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Cover: Sid Imtiaz captures Helio Losee's 1976-turned-993 very, very late on a rainy night in downtown D.C. Story, more photos, Pages 15-19 and 32.

The Drive 'n Dine program takes a long weekend trip to Frank Lloyd Wright's signature house, Fallingwater, in the Pennsylvania Laurel Highlands June 16-19. Story, Page 13.



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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.



Photo by Richard Curtis

Sid Imtiaz and son Zack, 2, at a February cars & coffee. That's Sid's '06 997, his first Porsche.

Editor's column

Miscellaneous ramblings

You meet the nicest people in a Porsche.

This holds true especially if you're the editor of *der Vorgänger*. As such, you're always on the alert for interesting cars owned by interesting people who are willing to be written about.

Not only do you meet interesting car owners, you also meet interesting writers, artists and photographers who want to contribute to Potomac's magazine. *der Vorgänger* has been fortunate—as evidenced by the story and photos comprising the front and back covers of this issue plus pages 14–19—in meeting car owner Helio Losee and photographer Syed “Sid” Imtiaz.

Pairing up subjects and photographers is an editor's job. I hit the jackpot (and so did you readers) with Helio and Sid. After getting the bones of the article from Helio, and asking Sid if he'd be interested in photographing Helio's incredible Porsche, they met for an introductory chat about the car and how they might photograph it. Listen to what happened next:

“I discussed my plans for the photo shoot with Helio,” says Sid. “I (wanted) different locations as well as daytime and nighttime photos. I went out around 10 p.m. to scope out locations for shoots around D.C.”

Sid discovered that the nighttime shoot would have to be after midnight to take advantage of little to no traffic. “We picked a Tuesday night, beginning at midnight. My wife and I packed up my gear and met Helio. They assisted me with lighting on those nighttime shoots. It was fun to be out with him since we made it fun to drive around, take pics, talk cars, etc. We got home at 3 a.m. that night, and I went to work the next day at 9.”

The daytime shots were done later while Helio and Sid were cruising on a spring-like day. They visited Narmada Vineyard in Amissville, Va. for some shots, and the detail photos were done in Helio's driveway.

“Helio is really energetic and a willing guy,” says Sid. “He made it really easy to work with and take these pics. We sort of became friends and hangout at the local weekly meets on Saturdays and Sundays now.”

—Richard Curtis
dveditor@pcapotomac.org

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Winter's over! Select a Potomac event in which to drive your Porsche

Even though I am writing this in early April, my windows are open, and it is supposed to hit 80 this afternoon. Just eight days ago, I was at Summit Point for the first Drivers Education event of the season, and it was snowing. Hopefully, we will not see snow again until late this year.

With the warmer weather, the club's activities pick up. Please check out the listings on page 8 and join fellow Potomac members at an event. As a suggestion, if you want to see lots of beautiful Porsches (and other German cars), I would strongly recommend going to the May 1 Deutsch Marque concours (for details see page 29).

Over the past weekend, I attended PCA's Zone 2 presidents meeting. Zone 2's 10 regional presidents traditionally get together twice a year to learn what is going on at PCA National and to exchange regional information among the group. This meeting was held in Columbia, Md. PCA's Executive Director Vu Nguyen gave us a tour of the new headquarters, and, while there is still work to be done, it is a nice facility and should serve PCA's members needs well. Vu plans an open house in September, and I would encourage you to attend.

While a lot of information was exchanged at the Zone 2 meeting, a few things may be of particular interest to Potomac's members. First off, PCA continues to grow. PCA has over 60,000 primary members with another 45,000 associate members.

Within PCA, our Potomac region is the second largest region with over 2,200 primary members (Northern New Jersey has slightly over 2,300 members).

PCA now has established its own goodie store where you can order PCA shirts, hats, etc., via the PCA website. PCA even negotiated with Porsche AG to allow the items to include the Porsche crest. Eventually, through this goodie store, regional members will also be able to order items with their region's logo. Potomac has been selected to be the "beta test" for this with the goal of having Potomac goodie items available by mid-summer.

With regards to things going on outside the Potomac Region, PCA will be holding a Porsche Corral at the May 13-14 VIR Grand Am race. For the Baltimore Grand Prix (Sept. 2-4), Porsche AG will be holding a PorschePlatz in conjunction with that race. While I have never attended a PorschePlatz, from what I understand everything is first class. Also, don't forget that this year's Parade will be in Savannah July 31-Aug. 6. If you would rather go someplace cooler than Georgia in August and don't mind a few extra miles to get there, this year's PCA Escape will be in Flagstaff, Ariz., Sept 15-18.

Don't forget to attend one of our three monthly breakfasts where all you have to do is show up. In addition to the May 1 Deutsch Marque concours, our first Drive 'n Dine is May 14 (Cherry Blossom D 'n D that ends at Little Washington, Va.) and the first rally is scheduled for May 21. For the hard-core, several of us in early May will be trekking to Mid-Ohio for Potomac's three-day DE event on a truly great racetrack.

As always, let me know what you think. Email me at president@pcapotomac.org.



Dick Seltzer



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2011 calendar

May:

1: Deutsch Marque Concours, Nottoway Park, Vienna, Va. 10 a.m.–3 p.m. **
4: Executive board meeting. TBD.

6–8: DE, Mid Ohio.

7: Virginia brunch. 11

a.m.*

14: Falls Church breakfast, 9 a.m. *

14 – Cherry Blossom Drive 'n Dine. Ends at Little Washington, Va. **

21: DE tech for June 4–5 Summit Point event

(Shenandoah), Porsche of Rockville, 9 a.m.–2 p.m.

21: Rally #1. TBD **

21: Maryland brunch. 11 a.m.*

June:

4: Virginia brunch, 11 a.m.*

4–5: DE Summit Point, Shenandoah circuit.

11: Falls Church breakfast, 9 a.m. *

11: Open board meeting

11: DE tech for June

24–26 Watkins Glen event.

Autobahn. 9 a.m.–2 p.m.

16–19: overnight Drive 'n Dine, Fallingwater, Pa. Begins at 6 p.m. on 16th. **

18: Maryland brunch. 11 a.m. *

18: Chesapeake Region's 50th anniversary celebration and car show Annapolis. See page 29 for details.

24–26: DE at Watkins

Glen, N.Y.

25: Rally #2. **

July:

2: Autocross #3. **

2: Virginia brunch. 11

a.m.. *

4: Drive 'n Dine. **

9: Falls Church breakfast, 9 a.m. *

9: DE tech for July

15–17 Summit Point event.

Intersport. 9 a.m.–2 p.m.

15–17: DE, Summit

Point, Summit Point, W.Va.

16: Maryland brunch. 11 a.m.*

31–Aug. 6: Porsche Parade, Savannah, Ga.

August:

July 31–Aug. 6: Porsche Parade, Savannah, Ga.

6: Virginia brunch. 11

a.m.*

6: DE Tech for Aug

12–14 Summit Point (PorscheFest) event. Porsche of Tysons. 9 a.m.–2 p.m.

12–14: DE main course, PorscheFest, Summit Point.

13: Autocross, Washington Circuit, Summit Point

13: Falls Church breakfast, 9 a.m. *

13: Drive 'n Dine to Summit Point for PorscheFest.

13: Rally #3. Camp

Friendship Rally. **

20: Maryland brunch. 11 a.m.*

20: DE tech for Sept.

2–4 VIR event. Auto-Therapy. 9 a.m.–2 p.m.

27: Drive 'n Dine, drive-in movie, Baltimore. **

September:

2–4: DE, VIR

3: Gathering of the Faithful car show, Reston, Va.

3: Virginia brunch. 11 a.m.*

10: Falls Church breakfast, 9 a.m. *

17: Maryland brunch. 11 a.m.*

17: Open board meeting.

24: High Performance Driving Clinic. TBD

24: Oktoberfest-Rally #4-Drive 'n Dine-Car show, Lovettsville, Va.

25: Autocross #5 **

30–Oct. 2: Club race, Summit Point Motorsports Park, Summit Point, W.Va.

October:

Sept. 30–Oct. 1, 2: PCA Club Race, Summit Point

1: Virginia brunch. 11

a.m.*

5: Committee meeting

8: Falls Church breakfast, 9 a.m. *

22: DE tech for Oct.

28–30 Summit Point event.

ASG. 9 a.m.–2 p.m.

15: Maryland brunch. 11 a.m.*

22: Drive 'n Dine, Fall Foliage Drive **

28–30: DE, Summit Point

November:

5: Autocross #6. **

5: Virginia brunch. 11 a.m.*

12: Falls Church breakfast, 9 a.m. *

19: Maryland brunch. 11

a.m.*

December:

3: Virginia brunch. 11 a.m.*

3: Potomac planning meeting for 2012

3: Drive 'n Dine: Antietam, Md. 4 p.m. **

10: Falls Church breakfast, 9 a.m. *

10: Open board meeting and elections. Location TBD

17: Maryland brunch. 11 a.m.*

*—See below 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: Kevin Oyler, 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@pcapotomac.org

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. 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. Located less than ¼ mile south of I-66. Please note that the starting time is 11 a.m.

Virginia: second Saturday of each month, 9–11 a.m. Jason's Deli, 7505 Leesburg Pike, Falls Church, Va. 22043. www.jasonsdeli.com

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

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New members, anniversaries

May 2011 anniversaries

40 years

Sylvester C. Booker &
Georgia A. Booker

35 years

James R. Campbell &
Marguerite Campbell

30 years

Ronald M. Barry &
Gaye Barry
Daniel G. McChesney &
Bonnie Strickland

25 years

Paul M. Beam &
Beth Beam

20 years

Robert H. McCaskill &
Avon McCaskill

15 years

Raymond A. Williams

10 years

Guy De Poerck &
Liliane Sencie
George G. Hill &
Christine G. Hill
Sam Nikoomanesh
Gregory A. Smith &
Beth Warner-Eastman
Bruce M. Strong &
Tyra Strong
John E. Thomas &
Cole K. Thomas
Ray Williams &
Linda Williams

5 years

Michael C. Copperthite
Doug Crow
Michael Eaton &
DeAnne Eaton
Jose M. Espino &
Leslie Espino
Jerome J. Golden &
Tara Golden
Lawrence C. Hager &
Sam Carolus-Hager
Paul T. Hengst
Kevin J. Karton
Terry B. Lee &
Brian Lee

Michael C. Lin &
Amy Goodman
Scott Rosenbloom &
Ann Rosenbloom
Morad Shayegan &
Patrick Shayegan

April 2011

new members

Mo Amir – 1985 911
coupe
Evan M. Berney &
Ali Berney
Jarrod E. Borkat &
Angie Borkat – 1987
911 cabriolet
Cliff Bressler – 2007
Carrera cabriolet
William J. Butler 1998
993 cabriolet
James R. Chiong – 2006
Cayman S
Robert Criminger –
2003 911
Jim Donaghue &
Jaime Donaghue –
1986 911 cabriolet
Dimitrios Goulis – 2008
Boxster S

Will Gray &
Somaly Neang – 2001
Boxster S
Jim Greig & Corina Greig
– 2000 911 coupe
Webb Hayes – 2006 997
S coupe
Don Hewitt – 2003 911
Targa
Harry H. Homing – 2005
911 coupe
Krishna P. Jayaraman –
2010 Boxster
Mary Jo Manning &
Michael Manning –
1986 Carrera Targa
Jim McKay – 2011
Cayman S
David McLaughlin &
Ambre McLaughlin –
2010 Panamera
Dan McNabb – 1966 912
Nathan K. Merritt &
Jennifer Shaffer – 1980
911 coupe
Barry J. Murphy – 2006
Carrera cabriolet
Scott Pankiewicz – 1973
914 Targa
Doug Rogers &

Christine Born – 2008
Cayman S
Mark Sedlacek – 1975
914 Targa
Leo Sioco – 2003 911
coupe
David T. Small &
Justin Small – 2008
Cayman S
Jason R. Smith &
Elizabeth Smith –
2007 Cayman S
Schultz Sulcs &
Marisa Zalmanis –
1996 911 coupe
Carol Taylor – 2004
Boxster
Jonathan D. Thomas &
Diana Thomas – 1987
944 voupe
Glenn A. Torres &
Brenda Torres – 1983
911 SC voupe
Tom Wasilewski – 2008
Cayman
Greg Wigle &
Kirk Denton – 2008
911 Turbo cabriolet

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Don't Miss Out, Registration Closes July 20

First 2011 rally: It's all about the speed (limits)

By Linda and Craig Davidson
for *der Vorgänger*

Rallymasters Craig and Linda Davidson invite you to join us for the beginning of what promises to be a fantastic rally season.

We will be meeting at Falls Grove Village Shopping Center, 14955 Shady Grove Rd., Rockville, Md. at 10 a.m. Saturday, May 21. There will be a brief drivers meeting at 10 to register, 10:15 rally packets will be distributed to all teams and first car will depart at 10:30.

This is a "gimmick" style rally. Teams will be making one stop along the route to pick up an envelope with two playing cards. Teams will have to keep track of ALL speed limit signs they pass along the route. When they reach the finish they will turn in a "Grand Total Speed" of all the signs they passed. The three teams closest to the final number without going over will receive trophies for both driver and navigator. In the event of a tie (ha! ha! ha!), the team with the best blackjack hand wins!

The rally covers approximately 80 miles of great "Porsche" roads and should take about 2½ hours to drive. The finish line is at Branded 72, 387 E. Gude Dr, Rockville, Md., home of one of the area's best Texas-style



Potomac Porsches line up prior to the start of a rally in 2010.

barbecue.

Entry fee is \$40 per car, which includes lunch for both driver and navigator. This rally is designed with the beginner in mind but should be challenging enough for the rally veterans to help "clear the cobwebs" to begin the season. We encourage everyone who has never done a rally to give it a try. You'll probably get hooked!

Register by email to rally@pcapotomac.org.

Looking forward to another great rally season!!

Potomac rally schedule for 2011

May 21: Rally No. 1.
Maryland.

June 25: Rally No. 2.
Virginia.

Aug. 13: Rally No. 3.
Camp Friendship
Rally.

Sept. 24: Rally No. 4.
Oktoberfest.

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Photo by Rob Talastas

Custom trailer, floor ramps

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.

We've all struggled with how to get low-slung Porsches high enough off the floor in order to slip a jack under the car, or how to ease the car's transition from trailer ramp to the ground. Here's a low-tech but superbly crafted solution offered by Potomac member Rob Talastas.

Talastas talked a woodworking neighbor into building these ramps; he just told the neighbor what he was looking for and the neighbor delivered these. Built from 2x10s in his home shop, the ends of the pieces have been sawed at a 45-degree angle and then bolted them together using countersunk bolts (a nice touch!). He then added the crowning detail: a hardware-store handle screwed to a small piece of wood that was then screwed to the ramp, making carrying these around a lot easier.

Note, too, that the 2x10 pieces also have their edges relieved by sandpaper or a round-over bit in a router. Talastas says he plans to paint them as a finishing touch.



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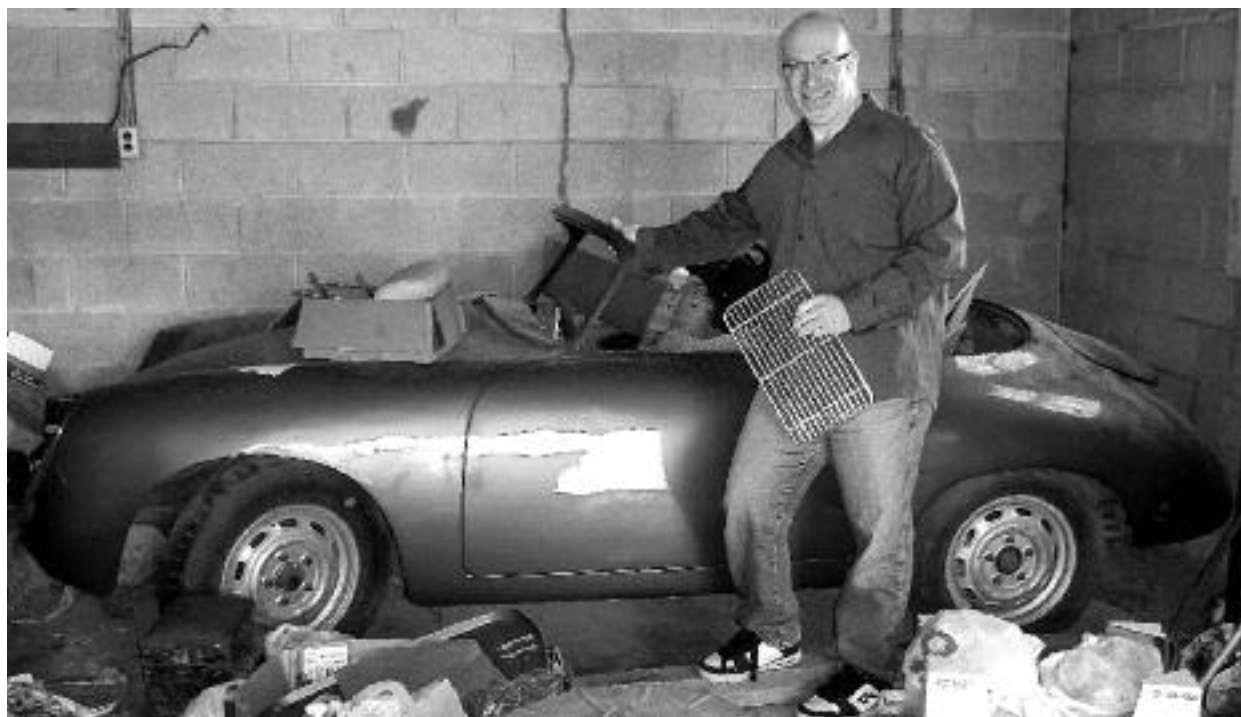


Photo by Sydney Butler

Right: Jonathan Kinberg's 1964 356B roadster that he inherited from his dad. Kinberg is among the oldest members of The Founders' Region, Potomac. The car, originally white, has been through several color changes.

Kinberg family photo

Below: Kinberg as a young boy with the cabriolet in the driveway of his family's Maryland home.



For this 356, it's all in the family

By Sydney Butler
for *der Vorgänger*

Jonathan Kinberg, now a software engineer living in Rockville, Md., joined PCA on April 1, 1962. His first Porsche memories are of his dad's 1962 356B roadster, bought with six years of savings and enjoyed daily until an accident ended its career on a trip home from Goddard Space Flight Center.

"I can still picture that wrecked car, with the trunk's weather stripping laid over its crumpled front lid. However, with the insurance money (and a bit more), my dad purchased a 1964 SC cabriolet that he drove with great pleasure until retiring it in 1973. His goal had been to make it a concours queen, but the inability to find the passenger vent window weather stripping sapped his enthusiasm."

Jonathan "inherited" the car from his dad in 1980. The inheritance was prompted by his mom's declaration: "I'm sick of looking at it. Give it to your son or make it a lawnmower!"

Originally white/black, the car was yellow, then silver and is now dark blue with a black interior. Kinberg painted the last color himself and loves the way the dark blue (a Mitsubishi color) actually "shines aqua in the sunlight."

Though his career keeps him busy, Kinberg is determined to honor his father and his fine Porsche example by "restoring and doing the



car right."

Jonathan reflects fondly on early PCA events with his dad—autocrosses, swap meets and social events over the years. He went to his first autocross before he was 10, and volunteered as a corner worker at 16.

"As a reward for flagging at Turn 1, an instructor took me for my first laps in a 911S. I couldn't believe how deep he went before braking, and I thought he would never stop at the end of the front straight. I got nauseous down the chute—now my favorite part of the track."

By the age of 23 he had entered a PCA-sponsored autocross school in his daily driver 1984 Audi 4000S Quattro, and by 30 had driven a 964 cabriolet in a PCA Germany region autocross.

"I rented the 964 from Budget Rent-A-Car,

and entered the event with PCA members who worked at our company's headquarters in Darmstadt. The autocross was held at an air force base in Kaiserslautern. On the way back, we were doing 130 mph on the autobahn when a motorcycle passed us like we were stopped at a traffic light. The guys I was following—my trusted chaperones back to Darmstadt—took off after the bike and disappeared into the horizon. I was going 168 mph just to keep from getting lost from the group."

Jonathan remains active and competitive to this day, campaigning his 1975 BMW 2002 in SCCA events at Summit Point. He still reflects gratefully and fondly over his many years in PCA. "I remember well the fun times with my dad at PCA functions—watching the movie *Le Mans*, listening to experts on tire construction and paint techniques and working the 1979 Parade at Dulles Airport. PCA people always made me—then an ebullient and over-confident kid—feel at home in the fold. These are easily among the fondest memories from my childhood."

Jonathan's 10-year-old daughter, Parker, has expressed interest in the 356, warning her daddy that "If you don't finish it, I'll save up and send it back to the Porsche factory so they can fix it right!"

Fallingwater trip open for registering

By Claude Imbt
for *der Vorgänger*

PCA Potomac's Fallingwater trip June 16–19 is THE Dine 'n Drive event that is most awaited by our members. This popular event combines an enjoyable drive to Pennsylvania's Laurel Highlands, multiple nights at the incredibly beautiful Nemacolin Resort, fine dining, scenic drives and the highlight—a tour of Frank Lloyd Wright's Fallingwater and Kentuck Knob homes.

These legendary homes are known for how well they are integrated into the surrounding natural environment including the use of indigenous materials and the way the home becomes an element of the natural topography. In fact, the Fallingwater home overhangs a beautiful stream in such a way that the stream becomes an integral feature of the home and home becomes an integral feature of the stream.

Of course the real highlight of any Dine 'n Drive event is the opportunity to reconnect with friends and to make new friends. Last year, 64 PCA members with their 33 cars attended the event, with many members returning once again. The Fallingwater trip is a great event to bring your spouse or significant other and children where they will all delight in getting to know each other and to discover the incredible amenities of the Nemacolin resort.

The Nemacolin resort features Forbes Five-Star and AAA Five-Diamond lodging and dining. Situated on 2,000 acres, the resort features a spa, 36-holes of golf on two courses, a shooting academy and an outdoor sporting facility on 140 acres complete with 30-stations, wing shooting, a spacious lodge and fly fishing. You can also enjoy the Wildlife Academy, home of the equestrian center, animal nursery, animal habitats and educational programs. Black bears, zebra, buffalo, tigers and hyenas are just some of over 100 animals that currently call Nemacolin home.

This year we will have an optional Thursday night stay for members who may want to take advantage of the resort's facilities and activities. We will start things off with cocktails on Thursday night for members staying at the resort.



Photos by Jason Eberhardt

For those coming on Friday, the event will include a scenic drive to the Nemacolin resort from the Washington area followed by an evening sunset drive, reception and BBQ at the resort. Saturday's activities include scenic drives, an optional visit to Kentuck Knob and a Saturday night banquet. Sunday morning includes our visit to Fallingwater and your drive home in the afternoon.

Registration is \$95 per person that covers Saturday dinner and the Sunday tour of Fallingwater; \$105 per person includes Saturday morning tour of Kentuck Knob as well as dinner and the tour of Fallingwater. Advance registration is required by May 30, 2011. Please register using our on-line registration system by clicking Programs > Drive and Dine > Registration, and you will see the events that are open for registration.

In addition, members will be responsible for the cost of gas, Sunday lunch, and their hotel expenses. We have negotiated a preferred rate with Nemacolin Woodlands Resort (<http://www.nemacolin.com>) of \$180 for the nights of Thursday, Friday and Saturday, June 16–19 for a double room. To book your room, please call Nemacolin reservations at (800) 422-2736 and mention that you are with the Porsche Club Fallingwater trip.

The Fallingwater Drive 'n Dine trip also includes an opportunity to tour Kentuck Knob, another of Frank Lloyd Wright-designed houses in the Pennsylvania Laurel Highlands.

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School kicks off autocross season

By Tony Pagonis
for *der Vorgänger*

PCA Potomac opened its 2011 autocross season with a one-day school on April 3, on the parking lots surrounding the Bowie (Md.) Baysox baseball stadium. The sunny but cool, breezy weather greeted nearly 40 students who had signed up for the program.

Approximately 25 veteran autocrossers, including several from our sister region, Chesapeake, volunteered their day as instructors.

The morning portion of the day consisted of three separate skill areas. One area was a figure-8 and skid-pad type of exercise that taught the students about oversteer and understeer.

Another area was a slalom exercise, where the students had to weave their cars through cones. This exercise emphasizes hand position, smooth throttle control and looking ahead.

The third area was a sort of mini-autocross course, where the students experienced the start and finish gates, as well as a variety of cone configurations. Each group of students had a team of instructors who stayed with them through each of the exercise areas.

After a lunch break, which included a presentation by Stuart Fain, one of Potomac Re-

gion's veteran autocrossers, who also participates at highly competitive Sports Car Club of America (SCCA) autocross events.

Fain discussed the important role of course working; every autocrosser must spend part of their day working a session while others are driving. Course working involves identifying penalties incurred by drivers, such as knocking over cones or going off course, as well as being the driver's eyes and ears for portions of the course the driver can't see.

After lunch, the students found that the three exercise areas had been linked together to form a typical autocross course. They took turns driving and working the course. While driving they were able to see the run times displayed to help them gauge their improvement. By the end of the long day, grins and smiles were visible everywhere. People were already getting into the competitive spirit comparing their run times. One instructor, Hunt McMahon, who started autocrossing nearly five years ago and is now licensed race driver, commented after the event, "Fun times, Tony. Great event. I forgot how much fun autocross is!"

At our 2011 autocross school, we were privileged to have three young drivers participating under PCA's Junior Participation Program (JPP).

The JPP encourages families to bring their licensed under-18-year-old drivers to participate in certain events, including autocrosses.

Through autocrossing, a new/young driver can learn valuable skills and techniques for driving safely, in the comfort of a safe and controlled environment, as opposed to the street.

One JPP entrant, Robert Slatkin, had this to say, "In regard to Sunday's autocross school, it was fantastic! It was a very exhilarating way to learn about and practice techniques such as over- and understeer, throttle steering and sharpen general driving skills. I can't wait until the next event! It was definitely encouraging to see other Junior Participation Program members there, and even the adults in PCA respected and cheered for the participants. As usual, there was no shortage of cars to drool over. It was a really fun day!"

We are encouraging families to consider JPP for their new drivers and to take advantage of the discounts we're offering to JPP entrants.

We look forward to another fun autocross season in 2011. You can expect to see lots of our students showing off what they learned.

For more information about autocrossing, please visit our website www.pcapotomac.org > programs > autocross.

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Helio Losee with his 1976-turned-993 GT that he's owned for over 23 years. The RUF-engined car makes almost 500 hp.

Hooked on Porsches in a big way

Story by Helio Losee
for *der Vorgänger*

My love for Porsche began at age 19 with a 1986 944 Turbo, black on black. It was awesome. It wasn't long after the initial purchase that I became aware of the true cost of owning a Porsche. First, the power steering went out, which was a pain to replace, then the clutch went out, which was even more of a pain. Next, a broken timing belt added a valve job, tensioners, etc. to my growing list of "extras." Any person in their right mind would have given up at this point. Not me.

Two years after buying the 944, I saw the car of my dreams, a 1976 911. Twenty-four hours later, I was the proud owner of that car and it is this car that you see on these pages. The odometer showed 89,000 miles.

Photography by Syed "Sid" Imtiaz
for *der Vorgänger*





Top: Losee's GT features a body kit from AIR along with parts from Getty Design. Above: The GT fender flares from Getty cover 12-inch wide 17" Kinesis rear wheels. Right: Custom gauges feature LED lights. Losee has put more than 30,000 miles on the car since he's owned it.

Next page, top: 17" Kinesis wheels are 10" wide in the front, 12" in the rear. Next page, bottom: The interior now has RSA seats, lightweight carpeting and RS door panels, aftermarket pedals and a G50 transmission.

The following weekend I took the 911 for a drive to a great spot I had found earlier while driving the 944 turbo. I was going down hill into a high-speed turn. I lifted off the throttle while in the turn, and around I went. Welcome to the surprising world of lift-throttle oversteer.

That winter I bought a low-mileage 3.2 Carrera engine to replace the 911S's 2.7 and joined PCA. I drove in my first autocross that year, and I did well my first time



Lime Rock (Conn.) Park. I found DEs a totally different experience in that there was no sea of cones to memorize.

For the 911, suspension work and brakes were next; out went the stock stuff and in went a complete 1986 Carrera suspension including the brakes. The torsion bars and sway bars were larger. When I managed to fry my stock brake pads on my second DE, I installed Cool Carbon performance pads and used ATE blue brake fluid.

out. After a couple of first places, I decided to try a Driver Education event at

As you can see, I was now well on my way down the slippery slope. Getting faster by my fourth DE called for stickier tires, a harness bar and harness belts. I found that every upgrade made a difference. Eventually, my old 911 saw a new cat bypass pipe and exhaust, a Carrera oil cooler and a chip.

I moved to California at the ripe age of 26 and had a great year. California meant a better job at an information technology company that yielded more money to spend on my dream car. I remembered seeing *Panorama* and *Excellence* magazines, both with a beautiful 993 on the



Top: The GT tail is from Getty Design, adding much needed down-force.

Above: The exquisitely finished car is capable of sub-4 second zero-to-60 times and 124 mph blasts in the quarter mile. Losee uses it as a daily driver and in autocrosses.

cover. One car was red with silver striping and the other a yellow 911 GT street model.

I knew that I wanted that 911 GT, but after calling my local Porsche dealer and found the cost of a 911 GT2 was \$185,000 and that NO street model was available in the U.S. market, I decided to do something else.

I reasoned that since I already owned a 911, all I needed was a list of parts to replicate the 993 911 GT. It was then that I decided to build my own except I'd make it lighter and with more horsepower.

I bought a 993 turbo body kit from AIR and an RS tail and front splitter in carbon fiber from Getty. Kinesis wheels, 10x17 and 12x17, and tires were added along

with RS lightweight carpet, Sparco Evo seats and a set of Sabelt race harnesses. I added a roll bar for safety and painted the car competition yellow.

A good friend, John Simone, who worked in composites for NASA at that time, basically built the car; I just helped when I could. The car debuted in the spring of 1997.

I enjoyed driving my new old 911/993 RS around Los Angeles and doing some autocrosses, which were lots of fun. However, once after a little spirited driving against a 993 twin turbo, in which I found myself looking for more



horsepower, we went back to the drawing board.

First on the list were 993 turbo big red brake calipers, then RSR front struts and RSR rear coilovers, then a G50 trans from Patrick Motorsports and Tarrett adjustable sway bars.

We installed a rebuilt 1989 RUF 3.4 liter turbo that was upgraded further with a new crank, new pistons and cylinders, Carrillo rods, polished and ported heads and intake running 1.1 bar of boost through a full-width intercooler. The engine dynos at 498 hp.

After some break-in time on the bigger engine, the car turned a 1:31.850 lap at Willow Springs, Calif. The car will do 0-to-60 in 3.9 seconds and the quarter mile in 11.998 seconds at 124 mph. The car weighs 2,590 lbs.

My 1976/911 GT clone has served me well for the past 11 years and 33,000 miles. Together, we have seen six cross-country trips. My recent mods include a more comfortable interior with RSA seats and a full 993 interior package with reworked gauges featuring LED lighting (now at the age of 42 I need to see better!).

• • •

Helio Losee recently moved from Texas and now lives in Alexandria Va. with his wife, two boys and a recently arrived baby girl. He has participated in Potomac's autocross program so far and can be seen regularly at cars & coffee meetings and other club functions.

Lightweight door panels and aftermarket aluminum pedals continue the lightweight theme. The car weighs just 2,590 lbs. while delivering nearly 500 hp.



Sophomore year at Sebring

Photos by Henry Kowalski, Colour
Tech South Motorsports Photography

Potomac club member Frank Vento (No. 590) enters Sebring's Turn 1 during the PCA March event. Sebring was the beginning of Vento's second season in club racing.

By Frank Vento
for *der Vorgänger*

My rookie club racing season in 2010 was a mixed bag, starting with rookie and hard charger awards at Road Atlanta and ending badly at my home track, Summit Point. I was punted off the race track in Turn 1 during the final sprint race, thus ending my weekend early with a bent rear suspension.

In between there were two third places and one second-place sprint finishes in D class at Virginia International Raceway, not hard to do in a class of three, and the club race at New Jersey Motorsports Park, where I could not get on the podium for the sprints, despite a class field of only five. Then there was an unfortunate encounter with a deer at Summit Point during an April test and tune day. This mishap scuttled a planned trip to Mid-Ohio for the club race.

Overall, 2010 was a successful rookie season as I had fun, avoided any penalties or DQs and learned a lot about race craft. However, with such an unsatisfactory end to the season, I was anxious for 2011 to start.

Sebring International Raceway was never on my bucket list, but since it was the first race of the 2011 season, I was going to figure out a way to get myself there.

At 3.7 miles it is one of the longest tracks the PCA visits, which means over 250 racers would be there and at least 10 cars in D class. With race groups of 80 or more cars, it was likely that there would always be someone around to race with. All in all, Sebring in March is one of the premier events on the PCA calendar.

One thing I learned in my rookie season is that I am a slow starter and usually perform best on day three of an event, so I decided to go to Sebring early for an extra practice day.

I made a plan to meet up with fellow Potomac members Scott Bresnahan, Hunt McMahon and Tony Pagonis on the way down. Two other Potomac members, Gary Church and Dwayne Moses, joined us on the second day of the trip. I set out late Tuesday morning and drove for 11 or so uneventful hours to Ridgeland, S.C., where I secured a suitable cheap hotel for myself and the rest of the caravan, which followed me by a few hours, delayed by the icy conditions in the northwest part of the D.C. metro area. On Wednesday, as I led the pack down I-95, someone commented that would be the only time I led all weekend. The last six hours of the trip went by quickly, as we traded jokes and barbs over walkie talkies.

When we arrived at the track, over a hundred tow vehicles and trailers were already lined up, waiting for the



gates to open. We took our spots in line under partly sunny skies and 70 degree temperatures, a world way from the epic blizzards, freezing rain and cold that was gripping most of the rest of the nation. Within an hour we were set up in the paddock, had unloaded our cars and done some preparations for the next day's sessions.

On Thursday morning, Dwayne asked if I was excited, and I told him I was a little anxious about learning a new track, which is not one of my strengths. He told me not to be intimidated by the track's 17 turns; it was easy to learn as there were no blind turns like Road Atlanta. The biggest challenges are Turns 1 and 17, fast and wide turns where you are constantly counter-steering as the car steps out each time you hit one of the many bumps.

After the first practice session the nervousness was gone and the excitement took over; it is a fun and challenging track, although the lack of elevation changes and similarity of some of the sections left me wondering what was coming next on more than one occasion. The practice sessions were 90 minutes long, another challenge, as I had never done more than a 60-minute stint in practice or a race.

By the end of the day, I had done my two practice sessions, resolved some minor car issues and had a pretty good idea which turns came next. I intentionally had no idea what my lap times were although I knew I was slow as that is just the way I roll on the first day of an event. With official timing and scoring to be set up for the next day, the race practice sessions would tell the tale of just how much ground I needed to make up.

Friday dawned foggy, but it burned off quickly and

my race group was the first out for practice, in which 71 cars participated. My best time was fifth out of nine in class, but worlds away from the class leader. I had two more practice sessions to cut down on that greater than 10-second difference.

In sessions two and three, I cut three seconds off my best lap time from the first session. The practice starts and fun race did not go well as I spent too much time nervously looking in the mirror and getting passed by cars I should have been staying ahead of easily. When I returned to our paddock spot, Charlie Murphy of McLean, Va.'s Intersport was there and despite the fact that I had just met him that morning, he gave me a friendly whack on the back of the head and asked "what the hell are doing out there?"

Charlie encouraged me to stop driving defensively and start thinking ahead and planning my strategy for the start. As we talked I realize that I was reacting to the other drivers instead of proactively planning and driving my own race. I spent the rest of the evening mentally flogging myself and planning how I would turn things around for qualifying and the sprints the next day.

On Saturday, I had a game plan for the starts that I was going to try out in the warm-up session and qualifying sessions. I needed to make some real strides in order to get my lap times down and move up the grid so I could be a class contender in the sprints. The warm-up session was encouraging, as I knocked another two seconds off my lap time. My confidence for qualifying was aided by some fresh tires; I boldly predicted I would find another two seconds.

Luckily, I did find another 2½ seconds and qualified fourth in class, 3½ seconds behind the class leader, Dwayne. My starting strategy looked sound, based on the number of cars I got by at the starts of the warm-up and qualifying sessions.

I started the first sprint race 54th out of 82 cars. My starting strategy worked brilliantly, as I had passed 10 cars by the time I was exiting Turn 1, including the third and second place D cars. Good thing too, as the second-place qualifier went four wheels off at Turn Three, came back on the track and caused a huge multi-car incident with cars and tires littering the track as I came through.

That incident took five laps to clean up, and we got

Potomac members Dwayne Moses, left, and Charlie Murphy discuss Vento's on-track performance with him during a visit to the pits. The trip to Sebring from Northern Virginia took about 17 hours.



Photo by Henry Kowalski, Colour Tech South Motorsports Photography

During the Sebring weekend, Vento enjoyed several long practice sessions plus two sprint races and a 90-minute enduro.

only two hot laps before another incident resulted in a black flag and the race was over.

The second-place D car managed to get around me on one of those hot laps, so I finished third in class, 33rd overall. Even though it wasn't much of a race due to the incidents, I was thrilled with my start and the results. I was excited for the second sprint race and the chance to get a best-ever class finish.

Unfortunately, too much excitement can lead to mistakes. I made the most basic mistake of all for the second race. I didn't check the fuel level until I got to the grid, and I wanted to punch myself in the face when I realized I could not finish the race on what I had.

I resolved not to let it bother me and use the race to practice my starting strategy, which worked like a charm again. However, my race was over after three laps due to fuel starvation in the long 180-degree Turn 17. My paddock mates commiserated with my oversight and said it happens to everyone, which Gary Church immediately proved by running out of gas on the pit straight.

At that point, my weekend as originally planned was to be over, but I just could not let it end that way. I immediately sought out the registrar and steward and signed up for Sunday's 90-minute enduro. Dwayne agreed to co-drive if needed, but my plan was to try to complete the entire race myself. It seemed feasible given the temperate conditions and the fact that I had done two 90-minute practice sessions on Thursday with no fatigue issues.

Saturday dawned foggy, cool and drizzly. Over coffee in the paddock, I was debating a switch to rain tires but decided against it based on the forecast for scattered showers. I skipped the morning warm-up session and prepared the car for the race, cleaning the windows, fu-

eling up and installing a video camera. The grid was to be set by best lap times of the sprint races, rather than finishing positions, and I was directed to spot 41 on the grid. I noted the positions of the D class competitors who were gridded just ahead of me and was determined to get by them all on the start.

At Sebring, and some other tracks I have been to, when you are gridded below the top quarter of the field, you are not in a position to see the green flag at the start of the race. A pit crew and radio communications can overcome this disadvantage; otherwise you are left to educated guessing. Racing begins when the green flag drops, so you then can pass regardless of whether you've passed the start-finish line. Your guess can be critical to your results.

If you pass someone before the green drops you get a one lap penalty. You can follow someone who is using a radio or listen for the sounds of full throttle, but both of these techniques are reactive and provide no advantage. Earlier in the weekend, I had calculated the number of seconds after the leader passed start/finish that it took for the middle of the pack to reach start-finish. I used that information to pick a spot on the track that I would start my race, rather than react to the cars around me.

The start/finish line at Sebring is on the long pit straight, so even a minor speed differential exiting Turn 17 onto the pit straight translates into a big difference by the time you reach Turn 1. Turn 17 is a high-speed right hander and wide enough that many cars can fit side by side. By my calculations, the green flag would drop when I was in the braking zone for 17, so that was where I planned to begin racing.

All weekend, the guys around did not seem to be racing until the exit for 17, so at the start of the enduro I had already passed a number of

cars by that point. By Turn 1, I had passed at least 10 cars, passed a few more at Turns 2, 3 and 4, a few more entering and exiting the hairpin, a total of almost 20 cars in less than a half lap, including all of the D cars except Dwayne. I could see Dwayne just ahead of me, a sighting as rare (for me) as a Florida whooping crane in Maryland. Then a minor disaster struck, as the gearbox got balky exiting a second-gear corner and it took one, two, three, four tries to find third gear as I watched helplessly while a gang of cars I had passed got back by me.

I didn't let the technical difficulties get to me, as I had 90 minutes to get it all back, but I knew I would have to fight for every one of those precious spots. The first seven laps of the race were under green flag conditions, and I was able to pick off one or two cars on every lap before the first double yellow flag flew.

Three laps later the green came out and I continued picking my way through the field only to see another double yellow come out after another three laps. A 944 broke an oil line and was spinning down the pit straight at high speed engulfed in smoke. I learned later that Gary, co-driving Dwayne's car, came upon the spinning, smoking 944 and guessed correctly when he went inside of him through the cloud.

The ensuing clean up took five laps, and the restart was a bit frustrating as the cars ahead of me did not seem to recognize the importance of catching up to the field under the double yellow. An uninformed spectator would have thought we were doing parade laps for charity, given how slow and separated the field was.

I did another hot lap and pulled in for my mandatory five-minute pit stop, as did my closest D class competitor just ahead of me. Tony was pitted in the adjacent box and when he left, my crew had me move up into his space.

The lengthy caution periods meant no refueling was needed, so I just had a drink and waited for the five minutes to elapse. I learned that the first- and second-place D cars from Sprint 1 were retired due to mechanical issues, so I was thinking that I had at shot at first in class. I learned later that the class leader was in the pits when the first double yellow came out, so in reality I did not have a chance to catch him. I also learned later that I almost got disqualified for briefly using reverse gear in the pits.

I did get out of the pits ahead of the D-class car that led me in, and I needed to keep him behind me, as we were dicing it up earlier and I could not get by him.

After the pit stop there were four more hot laps before the checker and for the first time that weekend there was no traffic so I focused on doing fast, consistent laps in an effort to catch the class leader. I never saw him in those last seven laps and ended up second in class and 35th overall, my best class finish ever without a co-driver.



A trip back to the age of steam

Story and photos by James T. Parks
for *der Vorgänger*

An important part of our love of Porsche sports cars is the unique sounds made by the “pancake” six-cylinder engine. Indeed, every high-performance vehicle has its own special blend of beautiful mechanical music.

One of the most singularly inspiring sounds of any engine, though, is the chuffing of a steam engine roaring through the countryside with a full head of steam.

The advent of more energy efficient diesel-powered locomotives in the last century, however, caused most steam locomotives to fall victim to the scrapper’s torch. But thanks to dedicated steam rail enthusiasts there are still places where these mechanical beasts can be experienced in all of their visual and aural glory. And one such place is just a few hours away in south central Pennsylvania.

Fort Frederick, Md.

We begin our 260-mile round-trip journey back in time at the Fallsgrove Village Center in Rockville, Md., where we head west for a stop en route at another iconic reminder of our history.

Fort Frederick’s high stone walls and barracks were Maryland’s primary frontier defensive structure during the French and Indian War in the mid-18th century. Historic exhibits are on display for visitors to the fort, the restored barracks, the CCC museum and the visitor center. (More information about Fort Frederick State Park is available at: www.dnr.state.md.us/publiclands/western/fort-frederick.asp.)

[frederick.asp](http://www.dnr.state.md.us/publiclands/western/fort-frederick.asp).)

East Broad Top Railroad

Heading north on Indian Springs Road, your two-lane roller coaster ride begins immediately. Tightly wound, serpentine tarmac leads through rolling farmland topography, replete with imposing red barns and fields of green. An hour or so later you arrive—in a joyously blissful state of curve-induced, sensory overload—at the 1906 railroad station in Rockhill, Pa.

This is the home of the East Broad Top Railroad (EBT). With its roundhouse, repair shops, historic passenger station, rail yard and track, the EBT is believed to be the most complete historic narrow-gauge rail site in North America. The impressive equipment roster includes: six narrow-gauge steam locomotives, two gas-powered motorcars, numerous freight-hauling cars, an assortment of track maintenance cars, an array of passenger cars and several diesel-powered engines that perform switching duties in the rail yard.

When the iron beast snorts, hisses and rumbles to life, everyone stops in their tracks to watch, in wide-eyed wonderment, as an EBT excursion train chuffs away from the station with another trainload of gleeful riders. Such are the aural and visual pleasures of historic steam railroading.

The EBT, a National Historic Landmark, was founded in 1856 to haul coal, lumber and passengers. The line operated from 1873 until it closed in 1956, due largely to rising labor costs and diminishing coal deposits.

Ironically, the EBT was saved for future generations

Joining the 21st century to the 18th century, a Cayman S sits at the entrance to Fort Frederick, which served as Maryland’s primary frontier defensive structure during the French and Indian War in the mid 1700s.

by the Kovalachick Salvage Company, which was a large railroad-scraping firm that converted many other steam railroads into amorphous heaps of smoldering scrap metal. The line reportedly is the only original narrow-gauge steam train east of the Mississippi that's still in operation.

Rockhill Trolley Museum

Before or after your ride on the EBT, take another step back in time aboard one of the Rockhill Trolley Museum's nine operating electric trolleys. The immaculately restored trolleys take passengers on a leisurely ride through the countryside, just the way their grandparents used to do.

The EBT and the adjacent Rockhill Trolley Museum are kept running by a veritable army of volunteers. Rides are available for boys and girls—of all ages—on weekends in May through October and during specially scheduled events (www.ebtrr.com and www.rockhilltroller.org).

High Rock Overlook

A must-see along your route home is High Rock Overlook, located just south of the Pennsylvania border in Maryland. From atop this 1,800-foot high panoramic vantage point, you see the Great Valley unfolding, as far as the eye can see, across a bucolic Pennsylvania landscape. The famed Appalachian Trail passes only a few feet away from the breathtaking overlook.

An observation tower on this location was part of an amusement park, which opened in 1877 just a couple miles down High Rock Road at Pen Mar. Only the concrete base, festooned with an abundance of graffiti, remains of the former observation tower.

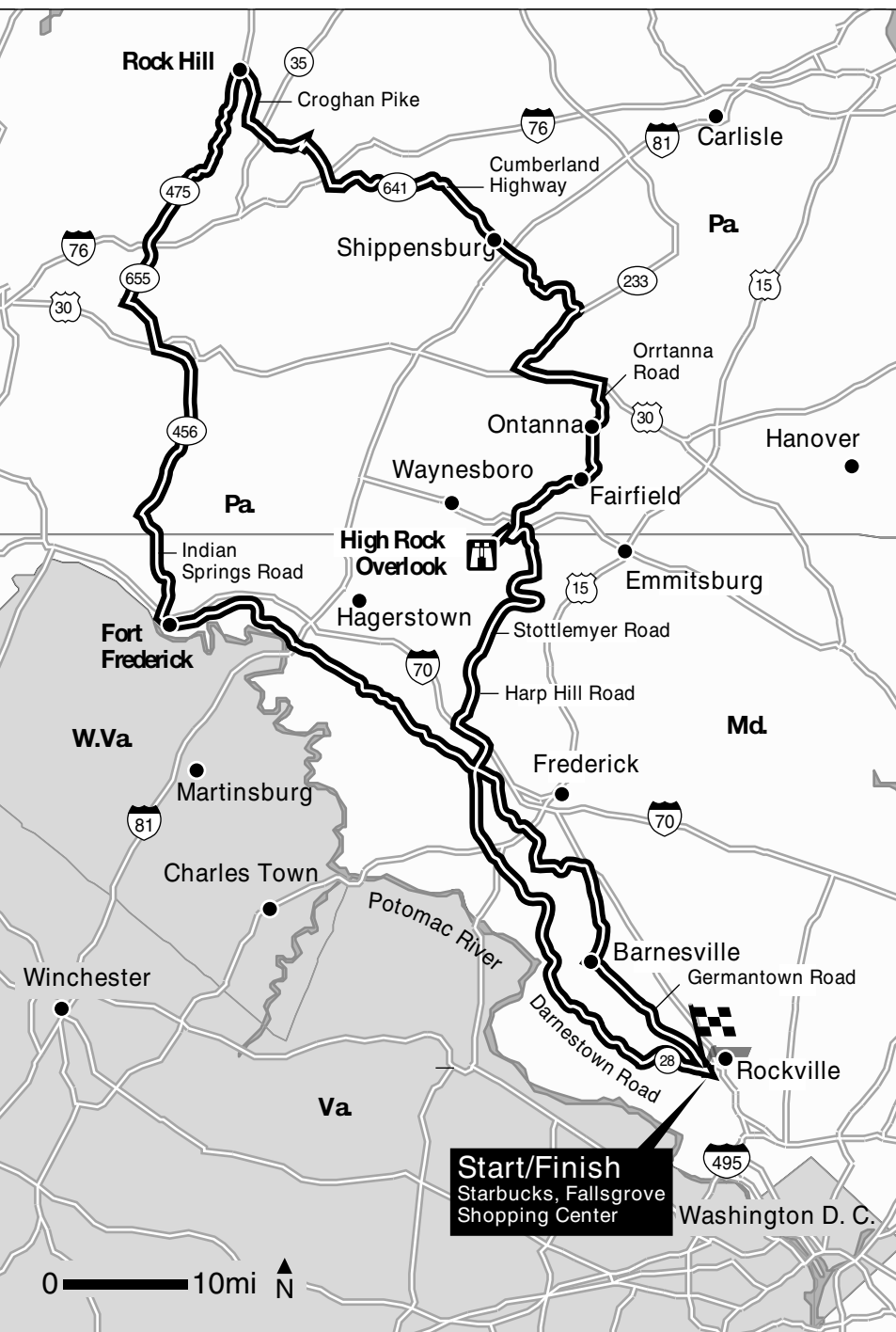
The amusement park dissolved into history many years ago, but today's Pen Mar Park is a tranquil, inviting location for an old-fashioned picnic.

Catoctin Mountain Park

The lushly forested environs of Catoctin Mountain Park, which is managed by the U.S. Park Service, has one of the worst kept secrets by our Federal government: It's also the location of the presidential retreat known as Camp David.

The park formerly was the location of several camps built by the Works Progress Administration (WPA) for government agents and their families. During Franklin Roosevelt's presidency, however, one of the camps was converted to a presidential retreat and named Shangri-La.

President Eisenhower, who obviously was



quite fond of his grandson David, renamed the retreat Camp David.

In addition to providing the president a country escape from his pressing responsibilities of state, Camp David also has been the scene of many historic meetings and events, such as the Camp David Accords that were brokered there in 1978 by President Jimmy Carter between Egyptian President Anwar al-Sadat and Israeli Prime Minister Menachem Begin.

Camp David is not open to the public, isn't shown on any park maps and the park rangers won't divulge its location. However, you will see an entrance along Park Central Road with

foreboding warnings to stay out. I don't care how fast your Porsche is, don't even think about turning in!

More curvy roads and graceful rural scenery accompany your drive back to 21st century work-a-day life, but sepia-toned memories, captured on a special day of touring in your Porsche, go with you.

James Parks, a long-time car and motorcycle enthusiast, is a travel journalist for RoadRUNNER Motorcycle Touring & Travel magazine. His current ride is a 2009 Porsche Cayman S.

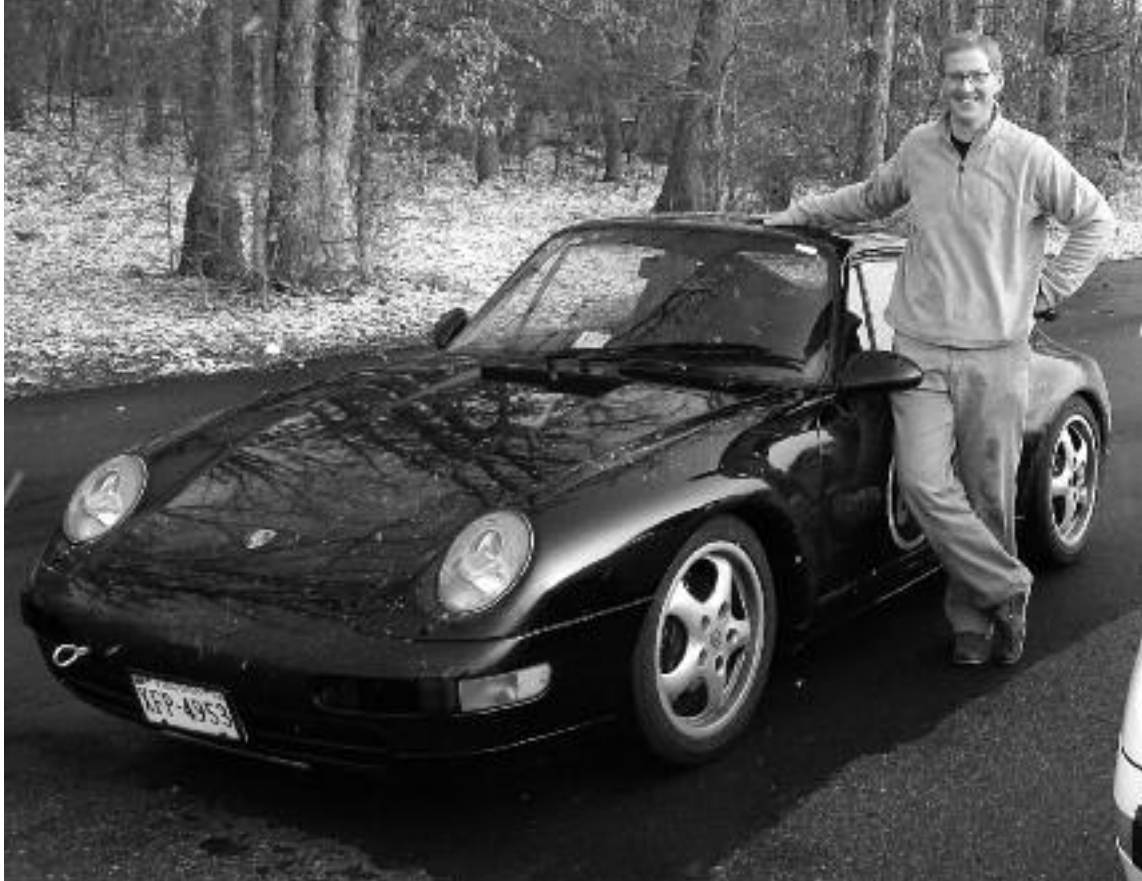


Photo by Andy Roche

Although he's all smiles now that he has a "new" 993 track toy seen at Potomac's first DE in March 2011, Don Mattingley was anything but all smiles in late 2010 after crashing his new Cayman in Summit Point's Turn 9.

Off-track impact renews resolve

By Don Mattingley
for *der Vorgänger*

The crash happened one week in October 2010: I crashed my Cayman in Turn 9 at Summit Point (W.Va.) Motorsports Park main circuit during the last session of an SCCA track weekend.

My thoughts went something like this, in order – I'm spinning. Countersteer. Not working. "In a spin both feet in." Still spinning. That sounded bad. Hope instructor is OK. He's fine. I'm OK. My wife is going to be thrilled with this. That's the end of my track day career. I should've stayed with autocross. Miatas are ok.

I was that guy, the guy who gets the ride back to the paddock in the ambulance, and the guy who gets to see his beloved sports car mangled on the back of a tow truck. It was indeed a humiliating experience.

Thankfully, my instructor was neither hurt nor angry. "Guess we pushed it too hard; sorry man really sorry. You were doing so well, but should've gotten on the gas more quickly." The safety steward filed the papers and summed it up succinctly: "Oversteer T9, off-track impact."

Back in the paddock the old hands seems nonplussed, while the newbies were a little wide-eyed. I got a ride home in a fellow PCAer's 996 (thank you, Antonio Conceicao) who was on the track at the same time and had seen my cloud of dust in his rear-view mirror.

Before heading out, Antonio and I stopped to see the Cayman. It wasn't pretty, and this would surely be its last time at the track.

One week later, with insurance papers filed, I had al-

ready made up my mind. I was going to find another car, a track car. Furthermore, I would still autocross but I wasn't going to give up on DE. I'd come to learn about Turn 9's infamy, and I knew that I was far too hooked on the track experience to let it go so easily.

Like many Porsche owners, when I bought the Cayman 18 months earlier it was pure adolescent fantasy. I knew nothing about autocross or DE, and I considered changing the oil in my Jeep to be a major accomplishment. Fast forward to October 2010 and I was the proud owner of an aluminum hydraulic jack, a brake bleeder and a growing supply of wrenches and sockets. To my surprise, I enjoyed working on the car almost as much as driving it, not that the Cayman required much care beyond fluid changes and brake pads.

Two months after "oversteer, off-track impact," I was nervously driving home on a cold December night after purchasing a 1996 993 in West Chester, Pa. My winter weekends were thus spoken for—I'd be giving some major TLC to this track-modded black 993, the last of the air-cooled classics.

I bought the Cayman satisfied in the knowledge that, should something go wrong, it was under warranty. The 993 was the opposite. I knew there were some things that needed to be repaired, and I was eager to fix them myself. One of the many great things about Porsches is the vast database of knowledge that has been compiled about how to fix and modify them, and this is especially true for the many 911 variants. I was going to need all the help I could get, because my list was long and my experience short. My to-do list is at right.

Don's to-do list:

- ul style="list-style-type: none;">
- Replace leaking power steering rack
- Install steering wheel
- Rebuild calipers
- Install new bushings
- Install new rotors
- Install new brake lines
- Replace valve cover gaskets
- Install new motor mounts
- Take out lower dash, door pockets, clutch ventilation pipe
- Install new harnesses
- Replace rear window seal
- Install Rennline pedals and floorboard
- Install new hood shocks
- Change all fluids: oil, transmission, power steering, brakes
- Clean everything

Much of this list is surely familiar to any long-time 911 owner, and probably a little bit quaint. For me, it was Mt. Everest. Over the next 2½ months, every spare moment I had was spent working on the 993 (just ask my incredibly understanding wife). Wow, that garage floor was COLD. No heat, no insulation. There were many days that I could not feel my hands or feet.

I came to appreciate the utility if not the style of coveralls. I did battle with rusty bolts, stuck caliper pistons, stubborn bushings (thank you for the assist fellow 993-owner and Potomac-DE'er, Andy Roche) impossible angles and unforgiving pieces of metal. For the most part, I emerged victorious. Those stuck bolts in the muffler straps put up a good fight but ultimately bowed in defeat. That valve cover screw behind the driver's side heat exchanger was elusive but in the end couldn't hide from my increasing willingness to disassemble anything in my path. But despite my best efforts, I never did get those damn Torx screws out of the caliper end plates.

Finally, in early March 2011, three weeks before the first Summit Point DE of the season, I brought the refreshed 993 down off the jack stands and went for a drive. The exhaust didn't fall off and the brakes were functional if a little squishy—nothing a round of brake bleeding wouldn't cure. However, I did notice a slight clunking sound from the rear of the car



Mattingley's 993 undergoing repairs and upgrades before the 2011 DE season.

but figured it must be a loose connection on the sway bar drop links or an exhaust tip bolt. Two weeks out from Summit Point I was officially street legal with a new Virginia inspection sticker, and I scheduled an alignment with the friendly folks at AutoSportSystems Group in Fairfax, Va. The clunking sound, though, was getting worse. Time was getting short and I began to contemplate the sad possibility of missing the DE. ASG called and said they had diagnosed the clunk: a bad inner CV joint. I had seen a few DIY guides on replacing CV joints online, and although I'd never done it I figured I'd give it a go myself...the day before the DE at Summit Point. Fortunately, Andy Roche came to the rescue again and offered to

lend a hand. I'm not sure I would've gotten the axle out of the hub without his help. The moment of truth: We went for a quick test drive and the clunk had vanished. Success!

Well, almost. I made it to Summit Point early Saturday morning but still needed help. Who in the world has a torque wrench that will get an axle nut to the 340 ft/lbs? "Look for a GT3 guy, try Fatih Seleker," Nader Fotohui suggested. I found Fatih and his gleaming white 997 GT3, with those hyper-cool centerlock wheels, and sure enough he had the wrench.

"Here you go, take it, no problem!"

Wow, what a nice guy. As I hauled the monstrous tool back to the other end of the paddock I heard someone say "You need a bigger wrench" and I thought to myself, "I may still be in the Green run group, but hauling this thing around must give me some kind of track cred."

Back at my car I was ready to go, just grab the socket and...oh no...this wrench IS too big, I need a socket adapter. My trusty pal, Andy, said "try the racers at the end of the paddock with the big trailers, those guys have tons of tools." I was beginning to feel like that character in the children's book who wanders around asking everyone "have you seen my mother?" I trekked back across the paddock and accosted the first group of guys I saw

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standing by the fancy trailers.

"Hi guys, I'm looking for a tool." "You found him," one of them replied and pointed to his friend. Track humor; I probably would've said the same thing. I explained my predicament and Mr. Tool said "I have exactly what you need," walked into his trailer and came out with the adapter. Phew!

The long process of getting the car ready, despite the last minute craziness, had the major benefit of keeping my mind off the fact that I hadn't been on the track since "oversteer T9, off-track impact." The first day wasn't the greatest driving performance in history, but I was reasonably smooth and pleased with my new track toy.

My instructor was Peter Tan, who I recognized from when we had volunteered at the Potomac Club Race the previous October. Peter's calm and measured approach was perfect given my nervousness, rustiness and the steep learning curve posed by rear-engine dynamics.

Driving back to the track on Sunday morning...it was snowing.

Rain, snow, hail or whatever I wasn't going to miss any track time even if I had to crawl around the track in second gear. And anyway, the skid pad was open. The snow didn't stick and the track dried surprisingly quickly.

The second session on Sunday was amazing...I decided to back off just a bit and focus only on getting all the heel/toe downshifts as smooth as possible. Although several people passed me like I was standing still (including a red '87 turbo-look Carrera driven by an instructor, Bob, that appeared to have warped in from another dimension, and a seal grey '02 996 driven by my friend, Sam Bass, who was getting faster every time out), I felt like I had already come a long way since the first Saturday session. Peter's tips were helping. I was learning the car and enjoying it immensely.

For the last session of the weekend I just wanted to replicate the previous session, hit all my marks and stay smooth and not worry about overall speed. Unfortunately, a balky shifter forced us back into

the pit after just a couple of laps. Peter Tan and I tore apart the top and bottom of the transmission tunnel in an attempt to diagnose the problem but to no avail.

There was practically no one left in the paddock, as most everyone had packed up and headed home. Those who remained all offered to help get me home, but I figured I could limp back to Warrenton. Long-time PCAer Tony Pagonis offered a few last words of encouragement, "You can make it; my son managed to get a 944 home from SP and he only had third gear. But get ready to smell some burning clutch!" Just as the sun came out for the first time that day, I called it quits. Just a month to get it fixed for Mid-Ohio, I need to get started.

Don Mattingley lives in Warrenton, Va. with his equestrian wife, his mother-in-law, two hungry horses, two stinky dogs and three lazy cats. His dearly departed Cayman was his first-ever Porsche and the 993 is his second.

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Fun get-togethers for car lovers

Please email details of other car meetups to dveditor@pcapotomac.org

Katie's Cars & Coffee

Saturday morning meetings are legendary at Katie's Cars & Coffee in Great Falls, Va. for a wide selection of classics, sports cars and other interesting cars. Scheduled time is from 7-9 a.m., weather permitting.

Katie's is located at 760 Walker Road, Great Falls, Va.

Sunday mornings at Fair Lakes (Va.) Starbucks meet-ups

The Fair Lakes (Va.) Starbucks for coffee and cars is the site. 8:30-10:30 at the Starbucks, 12599 Fair Lakes Cir., Fairfax, Va.

Street rods and others

A long-standing gathering for car folks in Northern Virginia is a regular Saturday late afternoon-



Photo by Richard Curtis

Among some interesting Porsches (including one GT3 RS) at the Fair Lakes, Va. cars & coffee meeting on a recent Sunday was this well turned out, 427-cubic inch Cobra Daytona coupe replica.

early evening informal car show at the Burger King, 10991 Nokesville Road, Manassas, Va. 20110 (near the Manassas airport at the intersection of Route 234 [Prince

William Parkway] and Route 28). **Exotic cars meet-up**

These meetings are arranged through a website, [www.6speedonline.com/fo-](http://www.6speedonline.com/forums/mid-atlantic)

[rums/mid-atlantic](http://www.6speedonline.com/forums/mid-atlantic).

Check this URL for dates, times and location for various meetings.

NoVa Sports Car Club meetups

A relatively new website is listing a variety of local meetups for sports cars in the D.C. metro area.

Details at: <http://www.meetup.com/no-vascc/>

Ferrari cars & coffee

Ferrari owners are beginning a cars and coffee event the first Saturday of each month, from 8-11 a.m. in front of the AAA office in the Lansdowne Town Center in Loudoun, Va. off Route 7 between Dulles and Leesburg.

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Achtung!

Porsche lovers

28th annual Deutsch Marque Concours May 1

By Ron Davis
for *der Vorgänger*

Sunday, May 1 is the big day when The Founder's Region, Potomac—in conjunction with the local BMW and Mercedes clubs—invites you to the 28th Deutsche Marque concours d'elegance.

Last year, all three clubs had a large turn out. This year we anticipate drawing even more examples of German automotive engineering from the '50s (or even earlier) to the current day. There's always a good showing of Type 356 Porsches—last year a dozen of the “oldies” showed up—along with classic Mercedes-Benz SLs and 2002 BMWs along with even more examples of newer cars.

Each car club has several classes, both judged and peoples' choice. This year, Potomac will do its best to have better class/model separation so that front-engine and mid-engine Porsche models will be judged separately.

Beautiful trophies will be presented at the traditional wine and cheese awards ceremony at the end of the day.



2010 photo by
Michael C. Copperthite

Event sponsors include some of the area's German auto service and supply businesses. They'll be there with information about their products and typically some giveaways. A concessionaire will offer food and drinks.

We have a great venue at Nottoway Park in Vienna, Va. The cars will be on display on a grass field, and there is plenty of paved parking for spectators.

For further information please contact: concours@pcapotomac.org or call Potomac Concours Program Chair Ron Davis at (703) 409-0513. Registration fees for all classes is \$30 per car (includes one reception ticket). Extra reception tickets are \$10 per person.

For BMWs, contact BMW Car Club of America, National Capital Chapter <http://www.nccbmwcca.org/>

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

Cars begin to take the field between 8:30 and 11 a.m. Spectators are welcome after 10 a.m. Free admission. Rain date is May 15.

PCA headquarters completes move to new location

After 56 years, PCA has purchased a home to house its national headquarters.

Last year, PCA's board of directors approved a budget to purchase office space. Together with the assistance of fellow PCA members, PCA found and renovated a modest 4000-square-foot office in Columbia, Md.

The new location also has the space to display its collection of PCA and Porsche archives/memorabilia and a “tech” area for future events.

PCA's new mailing address is PO Box 6400, Columbia, Md. 21045. Phone numbers: 410-381-0911 and 410-381-0924 (fax). The office is located at 9689 Gerwig Lane, Unit 4 c/d, Columbia, Md. 21046.

An open house is slated for September; stay tuned for details.

Design a Club Race logo

By Starla Phelps

The Founders Region, Potomac, was the first region to sign up for Club Race in 1991. Alan Friedman (Potomac member and past president) was the founding father of PCA Club Racing.

However, Colorado cut Potomac out of being the first club by getting an earlier date. But hard economic times forced Colorado to cancel one of their races. Thus, our Founders' Region has the honor of being the longest continuously run Club Race, and we want to celebrate this event and this accomplishment.

As co-chairs, Fred Pfeiffer and I wish to invite every PCA member to join us in celebrating this milestone. Not just the racers, and our loyal volunteers, but every PCA member. With your help, we can make this a special event.

Our first step is to design a logo for the trophies, shirts or jackets

and other memorabilia. The winner will be selected and given a



prize and an opportunity to ride in the pace car at the race.

Part of the logo must have the PCA Club Race logo.

Specific rules

1. Use the above “Club Racing” logo.
2. Colors do not matter.
3. Include Founders' Region, Potomac and Summit Point (name or track outline)

4. Include 20th Anniversary
 5. Size no bigger than 3 inches
- Due Date: May 30th.

Please send your artwork to: clubrace@pcapotomac.org

Chesapeake's 50th

Porsche owners are invited to the Chesapeake Region's 50th Anniversary Celebration at the U.S. Naval Academy's Navy-Marine Corps Stadium, Saturday, June 18. The event will begin with a car display, where 50 invited Porsches each will represent a year of the region's history.

The upper lots of the stadium will feature a people's choice car show (\$10 per car) for all who attend the event. Categories will be by model. This will be an opportune time to park next to an owner of a similar Porsche and swap stories in between walks to the historic display and the Admiral's Tent for refreshments and to view our 50th DVD. Social hour and dinner will be \$60/person.

For further information, contact Bob Gutjahr at silber_pfeile@yahoo.com or www.pcachs.org/

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"/> Dilettant 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 1347, Springfield, VA 22151-0347 or **apply online at www.pca.org/welcome**.

Readers and their cars



Photos by Richard Curtis

Top: Bob Russo of Oxford, Md. works on Nando Silva Pinto's '03 996 GT3RS track car at the March DE event at Summit Point. Above: Eric Myers of Bethesda refuels his '69 911 with a 2.2 engine. Left: Berniece Richmond of Silver Spring, Md. completed her 26th and 27th track day during the March event at Summit in a 2010 997 twin turbo with PDK.

View of the instrument cluster of Helio Losee's 911 GT recreation. Story begins on Page 14 of this issue. Photo by Syed "Sid" Imtiaz, www.DigitalMemories4You.com

