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Photo by Emerson Sanders

Cover photo by Ken Marks of the No. 45 Porsche GT3 RSR driven by Jorg Bergmeister and Patrick Long taken at the ALMS race in Baltimore in early September. Story, photos, Pages 10-13.

Above: U.S. Marine Corps Major Ryan Lynch, right, with his rally navigator, Christian Aggas a U.S. Navy corpsman from Las Vegas, at the Wounded Warriors Rally July 28. Responses to this rally are reported on Pages 24-25.



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der Vorgänger

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Editor's column

Shadetree ramblings

We direct your attention to Pages 24–25 where *dV* publishes responses from various Potomac members and others to the Wounded Warriors Rally on July 28.

Although the overwhelmingly positive responses were certainly no surprise, it is a reminder that car clubs don't exist merely for the purpose of driving nice cars to nice places.

Here's one response from Potomac member **Chas Roscow**: "I thought the entire day was to lift the spirits of a few good men and woman. I had no idea that my own spirit would be lifted. I know I am lucky to be an American. But meeting those who actually protect that blessing was uplifting. They all have such a positive attitude and strong character. We are all lucky to have such people in our communities to protect us, our families and our nation. I will never forget that day. What an honor even to be in their presence."

The rally's organizers—the indefatigable rallymasters **Linda and Craig Davidson**—have already announced that the WWR is "on" for next year. It will be better, for sure, and bigger, we hope. When the date and details are posted, please mark your calendars. Let's push for double the entries next summer.

• • •

This issue is chock full of good stuff for the Porsche enthusiasts. Photographer **Michael Skowrunski** once again covers the Gathering of the Faithful car show held each Labor Day weekend in Reston, Va., Town Centre, which this year featured 70 Porsches of all types, including one Porsche tractor.

In addition, the 356 folks—officially, the Potomac 356 Owner's Group—made their annual pilgrimage to the East Coast Gathering, this year in Boston, where they broke bread, took trips, listened to a seminar on panel beating and spent inordinate amounts of time gazing into those beautiful bathtubs' engine bays. The coverage was provided by **Richard Colella, Ron Davis and Bill and Beverly Tate**.

Richard Curtis
Editor

Correction: In the September 2012 issue on page 4, we incorrectly identified one of the people pictured (photo repeated below). The person on the right is **Steve Schrobo**. The editor regrets the error.



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New club officers slate; fall Porsche events are in place

September was a busy month for Potomac. We had 11 events, so there was something to do every weekend. I have to thank all of Potomac's chairs and volunteers who make these events happen.

Speaking of chairs and volunteers, I hope you will note on Page 26, the club's Nominations Committee proposed slate of officers for 2013 is presented. I am pleased with this proposed slate and believe John, Howard, Michael and David will do a great job keeping Potomac on the right track. This year we are implementing electronic voting via Potomac's website. Details about how that will work will be presented in next month's issue of dV.

As presumably all of you know, this club is run entirely by volunteers. We are always looking for folks who want to become more involved and to help out with an event, etc. If you are interested, just let me or one of our chairs know.

In my case, I volunteered to help organize the first PorscheFest several years ago. Then I became the DE cashier. Next, I was elected treasurer, became a DE instructor, moved up to vice president, and finally the club's president.

While it has been fun, I am looking forward to being the "past president." That said, I imagine I will take on another Potomac "job" in the not-too-distant future.

I am writing this just after my return from attending the three-day Driver's Education at VIRginia International Raceway. What a great event. It actually was a joint event with PCA members from the Blue

Ridge Region providing all the tech support (and they did a great job). The D.C. area Audi Club was a partner, also. It is fun to work with other regions and clubs in putting on joint events as it seems everyone benefits from doing so.

In September, one of Potomac's "big" events is the Sept. 28 to 30 Club Race. This is the 21st consecutive Club Race put on by Potomac (more than any other region), and it was a great event. Co-Chairs Starla Phelps and Fred Pfeiffer should be congratulated for a job well done.

For October, we have several things going on. After not having one for several years, I do hope everyone makes it to the club's Fall Picnic on Oct. 14 at Fort Hunt Park (near Mount Vernon). I plan on being there and hope you plan to attend as well (details are on page 22).

Another favorite is the Oct. 21 Fall Foliage Drive 'n Dine through the beautiful foothills of Northern Virginia ending up with a gourmet brunch in Little Washington, Va. There also is an autocross on Oct. 7 that will include another favorite, the return of the Potomac swap meet. Finally, the last DE of the year is Oct. 26-28 at Summit Point (W.Va.) Motorsport Park.

I hope to see you at one of our October events.

As always, I thank you all for making the Potomac Club what it is. If you have questions or suggestions, please feel free to contact me at president@pcapotomac.org.



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Potomac's 2012 calendar

The information below is accurate as of date of publication. However, circumstances may change through the year. You're advised to check Potomac's website — www.pcapotomac.org > Calendar > Potomac Calendar and/or www.pcapotomac.org > Programs for the most up-to-date information. This calendar in *der Vorgänger* will be updated each month through 2012. Details on the monthly brunches and event contacts are listed at right.

September:

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.
14: Fall picnic. Details, Page 22.
20: Glen Echo, Md. brunch.
20: DE Tech for Summit Point at Auto Sportsystems Group, Fairfax, Va.
26–28: DE @ Summit Point to in-

clude Volunteer Appreciation Day.
21: 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 autocross schedule

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

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

Nov. 10: Autocross #8.

2012 DE events

September:

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, 10–Noon. 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

928 Frenzy set for Oct. 6

The 16th annual 928 Frenzy will take place Saturday, Oct. 6 beginning at 9 a.m. at Odds and Ends Detailing, 201 Davis Drive, Suite LL, Sterling, Va.

Join dozens of Porsche 928 enthusiasts as they gather for camaraderie and technical discussions.

Registration information can be found at www.928frenzy.org

Cars 'n coffee gatherings

Porsche of Tysons

Saturday, Sept. 22, 9:30–11:30, 8601 Westwood Center Drive, Vienna, Va.

Hunt Valley, Md.

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

Great Falls, Va.

Saturdays, 7–9 a.m., Katie's Cars & Coffee in Great Falls, Va., 760 Walker Road, Great Falls, Va. This is perhaps the premier gathering of interesting cars in the D.C. area, but be there early.

Fair Lakes, Va.

Sundays, 8:30–10:30 a.m., Fair Lakes (Va.) Starbucks for coffee and cars is



Photo by Bob Williams

Each Sunday morning, cars and drivers gather at the Fair Lakes, Va., Starbucks.

the site, 12599 Fair Lakes Circle, Fairfax, Va.

Burtonsville, Md.

Sundays, 7:30–10 a.m., "Church of the Holy Donut," Dunkin' Donuts,

corner of Routes 29 & 198, Burtonsville, Md.

Program chairs

Autocross: Tony Pagonis, autocross@pcapotomac.org

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

Concours: Ron Davis, concours@pcapotomac.org

Drive 'n Dine: John Eberhardt, driveanddine@pcapotomac.org

Driver Education: Alan Herod, dechair@pcapotomac.org

DE Tech: David Diquollo, tech@pcapotomac.org

Rally: Linda or Craig Davidson, rally@pcapotomac.org

New Potomac members & anniversaries

October 2012 anniversaries

45 years

R. Johnson &
Keith Johnson

40 years

Timothy P. Berardelli &
Penny Berardelli

30 years

Bryan M. Byrd &
Ken M. Byrd
Richard J. Feldman &
Nancy Walter

25 years

Jeffery D. Gradeck &
Renell Gradeck

20 years

Eric T. Johnson
Matthew G. Martin &
Howard Martin
Alan W. Nash &
Deborah A. Nash

15 years

Richard H. Altman &
Max Altman

Roger Brauningner
John P. Lydon &
Andrew J. Lydon
John Motz & Jan Motz

10 years

Darrel A. Carlisle &
Patti Otoole
James N. Furman &
Cindy Furman
Joseph T. Kammerer &
Maureen Kammerer
Jeffrey S. Kramer &
Katie Kramer
John S. MacKay &
Innes MacKay
John Tsaknis &
Theresa Oliva

5 years

Edmund Bentson &
Jillian Bentson
Todd Boyer
Robert C. Evans &
Patricia J. Metz
Michal J. Glenn &
Patricia Glenn
Marvin Morris
Fred Silver & Nona Silver
Mark S. Silverwood
Edward F. Wandelt &
Karen Kluge Wandelt

September 2012 new members

Ralph Allen – 2012 Panamera
Jon Anderson &
Nancy Anderson – 1988 911 cabriolet
Chris Arantz &
Zoe Sherman – 1985 911
Bill Bachman & Debi Grossman – 2004 Boxster S
Jennie Bae &
James Bae – 1987 911 Targa
Dave Bishop – 1999 996
Steve Bloom &
Danni Bloom – 2009 Carrera
Michael Brady &
Cynthia Brady – 2001 Boxster
Chris Campbell – 2008 911 Turbo
Lonnie I. Carey – 2008 Targa 4S
John S. Cullina – 2002 911 C4 cabriolet
Angel A. Diaz – 2008 911 Turbo

Daniel S. Diggs &
Maureen Dunnigan – 1999 Boxster
Den Donohue &
Colin Donohue – 2002 Boxster S
C.J. Fisher – 2002 Porsche
Bob Graham &
Sandra Facinoli – 2006 Boxster S
Manuel Guillen – 2005 Cayenne S
Jack D. Hickson &
Joy Ann Mattson – 2001 Boxster
Jim Hogler – '99 Boxster
John G. Hotz – 2007 Carrera cabriolet
George Hovis &
Pamela Hovis – 2000 996
Eddie R. Island – 2009 Cayman
Michael D. Johnson – 2005 Boxster
Hafeez A. Kazim – 1986 911 Targa
Ben Lee – 2006 911
John A. Marinho &
Kimberly Harris – 2001 996

Manny Mathew – 1987 944
Jim Mcalary &
Tara Bradburn – 2007 Boxster
Nora C. McArdle – 2008 Boxster
Kahlil Natirboff – 2002 Porsche cabriolet
Quang Ngo – 2002 Carrera cabriolet
Craig A. Parisot &
Kristin Parisot – 2012 Carrera cabriolet
Cheryl A. Pergolizzi &
Richard Pergolizzi – 2012 Carrera GTS
Christopher K. Rodenhurst & Cyndi Stowe – 1979 911SC
Michael B. Skalka &
Susan G. Skalka – S '88 944 T
Bill Stuckwisch – 2004 Carrera cabriolet
Nando Vizcarrondo – 1995 911
Hans A. Welch &
Nancy J. Welch – 1984 944
Mike Whitley – 2013 Boxster

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Baltimore Grand Prix proves good for Porsche

Photos by Michael Madrid

Above: Racers make their way around the hairpin Turn 3 during the Saturday Baltimore Grand Prix, including the eventual class winning No. 17 Porsche 911 GT3 RSR, right, of Wolf Henzler and Bryan Sellers.

Right: GT class winners Wolf Henzler, left, and Brian Sellers celebrate their victory in their 911 GT3 RSR.

By Ken Marks
for *der Vorgänger*

Baltimore proved to be good for Porsche. The GT class of the American Le Mans Series is fiercely contested, as apparent by the fact that the first four cars on the grid were from different manufacturers.

Despite the competition, the duo of Wolf Henzler (Germany) and his teammate Bryan Sellers (U.S.) repeated their previous year's victory with a brilliant performance and excellent pit-stop strategy. The race proved to be a thrilling one for spectators and an excellent maiden victory for the Falken Tire squad with the Porsche 911 GT3 RSR. Indeed, Henzler, a Porsche factory driver, and Sellers put on one of the best shows of the season.

The weekend began with spectacular leaps by all the cars as they negotiated the light-rail tracks crossing the main straight. After several of the Indy cars went airborne, the drivers insisted that a remedy be found. Consequently, a chicane was





Photo by Ken Marks

Below: The class-winning No. 17 of Bryan Sellers and Wolf Hentzler. Said Sellers: “We weren't the fastest car, but we talked about lasting the longest. Everyone worked well together. When Wolf pitted from the lead we had a second and a half gap, when we came out it was almost four seconds. Everything has to be perfect on the street courses.”

installed on the front straight and the track surface ground down in several places. The leaping didn't stop, but the situation became manageable, and the drivers could practice and qualify without quite as much drama.

Henzler started the two-hour sprint race in seventh position, narrowly avoiding an incident in Turn One of the first lap. “I really had no idea where I could go. There were cars left, right and center,” he said. “I was lucky that no one hit me. Somehow, I finally found a free line and even managed to make up two places.” Henzler climbed three positions to fourth. The incident in Turn One resulted in a yellow flag, lasting for the next six laps. Following the restart, Henzler gained two more positions to advance to second and eventually to first.

Roughly 37 minutes into the race, Henzler gave up the lead and brought the Falken Porsche into the pits for fuel, tires and a driver change. “The decision we made in our strategy meeting before the race was to pit before everyone else,” explained Program Manager Derrick Walker. “When your competitions dip in, take (the pit stop) early, and then we get a clean race track and run fast. We decided we would take the race to them.”

The Falken Porsche was the first of the GT cars to pit, and with Bryan Sellers now behind the wheel, rejoined the field in eighth. As the rest of the field followed suit, Sellers advanced to take the Porsche again to the lead position. By lap 29, Sellers had worked up a 4.5 second gap over the rest of the GT field.

Two full-course yellows came out in the final half of the race, erasing the lead that Sellers worked so hard to build, but Sellers never gave up. On both restarts, Sellers had the Corvette of Oliver Gavin hot on his wheels. “Lucky for us, we have Wolf who does the impossible,





Photo by Ken Marks

The No. 4 Porsche 911 GT3 Cup of Damien Falkner and Peter LaSafre finished third in GTC.

and he drove from seventh up to the lead,” said Sellers. “When you’re given that opportunity, you can’t falter. My only mindset was to go as hard as I could and as long as I could, and not let that be the thing that stopped us from getting a win.”

The Falken Porsche roared across the finish line to win the GT class of the event. Despite coming under almost constant attack, Sellers managed to fend off his pursuers to the flag. “We weren’t always as fast as the Chevrolets and Ferraris,” he said, “but we were fast enough where it counted so that no one could overtake us.”

“To win such a great race for the second time in a row is simply fantastic,” said Henzler. “Our team’s strategy was perfect. We came into the pits when we saw that we could go from there to finish the race and didn’t wait for a safety car phase. That was exactly the right decision.”

Matthias Müller, CEO of Porsche AG, who experienced his first ALMS race live in Baltimore, said, “I’ve rarely experienced such an exciting two hours.”

Rounding off Porsche’s strong showing at the eighth race of the season in Baltimore, Joerg Bergmeister (Germany) and Patrick Long (U.S.) scored a fifth in class with the Flying Lizard Motorsports’ Porsche 911 GT3 RSR. But the Lime Rock winners did not escape the first corner melee entirely unscathed. Patrick Long was hit from the rear resulting in slight damage to the car.

Long drove a double stint early in the race when he replaced Seth Neiman at short notice in the second Flying Lizard cockpit, after the team owner and regular pilot injured his arm during the morning’s practice.

Because of the short-term reshuffle of driver pairings, the regulations stipulated that Neiman’s co-driver Marco Holzer (Germany) had to start the race from the pit lane.

Despite all this adversity, after a breathtaking chase, Bergmeister/Long brought their car over the finish line eighth overall and fifth in class. Paul Miller Racing’s 911 GT3 RSR with drivers Sascha Maassen (Germany) and Bryce Miller (USA) ended the race in 14th, one lap down, despite at times running in the lead.

“That was not our day. The shunt that Patrick got in the first corner was so hard that not only was our rear suspension damaged, but even the radio was ripped from its mounting. During a caution phase, Patrick had to repair it. There was not a lot we could do today,” said Bergmeister.

While he took over the #45 Porsche, Long replaced Holzer in the No. 44 car. “After sustaining tire damage in the early phase we had to make an extra pit stop. When you consider where we were sitting when we rejoined the race and that we were only 12th at the beginning, then eighth place (overall) is a solid result,” he said. “I tried to drive a fair race and not risk too much. After all, I don’t normally drive this car in the championship. That was a strong team effort this weekend.”

Holzer added, “The Porsche was well balanced and fast. When I handed it to Patrick we were running in the same lap as the leaders of the GT class and Patrick even managed to overtake several vehicles towards the end.”

Victory in the GTC class went to Porsche works driver Patrick Pilet (France), who started for the first time in the American Le Mans Series with a Porsche 911 GT3 Cup car, which he shared with Al Carter (U.S.). “What a great race. It’s unbelievable how fast the GTC cars are on such a narrow street course like the one here in Baltimore,” Pilet said. “I took over the car in second place and quickly managed to slip into the lead. Afterwards, I concentrated on holding our position and preserving the tires because I was aware that it would get really tough again towards the end. I’ve had such a great weekend.”

Other local drivers in the race included Marc Bunting (Baltimore, Md.) and Spencer Pumpelly (Arlington, Va.) sharing a TRG Porsche 911 GT3 Cup Car (No. 66).

In the other racing classes, Level 5 Motorsports delivered the best possible result for their P2 championship aspirations by finishing first and second overall in an upset.

Scott Tucker and Christophe Bouchut drove car number 055 (an HPD ARX-03b) to first place. Their teammates, Luis Diaz and Ricardo Gonzalez, in the other Level 5 Motorsports car finished just 2.1 seconds behind in the number 95 Level 5 HPD.

The first P1 car, finishing in 13th place overall, was the second Dyson Racing Lola Mazda entry, driven by Michael Marsal and Eric Lux, each of whom scored their first P1 triumph. Third overall, and the Prototype Challenge class winner, was the Oreca FLM09 of Alex Popov and Ryan Dalziel.

The next race in the series will be on Sept. 15 at Virginia International Raceway in Alton, Va. This will be the first appearance of the series in the rolling hills of the Virginia countryside.

Porsche to offer 918 Spyder prototype in Martini Racing colors

By Porsche Cars North America

Driving trials of the Porsche 918 Spyder have entered the next phase. A permanent fixture of the test program for the 918 Spyder is the 12.92 mile long Nordschleife of the Nürburgring race course. A lap time of less than seven minutes and 22 seconds is one of the development goals of the plug-in hybrid drive sports car.

The 918 Spyder combines a high-performance internal combustion engine with electric drives at the front and rear axles. The total power of all three drives exceeds 770 hp.

The monocoque, consisting of carbon fiber reinforced polymer (CFRP), reduces the car's weight and delivers rigidity and precision. Other highlights are the car's variable aerodynamics; adaptive rear-axle steering and an exhaust system that routes the pipes upwards.

The latest test vehicle is now turning laps in the Martini Racing livery of many historic Porsche racecars, particularly from the 1970s. More than nearly any other race



Photo provided by PCNA

The Martini Racing colors decorated many Porsche race cars of the '70s particularly, including overall victories in the 24 Hours of Le Mans.

car design, the Martini Racing livery quickly attained cult status and is still in vogue today. Martini was the official partner of the Porsche factory team between 1973 and 1978.

Back then, the "Martini Porsche" race cars with their numerous victories were a topic of conversation. These victories included finishing first overall at the Targa Florio in 1973, winning the Sports Car World Championship in 1976 and overall victories at the 24 hours of Le Mans in 1976 and 1977. As early as 1971, a Porsche 917 finished first in the legendary endurance race in Le Mans with the support of Martini. Whether a Porsche 908, 917, 935 or 936 or one of various 911 RS or RSR models, common to all of these race cars was the Martini Racing livery implemented in a wide variety of designs.

Porsche AG and the Martini brand have signed a partnership agreement to create a modern Martini Racing design to be available exclusively on the 918 Spyder.

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A short guide to Potomac's home page

By Michael Handelman
Webmaster, pcpotomac.org

Many are aware of our current home page and often ask me questions about it. Most are curious about certain activities or events and are often surprised when I show them it is on the site and typically just one to two clicks away.

Our site is starting to show its age, and we do have plans on updating its style (we would love to move away from that black background).

Meanwhile, Ken Harwood and I have tried to make it as easy as possible to use along with consistent attention to details to keep it accurate and timely. In general, I think it is easy to use but here are some tips to find things.

Currently our home page consists of five zones on the front page. At the top is our logo picture with a title line that gives you access to all the sub menus.

On the title line, you have **Home**, which takes you back to the front page no matter where you are.

This is followed by **Programs**. This is a drop-down menu that lists our numerous programs. Potomac's program chairs are good about describing the events of the coming year along with a description of the program.

After this is **Forums**, another drop down with many of the most popular Porsche-related forums including Dorki-phus that concentrates on Porsche diehards in the D.C./Md./Va. area.

Next, comes **About Us**, which lists several sections that is about our club including back issues of *dV* from 2008; if you click on it, you will get an article about the club.

After that, we have the **Gallery** that allows members to share photos and where we place the official club videos (check out some of the wonderful concours videos now available).

Join Us is for people who want to become members of PCA, and **Calendar** is a way to get directly to our event calendar along with the national and Zone 2 calendars. At the end is the **PCA National Site**, which has links to PCA and Zone 2. The title line is always visible regardless of where you are in the site.

Below this, we have the zones that show the latest

news and the most popular articles that members view on a regular basis. In the middle of the page, we have the main content of the front page that is normally current articles describing upcoming events or announcements.

This middle section is actually a multiple page section that you can click through by selecting **Next** at the bottom of the page. This section normally shows just three

articles at a time and in order to display easily on a standard sized computer screen, it is typically just the first paragraph of the article and to read the whole article just select **Read More**.

On the left side of the page are sections that will quickly take you to common areas. The first is the login tool; most of our sections are set as public so unless you want to see something private or register for a Potomac-only event, there is little reason to log in.

Under that are quick links to the most popular sections such as **DE registration** or the **Drive 'n Dine** section. Followed by the mini-calendar that is a live application that gives you quick access to the Potomac calendar of events (just mouse over a day to see the events for that day). At the bottom is a shortcut that is a quick link to sign up to the next five events.

The right side of the home page is mostly for informational purposes only. It has a handy search box that allows you to search the entire site; we have quite a lot of content going back about eight years. It will also tell you how many quests and members we currently have on-



line browsing the site.

One thing that might surprise people: any Potomac member can publish an article, picture and/or event to our web site. All they need to do is log in and on the bottom left hand side of the home page a **Publisher** section will appear. This will step you through submitting content to be approved by editors (currently the webmasters) and then published on the web site. Normally, Ken Harwood or I will review these articles within one day and approve them immediately.

This is the club's web site and we strongly encourage all of our members to help us improve it by either posting things of interest or suggesting ways we can improve what we have.

Please contact us at webmaster@pcapotomac.org with any questions or suggestions you may have.



Photo by Shauna Colella

Three 356 owners in heaven: Concours Chair Ron Davis, left, Mike Sarli, who recently moved from NoVa, and Richard Colella.

A whale of a time at East Coast Holiday

By Ron Davis, Sandy Kemper, Richard Colella
for *der Vorgänger*

New England hospitality was in full swing for the 356 Registry East Coast Holiday (ECH) in Danvers, Mass., August 15–19, where members of the Potomac 356 Owner’s Group relaxed in the luxury of the Coco Key Resort Hotel, along with more than 280 other Porsche owners, with a view of over 120 356s in the parking lot.

For the Holiday’s early arrivals, the first outing on Wednesday morning was to the Fay Butler Metal Fabrication Shop in Wheelwright, Mass. POG member (and Potomac concours chair) Ron Davis traveled with ECH co-chair Tom Gentz in his ’88 Targa that barely leaked in the heavy downpour as they drove almost 90 miles west of Danvers. As they approached Butler’s huge old dairy barn—now converted to a metal fabrication shop—there were some doubts that this tour would be worthwhile. But these doubts turned to amazement. After squeezing through auto pieces and in-progress restorations, including a 1910 Pierce Arrow and a 1926 Auburn, the tour goers met Fay Butler.

During the course of several hours, Butler explained metal deformation, slip planes, metal grain and metal chemistry. Then he demonstrated his craft by fabricating a 356 front fender from a flat piece of sheet metal using an English rolling wheel and 1920s power hammers.

That Wednesday evening a group of POG members



Photo by Richard Colella

got together for an informal dinner, enjoying their first taste of New England seafood at a crab shack overlooking a saltwater marsh in nearby Essex. The venue and fare were classic: order your favorite deep-fried seafood and

One of three Gmund coupes at ECH, this 1949 model was one of over 50 Gmunds built.



Photos by Richard Colella

Top: Early morning light catches a row of 356s that attended the East Coast Holiday in Danvers, Mass.

Above: A 356 is packed to the gills. The 2012 East Coast Holiday was held in Boston Aug. 15–19.

adult beverage at the counter, then squeeze around a table or into a booth among the locals. Also, it was great to have our former D.C.-area, now Cape Cod POG members Mike and Paula Sarli be a part of the group again.

On Thursday morning attendees were delighted to find a pristine 1948 Gmünd coupe, loaned to the ECH by the Collier Museum, sitting in the hotel front lobby.

This was only one of three Gmünd coupes that eventually would be displayed at the event. What a treat! The attendees could choose from several morning activities that day. Some toured downtown Boston in a WWII Duck Boat, including a relaxing cruise on the Charles River. Others went on a whale watching trip (seeing nearly two dozen whales), shopped the Kittery Maine Outlets or Boston's Newbury Street or drove to a tour-and-photo opportunity at the USS Constitution.

Back at the hotel in the afternoon, there were tech sessions on detailing, paintless dent removal, distributor cleaning and lubrication, and the proper set-up of floats and injectors in Solex and Zenith carburetors.

The full day had yet another reward. Under a tent in the parking lot, on a delightfully pleasant evening, there was a traditional New England lobster bake. Afterwards, there was the usual car talk while strolling up and down the rows of 356s as the setting sun bathed the cars in

evening light.

Friday's offerings were similar with many of the organized tours repeated for Holiday participants. In addition, there were various self-guided drives to coastal Massachusetts and New Hampshire, the "North Shore" (picturesque towns, beaches, antique shops, etc.), and the "Battle Road" drive from Lexington to Concord, highlighting the locations of some key events of the American Revolution. The Friday tech sessions included presentations about early four-cam engines, the restoration of a 550 Spyder and the "evolution" of the Speedster.

As showers continued throughout the early morning hours of Saturday, the ECH co-chairs, Tom Tate (POG member Bill Tate's brother), Tom Gentz and Jeff Leeds delayed the start of the People's Choice Concours while trying to get a read on the weather. In the end, they (wisely) decided to move the concours from the open-field location to the parking garage of a nearby office building. The cars were displayed on two levels of the garage, and the cars gleamed despite the shadowy atmosphere.

Before the concours concluded, the Lexington Minutemen and His Majesty's Troops, in full uniform with drums, fifes and muskets, staged the "Battle of Danvers," a skirmish that took place April 19, 1775. Unfortunately, the re-enactment had to take place in the open parking lot adjacent to the concours garage and this presented some challenges, ("Whoever owns the Targa, please move your car before the Redcoats arrive.") But the dauntless participants presented an informative and enthusiastic skirmish, including the firing of their muskets that delighted all.

Following the concours, Karl Ludvigsen, the author of *Porsche: Excellence Was Expected*, held a book signing at the hotel. Making its world debut at the Holiday was Ludvigsen's newest book, *Porsche—Origin of the Species*. As a perfect complement, in the book signing room with Ludvigsen was a Gmünd coupe, 356/2-040, owned by Jerry Seinfeld. Boldly featured on the front and rear dust jacket covers of the book, this coupe is the vehicle (both literally and in the literary sense) used by Ludvigsen as he delves deeply into the "DNA" of Porsche as represented by the early cars. Cleverly, the queue of people waiting to obtain autographed copies circled around the coupe permitting visual inspection of this car from all sides.

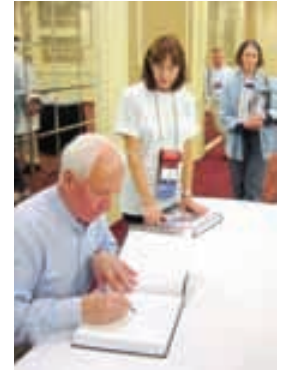
Later, Ludvigsen was the featured speaker at the Sat-



Photos by Richard Colella
Left: Crowded, colorful cockpit of a 356.

Below: Author Karl Ludvigsen autographs a copy of his most recent Porsche book for an East Coast Holiday attendee.

Photo by Bill Tatte
Below middle: On the autocross course with John Lovejoy Jr.



urday evening banquet. He was introduced by his friend of over 50 years, Chuck Stoddard. Appropriately, three Gmünd coupes were displayed in the banquet hall: Stoddard's was there, in addition to those of Colliers and Seinfeld.

The banquet program was run efficiently by Master of Ceremonies and Holiday Co-Chair Tom Tate.

POG members were among those recognized with awards. John Lovejoy Jr. won first in class in the autocross competition driving his '65 C cab; Sandy Kemper's '65 C cab was awarded second in the concours open C class; and Tom Barrett's '59 Convertible D took fourth in the Roadster category. The awards were presented by PCNA's Michael Bartsch, COO, and Paul Gregor, Manager, Porsche Clubs North America. As a memento, Bentley Publishers, publishers of *Porsche—Origin of the Species*, provided a copy of another book, *Driving Forces*, to each banquet attendee. The 356-themed centerpieces were awarded to the "closest birthday" at each table.

No 356 Holiday is complete without a swap meet. The Sunday morning swap meet was well-attended although it seemed to lack the usual buying frenzy common at these events. Nevertheless our hosts made sure that everyone walked away with something. They had a table with an assortment of 356-related trinkets that were free for the taking.

Our appreciation goes to the Typ 356 Northeast club with its volunteer staff of over 50 members and friends, under the direction of three co-chairs, for organizing and hosting a memorable East Coast Holiday.

More photos of the ECH can be seen on the POG website at www.pog356.org/photo-gallery.



Photo by Richard Colella

Potomac 356 Owner's Group enjoys a seafood meal beneath a tent.



Photos by Michael Skowronski

A junior Porsche enthusiast tries out Sal Fanelli's Porsche tractor at the 2012 Gathering of the Faithful car show in Reston, Va.

2012 Gathering of the Faithful

Although rain threatened the Saturday before Labor Day, this year's Gathering of the Faithful drew a sizeable crowd of Porsches under clearing skies. Over 80 Porsches representing all models including a rare Porsche one-cylinder tractor, were assembled under the Pavilion in Reston, Va.'s Town Centre and along Market

Street..

Many noteworthy cars were in attendance, including a rare '73 911 RS, right, of **John Rothenberger**, the '62 356 below of **Anne MacAuther**, and the '55 356 of **John Ogilvie** parked beside the white '62 356 of **Charlie Murphy**, below right.





Above: Perfect in its details is the silver '59 356 of noted engine builder Tim Berardelli, a long-time Porsche enthusiast and Potomac member. Berardelli owns a Porsche repair shop in Alexandria, Va.

Right: Ray Wills, of Aldie, Va., brought along his '59 356 Speedster. As a hobby-business, Wills constructs period-correct screwdrivers for 356 toolkits.



Left: Another long-time Porsche enthusiast and Potomac member, Bill Tate, showed his often-driven '58 356 Speedster. Bill and Beverly Tate, of Silver Spring, Md., are frequent participants in Porsche activities (see East Coast Holiday story on the previous pages).

How PCA Club Racing all started for me

Potomac's annual Club Race is scheduled for Sept. 28–30. The first Club Race was held at Summit Point (W.Va.) Motorsports Park in 1991, which began Club Racing for PCA. David Mann, one of the few long-standing active Potomac members still participates in Club Races, driving the 944 that he drove 21 years ago. This is his story of how he became hooked on racing.

By David Mann
for *der Vorgänger*

My addiction to auto racing began in 1960; three times a year, on visits to relatives, I received a mother lode of what became my favorite reading material: copies of *Road & Track*, *Car & Driver* and *Sports Car Graphic*. I grew up reading about Graham Hill, Jim Clark, Jackie Stewart, Phil Hill, Dan Gurney, A.J. Foyt, Mario Andretti, Jim Hall and Bruce McLaren, along with many others.

In the summer of 1956, my father bought a Karmann Ghia on European delivery. He wanted a Porsche, but the Ghia was more sensible for a family of four. My sister and I enjoyed the fold-down back seat with storage behind.

By 1966, he was ready for air conditioning, so he sold me the Ghia for the \$150 that he had been offered as a trade-in on a new Buick Riviera GS. I paid for it with money I earned selling golf balls I found in our neighborhood next to the Georgetown Prep School golf course.



Family photo

David Mann at Summit Point years ago with his 1986 944 in which he continues today to participate in PCA Club Races.

Fortunately there was a thick rose bush hedge between the fairway and the street (Golf Lane) that entered our neighborhood from Rockville Pike. This effectively captured most of the wayward shots that made it over the hedge and provided a good supply of balls for me to sell back to the golfers on weekends.

Every Karmann Ghia wanted to grow up to be a Porsche, and mine was no exception.

By 1982, I was tired of sensible Detroit cars and wanted something just for me. I test drove a 924 Turbo, Mazda RX7 and a DeLorean. None of them excited me.

Then I got a call from the salesman at HBL Porsche who had taken me for a test drive in the 924 Turbo. He told me about the new Porsche model 944 that was com-

ing out and told me he would have a demonstrator that I could drive.

I drove the 944 two blocks, under the watchful eye of the dealership owner, Horst B. Lantzsch. I had to have one. I was offered the opportunity to place an order, but with a choice of three colors—meaning you get what you get—it was a bit like a lottery. I was not inspired to go that route. Fortunately, I visited the Porsche dealership in Rockville, Md. where I was able to put down a \$100 deposit on the platinum 944 that they had ordered for their showroom. I took delivery in July of 1982.

At the time I was working in Columbia, Md. I was yet to learn about windshield sunshades and car covers, so my Platinum 944 sat in front of our building, baking in the sun all day. One day late in 1984 a sergeant from the Howard County police department came into our building asking “who owns the Porsche out there”?

His name was Curt Spanos, and he wanted to know if I was a member of the Porsche Club. I was a bit taken aback as I was certain that he was there for another reason (speeding perhaps). It turned out that Spanos owned a white 944 and was an enthusiastic member of Chesapeake Region.

Spanos gave me the membership pitch, and I joined PCA in December 1984. I attended monthly meetings over the years and got involved in Drive 'n Dine, rallying, autocross and several Chesapeake Challenges.

I had planned on an SCCA Formula Ford racing program in the mid '80s, and I got as far as a three-day Skip Barber Racing School at Pocono. Unfortunately, business did not cooperate so that was both my first and last time in a Formula Ford.

In October 1990, the Platinum 944 was totaled in a traffic accident. I was able to replace it with a 1986 Copenhagen Blue 944, the same car I am still racing.

When the word got out that PCA was going racing, I joined Potomac Region in 1991 so that I could get into DEs at Summit Point. Between PCA DEs, Bill Scott Racing's Fridays at the Track and my three days with Skip Barber, I was able to qualify for my rookie license.

That enabled me to enter my first PCA Club Race at Summit Point in June 1992.

Fate had me assigned number 72. That was most rewarding as I had become friends with Bud Williams, an SCCA racer who raced number 72 on his VWs. Williams took my car to get its roll bar installed and loaned me his trailer for the balance of the 1992 season (Pocono and Lime Rock). Williams was also an SCCA starter who flagged off the first PCA Club Race at Summit Point, when we used SCCA corner workers as well. I still race with that number (when I can get registered first.)

My first Club Race weekend was a bit intense. I had placed my confidence in a mechanic who had been quite helpful. But when I arrived to pick up the car, he was just finishing getting my car “ready.”

With a borrowed driving suit, borrowed belts and a kill switch that he had forgotten to install, we jumped into the car and set off up I-270. At least the vinyl guy had the numbers ready, so I put those on while the mechanic cut holes in the stock driver's seat to install the belts.

I arrived at Summit Point over stressed and needing to get the kill switch installed, which happened at lunch aided by a trip to Dave Coleman's shop nearby.

We were told during the driver's meeting that we were all considered rookies, regardless of our racing background and experience. Each race group was assigned a mentor to watch over us during the weekend.

I have no recall of my lap times during practice and qualifying; after all, it was 20 years ago! I do remember watching Sarah Stromeyer flashing times to her husband, David, from the hill before start-finish.

Gridding was uneventful until I started the car to go onto the track. The red light with exclamation point came on and the oil-pressure gauge did not move. I had NO oil pressure. So I drove back to my paddock space, found my wife, told her the bad news and went up to watch the race with Williams at the flagstand.

After the races, Williams told me to find Dave Coleman to see if he could determine if the car would be okay to drive home. Remember that this is a street car with a roll bar, stock seats, stock suspension, Dunlop D40M2 street tires, no tow vehicle and no trailer. Coleman ended up towing my car over to his Summit Point shop. He let us borrow his baby blue VW Rabbit Diesel truck for transportation. It was quite the stylish vehicle to drive home.

When I later returned to Summit Point to retrieve my car from Coleman, I learned that during the water pump replacement earlier in the year, my now ex-mechanic had not done the job correctly. (I later learned the same about the clutch). Coleman lobbied heavily for me to ditch my

"boulevard cruiser" and get a real race car, meaning a 911 built from one of his selection of 1966s.

Given the budget then (and now) this was not an option, so we are still racing the same car well into season 21. The mechanic travails led me to follow Bill Love's advice—select one person to work on your car and stick with them. With that guidance, Geoff Schwartz at ASG has now been taking care of my car for 20 years. I am not sure which one of us is going to retire from racing first, but I hope it is not Geoff.

Over the years some parts have stayed the same (engine) and many have been replaced: I'm now on the third seat, third steering wheel, third front bumper/hood/cowl; and front fenders, both several times. I could go on.

If these things were not replaceable, I would have been forced into another car, which is not where I would ever like to be. I think my car has been refurbished almost as many times as Summit Point has been repaved. Most recently, the interior disappeared as part of my quest to drop 400 pounds going from stock to SP2 (944 Cup).

My goal originally was to race as many times as legendary Baltimore Porsche racer Bruce Jennings won, 200 races. I know I am almost finished with PCA log book No. 4 and have additional NASA and SCCA log books as well, but I have not done the math yet to see where I am with the race count.

As long as I keep having fun, learning more and making new friends, I am going to keep racing my 944. It may not be Formula 1, but I still would rather be racing than be a spectator.

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Oktoberfest rally and car show on Sept. 29

By Linda Davidson
for *der Vorgänger*

Saturday, Sept. 29 is the date for the final rally of 2012. A drivers meeting will be at the Visitor Center Parking Lot for the Manassas Battlefield, 6511 Sudley Road (Route 234), Manassas Va. at 10 a.m.

Drive 'n Dine 2012 schedule

- Sept. 29: Trip to conclude in Lovettsville, Va. during Oktoberfest.
- Oct. 21: Annual Fall Foliage trip.
- Dec. 1: Antietam, Md.

Rally

Sept. 29: Rally No. 4

The first car will be off at 10:30. This will be a 60-mile drive over paved roads in Northern Virginia. Each rally team will have a set of easy-to-follow directions and a set of questions

that can be answered by things seen along the route. These answers will be used to fill in a crossword puzzle for extra credit.

When you arrive in Lovettsville, Va. there will be a reserved parking area where we will meet with others who participated in the Drive

'n Dine event, as well as some who just go on their own for the car show.

This is an annual event that includes all things German: wurst, beer, strudel and music. There is also a craft fair and other activities in town for all to enjoy.

Trophies will be awarded to the three top scoring teams, as well as for spectators' favorite cars (anyone walking by can vote). Cost for both the rally and car show is \$30 per car. This is a rain or shine event. Register by emailing rally@pcapotomac.org. There is no online registration.



Hunt was originally part of George Washington's Mount Vernon estate.

The picnic will be held on Sunday, Oct. 14, 2012 from 11 a.m. to 5 p.m.

The menu will feature grilled Nüremberger-style artisanal

Bratwurst sausage, burgers, sides and desserts. Local micro-brewed beer and sodas will also be available.

The sausages are hand made by chef-butcher-charcutier Julien Shapiro at Society Fair in Old Town Alexandria. We are asking that participants bring a small dessert to share. For any competitive bakers in the club, there will be a dessert contest with a prize for first place.

Besides the food, participants may park their car in the "People's Choice" car show in the private parking lot. There will also be games and diversions.

Located at the Fort Hunt Park, Picnic Area B, there will be Porsche-only parking and a covered shelter. Payments may be made through the Potomac PCA on-line reservations www.pcapotomac.org>Programs>Drive and Dine>Registration.

Adults are \$18, kids under 12 are \$5. Registration is required by Oct. 9. Coordinator: Mike Budinski, 202-596-0437.

Potomac schedules club picnic for Oct. 14

By Michael Budinski
for *der Vorgänger*

After several years hiatus, the Founder's Region, Potomac picnic is back. The picnic will be held at Fort Hunt Park on the George Washington Parkway about six miles south of Old Town Alexandria, Va. near Mount Vernon. Fort

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We visit VIR, leave behind rubber, smoke, fluids and some parts

The Founders' Region, Potomac ventured 240 miles south of the Washington, D.C. metro area the last day of August into the first two days of September to visit the fabled Virginia International Raceway in Alton, Va. for a Driver Education event.

About 160 cars and drivers, plus supporters, officials volunteers and friends made for a robust and busy weekend of driving the 3.2 miles of VIR's full track.

der Vorgänger was there to gather these impressions of this track, one of four tracks on Potomac's DE schedule each year. We asked these Potomac members why they liked going to VIR:



"My first time here. Definitely a challenging track. It seemed smaller and tighter than in the online videos." — **Bill Calcagno**



"From where I watch, I can see the entire front straight and Turn One." — **George Drewyer**



"I like just about everything. A tremendous track to drive. Very satisfying" — **Mark Francis**



"Wide-open spaces. Good vision all over the place. Facilities are world class." — **Rich Franco**



"I like 'Dancing in the Esses.' This place is insane. I've been coming here since 2005." — **Mike Smalley**



"Thrilling. Challenging. One of our favorite tracks. Well maintained. We love the country-club atmosphere." — **Melonie Sullivan**



Left: Chas Roscow and Gony (pronounced “Joo-knee”) Aragon in Roscow’s 1955 Porsche 550 Spyder reproduction. Aragon was released soon after the rally and returned to North Carolina.

Letters to the WWR rallymasters

Right: Louis Avenilla, right, helps triple-amputee Adam Keys into the Porsche. The rally accommodated 34 teams and covered a route of 77 miles culminating in a lunch in Gaithersburg, Md. The rally will be held again in 2013.

Photos by Emerson Sanders, story by Linda Davidson for *der Vorgänger*

By now I’m sure you have read about the Wounded Warriors Rally that Potomac staged on July 28 (*der Vorgänger*, September 2012). We had an overwhelming response to our request for drivers, many of whom had never participated in any kind of rally before. Many of our “regulars” jumped at the chance to have a Wounded Warrior as a navigator, and veterans from all branches of the military contacted us about “giving back” to these brave, young men.

One driver was there to honor his son who is active duty Air Force. Another flew medivac helicopters for the Army in Vietnam, and another is an active duty Marine who has flown medivac helicopters during multiple deployments in our recent wars (and has the COOLEST day job now that still involves helicopters and a rather important Washington D.C. resident).

I thought I’d share some of the feedback I got.

“One of the nicest Potomac events I have attended in my time with Potomac. Really nice job from both of you.”

—Tuffy von Briesen, Past President, PCA Potomac.

“Thank you and Craig so very much for all you did to make last Saturday such a great experience. My “gunnie” and I had a hoot, and I have already put the next rally on my calendar.” —Howard Kympton

“Thank you so much ... for a really wonderful rally yesterday. I think it was a worthwhile and enriching experience for everyone involved, especially the veterans.



I could tell from all the big and little details that there was a ton of effort put into it and we all had a great time. Looking forward to next year’s event. ... could you please email me the driving route instructions? We drove through some amazing roads and I would like to keep the instructions to drive through them again in the future” —Guillermo Gutierrez

“My Wounded Warrior had a great time, and so did I. As you know, I work as a Red Cross volunteer with most of the amputees in physical therapy. ... After driving the car, I think Sergeant Dwyer, a Ford guy with racing cre-



Ron Cannizzaro, left, and Rudy Santos during the refreshment break at Worthington Manor Golf Club.

dentials, may have become a Porsche guy. Those who participated were uniformly pleased with the event. Several who did not participate regretted it. I can only assume their regrets come from what they heard from the navigator participants. ... Doing the Porsche Rally on the weekend was a great way to spend some time enjoying themselves and not thinking about their struggle to recover. You should be very proud of putting this event together and the joy it brought to some of our deserving Wounded Warriors. Thank you for a job well done. I can't wait for the next one.”

—Stephen Peth

“Great event. Good to meet all those brave folks. ... I would be interested in having one of the Wounded Warriors as navigator for me at the September Rally.”

—Fred Burchill

“Thank you so much for organizing this meaningful event. I was so excited to participate, but more than that I was most honored to meet and spend time with such an exemplary person as Adam Keys. He's a model of strength and sacrifice who I will not soon forget.”

—Lou Avenilla

“Thanks ... for organizing this great event!!”

—Bill Serelis

“What a great way to spend the day...with “America's Finest!”

—Kyle Watrous

“It was a great thing to do for the guys and gals who have given up their bodies.”

—Ron Cannizzaro

“Great day, great rally (again)!”

—Linda Wilkinson

“It was a blast.”

—David Barr



“... it was indeed a wonderful experience. ... Well done!”

—Michael Handelman

And one from one of our navigators:

“I just wanted to thank you again for the wonderful time I had on Saturday. It was a beautiful day even if we didn't win (but winning was pretty awesome also). I think it was great that your club put this whole thing together, and I am glad that I was able to be a part of it.”

—Gunnery Sergeant Peter Haas

Above: PCA President Manny Alban, left, poses with the rally winners Gunnery Sergeant Peter Haas and Howard Kympton. Rallymaster Craig Davidson is at right.

One final note—this was the First Wounded Warriors Rally. We have already been invited back again next year. We're not quite sure how to top this one, but we're certainly going to try.

Candidates for 2013 Potomac officer elections

In accordance with the club's bylaws, the 2013 executive officers will be elected by the membership on Dec. 8 at the annual membership meeting (location will be announced in the November *dV* and on the website). The 2013 officer candidates proposed by the club's nominating committee are presented below.

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

Also, your vote is important to Potomac. As a result, Potomac is providing three ways to vote this year—electronic (via Potomac's website), mail-in ballot or in person at the annual meeting. Details regarding electronic voting and the mail-in ballot will be presented in the November *der Vorgänger*.

For president: John Eberhardt

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

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

John runs research and operations at DecisionQ Corp. As president-elect, John's goals are to ensure a wide diversity of programming for our members, membership growth, expanding the volunteer pool and making sure everyone has fun.



For vice president: Howard Hill

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

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

Hill has degrees from Duke University and Columbia University. He served as an infantry officer in the Marines while stationed in Kaneohe Bay, Hawaii where he volunteered as a

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

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

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

For secretary: Michael Handelman

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

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

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

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

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

For treasurer: David Dean

David Dean joined PCA in 2003 following the purchase of his first Porsche – a 2003 Boxster S that he and his son picked up in



Stuttgart. Following two weeks of driving in Europe with his son and his wife, the car was dropped off for shipping and a long, six-week wait for the next drive.

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

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

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

For past president: Dick Seltzer

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

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

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

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



PorscheFest about perseverance, Porsches

By John Eberhardt
for *der Vorgänger*

PorscheFest 2012 will be one for the books. With almost 150 cars in attendance for the DE, almost 60 autocrossers and a full house for dinner, PorscheFest 2012 was bursting at the seams.

Let's start with the surprises. First one of the weekend was on Friday morning when, due to some scheduling and communications mix-ups, the flaggers forgot to come out.

What looked like a pretty grim situation turned around pretty fast because of our accommodating members. A brief announcement brought about 30 flagger volunteers to the classroom and within 10 minutes we had organized volunteer flagger brigades for the entire day. There were too many volunteers to thank them all by name, but you all saved the day, and I owe each of you many beers.

Another surprise came on Saturday night when attendance at the dinner blew past our initial estimate by 50 people. As a result we ran out of food, for which we apologize. We will make sure to order more food next year and hope to have that kind of great attendance again.

The weather for the DE cooperated. Apart from a heavy storm Thursday night, Friday, Saturday and Sunday stayed nice despite crummy weather back in the District. So we all enjoyed a fun and relatively incident-free weekend, even though there was one small incident on Saturday, that shut down the track briefly. The next time you see Dave Raznick, just ask him: "What's silver and square and flies through the air?"

At the same time on Saturday, the autocrossers were slugging it out on the nearby Jefferson Circuit. Gary Baker, John Vrankovich and Dan Dazzo had a battle royale in P4, while Stuart Fain and Bill Calcagno fought it out over 0.4 of a second. Ardy Alam defended his title as World's Fastest Indonesian.

As for me, I had a great time as usual getting to see old friends, make new ones and impress the paddock with my lackluster mechanical skills. I really enjoyed spending time with my student, Jeff Gross, who showed a great deal of talent and learning ability, not only impressing his instructor but passing his father, Randy Gross, in the process.

Finally, I enjoyed the combined Black/Red run session on Sunday afternoon and have ordered a special trophy for myself: Slowest.

*I enjoyed the combined
Black/Red run session on
Sunday afternoon and have
ordered a special trophy for myself:
Slowest.*

At times like these, it's particularly important to know who services your Porsche.



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200,000 at the track, or travels with Boxster

By John Eberhardt
for *der Vorgänger*

I know that some of our members have had issues with their M96 engines, so some of the concern about the 986 Boxsters and 996 Carreras are not unmerited. However, I would like to share my opposite experience.

In 2006, I bought a used Boxster with 83,000 miles on it. Six years later, the odometer clicked over 200,000 miles—on the track! That's right, 200,000 miles.

Those miles include 64 track days and 18 autocrosses along with regular trips to see my family in New Jersey, regular semi-annual trips to Pennsylvania's Laurel Highlands, a couple of trips each year to North Carolina and time at tracks in Watkins Glen, VIR, Mid-Ohio and Summit Point.

The Boxster has been to D.C., Virginia, Maryland, Pennsylvania, West Virginia, Ohio, New York, Connecti-



cut, Massachusetts, Vermont, North Carolina, South Carolina and Tennessee. It turns heads (and occasionally Highway Patrol lights) wherever it goes. What a great car!

Gee, was I proud when that odometer clicked over 200,000 on the Bridge Straight at Summit Point's Shenandoah Circuit (see photo by Cordelia Neff). And I just recently returned from three fabulous days at Watkins Glen and three days at VIR with my new mileage over 203,000!

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. A high-resolution photo of you with your car would also be appreciated.

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Back by popular demand: PCA Potomac Swap Meet

The PCA Swap Meet will return this year on Sunday, Oct. 7 at Baysox Stadium in the parking lot next to the autocross in Bowie, Md..

Time to clear out all of those old parts for the cars that you don't have anymore, the duplicates or what you know you will never actually put on your car.

If you have a car for sell you can bring it and park it there for free. No parts to sell? Come on

out and see what is there and watch the autocross crowd try and get the best times.

Spaces are only \$10 and the car corral is free. The Swap Meet will start at 8:30 a.m. and run until 2:30 p.m..

For further information, contact Gary Brindle at garyb@pcapotomac.org or e-mail to secretary@pcapotomac.org

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Join PCA the easy way

Just point your smartphone at the image at right. That will take you to the Porsche Club of America website where you can find the form for joining.

Membership entitles you to receive not only *der Vorgänger* every month (except January) but also monthly issues of PCA's official national magazine, *Panorama*. Some Porsche dealers also recognize PCA membership with a 10% discount on parts.

The Founders' Region, Potomac is the founding region of PCA. The club offers over 100 events each year, including Driver Education events—including free Tech days for all members—Drive 'n Dine and other social



events, autocrosses, rallies and quarterly open board meetings.

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Family photo
 Retired Rear Admiral Chris Cole with his 1975 911S that he's owned since new. Posing with him is his daughter, Emily Cole, the "only other 911 driver in the family," he says. The car has vintage Virginia license plates and a "Fly Navy" license-plate frame.

36 years with one Porsche 911S

Name: Chris Cole, Rear Admiral, U.S. Navy (retired)
Occupation: Consultant
Lives in: Vienna, Va.

Porsche(s) currently owned: 1975 Light Yellow 911S, bought in 1976. It was my daily driver for 20 years and for the past 16 years has been a "nice-day" car.

I was in the Navy until 2004 and so was at sea frequently, but I never put the car in storage.

I filled up the tank, pumped up the tires, disconnected the battery and left it in the garage.

Upon return in six months or so I reconnected the battery and off I went.

The car has been very reliable; the only thing done to it was an alternator replacement and scheduled maintenance.

Previous Porsches: 1971 914, owned for two years and traded for a 1974 914 2.0, which I traded for the 911. In 2004, I bought a Cayenne that I drove for six years.

Other vehicles: I now drive a BMW 128i for daily use.

Interesting vehicles owned in the past: My first car

was a 1962 MG Midget roadster.

Like best about your current Porsche: Reliable, fun to drive

Like least: Does not have air conditioning, which did not bother me for many years. Now...

Modifications: Cam chain tensioners.

If you could change three things about your favorite Porsche, they would be: Why change?

When I hit the lottery, I'll buy: 911 Turbo S cabriolet.

How long a PCA member: Off and on since 1980 or so.

What I like about PCA: I have not participated in any events. I enjoy the car and knowing more about the brand.

Favorite car magazine: *Road & Track*

Next Porsche: Probably a new Boxster, now that they have a bit more legroom. Or I might try another Cayenne.

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. A high-resolution photo of you with your car would also be appreciated.



Readers and their cars



Photos by Richard Curtis

Above: Reston, Va.'s Reggie Forster in July 2011 with his '94 968 that he later damaged at Summit Point. Above left: Forster at VIR in August 2012 with his 944 into which he had installed the 968's running gear, finishing the car in March of this year. The 944 is easily spotted on the track: There's a 968 emblem on the trunk lid.



Family photo

Above: Although a long ways from home, Potomac members Brian and Mia Walsh, left, bumped into Potomac's Secretary and Social Chair Gary and Cheryl Brindle at Kylemore Abbey in Ireland on July 3.

Photo by Richard Curtis

Left: All the way from Toledo, Ohio, Craig Zenil and several other Ohioans made the trek to Virginia International Raceway for Potomac's Aug. 31-Sept. 2 DE event. Zenil also owns an '86 930 and a '76 911S, set up for the track along with a Cayenne Turbo S.



The Flying Lizards Porsche team cars photographed at the Grand Prix of Baltimore in September by Michael Madrid

