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# der Vorgänger

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Photo by Richard Curtis

Cover: Regular photography contributor Ken Marks captured some intriguing features of Heinz Wahl's version of a screaming yellow 911 Speedster. Story, Pages 15-17.

Above: Heinz Wahl, left, and Sydney Butler at the 991 introduction at Porsche of Tysons in February. Butler writes on pages 15-17 about Wahl's Speedster recreation.

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# der Vorgänger

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## Editor's column

### Shadetree Mechanics 101

When something goes wrong and you're looking for the cause, check the obvious things first.

That's almost always good advice when troubleshooting anything.

Three examples from my own experience:

- If your automobile was starting easily the last time you turned it off, and now it won't start, check for a bad battery or a corroded battery connection. This is especially true if the battery is nearing the end of its warranty.

- If your snowblower won't start when you drag it out for the year's first snowfall, even though it has fresh gas in the tank, just after you wear your arm out pulling on the starter cord, check that you've turned the gas to "on."

- If you've just changed the spark plugs and plug wires on your 195,000-mile 1995 truck, scraping most of the skin off your hands and wrists in the process, and there's a subsequent misfire when the transmission shifts into overdrive while going up a slight hill, do not — I repeat, DO NOT — at first think the miss was caused by something that just happened coincidentally with the fresh spark plugs.

As Dave and Danny, two of my favorite mechanics, strongly suggested, most likely the miss was caused by something I did. Dave didn't even ask how many years I've been changing spark plugs, etc., (more than 50 as it turns out, although that is no defense), he simply said, "You did something wrong."

I found that difficult to believe, even though I've preached "check the simple things first" for decades. I'm sure everyone reading this is now rolling-on-the-floor-laughing as they see in their minds me checking everything but the plugs and wires. I even installed a new ignition coil pack (\$85, ouch!), which, of course, and predictably, did not solve the misfire. As for the "new" plugs and wires, "How could they be bad?" I said to myself, "they're brand new."

Maybe I bought the wrong plugs/wires? Nope, checked that at two different sources. Maybe the wires were connected wrong? Nope; did that correctly both times I removed and replaced the wires.

Surely, it's the wires themselves then. Nope, I removed the new wires and replaced with old wires. Same result: an ignition misfire when under load.

Plugs gapped incorrectly or one of them fouled? Nope, I removed them, and they all looked fine. Even the plug gaps were correct.

Hmmm. If it's not the wires. And if the wires are wired correctly. And if it's not the coil pack (remember, it, too, is now brand new). And it's not the transmission (yes, I took it to a transmission shop and they pronounced all well and good with the trans)(this is when I really, honestly, truthfully started feeling like a complete dope). Maybe I'll simply replace the new plugs with the old ones.

First new plug I pulled had a cracked insulator, most likely caused by someone (me?) dropping it and not checking it closely before installing it. In my defense, it WAS a hairline crack. Which would have been a obvious thing to check first.

Richard Curtis  
Editor

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## Strong turnout, flowing wine, short speeches at year-end awards dinner

Back in late March, Potomac held the 2011 Awards and Volunteers Dinner. As you have heard me say several times, volunteers make this club what it is. We decided to invite all the Drivers' Education instructors and the many volunteers who helped the club put on over 100 events in 2011 to a nice dinner at Maggiano's in Tysons Corner, Va.

Approximately 150 people attended the dinner including representatives from 11 of the club's always important sponsors. Everyone seemed to have a good time. We kept the speeches short and the wine flowing.

**Craig Moen** was recognized as the 2011 Enthusiast of the Year. For their outstanding contributions to the club's 2011 efforts, President's Awards were given to **Michaela Shoop** and **Mia Walsh** (serving as co-chairs of Potomac's efforts as well as both leading the DE registration efforts). **Michael Handelman** and **Ken Harwood** also received the President's Award for their tireless efforts in updating and maintaining Potomac's website, and finally a President's Award was also presented to long-term Potomac member **Mark Francis** who has shown his support for the club in numerous ways over the years. The highlight of the awards was the presentation of the Instructor of the Year Award to a deserving **Dan Dazzo**.

For all of Potomac's Virginia members, we are getting closer to having PCA Virginia license plates, but we still need a few more to meet the magic required minimum of 450. If you signed up but have yet to send in your application, please do so now. If you have not signed up and would like to join this campaign, please send an email to

vaplates@pcapotomac.org. Remember the PCA plates can go on any car (think tow vehicles). See story, Page 28.

I also would like to mention that hopefully by the time you are reading this, Potomac's Goodie Store is back to being alive and well. What is nice is that not only can you have the Potomac logo on the items, Porsche AG has also authorized us to add the PORSCHE logo. For more information, check out our website. While there, check out our new name badges. They are only \$15 each, and already over 60 members have ordered one. See story, Page 28.

Things are picking up within PCA Potomac. In May, according to the calendar on Page 8, there are 11 May events planned, so there is something to do each and every weekend in May. The first weekend in May, some of us hard-core DEers will make the pilgrimage to Mid-Ohio Sports Car Course. It is a bit of a hike at around 400 miles, but once you have driven Mid-Ohio, you will be hooked on it.

If you do not think driving to Mid-Ohio is in your cards, then I suggest you plan to attend the first concours of the year, which is the annual Deutsch Marque concours on May 6. Not only will you see beautiful Porsches but also Mercedes, BMWs and Audis. Another first for the year is the Polo, Ponies and Porsches on May 19 at the beautiful Great Meadows facility in The Plains, Va. To round out the "first" list, don't miss the ever popular autocross school at Baysox (Bowie, Md.) Stadium on May 20.

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



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](http://www.pcapotomac.org) > Calendar > Potomac Calendar and/or [www.pcapotomac.org](http://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.

**May:**  
6: Manassas, Va. brunch.  
4-6: DE @ Mid Ohio.  
6: Deutsch Marque concours. Entry form, Page 14.  
12: Arlington, Va. breakfast.  
12: Rally No. 2. Details TBA.  
19: DE tech for Shenandoah at Porsche of Rockville, 1125 Rockville Pike, Rockville, Md. 9 a.m.-2 p.m.  
19: Glen Echo, Md. brunch.  
19: Polo and Ponies. Details TBA.  
20: Drive 'n Dine tour winding up at the Stoneyman Gourmet.  
20: Autocross school, Baysox (Bowie, Md.) Stadium.  
26: Autocross #1, Baysox Stadium.

**June:**  
2: Manassas, Va. brunch.  
2-3: DE Shenandoah Circuit, Summit Point, W.Va. Story, Pages 10-11.  
9: Arlington, Va. breakfast.  
9: DE Tech for Watkins Glen at Autobahn, Fairfax, Va. 9 a.m.-2 p.m.  
15-17: Fallingwater Drive 'n Dine to Fallingwater. Story, Page 27.  
16: Glen Echo, Md. brunch.  
22-24: DE @ Watkins Glen, N.Y.  
30: Open board meeting.  
30: Autocross #2, Baysox Stadium.

**July:**  
4: Drive 'n Dine. Details TBA.  
7: Manassas, Va. brunch.  
7: Rally No. 3. Details, Page 29.

## Cars 'n coffee

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

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

**Great Falls, Va.**  
Saturday mornings, Katie's Cars & Coffee in Great Falls, Va. 7-9 a.m., 760 Walker Road, Great Falls, Va.

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

7: Autocross #3, Baysox Stadium.  
8-14: PCA Parade, Salt Lake City.  
14: Arlington, Va. breakfast.  
14: DE Tech for Summit Point at Intersport, McLean, Va. 9 a.m.-2 p.m.  
14: Porsches and Polo.  
20-22: DE @ Summit Point.  
21: Glen Echo, Md. brunch.  
28: Rally for Camp Friendship.  
TBD: Drive 'n Dine.

**August:**  
4: Manassas, Va. brunch.  
4: DE Tech at Porsche of Arlington for PorscheFest at Porsche of Tysons. 9 a.m.-2 p.m.  
10-12: PorscheFest @ Summit Point. DE and Autocross #4 (Aug. 11)  
11: Arlington, Va. breakfast.  
18: Glen Echo, Md. brunch.  
18: DE Tech for VIR at Porsche of Tysons, 8598 Leesburg Pike, Vienna, Va. 9 a.m.-2 p.m.  
25: Autocross #5.  
25: Drive 'n Dine, drive-in movie.  
31-Sept. 2: DE @ VIR.

**September:**  
Aug. 31-Sept. 2: DE @ VIR.  
1: Manassas, Va. brunch.  
1: Gathering of the Faithful, Reston (Va.) Town Centre. 10 a.m.-2 p.m.  
8: Arlington, Va. breakfast.  
8: Open board meeting.  
8 or 15: Drive 'n Dine to Char-

lottesville, Va.  
15: Glen Echo, Md. brunch.  
15: Porsches and Polo.  
16: Autocross #6.  
22: HPDC @ Summit Point.  
28-30: PCA Club Race @ Summit Point with Advanced DE.  
29: Octoberfest Drive 'n Dine to Lovettsville, Va. with concurrent Rally No. 4 and car show.

**October:**  
6: Manassas, Va. brunch.  
7: Autocross #7, Potomac swap meet (tentative).  
13: Arlington, Va. breakfast.  
20: Glen Echo, Md. brunch.  
20: DE Tech for Summit Point at Auto Sportsystems Group, Fairfax, Va.  
26-28: DE @ Summit Point to include Volunteer Appreciation Day.  
21 or 27: Drive 'n Dine Fall Foliage.

**November:**  
3: Manassas, Va. brunch.  
10: Arlington, Va. breakfast.  
10: Autocross #8.  
17: Glen Echo, Md. brunch.

**December:**  
1: Manassas, Va. brunch.  
1: Drive 'n Dine to Antietam, Md.  
1: 2013 planning meeting  
8: Arlington, Va. breakfast.  
8: Open board meeting and general membership and elections.  
8: Holiday party in Bethesda, Md.  
15: Glen Echo, Md. brunch.

## 2012 DE events

**May**  
4-6: DE at Mid Ohio.  
19: DE Tech at Porsche of Rockville, 1125 Rockville Pike, Rockville, Md. 9 a.m. - 2 p.m.

**June**  
2-3: DE at Summit Point's Shenandoah circuit. See story and map on Pages 10-11.  
9: DE Tech at Autobahn, 3158 Spring St., Fairfax, Va.  
22-24: DE at Watkins Glen

**July:**  
14: DE Tech at Intersport, 1524 Spring Hill Road, McLean, Va. 9 a.m. - 2 p.m.  
20-22: DE at Summit Point.

**August:**  
4: DE Tech at Porsche of Tysons, 8598 Leesburg Pike, Vienna, Va. 9 a.m. - 2 p.m.  
10-12: DE, PorscheFest, at Summit Point.  
18: DE Tech, Porsche of Arlington. 9 a.m. - 2 p.m.  
31-Sept. 2: DE at VIR.

**September:**  
22: High Performance Driving Clinic at Summit Point's Jefferson circuit.  
28-30: PCA Club Race and Advanced DE at Summit Point.

**October:**  
20: DE Tech at Auto Sportsystems Group, 2810-F Dorr Ave., Fairfax, Va. 9 a.m. - 2 p.m.  
26-28: Volunteer Day/DE at Summit Point.

## Potomac monthly brunch locations

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

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

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

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

• • •  
For more information, contact John Magistro at [membership@pcapotomac.org](mailto:membership@pcapotomac.org)

## Program chairs

**Autocross:** Tony Pagonis, [autocross@pcapotomac.org](mailto:autocross@pcapotomac.org)  
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**Rally:** Linda or Craig Davidson, [rally@pcapotomac.org](mailto:rally@pcapotomac.org)



## New Potomac members & anniversaries

### May 2012 anniversaries

#### 50 years

Jonathan Kinberg & Parker W. Kinberg

#### 25 years

Theodore W. Hack & Patty Joyce  
George W. James & Patrick James  
Eric A. Leffler & B.G. Leffler  
Maurice A. Long & Patricia Long  
Reno Panico & Lucia Panico  
Donald E. Wohlfarth & Suellen Wohlfarth

#### 20 years

Ken Notaro & Susu Notaro  
Gregory A. Smoak & Pat Smoak  
Michael L. Sturm & Natalie J. Sturm

#### 15 years

Wids Romeus & Kez Ford  
Timothy Weglicki & Denise Weglicki

#### 10 years

Tom Bugler & Nancy Bugler  
Patrick S. Burke & Robert Hunt Brinckerhoff  
Paul Davey  
Michael W. Johnson & Laura Johnson  
Joseph J. Minarik & Eileen Minarik  
Jim W. Wilcoxon & Terry Wilcoxon

#### 5 years

Patrick M. Brown  
Christopher J. Carpenter & Cecilia Session-Carpenter  
Farid G. Hanna & Iman Gobran  
William H. Mason & Ellen Mason  
Darryl E. Nichols  
David L. Pelton

David P. Roth

### May 2012 new members

Damien V. Alexander – 2004 911 coupe  
John C. Bennett & Michael Lysczek – 2000 Boxster  
Bill Bertrand – 2012 911S coupe  
Diego Burneo & Daniel Burneo – 2008 Cayman  
Scot Chipman & Christopher Chipman – 1960 356 roadster  
Lisa Coen – 2008 Cayman S  
Brent Craig – 2001 911 TT coupe  
John F. Esposito – 1986 911 Turbo coupe  
Chris Faber & James Faber – 2009 911 S cabriolet  
Jamie J. Freeman  
Jeff Freitas & Susan Freitas – 2012

Panamera  
James A. Harrell & Terry Harrell – 1973 911  
Charles Harrison – 2002 996 cabriolet  
Harry T. Hill & Terry Jacobson – 1983 911 SC cabriolet  
Leroy Howard – 2012 Panamera  
Kevin M. Jordan – 2007 Carrera Targa  
Jean Kapusnick & Erik Eagle – 2007 Cayman  
Storm Kauffman & Theresa Kauffman – 2009 Cayman  
Hyong Kim – 2008 911 C4S cabriolet  
Herb Lanese & Mary Lanese – 1996 Carrera  
David Hee-Don Lee – 2012 Panamera  
Drew C. Leonard & Gretchen Leonard – 1985 Carrera coupe  
Phil McFerrin – 1999

Carrera cabriolet  
Jesse R. Merchant – 1984 911 Targa  
Marissa O. Michel – 2007 Cayman  
Jack Murphy & Donna Murphy – 1987 911  
Jason D. Nichols – 2002 911 Turbo coupe  
Larry D. Owens & Sam Owens – 2003 996  
Greg Reiter & Alysoun Mahoney – 1969 911T  
Mike Workman & Kim Workman – 1974 911 Targa  
Scott V. Zetterstrom – 2000 996 coupe



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# Shenandoah circuit site for June DE event

## Directions

From the Beltway, Route 7 West or the Dulles toll road/Greenway west toward Winchester, Va. Turn right on State Road 632 (Crumm's Church Road) near the town of Berryville. At the stop sign, turn right onto State Road 761 (Old Charles Town Road) to a right onto County Road 13. Summit Point is a quarter-mile on the right. Note that there are separate gates for Shenandoah and Summit Main.

## How to register

Online at [pcapotomac.org](http://pcapotomac.org) > Programs > DE > Registration

## Spectating

Free after signing insurance waivers at the Shenandoah gate. The "action" occurs in the Pad-dock; see map on next page. Gate is open from 6 a.m.

## Accommodations

Winchester, Va. (15 miles) offers many hotels and restaurants. Charles Town, W.Va. (7 miles) has about 10 hotels and several restaurants.

By Richard Curtis  
for *der Vorgänger*

Summit Point (W.Va.) Motorsports Park is Potomac's home track. Summit offers three—and four if you count the skid pads—courses. Although the majority of Potomac's Driver Education events are held on Summit's Main Course, once a year, the club samples the Shenandoah Circuit, a course that offers the possibility of multiple layouts. Potomac's June 2–3 DE event will be held on the Shenandoah Circuit.

The map on Page 11 shows the track layout most often used by Potomac.

Other PCA regions and other car clubs also hold DE events at Summit Point. Check those regions' websites for their schedule.

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

In order to participate in a DE, a Potomac member must first participate in one of two annual HPDC events, or participate in three autocrosses. Potomac sponsors two HPDC events each year. The next HPDC is scheduled for Sept. 22 at Summit Point's Jefferson Circuit. If interested, contact [deregistrar@pcapotomac.org](mailto:deregistrar@pcapotomac.org)

Driver Education events are divided into various run groups: Green, Blue, White, Red and Black. Green and Blue groups are the entry-level groups and are "instructed" groups; an instructor is assigned to each Green and Blue student. The instructor rides along with the student in the student's car. Drivers also participate in classroom sessions each day of the DE event.

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

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

Most DE events are three consecutive days, almost always over a weekend. However, some DE events, such as the club's June 2–3 event, are just two days.

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

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Michael Cohen at VIR with PCA Potomac

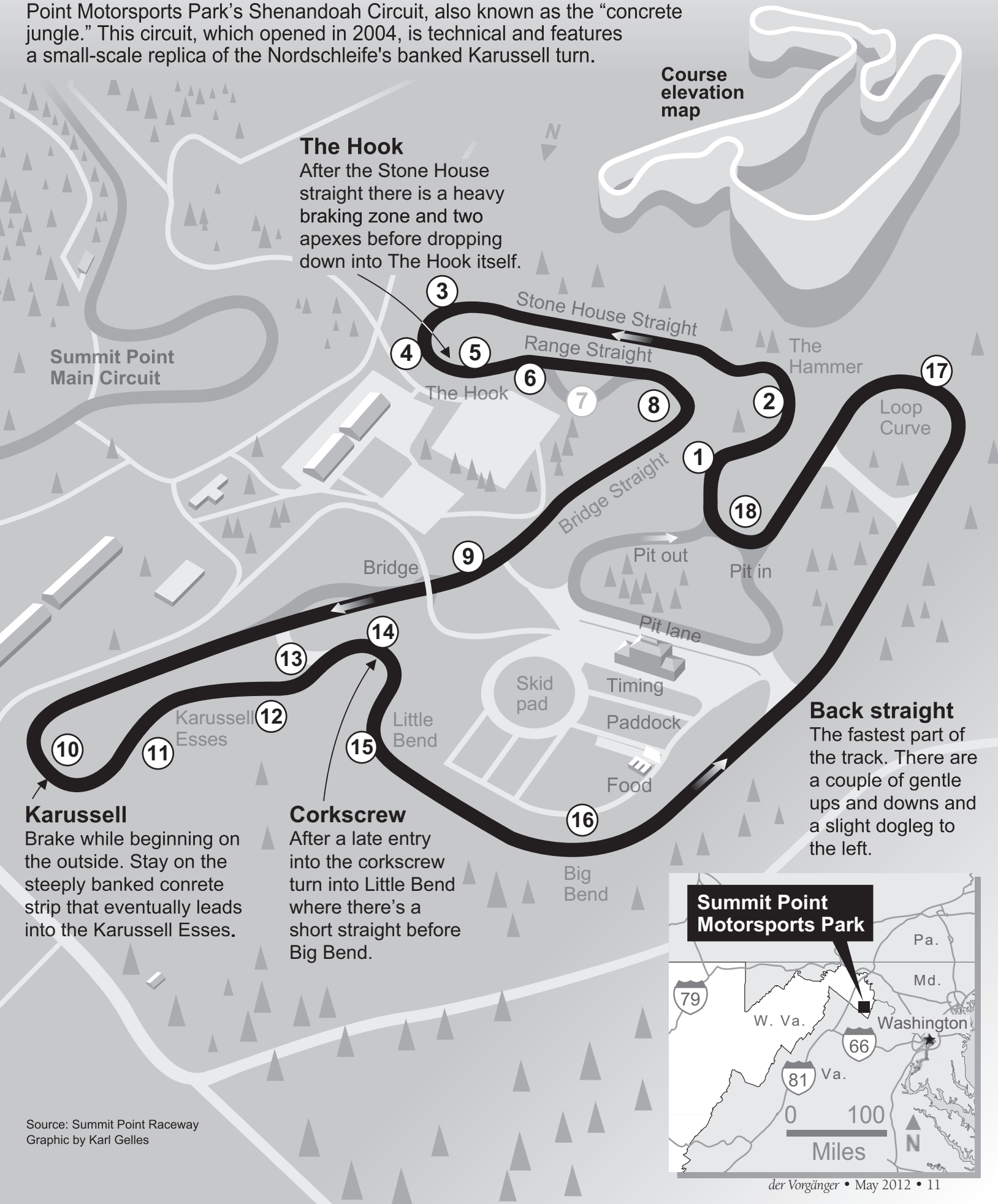
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# Shenandoah Circuit

The fourth Driver Education event for Potomac is June 2-4 at Summit Point Motorsports Park's Shenandoah Circuit, also known as the "concrete jungle." This circuit, which opened in 2004, is technical and features a small-scale replica of the Nordschleife's banked Karussell turn.



**The Hook**  
After the Stone House straight there is a heavy braking zone and two apexes before dropping down into The Hook itself.

**Karussell**  
Brake while beginning on the outside. Stay on the steeply banked concrete strip that eventually leads into the Karussell Esses.

**Corkscrew**  
After a late entry into the corkscrew turn into Little Bend where there's a short straight before Big Bend.

**Back straight**  
The fastest part of the track. There are a couple of gentle ups and downs and a slight dogleg to the left.



Source: Summit Point Raceway  
Graphic by Karl Gelles

# How to replace the airbag retaining frame bushings

Story and photos by John LeSuer  
for *der Vorgänger*

We have owned our 1995 993 for over five years and have enjoyed the driving experience until recently. About six months ago we began experiencing un-commanded horn operations during brake applications that became increasingly worse over time.

Needless to say, we became effective hyper-milers in our efforts to silence the horn, especially in rush hour traffic. We were getting strange looks from people in the cars around us or on the sidewalk. A friendly wave usually solved the problem.

Troubleshooting revealed that the rubber in the bushings on the airbag retaining frame were worn out; this closed the clearance between the horn contacts on the frame and the steering wheel.

A quick check of the blogs indicated that there was a parts issue where the new frame will not accept the old airbag.

After some research I decided that salvaging the bushings from the new frame and installing them in the old frame was a cost effective solution to the problem.

Some words to the wise:

- Working around the airbag is something that must be taken very seriously. Refer to the Porsche shop manual dealing with the Warnings and Cautions surrounding the safe removal, storage and installation of the airbag (Ref Section 48-10-19). (Figure 1)

- Unless you want to pay a visit to your favorite authorized Porsche repair shop do NOT connect the battery with the airbag disconnected. If you do, you will set the airbag fault light, which requires proprietary OBD software to accomplish a reset.

- Always disconnect the battery at the negative post to avoid unintended short circuits.

Once the retaining frame has been removed from the steering wheel, remove the old bushings by carefully removing the staked metal three places at each bushing.

I used a Dremel tool and a small grinding wheel to remove the displaced metal from the bushing and as little as possible from the frame. (Figure 2)

Practice on the old bushings to ensure survivability of the new bushings: Figure 2 shows after grinding.

Once the stakes have been removed, position the bushing flange side down over a  $\frac{7}{8}$ " socket, center a  $\frac{7}{16}$ " socket over the bushing and tap lightly with a small ball peen hammer to press the bushing out of the frame (Figure 3).

The original bushings were easily removed with minimal grinding on the staked areas. The new bushings required a little more grinding of the staked metal. See the difference in the bushings (Figure 4); the new bushing is



## Tools:

- T-30 Torx screwdriver – airbag fasteners (must fit through hole in “back side” of steering wheel)

- Small, flat screwdriver to remove airbag connector at airbag (Figure 1)

- Assorted sockets as required

- Home made staking tool created from a “retired”  $\frac{1}{2}$ " deep socket. Figure 6.

- I found the SAE sockets to provide a better fit. The wall thickness of the socket may vary from manufacturer to manufacturer so sizes are just suggestions.

- Torque device capable of 7 lbs/ft (or a calibrated wrist) for airbag hardware

## DIY

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

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

## Parts and Supplies

- New bushings salvaged from a new retaining frame (P/N 99334708801)

- New 6 x 16mm screws – two each (P/N 99907308809) as recommended by Porsche shop manual

- Loctite Red 271 Thread Locker for bushing installation

on the left.

Once the bushings have been removed, the frame and bushings can be cleaned up with a small file or Dremel bit. Take care not to remove more metal than required.

Finish the clean up with a piece of Scotchbrite or other fine grit sandpaper to ensure that any remaining adhesive has been removed.

Identify the retaining frame holes 1 thru 4. Match each bushing to a hole paying attention to the areas that were previously staked where the base metal may be slightly displaced on both the bushing and the frame.

I found that by trial and error I was able to match up bushings with frame holes where the displaced metal lined up pretty good. Once the best fit has been obtained, identify each bushing with the corresponding frame hole number and note the best fit position on the bushing and frame so that the bushing can be placed in that position during the installation procedure.

Support the frame at the bushing hole from the back side, apply a bead of Loctite Red 271 threadlocker (available at retail stores) to the lip of the frame hole (Figure 5), align the bushing and using a socket that just fits over the shoulder of the frame hole and a small ball-peen hammer, lightly tap the bushing back into the frame. Try to avoid the horn contact in the corner of the frame.

Inspect the bushing installation to ensure that the flange is in contact with the frame around the circumference of the bushing and the fit appears to be tight when viewed from both sides.

I fabricated a staking tool from a  $\frac{1}{2}$ " socket (Figure 6) that satisfied my requirements as an added method of securing the bushings in addition to the Loctite Red 271. Be careful not to nick the webs in the bushing.

Assemble the steering wheel in the reverse order of disassembly. Ensure that the airbag harness connector snaps back into the connector on the airbag. Do not for-



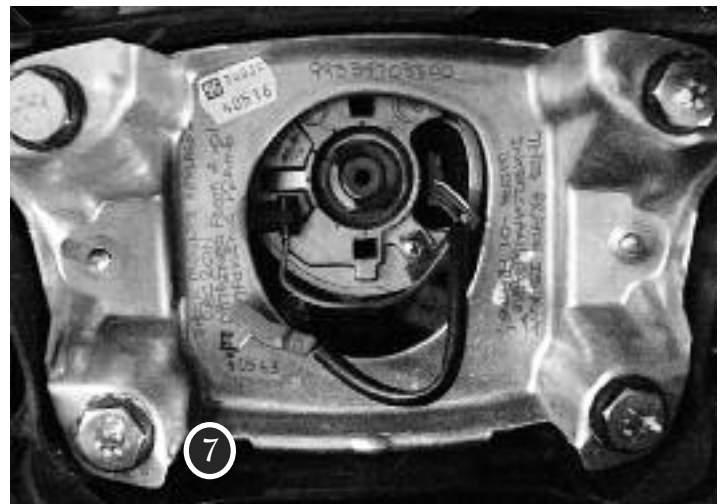


get the ground-wire connection to the frame or the horn will not function.

Note: The trickiest part will be starting the two screws that secure the airbag to the frame. Porsche recommends the use of new screws here. I also marked the retaining frame as modified for future reference (Figure 7). Return the car to service per the shop manual.

Now its time for a road test. Make sure nobody is behind you during heavy braking operations.

John LeSuer is a retired aircraft mechanic. Among other things, he enjoys life as an aspiring Porsche mechanic. He can be reached at [johnlesuer.odw@gmail.com](mailto:johnlesuer.odw@gmail.com). He owns a '95 Porsche 993.



# 29th Deutsch Marque registration form

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

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

**Event Date:** Sunday, May 6, 2012

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

**Location:** Nottaway Park, Vienna, Va.

Entrant name : \_\_\_\_\_

Porsche year \_\_\_\_\_ Model \_\_\_\_\_

Address: \_\_\_\_\_ City \_\_\_\_\_ Zip \_\_\_\_\_

Phone: (H) \_\_\_\_\_ (W) \_\_\_\_\_

EMAIL: \_\_\_\_\_

Judged: \_\_\_\_\_ Wash & Shine: \_\_\_\_\_

Registration fee, all classes: \$30.00  
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Reception: \$10 for each additional person

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# A survivor and a craftsman

By Sydney Butler  
for *der Vorgänger*

From 1942-1945, the Allies dropped 12,000 tons of bombs on Frankfurt, Germany. At least 5,500 residents were killed (1,000 on a single day in March 1944), medieval cathedrals were obliterated, bridges, homes and buildings blasted to rubble.

When Allied troops finally secured the city, an American 5th Infantry Division soldier described the scene as “near or total destruction.”

Ten-year-old Heinz Wahl had scrambled to school during the bombings, amidst debris, fires and ambulance sirens. As the war wore on, his and other families were relocated to rural villages where they scrounged for work and food.

Today, Wahl recalls that “people were starving everywhere. There was a day when all my mother gave me was a small piece of yeast to fill my stomach so I wouldn’t feel so hungry.”

He took any odd job, including shepherding the village sheep.

After the war, he moved back to Frankfurt where he

repaired sewing machines. Wanting to learn a trade, he soon left his family, entered a youth work camp and trained as a motorcycle mechanic.

With the rebuilding of the city and the conversion to the deutsche mark, the economy and Wahl’s prospects improved. His life took a momentous turn for the better when—standing in a street vendor line—he asked a young girl named Renate if he could buy her an ice cream. She accepted and was later to become his beloved wife now of almost 50 years.

Renate remembers the ice cream invitation vividly: “Of course I accepted. He was handsome, and I liked his car! When he offered me a ride home, I was so excited I just jumped in without opening the door.”

The car was an Ice Green 1952 Fiat Topolino coupe that Heinz had reconstructed into a convertible—the first of many conversion projects to come.

In 1962, Heinz was restless and seeking adventure. He wanted to come to the U.S. but lacked the requisite sponsor. Undeterred, he went to the Canadian embassy in

**Heinz Wahl with his latest Porsche, his recreation of a slantnose Speedster built from a 1974 911 Targa. The engine is a 3.0 with high compression pistons and cylinders and stainless steel headers.**



Photography by Ken Marks





**Wahl added Turbo 935 slantnose fenders, Carrera Speedster doors, windshield and rear headrest deck and 944 Turbo front calipers. He reinforced the rocker panels for stiffness and cut the Speedster door bottoms by three inches to fit. Wahl did all the work himself, including the yellow paint.**

Cologne and was told he could enter Canada through Montreal.

With only his Hazet tools and \$250 (\$200 of which was soon spent on overweight baggage charges), he flew one way to Montreal hoping—but not promising—to bring Renate over later.

“I couldn’t speak French or English but found work that first cold winter in auto repair and body shops for \$1.80/hour.” He finally saved enough to bring Renate over after a year, and they were married in March 1963.

The U.S. remained his objective, and in 1964 they crossed into Buffalo, N.Y. in his cobbled-together “mouse grey, split-window” Volkswagen pulling a tiny trailer Heinz had also built for their belongings.

First stop was Niagara Falls, then New York City, then quickly down to D.C. Still searching for a place to live and work, they drove on to Jacksonville, Fla., where “it was so hot we turned back to D.C. the next day.”

The D.C. area gradually became their home. Wahl found employment at Joe Herson’s Manhattan Auto in Merrifield, Va., eventually earning \$2.50/hour working alongside other German mechanics on MGBs, Jaguars and Porsches (the then new 911 series was just arriving in the U.S.).

Wanting to improve his English, Wahl asked to move to Manhattan’s 7th and Rhode Island Ave. location in D.C., where he remained until the April 1968 riots destroyed that dealership.

“I remember staying at work until the fires and looting started, then I escaped in a VW van with rioters beating on the sides with bats.”

But by then Wahl and Renate had become more settled and purchased their first (and current) home in Arlington, Va., in 1967. He remained at Manhattan in

Merrifield until 1970 and then moved to its Bethesda, Md. Porsche-Audi dealership as a mechanic working on 911s.

At Manhattan’s request, he moved to Manhattan’s Rockville location as body shop manager, but after a year he tired of office paperwork and resumed work as a mechanic in Rockville.

He retired in 1980 to work full time at Heinz Sports Car Service, a business he had founded a few years earlier. That same year, Wahl received a U.S. patent for his design of an improved chain tensioner with an oil overflow cup, which he installed in many cars suffering the failure of that original Porsche part.

Over the following years, Heinz would buy and restore many personal Porsches—a red 1965 356 convertible in 1971; a white 1964 356 convertible in 1972; as well as several 911s. Then in the mid-1990s, Wahl purchased a totaled 1974 911 Targa and began to construct the stunning car featured in this article.

The car is now a Speedster fashioned from numerous Porsche model parts and honed into a harmonious whole that only a master craftsman could create.

With the 1974 Targa as the core, Wahl added Turbo 935 slantnose fenders; Carrera Speedster doors, windshield and rear headrest deck; and 944 Turbo front calipers. He reinforced the rocker panels for stiffness; cut the Speedster door bottoms by three inches to fit; and torqued on 9” and 11” BBS rims.

The 3.0 liter engine has European high compression pistons/cylinders, with stainless steel headers and a sport exhaust. All the planning, assembly and finishing was performed by Wahl, including the bright yellow custom paint.

Does the car come together pleasingly? Well, just ask





the crowd at the 2011 Deutscher Marken Concours, where Wahl walked away with the winner's

award for Peoples' Choice in the open-car division.

Modest as always, Wahl recalls that "I wasn't even planning to go to the event, but my friend, Larry Frazer, talked me into following him there that day."

Wahl and Renate are, however, no fair weather PCA members. He has been a member for over 25 years, and in 1998, for example, they generously hosted a delightful Drive 'n Dine event at their country home in Fort Valley, Va. There, drivers enjoyed German beer, wine, potato salad, dessert and folk music.

Wahl has been officially retired since 1997, but still graciously shares his skill and experiences. He helps his son Mike at Heinz Sports Car Service and recently worked on this writer's balky 1963 B coupe, installing an electric fuel pump, painting its chipped front fenders, adjusting the shift linkage, and removing a mouse nest lodged near the firewall.

Wahl loves to work. He is constantly repairing his house, building walls and tuning his cars. You can find him these days at the shop, at his home in Arlington or enjoying the country cabin in Fort Valley, where he built a 30' x 60' garage and a fully operational paint booth.

When you meet Heinz Wahl, his calm and friendly manner may mask just how far he has come in his life. From scared school kid scrambling through rubble, to hungry shepherd in a rural village, to sewing machine and motorcycle repairman in post-war Germany, to immigrant in Canada and the U.S., to homeowner, businessman, longtime PCA member and generous host.

Like his Speedster, he has fashioned a grand life from many parts and experiences, a true survivor and craftsman.

• • •

*The 2012 Deutsch Marke concours is scheduled for Sunday, May 6 at Nottaway Park, Vienna, Va.*







# Pilgrimage to 24 Hours of Le Mans

Above: The view from the Ferris wheel of the last turn before the front straight.

Below: Frank Spangler, left, and his father Bob Spangler, a PCA member as well, at the entrance to the circuit.

*Editor's note: Astute readers of der Vorgänger will remember that the Spanglers wrote about their trip to the 2012 trip to the Rolex 24 Hours at Daytona in the previous issue. Here is their story about their 2011 trip to the granddaddy of all 24 hour races, the 24 Hours of Le Mans.*

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

On arrival in Le Mans, we found it easy to move around the area with the tramway service that runs throughout the

city and takes you into the racetrack circuit. Once inside the track circuit, you have the option of walking or catching a ride on the *petit trains* (shuttles) that are provided at no cost to where ever you would like to go within the circuit.

Be warned though, this is a huge track and there is a tremendous amount of walking involved anyway. So if you go, I would advise anyone to take the *petit trains* to conserve your energy.

## 2012 Le Mans

The 24 Hours of Le Mans, known as the Grand Prix of Endurance and Efficiency (a phrase familiar to anyone who has viewed Steve McQueen's classic, "Le Mans," available on DVD) for 2012 will be on June 16–17.

Le Mans is 130 miles southwest of Paris. SpeedTV usually carries coverage of the 24 Hours. Check your local listings. For ticket information, go to <http://www.lemans.org/en/tickets>.

Our first impression at the track was that we had never seen so many tents and campsites. There were tens of thousands of tents set up outside and inside the track. Campers as far as the eyes could see. Racing fans were everywhere.

My family has been going to the 24 Hours of Daytona since 1970, and we have never seen anything like this in our lives. Way before the race started, our adrenaline was sky high because of all the excitement in the air.

We first walked up to the Technoparc that included displays by Audi, Aston Martin and Peugeot and then onto the Village to look around. The Village is an area where there are displays, shops, cafés, bandstands, etc. We even got to meet the Michelin Man. Of course there were a lot of Steve McQueen pictures and products with the famous Gulf Porsche. There is a wide selection of food and beverages to







choose from: You can start your day with crepes and have French-bread pizza for dinner.

We found a great spot among the grandstands near the start/finish line to watch the beginning of the race.

While taking a break to get some refreshments, we befriended some race fans from the United Kingdom who have been going to the race for many years. They took us to the Porsche Curves where their campsite was located.

On our way there, the first wreck of the day happened when the first Audi LMP1 went out. It was a horrifying sight to witness (the driver was OK).

Later, when we arrived at the Porsche Curves, you can't go wrong at this viewing area. There is a campground at the Porsche Curves that is very popular. If you were ever interested in staying at that spot, you would need to make your reservations extremely early since it sells out quickly.

The next adventure was to get on the Ferris wheel to view the track. Of course with the track being so big, you can't see as much as you can at Daytona on the Ferris wheel there, but the view was great nonetheless.

We then began to make our way to the infamous



Dunlop Tire Bridge, and watched some of the race from that vantage point. We crossed the bridge, made our way back to the Village for a while, then onto our hotel. We had covered a lot of ground on day one of the race.

On day two, we got to the track about mid morning to watch more of the race. It rained for a bit, and we found a dry area in the Village to relax where we met some race fans from Wales.

We compared notes about the Le Mans vs. Daytona

**Top: Audi prototype on display at the Technoparc.**

**Above: The Le Mans circuit is huge; visitors are advised to take the free shuttle inside the track.**



Left: The IMSA Performance Matmut Porsche 911 RSR followed by a Krohn Racing Ferrari F430 and LMP2 Oak Racing Oak Pescarolo-Jud at the Porsche Curves. Note the cows in the background.

Below left: Christy Spangler meets the Michelin Man in the Village.

Below: The tram that takes visitors from the town of Le Mans to the racing circuit.



vs. Sebring races before they broke out into a drinking song. Towards the end of the race we made our way to the spot where we watched the start of the race to watch the finish.

The people we met at this race were extremely friendly. They were from Wales, England, Holland, Germany and even from the USA, just to name a few of the countries represented there. This race is truly an international event and a great celebration of racing to attend.

I am glad to find out that Porsche is going to be racing in the LMP1 Prototype class in 2014.

Le Mans was a great experience, and I look forward to going again soon. I sincerely recommend this experience to anyone. Overall, thumbs up for a great race and a wonderful time.

• • •

The Spanglers live in Alexandria, Va. and have been PCA members since 2005. They own an '85 944.



# Say hello to 2012 autocross season

By Tony Pagonis  
for *der Vorgänger*  
(reprinted from the April 2010 issue of dV)

While Porsches are superbly capable of mundane daily driving chores, Porsches have a much deeper soul and heritage. In acceleration, braking and cornering, few autos can keep up.

There are limits on all public roads, legal and otherwise, that require us to keep a level head when behind the wheel. Driving a vehicle weighing a ton, and sometimes much more, is a responsibility when among other vehicles, pedestrians, homes, businesses, light poles, signs, etc. Driving safely and sharing the road with others is an important mindset.

You might ask, "How can we have some fun with our thoroughbred cars, without endangering other people, vehicles and property?"

Fortunately, PCA recognizes these desires, and through the various Regions, events abound that allow us to explore the limits of our cars' capabilities. Track events, under the guidance and tutelage of

qualified instructors, allow us to explore the upper limits of speeds, braking and cornering.

Track events require a substantial commitment in time and preparation, and for some, the on-track speeds can be intimidating. That's where autocross comes in, and helps bridge the gap between responsible street driving and competent track driving.

## So what exactly is an autocross event?

Autocross events are low- to medium-speed driving events, often run on parking lots and airport runways, although street events and events at go-kart tracks sometimes take place.

Generally a course will be defined using traffic cones or pylons. Drivers negotiate the course of cones one-at-a-time testing their skill against the clock. Time penalties are assessed for hitting cones. A driver is awarded the best time of all runs taken.

A typical autocross event essentially replicates a miniature race course. Emphasis will be on maintaining car control as you accelerate, brake and negotiate each turn, in order to finish

in the lowest possible time.

Because most autocross courses are confined to a limited amount of pavement, the vast majority of time your car will never go above second gear or maybe 50 mph tops. One of the appeals of autocross is that speed in considerably less than you would experience on a full sized track. As such, consequences when a mistake is made are reduced.

If you spin out on an autocross course, you will typically not go far before your car comes to a complete stop. Plus, as cars are spaced out for timing purposes on an autocross course, you will also not have any nearby traffic to worry about.

As with any motorsport activity, there will always be some inherent risks, both in driver and vehicle. But, generally speaking, autocross events have a safe track record.

Autocross is a relatively benign and safe way to experience performance driving. There is only one car at a time on the track racing against a clock. Electronic timing equipment

will display your time at the end of your run, and well as recording it on our laptop for final publishing of results.

In due course, an autocross helps you discover your car's capabilities and limitations, as well as your own, ultimately making you a better and safer driver on the road.

Probably the greatest thrill of autocross is the challenge of beating your own time. It's fun! As your driving ability and skills develop, you'll find yourself experiencing the thrill of directly competing with other's times.

Most autocrossers are driving enthusiasts who enjoy motorsports competition. In fact, a large percentage of participants do not even own a "racecar." They participate in the car they regularly drive on the street.

Some autocrossers are serious road-race drivers who want to practice technique. Many would-be race drivers use autocross as a point to jump into the sport of road racing. Most are like you and me: enthusiasts with an itch for speed who enjoy a fun challenge!

Typically, autocross events cost around \$40.

## Autocross school

The Autocross School May 26 at Bowie (Md.) Stadium is an opportunity for newcomers to be introduced to the sport.

We provide one-on-one instruction and develop individual skills piece by piece. Students will end the day driving a full, timed course. However, the school is not a prerequisite for our regular autocross events.

Additional information is available on our website, including registration, results and directions to event venues. Visit [www.pcapotomac.org](http://www.pcapotomac.org) > Programs > Autocross.

You also can send your questions directly to the autocross chair at [autocross@pcapotomac.org](mailto:autocross@pcapotomac.org).

Participation can vary greatly; PCA Regional events will usually be around 50 cars, whereas a Sports Car Club of America event where points are earned towards national titles can draw upwards of 300 cars. Cars are classed in groups of similar performance capability.

In the morning of an event (PCA Potomac events start around 7 a.m.) you'll register your car. After removing all loose items, you'll take your car through a tech inspection, where the car will be visually inspected for any safety potential problems, like leaks, loose parts or corded tires.

You'll be given an opportunity to walk through the course, an important part of the day. A competitive element of autocross is that drivers will get a limited number of runs (typically 3-5 runs) in order to try and get their quickest time. The only practice they are allowed to have is

the "walk through."

Following is a brief driver's meeting to go over any important points, provide some safety reminders and answer any questions.

Afterwards, drivers will divide into their respective heats, typically two. First heat drivers will grid their cars and prepare to take their runs on the course. Concurrently, drivers of the other heat will "work" the course, including start and finish lines, timing and resetting any hit cones.

Most participants are happy to lend a hand or provide some insight to help others improve. If you haven't tried autocross yet, see if you can add an event to an open weekend.

Our national website has some good info ([www.pca.org](http://www.pca.org)), as does PCA Potomac's website ([www.pcapotomac.org](http://www.pcapotomac.org)).

An autocross school is a great way for newcomers to get started, although it is not a prerequisite for events (see sidebar, above). At most PCA events, veterans are always available to ride with you on your first attempts and help get you comfortable with "the sea of cones."

## 2012 autocross schedule

All events are held at Baysox (Bowie, Md.) Stadium.

**May 20:** Autocross school.

**May 26:** Autocross #1.

**June 30:** Autocross #2.

**July 7:** Autocross #3.

**Aug. 11:** Autocross #4 as part of Porsche-Fest.

**Aiug. 25:** Autocross #5

**Sept. 16:** Autocross #6.

**Oct. 7:** Autocross #7, Potomac swap meet (tentative).

**Nov. 10:** Autocross #8.



Photo by Mia Walsh

Left: From left, Paul Heilig, John Vrankovich, Andy Roche, Gary Baker and Jonathan Van Hise at the season's first DE event at Summit Point.

Photos by Richard Curtis

Below right: Mike Spraggins, right, unloads his freshly built '70 914-6 with 2.2 power.

Below, lower right: Eddy Davis compares track experiences with TPC owner and driver Mike Levitas on Friday of the March 30-April 1 DE event at Summit Point.



Photos by Richard Curtis

Right: John Andrew Forte, right, works on a recurring brake problem on his 911 with the help of Brian Pagonis, left.

Below: Dave McMahon of Herndon, Va., jacks up his '73 911 prior to searching for the source of a noise while making left-hand turns. The dedicated track car that he's owned for 13 years features a 3.3 liter engine.



## Variable weather greets first DE

Potomac enjoyed a big turnout for the season's first Driver Education event at Summit Point Motorsports Park March 30-April 1. Each run group was fully subscribed. The Friday schedule was set aside as a training day for instructors and instructors-in-training. While it was cool and overcast on Friday, the weekend's weather did not include any rain.

The next DE event is May 4-6 at Mid Ohio.







Photo by Richard Curtis

Left: Dean Drewyer (leaning on car) chats with new PCA member Carrie E. Albee of Germantown, Md. during a break in the action at Summit Point. Drewyer's son, George (seated), accompanied him to the track. Auto Sportsystems Group's Geoff Schwartz, in jacket, listens along with Mike Smalley, right.



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Photo by Syed Imtiaz  
993 owner Tom Coyle, of Alexandria, Va., poses with his new-to-him black-on-black 911 at the introduction of the new 991 at Porsche of Tysons on one of the coldest days of February, when the thermometer pegged at 28 degrees.



## ‘There are other car nuts out there just like me!’

**Name:** Tom Coyle

**Occupation:** Department of Defense contractor at the Pentagon; retired Naval Criminal Investigative Service Special Agent.

He lives in the Mt. Vernon area of Alexandria, Va. and has been a Potomac member since 2009.

### Why I love my Porsche

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

My Porsche is a 1997 911 C2 coupe, six-speed 993, Midnight Blue (naturally, I refer to it as Navy blue). The car is all original with only 52,200 miles. Factory options include the aluminum package (door sills, instruments, shifter), adaptive sports seats with memory, sound package plus, soft-ruffled leather center centers and flared rocker panels.

Last August, we installed new Koni Sport adjustable shocks and H&R springs, so the car is lowered by 1¼" in front and by 1" in the rear. Alignment was a full four-wheel alignment, using a camera-based system, accurate to within 0.01 mm. This made a big difference in the handling and ride, thanks to the team at At Speed Motor Sports in Elkridge, Md.

When I bought the car, I had the dealer remove the protective bottom engine panel to allow for better engine cooling. Doing so causes a more robust engine sound,

one of the very best features of the car!

That latter pleasure has been enhanced by drilling (very carefully) five 2-inch holes in the right side air filter cover.

I've installed a new Blaupunkt Key West MP3/CD radio that gives better sound quality with an original look in the same exact location.

I finally got tired of the pitted appearance of the windshield, so recently I got new factory glass by way of "That Glass Place."

Being admittedly "sorta picky," I recently installed a new, factory-correct oil level sticker, as the original was faded out in the top quarter.

The car was sold initially by Beverly Hills Porsche on Oct. 1, 1997 for \$76,494.00 (retail) and was a Left Coast car until 2009.

I bought it on April 1, 2010 from Autohaus in Lancaster, Pa. and have enjoyed every second of it!

This past November, my friend, Sam, and I learned how to change the oil, filters and fuel filter on the car. Hint: don't try this without a lift. We were both amazed at the intricate machining and excellent engineering underneath the car.

In the past, I've owned a nice 1987 3.2 Targa, Moose



Green with camel leather interior. I was the second owner and bought it with 26,500 miles on it.

My neighbor, Biff, and I did a lot of work on my 3.2 Targa. We learned DIYs essentially as we went along. One project was to replace the fresh-air vent fan motor. The original one had frozen up, and the smoke from it entered the passenger compartment. I thought the darn car was on fire!

We successfully removed just the motor itself and put in a new one in about two hours. That saved me hundreds of dollars in the process. It was very rewarding.

I spent a lot of time and TLC on the car and eventually sold it in March 2010 to a collector in Texas. It was lots of fun to drive but loud and, of course, lacked the sophistication of the 993 (with its good air conditioning!).

My other vehicle is a 2006 S40 Volvo, a surprisingly solid, well-handling sedan with 90,000 on the odometer. It's just getting broken in!

As a college junior, I bought an orange 1976 Lincoln-Mercury Capri II with black naugahyde interior, a V-6 with a five-speed and a real hoot to drive up and down Catawba Mountain outside of Salem, Va.

I remember racing Pat Lang, who owned a 912. Yup, I beat him in the Capri in a spirited run up the mountain road. Whoa!

The things I like best about my current Porsche are the design, the sound, the performance and the almost-perfect engineering and 'feel' of the car.

What do I like least? The tiny opening that Porsche somehow gets away with calling "the sunroof."

If I could change three things about my favorite Porsche, it would be a bit longer, a bit wider and that its



sunroof be larger and be constructed like the current moonroofs.

When I hit the lottery, I'll buy an Aston Martin DB-9.

I have participated in most programs that Potomac offers except Driver Education. I got a lot of that out of my system earlier in life and am afraid that if I start back into it, I will never stop.

I most enjoy the concours events and all the great people who attend and their stories. I guess I never realized before attending one of these events that there are other car nuts out there just like me! Who knew?

Very clean engine compartment of Coyle's 1997 993, a 3.6 liter engine with twin-plug ignition. Coyle says he appreciates the air conditioning that works.



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# Porsches and golf in West Virginia

By John Eberhardt  
for *der Vorgänger*

PCA Potomac is co-hosting their first event with PCA Allegheny Region at the beautiful Stonewall Resort ([www.stonewallresort.com](http://www.stonewallresort.com)) in Roanoke, W.Va. June 22–24.

The resort is in a beautiful mountain location. In another first for Potomac, Allegheny Region is sponsoring a golf tournament on Sunday as part of the trip. Since we have had members ask us for a golf trip, we jumped at the chance to partner with Allegheny Region (ARPCA) and my old friend, Scott Ishler.

The resort is a picturesque 1,900 acre facility in a W.Va. state park on Stonewall Jackson Lake with boating, fishing, spa, local wineries, Segway tours and of course, an Arnold Palmer Signature Course for golf.

You will have plenty to do on Saturday before the golf tournament. ARPCA has negotiated an \$89 per night room rate (almost 50% off) and the cost for the trip is \$110 per person, including golf, golf cart rental, boxed lunch and prizes. The tournament will have an 11 a.m. shotgun start in a Shamble format—low two-

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## Sunday, June 24, 2012

### 11:00am Shotgun start at Stonewall Resort

Gourmet Box Lunch provided by Stonewall Resort. Cost: \$110 per golfer; \$440 per foursome

**Shamble + 2 Best – ball team format. Skill prizes include:**  
1st Place Team, 2nd Place Team, Long Drive Men, Long Drive Women, Closest to Pin Men, Closest to Pin Women, Longest Put, Closest to Apex

**Registration Deadline: May 23, 2012** First 60 golfers fill the outing – first come, first served! We are also opening this up to Potomac Region PCA members.  
 Register now at: [arpcagolf@gmail.com](mailto:arpcagolf@gmail.com) or Terri 724.218.1745



POTOMAC

Please send check made payable to  
"ARPCA" and the names of your golfers to:  
ARPCA Golf  
703 Chelsea Drive, Imperial, PA 15128-9267

ball team plus skill prizes, including points for whomever "apexes" right.

Registration is limited to the first 60 people, so if you would like to play some golf with some great people, email [arpcagolf@gmail.com](mailto:arpcagolf@gmail.com) or call Terri at 724-218-1745 to register.

Call the Stonewall Resort at 888-278-8150 to register and tell them you are with the ARPCA Golf group. Once registered, please email [driveanddine@pcapotomac.org](mailto:driveanddine@pcapotomac.org) so we know who is going as we plan to organize a PCA Potomac caravan.

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# Registration open for Fallingwater trip

By John Eberhardt  
for *der Vorgänger*

PCA Potomac's Fallingwater trip is THE major overnight Dine 'n Drive event for PCA Potomac. This popular event combines an enjoyable drive to Pennsylvania's Laurel Highlands, multiple nights at the beautiful Nemaocolin Resort, fine dining, scenic drives and the highlight—a tour of Frank Lloyd Wright's Fallingwater and Kentucky 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 the home becomes an integral feature of the stream.

The Nemaocolin resort is a Forbes five-star, AAA five-diamond lodging and dining property. Situated on 2,000 acres, the resort features the Woodlands Spa, 36-holes of championship golf on two courses, a shooting academy and an outdoor sporting facility on 140 acres complete with 35 sporting clay 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 the over 100 animals that currently call Nemaocolin home. Potomac has negotiated a \$180 per night room rate, which is a substantial savings over the rack rate.

For those who have not been on this trip before, it is a fantastic opportunity to enjoy yourself and your Porsche in the mountains and to meet other club members and Porsche enthusiasts. For those who have been before, we are expanding the trip this year. Last year, 64 PCA members with their 33 cars attended the event, with many

members returning once again. This year we expect to have similar attendance and are expanding the activities.

For those who would like to make it a three-day weekend, we will have cocktails Thursday night and PCA Allegheny Region will be organizing a drive on Friday to Ligonier/Latrobe.

For those arriving on Friday, PCA Potomac is organizing a group drive through the country. Friday night, we will have a barbecue on the deck of the golf clubhouse overlooking the golf course.

On Saturday, participants have the choice of participating in one or more activities, including a mountain drive, a visit to Kentucky Knob and a skeet shooting tournament. Guests can also just relax and enjoy the spa and hotel facilities before the Saturday night banquet.

Sunday, participants can choose to relax at the resort, visit Fallingwater or enjoy a mountain drive back home.

The registration cost for 2012 is \$110 per person that covers the Friday barbecue dinner and Saturday banquet and wine; \$130 per person also includes a tour of either Kentucky knob or Fallingwater; and \$140 per person also includes tours of both houses.

Advance registration is required before May 30 in order to ensure adequate planning for tours and dinner.

Please register using our online registration system by clicking Programs > Drive and Dine > Registration. You will see the events that are open for registration or email [driveanddine@pcapotomac.org](mailto:driveanddine@pcapotomac.org).

In addition, members will be responsible for the cost of gas, Sunday lunch and their hotel accommodations. We have negotiated a preferred rate with Nemaocolin Woodlands Resort (<http://www.nemaocolin.com>) of \$180 per night for a double room for the nights of Thursday, Friday and Saturday, June 14–16.

To book your room, please call Nemaocolin reservations at (800) 422-2736 and mention that you are with the Porsche Club Nemaocolin / Fallingwater trip.

Photo by Mari Simpson

**The Drive 'n Dine trip to Fallingwater in 2011 drew an enthusiastic crowd. The 2012 trip has even more activities available.**

**Registration is now open at Potomac's website, [www.pcapotomac.org](http://www.pcapotomac.org) > Programs > Drive and Dine > Registration.**

## Drive 'n Dine 2012 schedule

**May 20:** Through Virginia countryside winding up at the Stoneyman Gourmet, Washington, Va.

**June 15–17:** Fallingwater, Pa.

**July 4:** Details TBA.

**Aug. 25:** Drive-in movie.

**Sept. 8 or 15:** Trip to Charlottesville, Va.

**Sept. 29:** Trip to conclude in Lovettsville, Va. during Octoberfest.

**Oct. 21 or 27:** annual Fall Foliage trip.

**Dec. 1:** Antietam, Md.

# PCA license plates offered to Va. members

for *der Vorgänger*

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

Based on strong interest shown by many of Potomac's Virginia members for similar plates, the Potomac board has decided to offer this option to all of our members who reside in the Commonwealth, and Hill has agreed to coordinate this effort.

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

tow vehicles and trailers.

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

There is a one-time application fee of \$10 for each set of plates issued, and there will be a \$10 annual fee following their issuance.

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

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

# Potomac name tags now available

The Founders' Region, Potomac PCA badges are back! The badges measure 3" wide by 1 1/4" high, and include name, board position or car model, along with the the Potomac logo.

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

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



be in three weeks.

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

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# Signs of Spring rally

By Linda Davidson  
for *der Vorgänger*

Mark your calendars for Saturday, May 12 for the second rally of 2012.

We will meet at 9700 Traville Gateway Drive, Rockville, Md. near the Giant Foods supermarket in the Traville Village Center, behind the University of Maryland's Shady Grove campus at 9:45 a.m.

A mandatory drivers meeting will be at 10:15 with the first cars departing at 10:30.

The route is approximately 85 miles long with many winding "Porsche" roads and elevation changes. There also are lots

of miles of straightaway with speed limits up to 50 mph.

The finish line is Clyde's Willow Creek Farm in Ashburn, Va. The route can be completed easily in 2½ hours.

This is a perfect rally for those of you who have been reluctant to try our rallies in the past but should still be challenging for the veterans. All you need is a navigator who is organized and observant.

Along the way teams will have to locate a variety of photos and correctly place their location within the route instructions. No mileage markings or calibration will be needed.

The three top scoring teams will receive trophies plus those

all important points toward becoming season champions!

Cost for this rally is \$25 PER CAR. Lunch is not included. To register or get more information, contact rally@pcapotomac.org.

On July 28 comes the annual Camp Friendship Benefit Rally. The last rally of the year will be the annual trip to Lovettesville, Va. for Oktoberfest on Sept. 29. At that time we will also crown a "Season Champion."

The details have yet to be worked out, but we try to accommodate as many members as possible by covering both Maryland and Northern Virginia, though not necessarily on the same rally! Check the website for more details, or contact rally@pcapotomac.org to get on our email list.

2012 rally schedule	
May 12: Rally No. 2:	Signs of Spring rally
July 28: Rally No. 3	
Sept. 29: Rally No. 4	

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# Join The Founders' Region, Potomac

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

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

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

in PCA. Help your club to become Number One.

## Member perks

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

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

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

Tech Committee available to answer your questions.

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

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

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

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

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

## Membership eligibility

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

### PCA Membership Application

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

Prefix  Mr.  Mrs.  Ms.  Miss

Name \_\_\_\_\_

Address 1 \_\_\_\_\_

Address 2 \_\_\_\_\_

City \_\_\_\_\_ State/Province \_\_\_\_\_

Zip Code \_\_\_\_\_ County \_\_\_\_\_

Home Phone \_\_\_\_\_

Work Phone \_\_\_\_\_

Fax \_\_\_\_\_

E-Mail \_\_\_\_\_

#### Region Designation

Region \_\_\_\_\_

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

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

#### Regional Endorsement (for region officer use only)

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

Region Officer Name \_\_\_\_\_

Region \_\_\_\_\_ Date \_\_\_\_\_

#### Membership Demographics

Birthdate \_\_\_\_\_

Occupation \_\_\_\_\_

Marital Status \_\_\_\_\_

Spouse's Name \_\_\_\_\_

Name and Age of Child(ren) \_\_\_\_\_

#### Family or Affiliate Member

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

Family Member Name \_\_\_\_\_

or Affiliate Member Name \_\_\_\_\_

Relationship to Member \_\_\_\_\_

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

#### Car Information - Porsches Only (\*required)

**Car #1:** \*Year \_\_\_\_\_ \*Model \_\_\_\_\_

\*Body Type \_\_\_\_\_ \*Color \_\_\_\_\_

\*VIN# \_\_\_\_\_

License Plate# \_\_\_\_\_ State \_\_\_\_\_

Car Used:  Daily  Pleasure

Maintenance:  Self  Dealer  Independent

Average number of miles driven annually \_\_\_\_\_

**Car #2:** Year \_\_\_\_\_ Model \_\_\_\_\_

Body Type \_\_\_\_\_ Color \_\_\_\_\_

VIN# \_\_\_\_\_

License Plate# \_\_\_\_\_ State \_\_\_\_\_

Car Used:  Daily  Pleasure

Maintenance:  Self  Dealer  Independent

Average number of miles driven annually \_\_\_\_\_

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

#### Payment Information

Term of Membership:

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Check Enclosed (payable to: Porsche Club of America)

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Card Number \_\_\_\_\_

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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?

\_\_\_\_\_

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

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<input type="checkbox"/> Jagdwagen (Type 597)	<input type="checkbox"/> 924/931 (1976-1982)
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<input type="checkbox"/> 944 TurboS/1989	<input type="checkbox"/> RS America
<input type="checkbox"/> 944 Turbo	<input type="checkbox"/> 911 Speedster
<input type="checkbox"/> 944S2/944S	<input type="checkbox"/> Cayenne

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





## Readers and their cars

Photo by Richard Curtis

Left: Sean Donohue, 2½, brought his father, Dan Donohue, along to a recent Fair Oaks, Va. cars & coffee meetup. Father Dan drives a white 944 that he's owned for six months. He works at IMA Motorsports in Chantilly, Va.

Photo by Paul Vessels  
 Right: Potomac's Dirk Dekker, left, and Fred Phelps, right, flank former Chesapeake Region President Laurie Parsia at Porsche of Tyson's introduction of the new Porsche 991 in February.



Photo by John Vrankovich  
 Below: Potomac's Ardy Alam joined in the fun with his Boxster with hardtop option at the April 2011 High Performance Driving Clinic held at Summit Point (W.Va.) Motorsport Park's Jefferson Circuit.

Photo by Richard Curtis  
 Below right: Joe Thomas, from Centreville, Va., had just purchased this '91 964Targa when he showed up at the regular Sunday morning cars & coffee meetup in Fair Oaks, Va. in March 2012.







Porsche 911s line up on the showfield at Potomac's 2011 Deutsch Marque event. The concours draws Porsches, Mercedes and BMWs of all persuasions. This year's event is May 6. Photo by Michael Madrid

