had viewing vantage points at every turn,

Right: Sailboat owners Capt. Terry, Lisa, their dog Anchor and Frank Spangler after the morning outing with Seneca Sailing Adventures.



on the front stretch and between Turn 5 and the “bus stop” on the track. It also has several jumbo televisions located at various points around the circuit.

This track was a fun experience; however, this was not a good weekend for the Porsche entries in this race. Of the seven Porsches entered, only two were able to finish in the top 10. On a positive note, according to Watkins Glen’s President Michael Printup, “There were 15 to 20 thousand fans in attendance this year, which was the largest crowd for a Grand-Am race at the Glen.”

I suppose the growing popularity of Grand-Am racing will bring more fans to Watkins Glen. We hope that the new and returning fans to this charming and beautiful area will enjoy the at-ease atmosphere and hospitality of the residents and will not try to change its wholesome chemistry. Enjoy the race and the activities at the track and try to explore the area. If you do not go into the village, you are certain to miss out on what some of this region has to offer.

• • •
The Spanglers, with their '85 944, live in Alexandria, Va. and have been PCA members since 2005. They have written several travel-related articles for dV.



The Watkins Glen State Park gorge is a favorite attraction in Watkins Glen. It features several waterfalls and plenty of walking paths. But come prepared with comfortable shoes and be prepared for a lot of climbing of over 800 steps.

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Fall foliage tour explores back roads

By Ted Whitehouse
for *der Vorgänger*

On a mostly sunny morning in late October, approximately 25 Porsches gathered in Potomac, Md. for a brisk drive in the country. Organized by the PCA Potomac Drive 'n Dine committee, the Fall Foliage trip has been a tradition for several years. In a break with tradition, this year's run began and ended in Maryland rather than Virginia. Participating cars ranged from John Eberhardt's 1986 Carrera to a new-Boxster. For those who keep track of such things, it was interesting to note that John's Carrera was the only air-cooled car participating. (Where are all the 356s?)

From Potomac, we traveled in two groups west and north through Poolesville and Point of Rocks. In Point of Rocks, the tour leader had occasion to reflect on the wisdom of stopping at a place with only one unisex restroom for the relief of 40 people whose last stop was at a Starbucks.

Lightened, relieved and refreshed by our stop in Point of Rocks, we took a fairly direct route to our next stop at Catoctin Mountain Orchard in Thurmont, Md. CMO has been a landmark on U.S. Route 15 for many years and is worth a visit—our tour leader remembers stops there as a child in the back of a 1956 Buick Century.

After testing the carrying capacity of our Porsches by loading up on fruit, pumpkins, pies, jams and other good things to eat, we set off for a 90-minute drive over some wonderful winding back roads from Thurmont to Hagerstown, Md. Despite a fairly complex set of route instructions, no one except the president-elect got lost (or at least very lost) and the entire group made it in good time to Hagerstown.



The destination in Hagerstown was Schmankerl Stube, a Bavarian-style restaurant that has been a Hagerstown fixture for many years and is located in what is now called the Arts and Entertainment District.

The owners set up their outdoor *biergarten* area for us, and also offered indoor seating for those who preferred it.

Like Goldilocks, some of our number in the *biergarten* were first too cold and then too hot as the clouds came and went. Propane heaters were first lit and then, later, extinguished. Nonetheless, the selection of German food items on the buffet brunch and the selection of beers seemed to make everyone happy.

The planned part of the program concluded with lunch. A few participants took the opportunity to walk or drive around downtown Hagerstown. Some of us were particularly impressed by City Park, a centrally located park surrounding a large man-made pond containing lots of fish and very large (well-fed) geese and swans. The park also has a museum and a bandstand.

The consensus seemed to be that all had a good time. Stay tuned for more great events from the Drive-and-dine committee.



Top photo by Lorrie Moten, others by Michael Volpe

This year's Fall Foliage tour explored Maryland's backroads, beginning in Potomac and winding through various backroads for a brunch (above right) in Hagerstown after a stop at the Catoctin Mountain Orchard in Thurmont, Md. (right).

Holiday happy hour in Chevy Chase, Md.

PCA Potomac Holiday Happy Hour, Saturday Dec. 8, 2012 6 until 10 p.m.

Please join other club members at Clyde's of Chevy Chase for a casual happy hour. No pre-registration is necessary, just meet in the Race Bar in the lower level of the restaurant. The restaurant is a car nut's fantasy.

There will be no cost to members except for a cash bar (donations to help with the cost of food will be greatly appreciated). Heavy *hors d'oeuvres* will be served.

Parking: Safe parking is available in the adjacent

parking garage. The second level is usually empty in the evenings. Take the stairs marked by the Clyde's sign. Your parking ticket will be validated by Clyde's.

RSVP to John Magistro at johnm@pcapotomac.org. If you decide to come at the last minute we will be happy to see you.

Directions: Clyde's of Chevy Chase is located in the Chevy Chase Center on Wisconsin Avenue just north of Western Avenue. We are 1/2 block north of the Friendship Heights Metro Station (Red Line).

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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.

How you can contribute to *der Vorgänger*

Your favorite Founders' Region monthly newsletter/magazine can benefit from your observations and experiences with your favorite marque.

We are always in need of articles, photographs, illustrations, maps and charts to help tell the stories that intrigue us all.

All around us are wonderful stories just waiting to be told. If you feel you don't have the time or expertise to tell those stories yourself, at least pass along your ideas. Those can be of interesting Porsche people you meet, or interesting Porsche cars you come across.

Here are some ideas that resonate with *dV* readers:

- Travel stories that involve a Porsche. Examples are Tim Atkinson and daughter's trip across the country when he bought his 964 out West.

- Visits to car museums. An example is in this very issue on Pages 14–15.

- DIY (Do-It-Yourself) articles on some small or large DIY project that you've done. Examples abound,

from rebuilding an engine to replacing hood struts.

- Interviews with interesting people who own interesting Porsches. One example that will appear in a future issue is on Sal Fanelli, who owns a Porsche tractor.

- "My first experience with PCA Potomac," which could be what your High Performance Driving Clinic was like, or your first Drivers Education event or just an inter-taining Drive 'n Dine.

- Why-I-Love-My-Porsche articles are always welcomed, but they must be accompanied by a photo of you with the car.

- Photographs of your fellow Porsche owners with their cars; examples are seen in every issue of *dV* on Page 31.

Write your stories, shoot your photos (no low-resolution cell-phone photos, please; we simply can't use them) and send them to me; I'll help you clean up the grammar, spelling and punctuation.

Please send to dveditor@pcapotomac.org or call me at 703-239-1678. Thanks.

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Photo by John Vrankovich
 Above: Cindy Pagonis, left, and Dave Raznick enjoy a brief break during the Watkins Glen DE event in July.



Readers and their cars

Photos by Richard Curtis

Above: Potomac club historian George Whitmore drove his '73 911T at the October DE event. He has been a PCA member since 1984.



Photos by Richard Curtis
 Right: Andy Roche of Falls Church drove his '97 993 at the July DE event at Summit Point.

Below right: Alexandria's George Kovatch and his 944 during a rain delay at Summit Point in July.



Above: Potomac's Larry Stroup volunteers at pit-out at Summit Point (W.Va.) Motorsports Park.





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Long-time Potomac member, Chuck Drake, brought his beautiful 914 to the May Deutsch Marque Concours. Photo by Michael Madrid

