

der Vorgänger



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Cover photo by Richard Curtis of Craig Moen's '87 Carrera and Vans RV-8 acrobatic plane that he built. Pilots & Porsches story begins on Page 16.

Photo by Alex Lunsford
Charlottesville, Va.
Drive 'n Dine participants, from left: Chris and Vaiana Williams, Tracy and David McMillan, Dimitri Shanin and Gina, Michelle and Jeff Massa, Rodger and Monica Wenzel.



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der Vorgänger

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Letters to the editor are welcome but should be brief and may be edited for length. Please note if the letter or e-mail is submitted as a letter to the editor; please include a contact phone number for verification.

Editor's column

Miscellaneous ramblings

The Founders' Region, Potomac—our club—is now the largest region in the Porsche Club of America. Current membership stands at 2,283 primary members, eclipsing the formerly largest region, Northern New Jersey, by 68.

While “churn” is always a concern in any organization's membership, I'll go out on a limb and offer that the many activities that Potomac offers, along with a welcoming, warm, glad-to-meet-ya-what-can-we-do-for-you approach to both new and old members is what keeps our churn low. You don't have to spend much time at a Potomac breakfast, autocross, rally, concours, Drive 'n Dne, or DE and/or DE tech day to make new friends and renew old relationships. In the final analysis, the true value of any membership is what keeps members engaged and renewing their commitment to this community.

On pages 15 through 23, you'll find eight stories on eight remarkable Potomac members who both drive Porsches and fly airplanes. Once again, their stories point out how interesting, accomplished and diverse in their interests are Potomac club members, and how the richness of our community's experiences enrich us all.

I recently had an opportunity to attend a demonstration at the Insurance Institute for Highway Safety (IIHS) to see a head-on collision between two 2009 Mitsubishi Galants. The collision was at an offset angle of 20 degrees (driver's side to driver's side) at 40 mph. The impact was enormous, tearing the driver's side front wheel off both vehicles. While the cars weren't entirely destroyed, there was little doubt that the cars were totalled.

Amazingly, the passenger compartment remained relatively intact and the dummies inside, cushioned by front and side air bags, would've have survived according to engineers who studied the data.

No, IIHS doesn't test Porsches—too expensive (IIHS actually buys the test vehicles on the open market) and they don't represent an appreciable percentage of vehicles on the road—but what the test demonstrated for me was the value of modern construction and automobile safety equipment, such as seat belts and air bags.

For comparison, IIHS had recently done the same test on a four-door '59 Chevy against a modern Chevy Malibu, and those cars were on display. There was little doubt that no one in front seat of the '59 Chevy would've survived while the Malibu protected its occupants to drive another day.

Sobering lesson: Always buckle up and get as many air bags in your vehicle as possible.

—Richard Curtis
dveditor@pcapotomac.org

Correction: In the October issue on page 10, we wrongfully referred to MFI as “Multipoint Fuel Injection.” The author of that story knew better; the editor did not. MFI is an acronym for Mechanical Fuel Injection. We regret the error.

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A car season draws to a close; goodbye to old Blue

While I am writing this early in October and only a few October Potomac events have taken place, I do want to thank and praise our Club Race Co-Chairs Starla Phelps and Fred Pfeiffer for orchestrating the successful 20th consecutive Club Race put on by Potomac the first weekend of October. With 115 racers and over 30 "advanced" drivers participating in the associated driver education event, it was an outstanding weekend.

While there is a more detailed story about this Club Race on page 24, I do want to recognize the efforts of Starla and Fred in making this event the success it was. I also want to recognize the many Potomac members who volunteered to come to Summit Point for the entire weekend to provide the basic support that Club Races require. A special thanks goes to all the more than 20 flaggers, who despite the all-day rain Saturday, stood out in the cold rain to make sure the racers had eyes around each corner.

We all know that eventually all good things have to come to end. Yes, looking at the November Potomac calendar, we only have one planned event remaining in 2011 where you can flex the capabilities of your car and its driver. This is the final autocross of 2011, scheduled for November 5 at Baysox Stadium. Yes, we still will have our three Saturday breakfast/bunch meetings in November (as we do every month) but somehow it seems that once the leaves start falling, many Porsches spend considerably more time in their comfortable garages than on the roads.

On the other hand, now is the time to lay out your car's winter maintenance/upgrade plan. That is the beauty of owning a Porsche; it does-

n't take a lot of imagination to come up with things you will like to do to improve your car. (On a personal note, I really, really wish my homeowners design review committee would let me have a garage, but unfortunately garages are not considered in harmony and conformity of the original intent of the community's architect. At least I did get approved an architecturally "correct" carport.)

On another personal note, my wife and I had to say goodbye to a dear friend. We adopted "Blue" from a good friend in February 2007 when Blue was just nine years old. She was in pretty good shape, but through love and good exercise, she grew stronger. She didn't like the winter months that much but how she loved the spring, summer and fall when she could run outside and feel the wind in her face. Blue loved being at the track the past couple of years for Drivers Education events!

As it is in life, you often have to make a tough decision. For Kathy and me, it was a tough one, but we knew it was time. Sadly I, took Blue for her last ride with me. As they took Blue away, I almost choked up. Then I got in our new, hardly used Aqua Blue '09 Boxster S (with a PDK to boot) and realized that Boxsters have come a long way since 1998 when Blue was born. I just hope our beloved Blue finds a good home. Afterwards, I realized of all the Porsches I have owned, Blue was the first one I have ever sold. I just hope no one tells my '87 Targa (that I bought new) that I sold its sister.

Thanks for being a part of PCA Potomac. If you have questions or suggestions, please do not hesitate to contact me at president@pcapotomac.org.



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**November 2011
anniversaries**

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Richard Altman
Harleigh P. Ewell &
Kathleen Ewell

30 years

Larry C. Johnson &
Liz Rogers
Carroll P. Kisser &
Barbara P. Kisser
Michael S. Mount &
Nicole O'Brien

20 years

Robert S. Waldschmitt &
Robert Joseph
Waldschmitt

15 years

Jonathan J. Jagolta &
Theresa Pollitt
David H. Shivers &
Carol E. Shivers
Douglas Svitchan &
Benita Bottom-
Svitchan

New Potomac members & anniversaries

10 years

William F. Calcagno &
Marcie Calcagno
Greg Nolte
James R. Woodyard &
Roger Richmond

5 years

Ted D. Britt
John Condia &
Sharon Condia
Andrew Creane
Glenn G. Druckenbrod &
Renee Druckenbrod
Fritz Finley &
Camille Finley
Scott Jackels &
Stephanie Jackels
Ronald A. LaMascus &
Peggy LaMascus
Peter Penno &
Lee Ann Penno
Eric Runnerstrom &
Michelle Runnerstrom
David G. Ryberg &
Pete Ryberg
Douglas Tavenner &
Joanne Tavenner

Michael Wade &
Rhonda Wade
Robert T. Wheeler &
Cindy Wheeler

**October 2011
new members**

Max Baber – 1996
Carrera
Rick Bar – 2004
Carrera cabriolet
Adam J. Berro &
Gwendolyn Mariner –
1993 968 cabriolet
Greg Bob & Carla Bob –
1990 911 Targa
Rob Campbell &
Georgina Halford –
2008 Carrera S coupe
John L. Conn – 1989 944
Michael Dougher – 2008
Cayman
Andre C. Dowtin &
Greg Rogers – 2011
Panamera
Denise M. Elliott
Sari T. Farouki – 2008
Carrera S cabriolet

Kenneth G. Fergus –
2011 Cayenne
David FitzHugh &
Benjamin Montgomery
– 2006 Cayman S
Bill Garcia & Will Garcia
– 1993 964 cabriolet
Terrence A. Gardner &
Donate vonBredow-
Gardner – 1986 944
Peter J. Gatto –
2002 Carrera Targa
Jonathan Guy &
Carolyn Panzer –
2000 Boxster
David Haggerty &
Ruth Haggerty –
1990 911
David H. Hartzell &
Lauren Hartzell –
2008 Cayenne
Jonathan C. Javitt – 2004
Cayenne
Thomas Meuser &
Andrea Meuser –
1983 911SC coupe
Jenee L. Moore – 2012
Cayenne

Joe Nardini – 2011
Carrera 4 cabriolet
Robert S. Pepper &
Amy L. Pepper –
1983 944
Alvin Perkins – 2004
Cayenne
Trish Poljak – 2008
Cayenne S
Sam Rapoza &
James Whitehead –
2004 Cayenne S
Amy H. Rissing – 2003
Boxster
David J. Rothkopf – 2009
Carrera 4S cabriolet
Bob Sirmans &
Kara Sirmans – 2006
Boxster S & 2004
Cayenne
Ray Thomas – 2008
Cayman
David A. Thompson –
2003 911 coupe
Kristin J. Toretta &
Paul Toretta – 2002
Carrera coupe
John W. Truban &
Charlene Truban
Dave Wandishin – 1999
911 coupe

2011 calendar

October:

28–30: DE, Summit Point

November:

5: Autocross #6. **
5: Centreville, Va. brunch. 11
a.m.*
12: Arlington, Va. breakfast, 9
a.m.*
19: Glen Echo, Md. brunch. 11
a.m.*

December:

3: Centreville, Va. brunch. 11
a.m.*
3: Potomac planning meeting for
2012
3: Drive 'n Dine: Antietam, Md. 4
p.m.**
10: Arlington, Va. breakfast, 9
a.m.*
10: Open board meeting and
elections. Location TBD
17: Glen Echo, Md. brunch. 11
a.m.*

*—See right for details on the brunch and
breakfast meetings.
** — for details on specific events, contact the
following program chairs
Autocross: Tony Pagonis, autocross@pcapo-
tomac.org

Club Race: Starla Phelps, Fred Pfeiffer, clu-
brace@pcapotomac.org
Concours: Ron Davis or Mike Sarli, con-
cours@pcapotomac.org
Drive 'n Dine: John Eberhardt, driveand-
dine@pcapotomac.org
Driver Education: Alan Herod,
dechair@pcapotomac.org
DE Tech: David DiQuollo,
tech@pcapotomac.org
Rally: Linda or Craig Davidson, rally@pcapo-
tomac.org

Drive 'n Dine schedule

Dec. 3: Drive 'n Dine: Antietam,
Md. 4 p.m. Details TBA.

Autocross schedule

November 5: Autocross #6.
Baysox Stadium. 8 a.m.–4
p.m.

Rally schedule

**The Rally season has con-
cluded.**

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.

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

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



For more information, contact John Magistro at
membership@pcapotomac.org

Sundays in Burtonsville, Md.

A cars & coffee gathering called the “Church of the Holy Donut” held on the parking lot of the Dunkin’ Donuts, corner of Routes 29 & 198 in Burtonsville Md. on Sundays between 7:30 and 10 a.m.

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. 7–9 a.m., weather permitting. 760 Walker Road, Great Falls, Va.

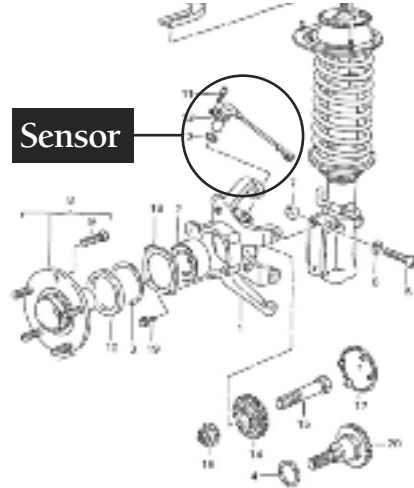
Sundays at Fair Lakes (Va.)

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

Cleaning ABS wheel speed sensors

By Richard Curtis
for der Vorgänger

If your Porsche is equipped with ABS, and you're getting an occasional flickering ABS warning light, your problem could be dirty wheel speed sensors. The dirt is caused by a magnet on the end of the sensor attracting metallic debris



friction with a rubber O-ring, and mine came out easily. Be careful not to let debris fall into the sensor hole.

On my car, the front sensors were devoid of any metallic debris attracted by the magnet. I sprayed the sensor with some cleaner and wiped it clean, just to be sure.

On the rears, however, both my sensors had small fuzzy balls of metallic debris on the magnet. See photo above left.

When installing the sensors, note that they only install one way. On my car, the front sensors are different from the rear sensors (the cables are different lengths) and for the fronts, the sensors are different left and right. Individually, the sensors are expensive; take care when handling them.

If the sensor is merely dirty, cleaning it will put it right. However, it could be defective, either in the sensor itself or, more likely, the wiring from the harness to the sensor.

cured to the wheel hub by a single M5 Allen-socket bolt on the back side of each wheel hub. See diagram at right.

Step one, as is often the case, is to jack up the car, secure it with jack stands, and remove the wheel.

Step two is to locate the sensor cable and remove the Allen-head socket bolt securing the sensor to the hub. There's no need to unplug the other end of the sensor wiring.

Once the screw is removed, pull the sensor from the hub. It is held in at that point only by

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.

In my car, a 1993 964 C2, these sensors are on all four wheels with the business end se-



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Tell-tale signs that brakes need changing

By Omar Hilmi
for *der Vorgänger*

For those who suffer a daily commute through heavy traffic, your vehicle's braking system can bring thousands of pounds of metal, plastic and empty coffee cups to a stop hundreds of times before you get to work. It goes without saying that these pieces wear out, but they do so slowly, meaning you may not notice they need attention until it's too late.

Neglecting your braking system can lead to increased

repair costs, or worse, no brakes at all. Fortunately, paying attention to some of the signs of brake wear can keep you on top of stopping maintenance, saving you some money and keeping your car from bouncing off the guy in front of you.

The most ob-

vious indicator that your vehicle's brakes need attention is an incredibly high-pitched squeal when you come to a stop. Brake pad manufacturers include a little piece of metal called an indicator on the pad itself. When the material wears down to a certain minimum thickness, the metal piece begins to touch the vehicle's rotor, doing a pretty good impression of fingernails on a chalkboard. Depending on how hard you drive, that usually means you should replace your brake pads within the month.

Occasionally, the indicator rusts and falls off, leaving you with no irritating noise to warn of brake wear. Additionally, many aftermarket and low-cost pads don't come with a wear indicator at all.

For the more observant, there are other signs that your pads need attention. If it takes you longer to stop than it used to, or if your brake pedal travels farther than it did a few months ago, it might be a good idea to get your stoppers checked. Regular pad checks are a good idea and require little more than removing a wheel and knowing what to look for.

Rotors are a little trickier, as they can usually last

through one or two sets of brake pads before needing to be replaced. If your steering wheel wiggles in your hands when you come to a stop, your rotors are probably warped, and it would be a good idea to swap them out.

There are several options for replacement brake parts for your vehicle. While you can never go wrong with what your manufacturer recommends, a variety of aftermarket parts can help you cater your brake system to your driving style.

If you find yourself replacing rotors often, you might consider switching to a slotted version. While initially more expensive, the slots disperse heat better than solid rotors, though 99 percent of the time slotted rotors aren't necessary for the average driver.

Your rotors aren't the only piece of brake hardware that can be changed for better performance. One of the most common brake pad upgrades is a switch to ceramic pads. These pads stop just as well, if not better than the stock pieces, but produce much less dust and are generally quieter. While you can also install performance brake pads on your vehicle, these usually have a shorter life span and generate more wear on your rotors.

While neglecting your brakes until your car is grinding to a halt instead of gliding is always an option, it can cost you in unnecessary rotor replacement and possible towing bills. That's not to mention the likelihood of losing most of your stopping ability right when you need it most. Keeping up with brake maintenance, paying attention to the signs of brake wear and choosing the right equipment for your vehicle will let you slow down like you should.

Omar Hilmi is a co-owner of Intersport, an independent Porsche specialist in McLean, Va.



File photos by Richard Curtis

New pads on the left contrast with well-used pads on the right. A general rule of thumb is that when the pad material wears to the point where it isn't as thick as the backing plate, it's time to replace the pads.



A brake pad spreader is used to spread the old pads that forces the piston back into the caliper. This allows space for the new pads.

Tech tips

Share tech tips or do-it-yourself tips with dV readers by sending an email to dveditor@pcapotomac.org.

A high-resolution photo will be necessary also.

Seminar covers odds, ends of car detailing

By Darryl Nichols
for *der Vorgänger*

Saturday, Sept. 17 brought an early dose of fall temperatures and a few sprinkles of rain our way, but it didn't deter a dozen Porsche owners from attending a PCA Potomac detail clinic at Odds and Ends Detailing in Sterling, Va.

The event got under way with a demo on proper washing-and-drying techniques on Tim Katsapis' 1991 Midnight Blue Metallic 911C4 coupe. We began with the wheels showing the importance of giving the tires a good scrub in addition to the shiny parts. Everyone was amazed at the trickle of brown suds as road grime, brake dust and old, greasy tire dressings were washed away.

A two-bucket wash method was used to demonstrate how to minimize introducing additional scratches and swirls into the finish while washing the car. This is especially important on darker colored vehicles.

Once dry, the car was pulled inside where it was lit with fluorescent and halogen lighting so we could assess the condition of the paint.

Even though the car was now clean, every-



Photo by Todd Blevins

Beautiful black '91 964 owned by Tim Katsapis of Falls Church, Va. was the subject of an detailing seminar put on by Darryl Nichols of Odds and Ends Detailing.

one was surprised at how much dirt was still on the surface once we moved into the clay bar demonstration. Claying a vehicle's surface is an absolute must before any polishing begins as it removes any imbedded particles, industrial fallout and other impurities that remain after the wash. These can cause scratching and swirling during polishing. Once clayed, a clean, smooth surface is ready for polish or wax.

We did a side-by-side comparison of hand polishing vs. machine polishing on a moderately swirled driver's side fender, one spot on 911s that will show imperfections easily.

Once the surfaces were properly polished, the discussion moved on to the various Adam's products used and sold by Odds and Ends De-

tailing: waxes, glazes and sealers and the differences among those products. For example, a wax was applied to one section while a sealer was applied to the other so the results could be compared.

We then sampled some dressings for the trim, a method for polishing metals and witnessed a streak-free glass-cleaning process.

Another detailing seminar is planned for the fall. Odds and Ends offers a

10% discount (for both retail and services) for PCA members and additional retail perks on clinic days.

Odds and Ends Detailing is located in Sterling, Va., just off Route 28 near the intersection of Route 28 and Sterling Blvd. They offer an airport valet service to/from Dulles Airport where you can leave your car for service while you're out of town and not have to deal with airport parking. Phone 703-675-8819 or e-mail at services@oddsandendsdetailing.com.

Darryl, of Burke, Va., is the owner and operator of Odds and Ends Detailing. He's been a PCA member for seven years and owns four Porsches.

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Contrasting with the 991 presented at the 2011 Frankfurt Auto Show was this striking mid-1960s 911 coupe

Porsche presents new 991 at Frankfurt

By Sydney Butler
for *der Vorgänger*

You need a thesaurus to describe the Frankfurt Auto Show. Start with the word immense, and then take your pick of gigantic, vast, colossal, boundless, enormous, humongous. Any such adjective will suit. Imagine eight separate exhibition “halles,” each about the size of D.C.’s convention center. Manufacturers such as Mercedes, BMW, and Audi have their own massive pavilions (Mercedes alone has three floors and four escalators). Then consider that this year (Sept. 15–25), the 64th annual show, will attract one million visitors and 1,000 exhibitors to 235,000

square meters (2.5 million square feet) of show space.

There are to be no fewer than 183 model world premieres, and I am covering the one most interesting to me—the debut of the Porsche 911, known internally as the model 991.

I am waiting, along with hundreds of other journalist types, around Porsche’s new show stand. I marvel at the huge backdrop screens that will soon dazzle us with sound and video. Boom cameras extend overhead while Porsche family members and corporate leaders take their reserved seats. A giant Porsche crest glows on the center screen. Then smoke unfurls from beneath it, lights flash, music blares to a sonic intensity and from the cavernous backstage emerges—not the new 991—

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Porsche's new 911, known internally as the 991, is longer, lower, wider yet lighter.

but a slate grey mid-1960s 911 coupe!

Before we can sort out our confusion, Walter Rohrl steps out from the 911's deep red interior and begins to talk. My translation headset blinks out but no matter. He is surely extolling the virtues of this old master and setting the pedigree of the new car that will debut momentarily.

As an early 911 owner years ago, I am thrilled that Porsche is both emphasizing and recalling the importance of heritage and design evolution. Rather than appearing out of place in such flashy surroundings, the 911's simple, clean design is confident, proud and elegant. Then another sound and light extravaganza, and the new 991—camera flashes reflecting from its dark blue metallic exterior—pulls alongside its great ancestor on the world's stage. Rohrl drives the 911 slowly (and I think proudly) offstage to a special display platform, and Porsche AG CEO Mattheus Muller steps from the new 991 and begins to speak.

But I am not listening. The 991 is stunning. Sleek, low, wide in the front with splendid 20-inch rims all around. The windscreen is more raked and the front fenders are flatter against the hood. The car sits close to the ground, and its more sloped roofline accentuates the racy appearance. Nothing negative or jarring jumps out at me. The design is integrated, modern and just plain gorgeous. At the same time, it does not bow to excess style or radical change. It moves beyond the 997 series certainly, but does not render it out of date.

Muller ends his formal remarks and invites everyone for interviews and a closer look. The crowd quickly becomes too thick, so I retire to the nearby Porsche Exclusive lounge where I can more leisurely admire a Platinum Carrera S. Longtime friend and Exclusive representative Peter Fraschke guides me around this silver beauty, pointing out the front and

rear Sport Design package, the fabulous black painted 20-inch Sport Techo rims, the luxurious new Espresso leather, Panamera-like interior with its Sport wheel, PDK paddles and burnished aluminum trim. Some may believe that the car has become more of a GT cruiser than a pure sports car, but I welcome the comfortable and elegant trappings. And if you doubt the performance of this newly laden beauty, just note that the 991 Carrera S laps the Nurburgring a full 13 seconds faster than its 997 counterpart!

As the excitement wears down over the next few hours, I walk about the Porsche show area (all 2,400 square meters of it) and gathered my thoughts. The dark metallic blue Carrera S continues to spin slowly on the presentation stage, offering every splendid detail to admiring onlookers. Other fine Porsche products were placed around—an Agate Grey Panamera Turbo S; a black Cayenne Turbo; a yellow, all-electric Boxster; a black edition Cayman S; a GT3 RS 4.0; and the GT3RSR that had recently won the Nurburgring 24 hours.

All are pinnacles of modern engineering, but I found myself musing more and more about Porsche history. Each of these cars was built upon gradually evolving ideas and engineering; each inherited its design, performance, success and appeal from those made over half a century before. So I kept close to that older slate grey 911 that sat quietly behind a small roped-off area somewhat to the side. It both honored and is Porsche history.



If one were prone to extol history, he could imagine these cars as resplendent members of Porsche's court, with the new 991 being the crown prince. But while the prince may be younger, stronger and perhaps more handsome, the king is still the one wearing the simple 911 crown, as regal and enduring as ever.

Frankfort video

For a glimpse of the color, spectacle, crowds and Porsche stars of the 2011 Frankfurt Auto Show, check out this video posted on www.pcapotomac.org

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Candidates for 2010 Potomac officer elections

In accordance with the club's bylaws, the 2012 executive officers will be elected by the membership on Saturday, Dec 10 at a place and time to be announced. The 2012 officer candidates proposed by the club's nominating committee include the following:

For president: Dick Seltzer

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



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

For vice president: John Eberhardt

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



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

For past president: Tuffy von Briesen

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



For treasurer: Evan Close

Evan is standing for reelection as treasurer. He joined the PCA in 1999 as an associate member whose father did historic Porsche races. His first experience was a DE event at Mid Ohio with the Allegheny Region, PCA with his modified '97 VW Golf VR6 daily driver. He then joined the PCA as a full member in 2005

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



For secretary: Gary Brindle

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

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



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



Tour of Virginia Piedmont yields fine friends, roads

Story and photos by Alex Lunsford
for *der Vorgänger*

We began our Potomac Drive 'n Dine tour to Charlottesville, Va., by meeting on Friday, Sept. 9 in Haymarket, Va. and drove via Orange, Va. to lunch in Barboursville at the lovely Stonefire Grill.

We then sampled the best of the Barboursville Winery and toured their unique ruins. We arrived at the Thomas Jefferson-designed Farmington County Club in Charlottesville by early afternoon, then headed out for dinner at the Three Notch'd Grill in Crozet.

We regrouped Saturday morning and were met by several members of the local Shenandoah Region Porsche Club including President Sherry Westfall.

Approximately 12 cars left Farmington heading west towards the Blue Ridge Parkway and the 2800-foot altitude of the Wintergreen Resort. After two hours with a slight detour by some of the group and a sure need for pit stop, we all arrived for a lovely lunch at the Edge at Wintergreen.

We then drove back along local scenic roads and sampled two wineries, Veritas Vineyard and Winery in Afton, Va. and the King Family Vineyard in Crozet, Va. At the latter, we were treated to a special tasting in their cellar room combined with a detailed lesson on winemaking.

We met for dinner that night at the C&O restaurant and were again joined by several members of the Shenandoah Region.

Sunday we met the Shenandoah Region members for



a wonderful drive that they led on twisty Albemarle County back roads culminating in a lunch hosted by a Shenandoah member who owns the local restaurant *Durty Nellys*. Sherry Westfall even served a ceremonial cake marking the 9/11 remembrance.

I'd like to thank all our attendees and apologize for any misspellings: Fred and Starla Phelps, David and Tracy McMillan, Jeff and Michelle Massa, Chris and Vaiana Williams, Rodger and Monica Wenzel, Dimitri Shanin and Gina, Mark and Jeannie Padgett, Bill and Jill Sanders (of Shenandoah) and Jim Condon and Sherry Westfall (of Shenandoah).

Here's to next year!

Top: Could there be anything prettier than a line of Porsches driving through a beautiful countryside on a sunny day?

Above: Members of the tour relax at the Veritas Vineyard and Winery in Afton, Va., after a drive to the Wintergreen Resort.

Pilots & Porsches

A love affair with high-performance machinery



A love of Porsches and flying

dV takes a look at eight Potomac members who combine both

By Steve Bates
for *der Vorgänger*

Photo provided by Steve Bates
Steve Bates with his 996 GT3. Bates says he picked up a love of flying at the age of 10 and a love of Porsches from seeing a 356 in the late 1960s.

My love of flying started at the early age of 10. The local airport, Frankman Field (4G7), was sponsoring “a penny a pound” introductory flights, and I was lucky enough to weigh only 60 pounds. I eagerly paid my 60 cents and awaited my turn.

The anticipation was nearly unbearable, but my time finally came. We quickly picked up speed as the runway grew shorter and then liftoff followed by a banking turn over the river. The feeling of the freedom of flight was intoxicating.

Several years later in 1990 while vacationing at my dad’s beach house in Frisco, North Carolina, I spent more time on the deck watching the planes take off from Billy Mitchell Airfield. I signed up for

a sightseeing flight with Burrus Flying Service, then another and another. Ground school was next on my agenda in June 1992. My

instructor was Jack Williams, USA TODAY’s former weather editor. Jack’s enthusiasm for weather and flying made this a truly enjoyable experience.

After I obtained my license, I visited my friend Dwight Burrus often (he owned the flying service in Frisco). He allowed me to fly during our future flights and taught me a few things about high crosswind landings.

My love of Porsches also came at an early age. My father had purchased a new 1969 Plymouth Satellite with a 440 cu.in. engine. That car could melt the rear tires if you were so inclined. I remember traveling to my grandmother’s house along a particularly curvy section of U.S. 50 in West Virginia when all of a sudden a gray primed car went blasting by.

Not to be outdone by the “souped up VW,” my father gave chase in the Plymouth.

I was sitting in the center of the back seat trying to hold on and watch the show. We could catch up to the little 356 on the occasional straight but would lose him again on any curvy section. The constant howling protest from the tires finally resulted in a shutdown of the chase demanded by the other front-seat passenger—my mom. Good thing. The metal insignia in the center of the rear seat had pulled out quite a bit of my hair.

My quest to learn everything I could about these little cars began, including reading everything I could find. I finally realized my lifelong passion at age 31 when I purchased a 911SC from Heishmans Porsche in 1995.

I attended my first PCA Potomac corner worker school on June 13, 1998 a couple of years after joining PCA. The instructors were John Hill, Rich Wojciechowicz, Betty Church and Fred Smartt.



Pilots & Porsches

A love affair with high-performance machinery



Common thread between Porsches, airplanes

By Gary Church
for *der Vorgänger*

I am occasionally asked if there is a common thread between sports cars and airplanes. For me they both impart a tremendous satisfaction when they are mastered with precision, whether consistently within inches of an apex or within feet of a targeted altitude. The thrill of driving a Porsche or flying a Beechcraft Bonanza is very similar. Both are special vehicles purposefully manufactured to be the “best of breed” with the feel and responsiveness that few competitors on the ground or in the air can master. To have either one of these under foot is one of life’s great pleasures and rewards.

My father was a 32-year Air Force veteran, so as a young man I was exposed to a tremendous variety of military and civil aircraft. Outside of his Air Force career he was an instrument-rated commercial pilot with a multiple engine rating. Given this type of influence it was hard to stay away from airplanes.

The last 42 years of flying has also been notable in many of the same ways as my 18 years of adventure with Porsches. I earned my wings in Alaska in 1969 and over the years graduated to high-performance single-engine aircraft such as a Cessna 182RG, Beechcraft Bonanza and finally my current airplane, a Cirrus SR22. Over the years I have flown from Maine to Florida to California to Alaska to Northeast Canada and the Caribbean for business, family, and driving, sailing and scuba-diving vacations



Many of these travels by private airplane have been enablers for car adventures with friends to fly and drive to DEs and Club Races or fly and watch an F1 race in Indianapolis, an Indy Car race in St. Petersburg, Fla. or an ALMS race at Mazda Raceway in Monterey, Calif.

I could go on, but needless to say I hope my close relationship between planes, Porsches and friends continues for as long as possible.

Photo provided by Gary Church
Top: Church in the front seat of a Stearman in Napa Valley prior to doing aerobatics as fellow Potomac members Paul and Donna Amico and Betty Church watched from the ground.

Photo by Richard Curtis
Above: Church with his 996 Ruf twin turbo at Summit Point (W.Va.) Motorsports Park.

Pilots & Porsches

A love affair with high-performance machinery



Photo provided by Dirk Dekker

Photo below by Richard Curtis

Above: In the cockpit of an “agricultural” helicopter used for spraying crops, which he did for many years, Dirk Dekker has had a life-time interest in flying.

Below: Dekker takes a minute to rest from his job as co-chief instructor during a recent DE event at Virginia International Raceway.

Driving, flying is all about ‘situational awareness’

By Richard Curtis
for *der Vorgänger*

With an online persona such as “Chopper Dropper,” you’d have to expect that Dirk Dekker has had an interesting history flying helicopters. You’d be right.

Born in Hong Kong and educated in England where his interest in flying was piqued when he joined a flying club to fly single-engine airplanes. Dekker began flying while still living in Scotland in the early 1970s. “I was working as a farm manager,” he says, making a connection to farming while getting his degree in agriculture in Edinburgh, Scotland, “when a friend took me up in a helicopter. That did it.”

He moved to the states in

1979 and earned his commercial flying license to spray farm crops. His first paid job as a crop duster was in the Gettysburg, Pa. area. “I did (crop dusting) for years, from 1979 until 1994,” he says.

“Absolutely,” he says, when asked if he sees a connection between flying machines and Porsches. “Both require a feel for the machinery and a connection you should have to think about.”

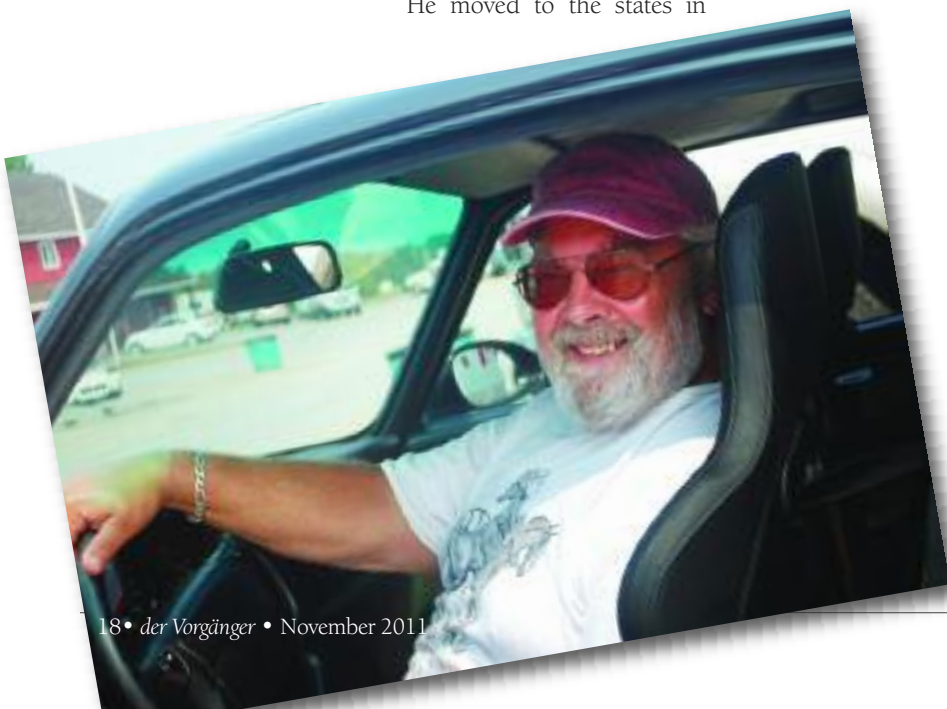
“While flying two feet above the ground at 70-80 mph (while dusting crops), you shouldn’t have to think about what you’re doing. Driving is the same,” he says. “It’s all about situational awareness,” a phrase that pops up often as he instructs at Drivers Education events, where he has been co-chief instructor for Potomac’s DE program for four years.

“Flying a helicopter is a very hands-on job,” he says, “and agricultural aviation (crop dusting) is very exacting with little room for error. Spatial awareness is important with all the obstacles, wires, etc., he says.

“Driving a Porsche on the track requires a lot of the same skills. Porsches in particular of all the high-performance cars are probably the most reliable. The performance straight out of the box is the best.”

Dirk’s first Porsche was an ’86 944 and later an ’88 911 Targa that he still owns. Before those, he owned a series of MGs and other British cars. “I went to school two miles from Silverstone (Circuit) and saw Grand Prix races there, motorcycles, etc.,” he says. “I met F1 drivers such as (Jimmy) Clark in the ’60s and that obviously piqued my interest in cars although I had always been interested in them.” As a young lad while living in Great Britain, he raced go-karts including shifter karts.

He still owns the ’88 911 Targa that he tracked until the late 1990s. He used the Targa as a dual-purpose car, on track and street, and equipped it with 917 brakes and other suspension improvements. His dedicated track car now is a factory 914-6 with a 3.2 liter engine. He has kept the original engine and transmission, should he ever want to put the car back to original specification.





Pilots & Porsches

A love affair with high-performance machinery

Photos provided by Bruce Dobbs

Potomac member Bruce Dobbs poses in the 1960s with his AC-47 gunship, a model affectionately known as Puff the Magic Dragon. He flew missions into North Vietnam from a base in Thailand.

Below, Dobbs at the wheel of his 993 track car at Summit Point (W.Va.) Motorsports Park.

Dirk lives on Maryland's Eastern Shore and joined PCA in 1995, beginning with autocrosses before moving into DEs and becoming an instructor in 2000. He used to be a dual member with Chesapeake Region.

Does he still fly? No, he says, helicopters have become too expensive to fly. However, even as he works today as a real estate agent, he still fondly remembers his days in helicopters, performing such jobs as shooting videos for agricultural products, spraying for gypsy moths in Rockville and Gaithersburg, Md., drying football fields where he would have to hover for hours. He's also sprayed for mosquito control on the Eastern Shore and often had to hover over orchards all night to protect crops against frost.

Key to control is staying ahead of car or airplane

By Bruce Dobbs
for *der Vorgänger*

Since I was a little boy, I wanted to fly. I was able to realize my dream by learning to fly in Amarillo, Texas while assigned to Amarillo Air Force Base. There is nothing on the earth more beautiful than taking flight on a clear morning with the blue sky above, white puffy clouds around and stable air. The airplane is alive in your hands, and you can soar to your heart's content.

Flying and driving a Porsche are alike in many ways. Flying and driving a Porsche at speed both require precision handling and maneuvering, and you must be ahead of the machine. Both are great fun for an "adrenalin junkie," but there are few margins of error and safety is paramount.

There are differences between flying and driving a Porsche. Most notably, if you have altitude; when you lose control of the airplane, you can recover. However, when you lose control of the Porsche and she comes

around, you're a passenger and cannot recover. Mechanicals can bite you in both venues.

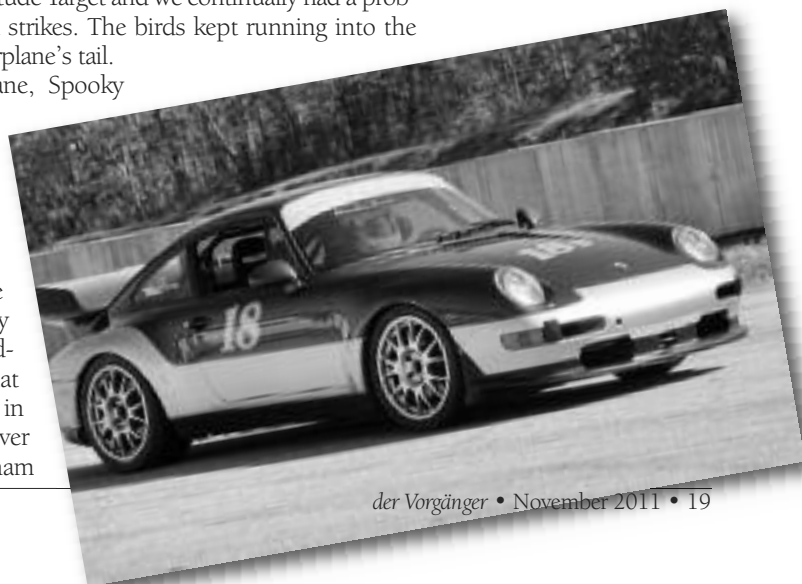
Flying in combat is the most intense. I was assigned to the 4th Special Operations Squadron at Udorn, Thailand in the AC-47 gunship (call sign "Puff the Magic Dragon"—later the call sign was "Spooky"). The concept behind the lateral firing gunship was this: When you conduct an "on-pylon" turn (360-degree turn around a point), if you fire a gun out the side window, you will hit the point on the ground. The old C-47 cargo airplane was made into a gunship because you needed a large airplane to carry the guns and all the ammunition. The AC-47 had three GAU-1B "mini-guns," each capable of firing 6,000 rounds per minute (100 shots per second from each gun) of 7.62 mm ammunition.

We were flying out of Udorn into North Vietnam in an attempt to prevent the North Vietnamese from infiltrating into South Vietnam. Because the airplane was so slow, we flew at night to prevent—to the extent possible—from being shot down. How slow? The airplane would maintain 125 knots (143 mph) in a climb, 125 knots in cruise, and 125 knots in a vertical dive.

The AC-47 had a nickname—SLAT—that stands for Slow Low-Altitude Target and we continually had a problem with bird strikes. The birds kept running into the back of the airplane's tail.

Our airplane, Spooky

01, had the dubious distinction of being the first propeller-driven airplane to be attacked by MIGs. Needless to say, that night attack in the sky over North Vietnam



Pilots & Porsches

A love affair with high-performance machinery



2008 photo (right) by Richard Curtis
Former Potomac President Tony Kelly with his 944 Turbo, like many fliers, caught the flying bug as a youngster. After learning to fly in powered aircraft, he took up sailplanes, which he enjoys to this day.

Below: Kelly flying his Open class 19-meter Kestrel racer on the final leg of a 750 kilometer race from Benalla, Victoria in the 1980 State Championships. After almost nine hours of hard work racing around the course, there comes a final climb to the altitude needed for the final glide to the finish. Nose down and trimmed for speed, it's finally time to relax and enjoy the view.

was scary but thankfully, unsuccessful. Although I'm not actively flying anymore, I stay in touch by being a life member of the Red River Valley Fighter Pilots Association (their motto is "We who came home must never forget those who could not").

I may resume flying (my pilots license is still valid ("valid until revoked"). I had the privilege of flying with Gary Church in his airplane and aviation has seen significant changes since I last flew. What we used to do by manual control and looking out the window is now done with autopilots, radar and electronics.

The first flight 'set the hook'

By Tony Kelly
 for *der Vorgänger*

One of my earliest memories is of lying in the soft summer grass and watching airplanes around our local regional airport in Australia. Flight and flying had a magnetic attraction for me, but it was not until I was 19 that I took my first flight. I was a freshly minted engineering

student lucky enough to have won a Hawker Siddeley scholarship, which meant I worked every university break at Hawker de Havilland, which was the Australian distributor for Beechcraft.

One of my early assignments was the bench calibration of autopilot systems. The company's chief test pilot, Brian "Black Jack" Walker, a giant in my books, turned up in our lab one day and came straight over. He made it clear that anyone working on 'his' autopilots had to have some flying experience, and the next thing I knew I was climbing into the iconic S35 V-tail Bonanza VH-KKK for the first flight of my life. It was a life-changing experience.

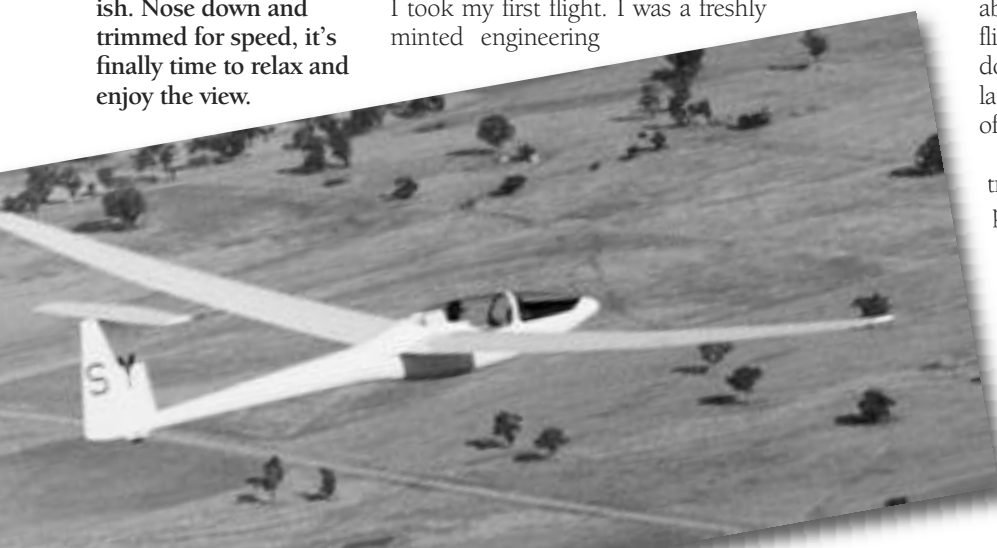
By the next summer, I was assigned to autopilot flight tests, which soon extended to delivery flights all over the country. While I thought that this was due to my knowledge, talent and enthusiasm, it is more likely that I was the young single guy who jumped at the chance to fly off to cattle stations and other remote destinations that the older married guys didn't want to touch. I couldn't understand how they would give up the flying and more so the celebrations that usually surrounded the delivery of a shining new aircraft when we arrived.

The added advantage was that most of our test pilots who did these delivery flights were instructor rated. I was able to log flying time as a student on many of these flights and soon had my license and a twin-engine endorsement with an instrument endorsement not much later. Little did I know that there was another dimension of flying waiting to be discovered a few years later.

After graduation, I was recruited to help start the Australian subsidiary of Data General Corp., a U.S. company in the then-new field of small computing. I relocated from Sydney to Melbourne and was soon living on the hairy edge of technology.

Most of our clients were research operations, and I made some great friends in labs around the country. Peter Caldwell was a university researcher who just happened to have pictures of sailplanes in his office. I'd grown up sailing and had graduated to ocean racing, so it wasn't long before Peter had me hooked with stories of fast cross-country racing in sailplanes. I knew I had to try it.

The first flight was enough to set the hook. It was a





Pilots & Porsches

A love affair with high-performance machinery

club operation similar to PCA DEs, with experienced club pilot/instructors. As I graduated through the club fleet to higher performance sailplanes, racing became an obvious next step.

Flying a sailplane was much more like sailing than I had imagined. The basics of flight are the same as for powered flight, but racing a high-performance sailplane is all about reading the weather and finding the best lift, optimizing the climb to gain the most altitude in the shortest time and then using that altitude to make distance across country.

Races are closed tasks where everyone races on an aerial route around specified turn-points, plus start and finish points, that brings everybody back to base. The weather forecast and the performance of the gliders dictate the length of the task.

My first competition was a real learning experience. Rather than arriving back at the finish, I landed short in various farmers' fields on every day of the competition! My hard-working crew soon got used to driving out to find the field, pack the glider in the trailer, drive back and re-rig the glider for the next day... every night.

Having learned that lesson, I was soon racing in state and national competitions where race tasks of 500 kilometers or longer were not unusual. On training days we flew 750 kilometers tasks on the stronger weather days. As an instructor, I worked with pilots just starting to race by taking them out on short cross-country tasks in high-performance two-seat sailplanes.

I'd logged over 2,500 hours in sailplanes before my soon-to-be wife suggested that spending up to 10 hours in the air each weekend day was not compatible with any kind of social life. It was not long after that I sold my open-class racer and took up the earth-bound life.

Is there anything quite like the thrill of climbing to 12,000 feet at 2,000 feet per minute, then pushing the nose down for a 175 mph (150 knots) race across country? As I was to discover many years later, racing a Porsche on track is very much in the same league.

Here's a suggestion. Watkins Glen is one of our most popular Drivers Ed events each year. Great restaurants, great sightseeing and Seneca Lake make it perfect for non-

driving friends and family. The Soaring Society of America has a fantastic facility at Elmira, N.Y., about 30 minutes from the Glen. They take passengers on introductory sailplane flights over the spectacularly beautiful Elmira area. It's a perfect side trip, and a perfect opportunity to experience what real flying is all about.

A presidential pilot also pilots a Porsche 930

By Richard Curtis
for *der Vorgänger*

"Both my Porsche and helicopters are very powerful machines," says Ryan Lynch. "I respect the power and ferocity of Porsches and helicopters." There's a connection there between things that fly on the ground and things that fly in the air.

Lynch drives his 1987 Porsche 300 hp factory slant nose 930 a couple of times a week. That would be enough power to satisfy most of us, especially in such an arrest-me Guards Red, well-loved sports car. However, Lynch's day job is flying a twin-engine helicopter with considerable more horsepower not only

Photos provided by Ryan Lynch
Captain Ryan Lynch is a pilot with HMX-1, the helicopters that fly President Barack Obama around.

Below: Ryan and Eleanor Lynch with their '87 Guards Red 930 slant nose. They recently became parents of triplets.



Pilots & Porsches

A love affair with high-performance machinery

Photo by Richard Curtis

Building the Vans RV-8 in the background took Potomac's Craig Moen four years and 1,500 hours. The plane was certified in 2002. He painted the airplane himself. His '87 white Carrera with blue-leather interior has only 75,000 miles on the odometer.

in the twin engines but also among the people seated comfortably inside. Is it worth mentioning that among these could be the most-powerful and important people in the U.S. if not the world?

Ryan Lynch is a captain in the Marine Corps with nine years of flying, all of it in helicopters. He is currently stationed in Northern Virginia and assigned to the Marine Corps helicopter squadron that flies President Barack Obama and other dignitaries. In his third year of a four-year tour with this squadron, Lynch serves as an aircraft commander with the squadron. He's flown as the president's copilot more than a dozen times and the vice president several times. The presidential helicopter is either a Sikorsky VH-3D, or a VH-60N, more commonly known as a Black Hawk. The helicopters are based in Quantico, Va., where Lynch and his family live, but are most often seen on TV either arriving or departing from the White House lawn.

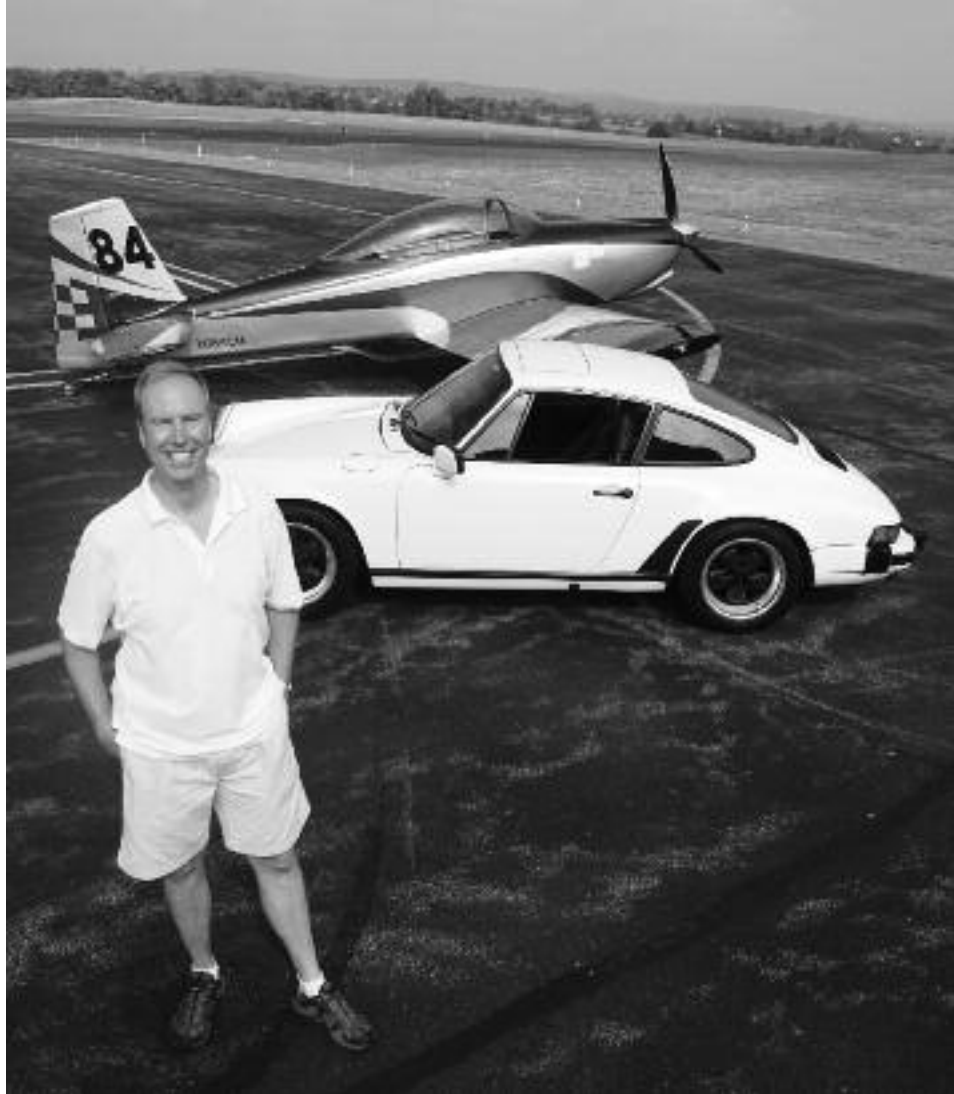
Marine One goes wherever the president goes, sometimes with only a few hours notice, so Lynch has traveled extensively and on short notice. Some trips are short, such as to nearby Andrews Air Force Base, but some, such as a trip to Japan last year, can stretch over a week or more. During the Japan trip last year, Lynch got an urgent email from his wife, Eleanor, who was back home in Virginia, saying, "Call me, NOW!"

Once on the phone, Eleanor told Ryan the good news: "I'm pregnant, and we're going to have triplets!" Cameryn, Nora and Corinne were born in the spring, and mother and girls are all doing well.

Lynch began flying with flight school when he joined the Marine Corps in 2001. Before moving to Northern Virginia, the Lynches were in North Carolina on his previous Marine Corps assignment where he flew the CH-53E Super Stallion. In addition to flying relief efforts for Hurricane Katrina, Lynch has had several overseas tours.

The Porsche bug bit him when he drove a borrowed 1983 Targa turbo up California's Pacific Coast Highway. Later, he bought his current low-mileage slant nose from his wife's uncle in California and drove it cross-country in the summer of 2009 to report for duty at Quantico.

Does he plan to keep the Porsche now that the triplets have arrived? "Oh, yeah," he says. "That car is my escape. While I don't drive it every day, I do manage to take it out once or twice a week. I don't see myself ever getting rid of this car."



Pristine Carrera. ✓ Homebuilt airplane. ✓

By Richard Curtis
for *der Vorgänger*

Take a close look at this photo of Potomac member Craig Moen's airplane. Pretty, isn't it? Sleek. Finely finished. Well put together. Promising terrific performance. Which could also describe his white-over-blue '87 Carrera. Both seat just two people in relative comfort although the airplane is a bit more difficult to get into and out of.

This particular airplane is a high-performance Vans RV-8 with a 360 cu. in. Lycoming 4-cylinder engine capable of cruising at 200 mph with a range of 450 miles. Moen built it himself in only 1,500 hours over the course of four years.

He uses the plane for basic through-the-skies transportation to places both near and far, for both business and pleasure. He's also flown it as part of a five-plane acrobatic team performing at air shows in such places as Atlantic City, N.J., Ocean City, Md., Savannah, Ga. and Charleston, S.C.

Like other Porsche pilots, the flying bug bit Moen early on; he has been flying since he was a teenager, riding his bicycle to a nearby airfield where he washed and fueled



Pilots & Porsches

A love affair with high-performance machinery

Photo by Richard Curtis

Steve Shoop poses with his black 996 Turbo cabriolet and his twin-engine Cessna 340A that he's owned for seven years. Shoop flew C-130s while in the Air National Guard in California in the 1970s.

airplanes in exchange for lessons, so he's been roaming around airfields most of his life.

Moen was flying gliders solo at 14, flying airplanes at 15. Think about that for a moment: Flying as a teenager not yet old enough to drive. Moen talks about that experience as if it's something entirely ordinary just as he talks about building his own airplane as nonchalantly as describing today's weather. He even applied the beautiful, almost perfect two-tone paint job. Hmm.

He's previously owned two gliders and three other powered planes, usually in partnership with others. He's racked up over 2,000 hours at the controls.

Moen got seriously into flying through the University of Wisconsin's flying club where—when he wasn't flying—he majored in computer science and business. He has regularly attended the famous Oshkosh, Wisc. annual fly-in since he was a boy accompanying his dad.

At one time, Moen's father was a ground mechanic for one of the more famous airmen ever, Bob Hoover. Hoover, often referred to as “the pilot's pilot,” made his name as a U.S. Air Force test pilot in the early days of supersonic flight.

Moen's pristine '87 Carrera has 75,000 miles with a nearly perfect blue-leather interior, and he's owned it for two years. He first became enamored of Porsches in grade school when his English teacher owned a green 356 Super 90.

Moen regularly participates in several Potomac activities such as monthly breakfast meetings, Drive 'n Dine trips and as a DE tech inspector.

Porsches, airplanes both take you to a special place

By Steve Shoop
for *der Vorgänger*

Although different in many ways, airplanes and high-performance cars both take you to places you would not

otherwise be privileged to visit. Not talking here about a quick sojourn to Dubuque but rather to a special place where mind and body (frequently the adrenal glands) confront challenges and seek rewards in unique environments of motion, managed risk and often unmanageable exhilaration.

As a teen I was lucky to have several jet trainer flights with my dad and quickly became infected with flight. Armed at age 19 with a pilot's license, I tried teaching myself aerobatics in underpowered prop planes (think “drunk pilot” airshow act). Fortunately, better performance followed my year of Air Force pilot training in jets with afterburning engines and supersonic capabilities (think “flying Cup cars”).

Moving through surgical training into practice, I kept the spark alive with sport aviation in aerobatic Pitts biplanes and my Marchetti trainer, but time demands kept visits to the track in my BMW M3 infrequent (my first Porsche had been a '69 912).

However, the call-to-asphalt never faded, so now as a retired surgeon I've become a re-fired driver. Regular DE events have become the spice of life, while aviation has moved into a more utilitarian, while ever-adventurous, role for our family and charity passengers (think “flying SUV”).

To balance maximum performance with optimal safety, aviation and motorsport both offer the opportunity—and make the demand—that one be a serious student of the activity. Execution of the lessons learned is the reward. Perfect execution is rare, but always to be sought.

And then there's the emotional side: Is it surprising that the very machines that provide us these matchless experiences earn our deep adoration? The driver turns to give his car a second, admiring glance as he leaves his garage. The pilot, home safely again, gives his plane an affectionate and grateful pat on its nose. They've both been to that special place.



Photos by Marvin Jennings

Top: The field of one of Sunday's sprint races under wet conditions. The front row is Evan Close, left, and Steve Wilson, right. They waged a race-long fight with Close winning.

20th Club Race: Dry, except for most of it

By Starla Phelps
for *der Vorgänger*

Potomac hosted the 20th Annual Club Race Event Sept. 30—Oct. 2. Potomac has the distinction of not only being the birthplace of Club Race, but also the only club to host consecutively for 20 years.

The heavy rain on Saturday plagued the drivers, and there were multiple single-car offs. It takes skill to drive on the street in the rain, let alone drive at speed in a high-speed race with blinding water spray from the other cars and windshields that were constantly fogged. "I just hoped I could see brake lights so I would know where to start braking all the while keeping one hand on the steering wheel and one wiping the windshield," said Intersport's Omar Hilmi.

Wade Herren braved the pouring rain in his open 914 and earned the Workers Choice Award and a joke rain slicker. Sunday provided a break in the rain and the two morning sprints saw some exciting and challenging race matches. The two scheduled enduros were combined with the result being a 50-car, one-hour enduro.

This is the largest enduro that Potomac has hosted at Summit Point. These 50 cars made up 20 different classes, which means that there are large differences in speed. There was some great driving, some hair-raising passes and great competition throughout.

At the Saturday night dinner, Zone 2 Representative Tom Zaffarano, presented Alan Friedman, former Potomac president (1979) and father of club racing, with the Bill Sholar



Above: Scales/tech team, from left: Dave DiQuollo, Kurt Mickelwait, Chip Taylor, Peter Tan, John Vrankovich and Marvin Jennings.

Memorial award. This award was conceived to recognize outstanding contribution to the club above and beyond the execution of normal responsibilities. This award may or may not be presented each year. Fifteen veteran racers or organizers of the first race attended.

Racers and volunteers were all given 20th anniversary embroidered patches, bumper stickers and shirts. Everyone was surprised also to receive pewter Jefferson Cups to commemorate the first Potomac Club Race.

Thanks to sponsors who made the event possible: Radial Tire, Intersport, Tysons Porsche, ASG, Auto Sportsystems Group, OG Racing, AtSpeed, Euro Pros and Shah & Shah.

Special thanks go to our own Potomac members who provided funds: Justin Wine,

Aspen Wealth Management; Euro Pros, Jack Ford, LLC; Rod Ryan, 4th Power Racing; Susan Kimmit, Vein Clinics of America; Scott Bresnahan, Allstate Insurance; Hunt McMahon, Hunt Country Homes; Tom Phillips, Phillips Dental; Phillip Martien, Phillips Way; and Jeffery Adams.

Once again Radial Tire sponsored the Saturday night dinner, catered by Dixie Bones, and also provided \$1,000 toward a set of tires. David Mann donated a 50" plasma TV and the winning bid was for \$800 by Dwayne Moses. Potomac will send a check to the Carol Jean Cancer Foundation in Potomac's name.

Workers Choice Awards:

Sprint 1 Red: Daniel Yonkers
Sprint 2 Black: Scott Bresnahan (Potomac)
Sprint 3 Blue: Wade Herren (Potomac)
Sprint 4 combined Red/Black: John Bauer
Sprint 5: Blue: Evan Close (Potomac)
Sprint 5: Sprint 6 Red/Black: Chris Musante
Sprint 7 Blue: Dwayne Moses (Potomac)
Enduro: Ray Williams
Novice Award : Russell Bong (Potomac)
Best Prepared: Will DiGiovanni
Rookie of the Year: Mark Cherwien (Potomac)

Another rally season for the record books

Story by Linda Davidson
Photos by Craig Davidson
for *der Vorgänger*

Saturday, Sept. 24 saw the running of the fourth and final rally of 2011. The TV weather forecasters had us on a roller coaster for the week leading up to rally day—one day the forecast was going to be sunny, next day 30% chance of rain, next day a total washout. The event was going to be held rain or shine, so no chance of rescheduling. And then, as for every other rally this season, Mother Nature smiled on us and gave us a beautiful sunny day.

Twenty-three cars showed up for the drive to Lovettsville, Va., including four BMWs (who admitted at the finish that it was a lot of fun, and their club doesn't do anything like it). Because we had such great feedback from the first rally—teams had to add up all the speed limit signs—we decided to do it again.

Our route started in Germantown, Md., went north through Frederick County, Burkittsville and Brunswick, then crossed the Potomac River and came into Lovettsville from the north. Everyone said it was a great route, with lots of roads they'd never driven before.



Rally winners, left to right: Second place, Cliff Bressler and John Wieber; third place, Rob Mariani and Meghan Snide; season champions, Roland and Alice Frenck; and first place, Bob and Hannah Wilkoff

Along the route there were 135 speed limit signs. While it sounds like a simple task to tally them up—either you're right or you're not—out of 22 scores turned in there were 18 different answers, and NO ONE got it exactly right! The winning team of Bob Wilkoff and his daughter Hannah was only five points off, and the second-place team of Cliff Bressler and

John Wieber were only five points behind them. Third place went to Rob Mariani and Meghan Snide, 15 points behind second place. Congratulations to all.

The end of 2011 rallies also brought the crowning of new season champions. Every car that comes to a rally gets three points, third place gets five, second place gets seven, and winners get 10 points. All four rallies this year had different winners, so it was a photo finish. The new rally champions are Roland and

Alice Frenck, who competed in every rally this year, and brought home a few trophies along the way. (I think I should tell them that's how Craig and I got this job...)

This year's rallies brought out a total of 58 different teams, surpassing 2010 attendance by six. Hopefully we'll continue to see growth in the program in 2012.

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PCA license plates offered to Virginia members

for *der Vorgänger*

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

Based on strong interest shown by many of Potomac's Virginia members for similar plates, the Potomac board has decided to offer

this option to all of our members who reside in the Commonwealth, and Hill has agreed to coordinate this effort.

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

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



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

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

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

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Baltimore Grand Prix

Potomac members, other Porsche owners and over 70,000 spectators attended the Baltimore Grand Prix that featured IndyCars and ALMS. Photos by Ken Marks for *der Vorgänger*.

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Photos by Richard Curtis

PCA's annual open house

The Porsche Club of America held its annual open house — and ribbon cutting ceremony for its new headquarters offices in Columbia, Md. — on Sept. 24.

An estimated 100 people attended. Despite threatening weather the showers held off. Lunch was served, building tours were held along with several demonstrations of vendor products and door-prize drawings were held for products such as miniheadphones and noise-cancelling headphones along with a rolling toolbox and other gifts.

Among noted guests were PCA National officers, President Manny Alban and Secretary Caren Cooper, and Howard County, Md. Executive Ken Ulman who did the honors of cutting the ribbon to open the new headquarters offices officially.



Above: An estimated 100 attended the annual PCA headquarters open house in Columbia, Md.

Left: A ribbon-cutting ceremony was held. From left: Roxanne Alban, Vu Nguyen, Paige Alban, Jonah, Loan and Justine Nguyen, PCA Secretary Caren Cooper, PCA President Manny Alban, and Howard County Executive Ken Ulman.

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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.

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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 _____

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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 _____

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*VIN# _____

License Plate# _____ State _____

Car Used: Daily Pleasure

Maintenance: Self Dealer Independent

Average number of miles driven annually _____

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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.

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



A Lincoln Continental at the Radnor Hunt Club Concours d'Elegance held in Westchester, Pa.

More adventures in rallying

Story by Linda Davidson
Photos by Craig Davidson
for *der Vorgänger*

For 15 years the Radnor Hunt Club of Westchester, Pa. has staged a concours d'elegance the second weekend of September. A full weekend of events is planned, including a welcome BBQ, a road rally, a black-tie dinner and an awards ceremony after the concours. Registration is open to any make or model car, but limited to 100 entrants. After the beating Craig and I took at the rallies in Savannah (see September *dV*) we decided to give the rally a try.

Westchester is about 150 miles from here, and since rally registration began at 8 a.m. on Saturday, we drove up the day before. If you think back to what the weather was like the week after Labor Day, the weekend was looking to be pretty soggy. The event website said "rain or shine," so off we went. It rained almost all the way north on I-95 but miraculously cleared up when we got to Delaware. Things were looking up.

On Saturday morning, we all met at a restaurant in Chadds Ford, Pa., and what an assorted line-up of vehicles there was! Porsches were probably the most prevalent with about 15, a couple of Boxsters but mostly 911s. There were about 10 Mini-Coopers, a classic Jaguar XKE, a couple of restored Chryslers from the '60s, a vintage Lincoln and two Audi R8s. But undoubtedly the biggest head-turner was a 1911 Normal, complete with driver and navigator dressed in period clothes.

After the mandatory meeting and a light breakfast, cars were sent out in order in one-



Two classic Jaguars on display at the concours. Jaguar was the featured marque of this year's rally.

minute intervals. We were car No. 24, so fortunately we didn't have to wait long. However, these rally directions were unlike any we had ever seen before. Since most cars had odometers that measured in miles, some measured in kilometers and some were so old they had no odometers at all. In order to level the playing field, no mileage readings were provided in the directions. No street names were given either. There were 95 route instructions; 26 included traffic lights and 33 were stop signs. The course was just over 50 miles around southeastern Pennsylvania and Delaware, winding through industrial areas, private neighborhoods and even a deserted business center parking lot. At one point we sat in bumper-to-bumper traffic for 15 minutes waiting to get through a traffic light. Even though the rally was promoted as a "tour through the countryside," I'm really at a loss for words to describe it accurately. Believe me, a drive through the countryside it wasn't.

Part of the route instructions included ques-

tions that could be answered by something seen along the way. These questions were placed in the driving instructions exactly where the answers could be found, so answering them correctly was like "shooting fish in a barrel." We also had a planned stop at an eyeglass store (Maui Jim was one of the event sponsors). Five of the questions could be answered by something in the store. The manager wanted us out of the store as quickly as possible, so he took Craig and me aside and pointed out all the answers to us! We also had other stops to pick up playing cards to be used in case of a tie.

With all the stops and the traffic lights, the drive took about two hour ending at a nice restaurant with a buffet lunch and time to socialize with other ralliers. At one point a man whispered in my ear that he liked my shirt; I was wearing a cool Porsche T I picked up at Parade. Turned out the man was John Harter, a familiar name and face in local ABC news. He's a huge Porsche enthusiast, currently in the process of restoring his 356. He was at the event as a judge for the concours but loved talking about Porsches.

Craig and I headed back home after lunch. Although we had answered all the questions correctly, our best poker hand was a pair of aces, not good enough for the tiebreaker. Another rally, another loss. We met a lot of nice people, saw some uber-cool cars, but will we do it again next year? No.



Readers and their cars

Photos by Richard Curtis

Left: George Williams of Rockville, Md. checks the air in the tires of his '96 993 at the July DE event. Williams also owns an '08 997.

Below: Craig Hicks of Stafford, Va. with his '03 911 Turbo at Summit Point's July DE event. He joined PCA in 2010 when he bought the Turbo, his first Porsche, and participates in DEs and some autocrosses. His wife had an '04 Anniversary Model 911 C4.



Photos above and right by Mia Walsh

Above: Enjoying a beverage at a post-DE dinner at the track after a day of driving on VIR's full course are Potomac's Melonie and John Sullivan. The Sullivans are just one of several Potomac couples who drive Porsches in DE events.

Right: Young Sara Walsh plays make-believe in Robert Yerman's Ferrari at VIR. Sara, 10, is the daughter of Potomac's Mia and Brian Walsh.





Photograph by Potomac member Mike Smalley during the 2010 Drive 'n Dine trip to Little Washington, Va.

