

der Vorgänger

A close-up photograph of a red car's body panel, likely a fender or door. A black 'PS' logo is prominently displayed in the center. The 'P' is stylized with a thick, rounded stroke, and the 'S' is a simple, bold, curved letter. The background is a solid, vibrant red. The lighting is even, highlighting the smooth texture of the paint and the sharp edges of the logo.

PS

der Vorgänger

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

April 2010, Volume 56, No. 3

Features

A primer on helmets for the track. 8

Solving wet carpets in a Boxster. 10-11

Say hello to autocross. 14

A Philadelphia car museum. 15-18

An exclusive Reno Porsche museum. 20-21

What is Drive 'n Dine? 22

What is Concoirs? 24

Why I enjoy my Porsche. 12, 26, 28, 29

Events

Hershey Porsche swap meet. 6

2010 Potomac schedules. 23

Photo on this page of John Hill's 2010 GT3 at Virginia International Raceway in 2009.
Photo by Sideline Sports Photography, LLC

Cover photo of Eric Stratton's 1993 911 RSA
by Richard Curtis.



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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, and include a contact phone number for verification.

Happy 55th birthday to us!

Potomac is getting into high gear for the upcoming year. One of the real milestones for the Region is we are 55 years old, same as PCA.

You'll want to mark Saturday, Sept. 18 on your calendar because Potomac is planning a real celebration. We hope to have a wash and shine event with Porsches from as many years past as we can muster. We'll combine the car show with a social event. If you have information about our history that you want to share, or some information relevant to our anniversary, please let me know. We'll provide more information as we move forward in the planning process.

We'll also have an article for future publication about the history of Potomac. It's worth noting that PCA was founded by people from this area, and Potomac was the first Region. The first Parade was held in this area, and we now have the longest running, consecutive Club Race. So, for all of you who have been in Potomac for a long time, please share your experiences with us.

More user-friendly web site is now active

Have you been on the Potomac website recently? We wanted to make it more user friendly, and we are moving in that direction. Michael Johnson, the web master who implemented the new look has changed jobs and is moving to North Carolina. Johnson and Past President Tony Kelly did a lot of work, and we owe them a debt of gratitude. In the interim, another Past President, Pete Kauffman stepped up and started to implement the changes.

Michael Handelman has agreed to help Pete with the transition and also serve as web master. They have some ideas for the future that will build on the changes made by Michael Johnson and Kelly. And thanks to Handelman for posting the club's events on the Potomac calendar. He will also play a direct role in posting our events on the PCA website and in Panorama.

A plug for Parade

A reminder that the PCA Parade is scheduled for July 3 -9, 2010 at the all-inclusive Pheasant Run Resort in St. Charles, Ill. Registration opened March 9. If you have not attended a Parade, this is a great chance to experience PCA's premier event. For more information and to get a flavor of the many events, go to <http://parade2010.pca.org>. Hope to see you there.

As of February, Zone 2 is now formally incorporated. Thanks to Dave Novak at National for taking the lead and getting this done. Incorporation means that now the Zone can establish a

Zone checking account and ensures much better financial management for Zone funds. Our next Zone presidents meeting is April 17, so if you have any issues you want raised at that meeting, please let me know. One of the main Zone issues from our last open board meeting was the motion passed requiring me to notify the Zone 2 representative and the Zone 2 presidents that Potomac was in favor of the incorporation but wanted the Zone to be much more proactive in de-conflicting Zone and region events.

The example was scheduling the Zone 2 Club Race on the same weekend as our Watkins Glen Driver's Education event. This has been done, and I will raise it again at the meeting on April 17.

I've met with Jens Scott at Bill Scott Racing at Summit Point (W.Va.) Motorsports Park. Jens has taken over the motorsports side of BSR after the recent death of founder

Bill Scott, Jens' father. One of the things that impressed me about Jens was his willingness to solicit new ideas from those who regularly go to Summit Point. Jens has some interesting ideas about using new technology to make Summit Point a better place to race or drive.

Jens confirmed that repaving of Summit Point main should be finished by the time you read this, and that BSR had contracted with a paving specialist with extensive experience in racetrack resurfacing. The downside is that our normal April DE at Summit Point Main will not be held this year. Our first event at Summit Point will be our High Performance Driving Clinic scheduled for early April at the Jefferson Circuit. Our first DE will be at Shenandoah in early June.

Another positive thing that came from this meeting was a visit to the BSR karting facility. BSR has initiated a karting operation that looks pretty nifty. In our efforts to develop new types of events for the membership, we are working on setting up a karting day at Summit Point. Co-Chief Instructor Bob Mulligan, who has extensive karting experience, is working out the details with a few of his karting associates. By the time you read this article, we hope to have the event scheduled and on the calendar. It will be run similar to a DE. If we can work out the details and the event is successful, we plan on making it a regular addition to our lineup. The great thing about karting is everyone in the family can enjoy it, and BSR can accommodate everyone from experienced racers to families.

Again, please let us hear what you think, positive or negative. Email me at president@pcapotomac.org.



Tuffy von Briesen

Our 55th anniversary

This is the 55th anniversary year for Potomac. We'll be covering several anniversary events leading up to a full-blown celebration on Sept. 18 (see club President Tuffy von Briesen's column on the opposite page). In the pages of *dV*, we hope to showcase several members who were around in the early years of the club, which eventually led to the founding of PCA. Surely, you'll agree that stories from that era will be engaging and enlightening.

To that end, if you know any of the club's founders or even members who have been around since the 1950s or 1960s who might agree to being the focus of a short article about them and their recollections of the early days, please contact me at dveditor@pcapotomac.org

As always, *dV* continues to look for enterprising writers, photographers and artists. If you'd like to join our merry little band, we'd love to hear from you. While those roles don't make much money (does zero have any meaning?), the fame is enduring and the hours manageable. Please contact me at dveditor@pcapotomac.org

We'll all agree that there are more Porsches being driven around the Northern Virginia-D.C.-Maryland area than there are members belonging to Potomac. You can help your club grow by carrying photocopies of Page 9 of *dV* to slip beneath windshield wipers on Porsches you see parked; even better, walk up to the driver and introduce yourself and give them the photocopy while inviting them to join. We shouldn't be keeping all this fun to ourselves.

Richard Curtis

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Annual Porsche swap meet scheduled for April 24 in Hershey, Pa.

Swap meet details

- Where: Hershey Park (follow the signs)
 - Largest gathering of Porsches in U.S.
 - Reserved Porsche-only parking for over 900 cars, \$10/car
 - Other parking, \$10/car
 - Gates open 7:30 a.m. & close 4 p.m.
 - Event held rain or shine
 - Free admission
 - On site food, beverage and clean bathrooms
 - ATM within 10 min. drive
 - People's Choice Concours
 - Porsche (for sale) Corral
- \$20/car, no pre-registration necessary
- Reserved parking for Porsche caravans
 - Porsche-only autocross, Sunday, April 26
 - No pets/animals allowed

Vendor pre-registration \$40, but that ended March 10. Vendor spaces available day of event \$50 plus \$25 township fee.

The Central Pennsylvania Region of the Porsche Club of America is once again holding its Porsche-Only Swap Meet in Hershey, Pa., on Saturday, April 24.

This swap meet typically brings nearly 650 vendors, around 1,000 Porsches and over 6,000 visitors together in Hershey every year. (In 2003 the long-distance award went to a 968 driver from Albuquerque, N.M.)

If you're seeking an obscure Porsche or an obscure part for your Porsche, this is a good chance to find it.

You'll see exotic Porsches found nowhere this side of Stuttgart and Porsche personalities ranging from PCA muckety-mucks to (sometimes) celebrities such as Jerry Seinfeld. The meet features a People's Choice Concours on Saturday and a Sunday autocross on the same site.

People's Choice concours

This charity event is designed as a People's Choice. Voting ballots for swap attendees will be available at the People's Choice headquarters at the head of the concours parking area. The ballot instructs voters to select their favorite participating Porsche—in each of eight award categories—from those vehicles registering for the event. All Porsches driven to the swap meet and parked in the concours parking area are eligible for this event. Winners receive trophies and an assortment of swag.

Swap autocross

That's right, motorheads. The hottest autocross

course east of the Mississippi is open for business. This is your chance to quit telling everyone how good you are and prove it, on the largest single paved area in the state of Pennsylvania. Assuming you aren't driving your mom's Hyundai, you can build up a respectable head of steam on our long straightaways—but the real test comes when it's time to turn the wheel.

Porsche caravans welcome

You say your Porsche model is the coolest ever made? You've gone so far as to find a whole bunch of other owners of the same model? And now you all run together like wolves in a pack? You're our kind of Porsche driver. It doesn't matter if your group is based on a Porsche model, a PCA Region, a bunch of friends or however you define it. Just let us know you're coming and how many are in your group.

We'll arrange a parking area just for you and your party! (Minimum 10 cars, please.) The 968 Club typically brings 30 or so cars.

Sell a Porsche, buy a Porsche

Got a Porsche for sale? For only \$20 you can park your Porsche in the Porsche Corral. Even when it rains at the swap meet, the Porsche Corral is full of customers. It's open to dealers and individuals. No pre-registration necessary—just ask when you arrive.



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New members invited to monthly breakfasts

Monthly breakfast meetings continue in Northern Virginia and Maryland. Members can come and go as they please, joining in at communal tables. No registration. If members decide to go for rides together after breakfast, so much the better!

Virginia's breakfast is the first Saturday of each month at Chutzpah Deli & Restaurant,

Tysons Corner from 9-11:00 a.m. Chutzpah is located at 8100 Boone Blvd., Tysons Corner, Va. 22182 behind McDonald's on Rt 7 across from Tysons Mall.

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

• • •

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

New members, anniversaries

April 2010 anniversaries

35 years

Gary Hess & Shane Dorsey
Harris B. Sibener

25 years

Robert O. Williams &
Kim Williams

20 years

Patti Mascone & Peter Mascone

15 years

Michael C. Goodman &
Marlene H. Goodman

Dwayne Moses &
Shanna L. Moses

Anita Sangi & Dennis Ponton
Daniel K. Sellers &
Richard D. Sellers

10 years

Carl J. Beisel & Kathryn Beisel
Richard Cook & Anne Cook
Ed Duncan & Audrey Shay
Donald E. Fleming &
Pamela Fleming

Lindy Milner
Michael F. Schnittker &
Christina T. Schnittker
Mark Wemple &
Rebecca Holdredge

5 years

Joseph P. Angelone &

Claudia Angelone
Eric S. Aulabaugh &
Tammy Aulabaugh
George M. Baird & Kay Baird
Buck Buckner
David W. Jackson &
Twyla Jackson
Varel G. Jackson &
Donna Jackson
Robert E. Snieckus &
Mary Snieckus
Jacquis-Paul Speyer &
Michel Speyer
Bill Wrobel & Heather Wrobel

March 2010 new members

Nelson L. Goodwin &
Glenda Goodwin
Max Grant
Alan Himes & Elizabeth Langalis
Julie K. Karmazin
Troy Macias & Jennifer Macias
Michael Menke & Regis Menke
Kirt Meyer
Wayne Newton &
Susan Newton
Bill Perry
Fred E. Phillips
Miguel A. Roque
Harris B. Sibener
J. P. Thal-Larsen & John Harrell
Pernell L. Thomas
Josh Turner
Seth Turner

Welcome party for new Potomac members

If you have joined or transferred to the Potomac Region since January 2009 or have never been to a Potomac event, please join us for some great food and fun at our Orientation Party. You will learn what this club is all about and why people have remained members for decades.

Please join us at:

Tischer Porsche
3211 Automobile Blvd.
Silver Spring, Md. 20904

on Saturday, April 17, 2010
from 6:30 p.m. to 8:30 p.m.

Bring a guest or the whole family.

Refreshments and hors d'oeuvres will be served.

Club Board members and event chairpersons representing our Rally, Driver's Education, High Performance Driving Clinic, Concours, Autocross, Dine and Drive, Public Service and Club Race Programs will be on hand to answer your questions.

For directions and information about Tischer Porsche, check out their web site at www.tischer-porsche.net

While it is not necessary to RSVP it will help us in planning. You may RSVP by e-mail to membership@pcapotomac.com. Thank you.

Got a \$5 head? Wear a \$5 helmet.

Snell ratings for helmets explained

By Pete Kauffman
for *der Vorgänger*

Ever wonder why helmets are required to be certified as Snell 2005?

Many years ago when I first was autocrossing, we did not use helmets. I had an old Jaguar XK120 that could barely stop. It had drum brakes and 16-inch bias-ply tires. The seatbelts (lapbelts only) were bolted into the wood floors and thru the frame. One day I took it to the drag strip to see what it would do.

As they called my number, the car would not start so we squirted ether into the carbs and pushed it down the paddock until it started. My friends closed the hood, and I rushed to the line. A small-block Corvette was next to me. When the flag dropped, I gave it the gas.

By the time I shifted to third, I was going around 60 mph but the Corvette was far ahead. Then the hood that my friends had latched, lifted up, folded back and flipped over, breaking the windshield, striking me on the head (why is no one surprised), putting a huge dent into the back of the car and then ripped off its hinges.

I shifted into third and finished the race a distant second. I was dazed and unhurt, but probably had a minor concussion. There were no medical personnel at the track. I had a headache for a few days but was okay, or so I thought. I never told my dad how close I came to serious injury that day, but I have worn a helmet ever since.

When I first started autocrossing with PCA, we were using Snell 90s. Now we have a Snell 2005 standard. Are they getting better or just selling helmets? Who is Snell? Why are there different standards for motorcycles and cars. Here are some questions and answers from www.smf.org.

Who/what is Snell?

William "Pete" Snell was an amateur auto racer. He died in a racing event in 1956 when his then state-of-the-art helmet failed to protect him. In memory of Pete, the Snell Memorial Foundation was formed to influence helmet design and capabilities, and to encourage the development and use of protective helmets.

What are the differences between SA, M and K standards?

The SA standard was designed for competitive auto racing while M standard was for motorcycling and other motorsports. The K standard was released to accommodate helmets used in karting. There are three major differences between them:

1. The SA standard requires a flammability test while the M and K standards do not.
2. The SA and K standards allow for a narrower visual field than M standard (some SA and K certified helmets may not be street legal).
3. The SA and K standards include a rollbar multi-impact test while M standard does not.

Parts of the helmet

Helmets are normally comprised of four elements:

A rigid outer shell, a crushable liner, chin straps or a retaining system, and padding for fit or comfort.

The rigid outer shell when present adds a load-spreading capability, and prevents objects from penetrating the helmet. It's kind of like an additional skull.

The liner, usually made of EPS (expanded polystyrene) or similar types of materials, absorbs the energy of an impact by crushing.

The chin strap, when properly buckled and adjusted along with the fit padding, helps the helmet remain in position during a crash.

How do helmets work?

Helmets work kind of like a brake or shock absorber. During a fall or crash a head is traveling at a certain speed. Since the head has weight there is a certain amount of energy associated with the moving head.

When the helmet impacts an unyielding object—a rock, a wall, a curb or the ground—the hard shell starts by taking the energy generated by the falling helmet (head) and spreads it over a larger portion of the helmet, specifically the foam liner. The liner then starts to crush and break which uses up a lot of the energy, keeping it from reaching the head inside.

Depending on how fast the head is traveling and how big, heavy and immovable the object is, the faster the head slows down, and the more energy is present. In short everything slows down really quickly.

A helmet will effectively reduce the speed of the head by breaking and crushing, which reduces the amount of energy transferred to the brain. The whole process takes only millisec-

onds to turn a potentially lethal blow into a survivable one.

Why should you replace your helmet?

The five-year replacement recommendation is based on a consensus by both the helmet manufacturers and the Snell Foundation. Glues, resins and other materials used in helmet production can affect liner materials. Hair oils, body fluids and cosmetics, as well as normal "wear and tear" all contribute to helmet degradation.

Additionally, experience indicates there will be a noticeable improvement in the protective characteristic of helmets over a five-year period due to advances in materials, designs, production methods and the standards. Thus, the recommendation for five-year helmet replacement is a judgment call stemming from a prudent safety philosophy.

Where is the Snell label located?

There are two forms of the Snell serialized label; most common is the adhesive label affixed to the inside of the shell. There is also a cloth type for the M, SA and RS standards, generally sewn onto the chin strap. If a search fails to turn up a decal then your helmet is not part of the Snell certification program.

What does PCA Potomac Require?

The helmet standard for PCA is that the helmet be SA rated and no more than 10 years old. SA helmets are designed for multiple hits and are fire resistant. However, we will accept M-rated helmets, but not for cars with roll bars, roll cages or cars that are race prepared. The 2010 standard is now in effect. Technically, as of Jan. 1, 2010, the 2000 standard helmets are obsolete. As the 2010 helmets become available, we will phase out the 2000 helmets. So, you may have to budget for a new helmet sometime this year. If you are buying one now, you may want to rent one for a few months until the 2010 helmets are available. Helmets are inspected at the beginning of each year and a sticker is placed on the helmet.

There is much more on the Snell website. www.smf.org

Bottom line, it is a good idea to try to avoid testing the limits of your helmet, but, if you need to, it is your best friend. Better to have a helmet on than plan to go thru life wondering what you might have accomplished if you had not been hit on the head when you were young.

Help Potomac build membership

You can help our region grow. Photocopy this page to include the PCA application below. Make a few copies and keep them in

each of your cars. When you see a Porsche owner hand them a flyer and invite them to join, or leave the flyer on the wind-

shield. We are currently the second largest region in PCA. Help your club to become Number One.

Member perks

When you become a PCA member, you become a member of the largest independent, single-marque

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

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

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

Tech Committee available to answer your questions.

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

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

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

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

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

Membership eligibility

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

PCA Membership Application

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

Prefix ☐ Mr. ☐ Mrs. ☐ Ms. ☐ Miss

Name _____

Address 1 _____

Address 2 _____

City _____ State/Province _____

Zip Code _____ County _____

Home Phone _____

Work Phone _____

Fax _____

E-Mail _____

Region Designation

Region _____

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

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

Regional Endorsement (for region officer use only)

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

Region Officer Name _____

Region _____ Date _____

Membership Demographics

Birthdate _____

Occupation _____

Marital Status _____

Spouse's Name _____

Name and Age of Child(ren) _____

Family or Affiliate Member

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

Family Member Name _____

or Affiliate Member Name _____

Relationship to Member _____

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

Car Information - Porsches Only (*required)

Car #1: *Year _____ *Model _____

*Body Type _____ *Color _____

*VIN# _____

License Plate# _____ State _____

Car Used: ☐ Daily ☐ Pleasure

Maintenance: ☐ Self ☐ Dealer ☐ Independent

Average number of miles driven annually _____

Car #2: Year _____ Model _____

Body Type _____ Color _____

VIN# _____

License Plate# _____ State _____

Car Used: ☐ Daily ☐ Pleasure

Maintenance: ☐ Self ☐ Dealer ☐ Independent

Average number of miles driven annually _____

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

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Term of Membership:

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Signature _____

For Overseas members: Expedited mail delivery of your *Porsche Panorama* is available for an additional \$30 per year. Please check box if you wish to use this service and add \$30 to your payment. ☐

How did you learn about PCA?

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

- | | |
|---|--|
| <input type="checkbox"/> 356 | <input type="checkbox"/> 911 Carrera (1974-1975) |
| <input type="checkbox"/> 912 & 912E | <input type="checkbox"/> 914 & 914/6 |
| <input type="checkbox"/> 928 | <input type="checkbox"/> Boxster |
| <input type="checkbox"/> 968 | <input type="checkbox"/> 911T (1969-1973) |
| <input type="checkbox"/> Jagdwagen (Type 597) | <input type="checkbox"/> 924/931 (1976-1982) |
| <input type="checkbox"/> Porsche-Diesel Tractor | <input type="checkbox"/> D'Ieteren Roadster |
| <input type="checkbox"/> 944 TurboS/1989 | <input type="checkbox"/> RS America |
| <input type="checkbox"/> 944 Turbo | <input type="checkbox"/> 911 Speedster |
| <input type="checkbox"/> 944S2/944S | <input type="checkbox"/> Cayenne |

Mail your completed application to: PCA Executive Office, P.O. Box 1347, Springfield, VA 22151-0347 or **apply online at www.pca.org/welcome**.



How to fix a Boxster's wet carpets

Above: The red arrows note the wet areas. Sharp-eyed readers will note that I had already removed two plastic trim areas on the door panel before I realized that I needed to snap a picture. Hint: look at the door grab and airbag cover. Also note the checkered flag emblem, a personal embellishment leftover from our previous owner.

Right: A Boxster diagram showing water drainage from:

1. the water tray.
2. leakage channel at front top rear-side panel.
3. tank tray
4. evaporator of heating and air-conditioning system.

By Rich Franco
for *der Vorgänger*

Three times during the late summer and early fall of 2009, I noticed a stale smell upon entering the car in the morning for the daily slog to work. I know most people will be thinking that a dose of Beano might be a quick fix, but one morning I connected the dots and realized that the odor was coming from wetness, a fairly easy conclusion in any car with a convertible top.

The driver's side footwell carpet was wet along the area where the footwell meets the kick wall in front of the driver's seat. The floor carpet and the removable carpet both were wet.

I searched several popular Boxster web forums looking for forum members posting questions about similar wet carpet issues and immediately went into panic mode. Boxsters have a central computer brain located under the driver's seat and many postings indicated that dampness under the driver's seat can have a tendency to ruin this expensive part. Most postings seemed to indicate that clogged front and rear drains cause the wetness. These drains can clog with debris from trees, causing water to seep into the passenger compartment and collect in the foam rubber padding that exists in the floor carpeting.

The websites I searched:

- Porsche Pete's Boxster Board

(<http://www.ppbb.com/phorum/index.php>)

- Renntech

(<http://www.renntech.org/forums/index.php?>)

- Mike Focke's Boxster pages

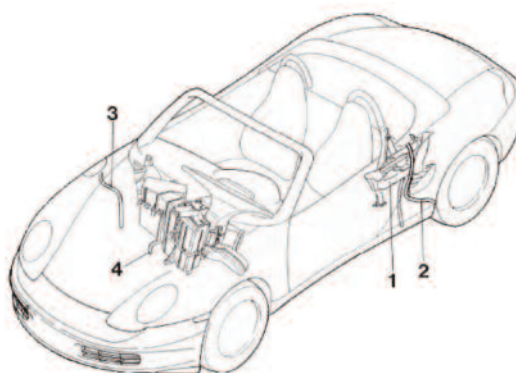
(<http://sites.google.com/site/mikefocke2/mikes-porscheboxsterwebpages>)

- 986 Forum (www.986forum.com)

The Boxster has several drainage points in both the front and rear of the car. It's simple enough to check these by pouring water down the drains while watching to see if they drain properly from the bottom of the car. My drains were clear and definitely not the issue.

A single posting on Renntech said to check for wet-

ness along the bottom edge of the door carpeting and this was my exact situation. It seems that the water will seep down past a vapor barrier that exists between the door frame and the interior door panel, soaking the door carpeting, which then drips over the rocker panel into the passenger compartment floor. After a quick review of my copy of the Boxster Bentley Manual, I followed the di-



rections for removal of the door panel for deeper investigation. In the event you don't have a Bentley Manual, here's a link to illustrated on-line instructions on how to remove the door panel: <http://www.bombaydigital.com/boxster/projects/window/>. It took me about 30 minutes to remove the door panel; however, I could probably remove the panel now in about 10 minutes.



Once removed, I found that the seal along the lower edge of the vapor barrier had separated from the door skin letting in the water. I placed a thick bead of RTV silicone sealant (available in home improvement stores) along the lower edge of the vapor barrier. So far, it's been four months and the problem seems to be solved.

As a final note, the carpeting beneath the seats has a

thick foam rubber backing that can hold a ton of wetness. The padding is so thick that the surface of the carpet can feel dry to the touch while the foam padding underneath can hold wetness for weeks. It's easy to feel for dampness here by reaching behind the passenger seat and inserting your fingers down into the space where the floor carpet meets the carpet covering the rear fire wall. In my case, there was enough wetness to completely soak a medium size chamois I jammed under the carpet. I propped up the carpet in this area with a short piece of scrap wood to allow the remaining dampness to air dry over the course of a week.

Left: In this picture, you can see the vapor barrier that goes between the door frame and the interior panel, the driver's side air bag at the upper mid part of the door frame and the door sub-woofer module in lower right of the picture (not all Boxsters have this option). This vapor barrier should keep the wetness from getting into the passenger compartment.

I removed the sub-woofer module and found that the sealant for the foam membrane along the entire bottom edge of the door had separated, allowing water from behind the seal to leak into the passenger compartment. A thick bead of RTV silicon sealant re-sealed this area and solved the problem.

About the author: Rich, a long time PCA Potomac member, currently owns the 2000 Boxster S pictured as well as 1980 911SC. He previously owned a '67 912 and a '73 911T Targa. In addition to being a do-it-yourselfer, Rich has been bitten by the PCA Potomac Driver's Education Program and looks forward to participating in the 2010 DE season.

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Atypical owner but Porsche results

Denise Elliott with her black 911 model 993 C4 cabriolet. The car came with a TPC supercharger.

Name: Denise Elliott

Occupation: VP, Sales and Marketing at Kiplinger, publishers of *The Kiplinger Letter* and *Kiplinger's Personal Finance* magazine.

Lives in: Falls Church, Va.

I guess I'm not your typical Porsche person. I can't say I ever loved cars and that's mostly because they never loved me. Don't get me wrong. I love to drive. OK, really I love to drive fast and I unfortunately have plenty of tickets built up over the years to prove it.

I learned to jump start a car, add oil and change tires out of sheer necessity because I was chronically broke and the quality of the cars I owned left a lot to be desired.

One car that I remember fondly (in a sort of thank God it's gone sort of way) was a green Dodge Omni with serious alternator problems. I always rode with jumper cables in the passenger seat (didn't even bother to put them in the trunk). I could run any two items at a time, but no more. If it was raining, and dark I was OK because it could handle the wipers and lights, but I couldn't even think about turning on the radio or defrost. No way ... I'd be stuck on the side of the road in minutes. I then had a Chevy Cavalier whose body was so rusted, I had to

keep a piece of plywood on the passenger side floorboards so you couldn't see through to the road. I had nicknamed it the Flintstone mobile.

When I was able to buy a new car, I went all out ... yes, a 1992 Pontiac Grand Am in, of all colors ... wait for it ... Metallic Aqua Blue. It lasted me many years thanks to an extended warranty that I put to REALLY good use (a new transmission, four or five water pumps, chronic but intermittent stalling problems ... you get the picture). When the extended warranty ran out, I junked her. Yes, junked her. She was that far gone.

After becoming more financially secure and years of driving reliable, but mostly pedestrian cars, I decide to sell the ex's Mercedes and buy something I wanted. I start test driving all types of cars. I try out the BMW Z3, Mercedes SLK, a C4 Corvette and a 1968 Mustang (which wasn't as much fun as I remembered when I was in college driving one belonging to a friend. I really do like the niceties of power steering and power brakes and the safety of anti-locks and airbags).

I didn't like any of them. They just weren't "right."

In April of 2007, a friend of mine bought a very glitchy 928. Since I was dropping my friend and his car off at the shop often, I became good friends with Taylor Chapman, now at German Auto Group, who one day pointed

Why I enjoy my Porsche

How about your story of why you enjoy 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.



The TPC supercharger adds loads of torque to the 993.

out a client's car that was for sale.

There she was ... a 911 ... 1995 triple black 6-speed C4 convertible with 67,000ish miles and 18" turbo twists ... Taylor explains the basics of the car to me and seems to be making a big fuss about the TPC Supercharger. A what? I wonder ... feeling like such a chick. So I ask ... and am told "you'll go really fast." I like the sound of that even though all of my visits to traffic court come flashing back.

With permission, I take her for a test drive. I immediately love the tight steering, the sound of the supercharger, the go-cart feel ... all so much better than what I had been test driving. I get home and call a buddy of mine who is a car nut to give him the details on the car and to get his opinion.

He tells me "You should be able to pick up any guy you want in that ride."

That's all I needed to know.

The seller was in a hurry, so I was able to get a good price and with the stroke of a pen, I had my "new" 993 and an entrée into the Porsche fanatic world.

I immediately had a lot of questions. I may not know much about the technical details of cars, but if someone is willing to explain, I'm interested. I immediately hopped online, joined a couple boards and asked a lot of questions.

Am I the only one who can't read the freakin' dipstick? Am I the only one whose oil gauge can't be trusted? Answer: No and no. Where should I put the antifreeze? (Just kidding, I was-

n't THAT bad off.)

Thanks to all of the ideas I got from my forum buddies, my checkbook was soon burning rubber. I traded the knock-off turbo twists for 18" OEM 5-spokes, added a strut brace and protection bar under the nose. I had the clutch replaced and had some other goodies done while the engine was dropped.

I'm not much of a social networking type, so I was surprised at how truly helpful and forgiving of novice questions my new online Porsche friends were. I've been fortunate enough to meet a few in person also and that's been very enjoyable to put a face to a name (and/or user name).

Over the past three years, I've met many friendly, down-to-earth Porsche owners at the various PCA events, non-sponsored fun runs and get-togethers. I look forward to meeting many more.

Before I bought my 993, if someone had told me that I'd be a "Porsche" person and would be saving up for mods, be on a first name basis with my mechanic's wife and children and would be attending Porsche events and contributing to online forums on an almost daily basis, I would have said you were crazy.

My beau, Tom, (yes, my friend was right) and I can be seen riding with the top down as often as possible, listening to the growl of the engine and the whine of the supercharger. Well, maybe you won't see me, but you may see a black blur and my tail lights through your windshield!

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Say hello to autocross

By Tony Pagonis
for *der Vorgänger*

Most of you receiving this and other Porsche publications are doing so because you happen to own one of the most enthusiast-oriented car brands out there: Porsche. While these cars are superbly capable of mundane daily driving chores, Porsches have a much deeper soul and heritage and are designed to be driven. When it comes to accelerating, braking and cornering, few others can keep up.

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

You might ask then, "How can we have some fun with our thoroughbred cars, without endangering other people, vehicles or property?" Fortunately, PCA recognizes these desires and through the various Regions, events abound that allow us to explore the limits of our car's capabilities safely and legally.

Track events, under the guidance and tutelage of qualified instructors, allow us to explore the upper limits of speeds, braking and cornering.

In all honesty, though, track events require a substantial commitment in time and preparation, and for some, the on-track speeds may be a bit intimidating. That's where autocross (which I'll refer to as AX) comes in and helps bridge the gap between responsible street driving and competent track driving.

So what exactly is an AX event?

Autocross events are low-to-medium speed auto driving events; they are often run on parking lots and airport runways.

Generally a course will be defined using traffic cones. One driver at a time negotiates the course testing their skill against the clock. Time penalties are charged for disturbing cones, and the penalty is two seconds per cone. A driver is awarded the best time of all runs taken.

Another event similar to AX is a gymkhana, which is typically run on a parking lot with a layout designated by cones. But in a gymkhana, an added challenge of specific maneuvers, such as pulling in and out of a box, going thru portions in reverse or making multiple tight loops around a single cone.

At a typical AX event, you will find yourself navigating through a course of cones, which es-

entially replicate a miniature race course. Emphasis will be on maintaining car control as you accelerate, brake and negotiate each turn in order to finish in the lowest possible time.

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

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

With any motorsport activity, there will always be inherent risks, both in driver and vehicle. Generally speaking, AX events have a safe track record. In fact, our course design criterion provides clearance from impediments, like curbs and poles, in order to provide a safe zone to accommodate the occasional "whoops."

In a nutshell, AX is a relatively benign and safe way to experience performance driving. You will be driving on a course with only one car at a time and racing against the clock; electronic timing equipment will display your time at the end of your run as well as recording it on a laptop for final publishing of results.

Hitting cones will result in a time penalty being added to your run. An AX helps you discover your car's capabilities and limitations, as well as your own, ultimately making you a better and safer driver on the road.

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

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

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

A typical AX event will cost around \$40. Participation can vary greatly; PCA Regional events usually will be around 50 cars, whereas a Sports Car Club of America (SCCA) event where points are earned towards national titles can draw upwards of 300 cars. Cars are classed together in groups of similar capability.

In the morning of an event (PCA Potomac events start around 7 a.m.) you'll register your car. Then after removing all loose items in the car, you'll take your car through a Tech Inspection, where the car will be visually inspected for any safety potential problems.

Once the course is laid out, it will be opened for a period of time for a "walk through." For competitors, this is an important part of the day. A competitive element of AX is that drivers will get a limited number of runs (typically 3-5 runs) in order to try and get their quickest time. The only practice they are allowed to have is the walk through. This is where they can walk through the entire course and try and develop their driving strategy for navigating a quick time. At all PCA Potomac events, we offer a guided walk through where one of our AX veterans will describe the sorts of things you need to observe and consider.

Usually right after the walk through period, we will have a brief drivers meeting to go over any important points, provide some safety reminders, and answer any questions. Afterwards, the drivers will divide into their respective heats, typically two.

The drivers of the first heat will grid their cars and prepare to take their runs on the course. Concurrently, drivers of the other heat will work the course, including start line, finish line, timing and resetting any hit cones.

AX events are a great way to meet other driving enthusiasts. And most participants are very happy to lend a hand or provide some insight to help others improve.

If you haven't tried one yet, add an AX event to one of your open weekends. I guarantee that it will not take much to get you hooked.

Lots of good information about AXing is available online, including many PCA websites. Our national website has some very good info (www.pca.org), as does PCA Potomac's website (www.pcapotomac.org). Our sister Region, Chesapeake, also has an avid AX program (www.pcachs.org). For 2010, Potomac and Chesapeake Regions will be jointly conducting an AX School on April 10, and have coordinated their AX events schedule to avoid date conflicts. Whereas an AX school is a great way for newcomers to get started, it is not a prerequisite for events. At most PCA events, veterans are always available to ride with you on your first attempts, and help get you comfortable with the sea of cones.

If the only thing you've ever done with your Porsche is driven it to work or the local stores, consider kicking it up a notch and attend an AX. You will not regret it.

You can direct questions to autocross@pcapotomac.org. I hope to see you out there challenging the cones with us.

• **Complete Potomac autocross schedule is on Page 23.**



Visit to Philly auto museum

Photos and story by Tony Pagonis
for *der Vorgänger*

Simply driving all the way to Philadelphia to pick up some parts I'd found on the Internet and save some large shipping costs seemed a bit wasteful timewise. That's when I remembered that the Simeone Collection was in Philadelphia.

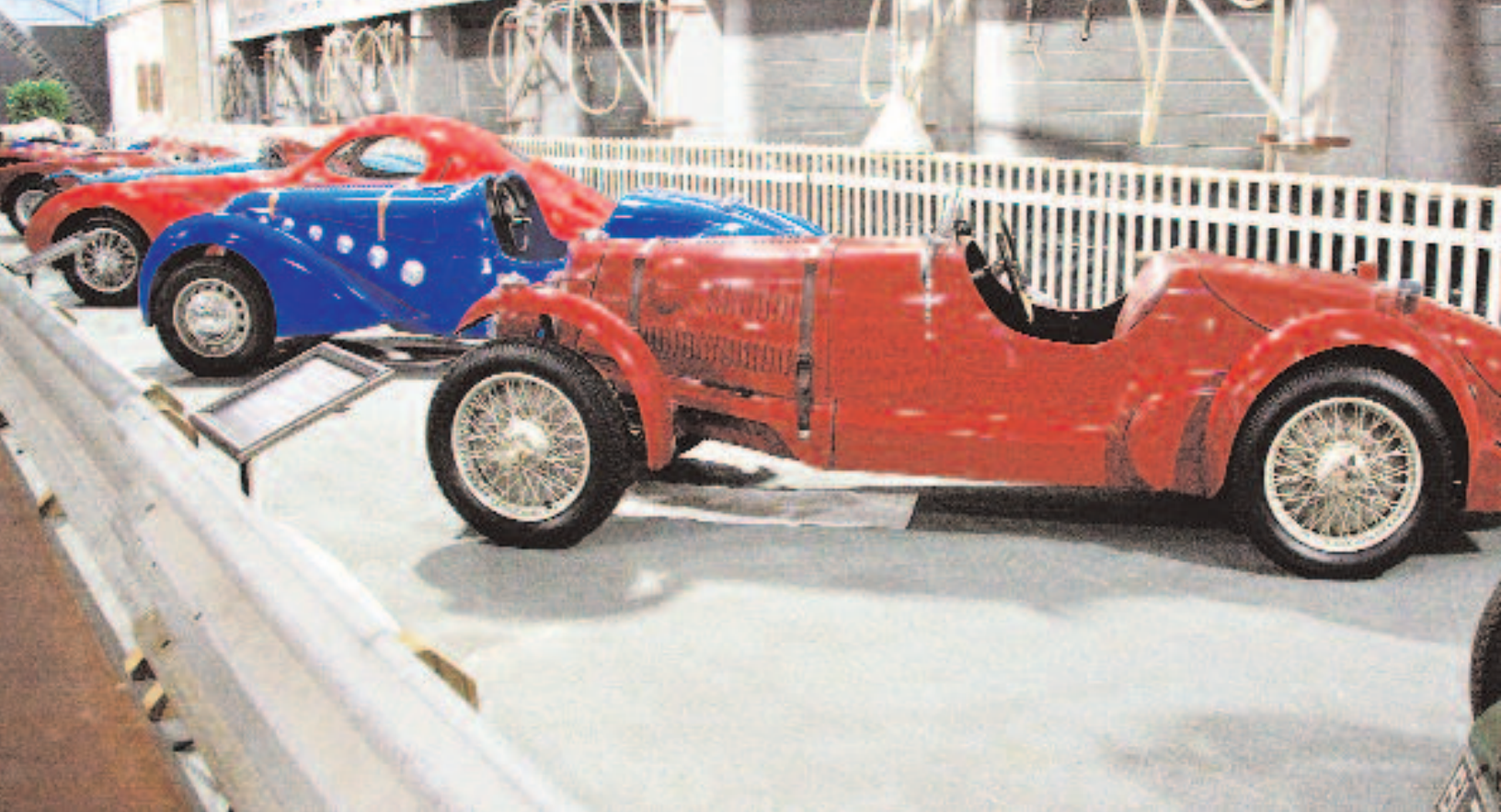
In 2008, Dr. Fred Simeone opened the doors to a new museum to display and share his amazing collection of race cars from around the world and time. For over 40 years, Dr. Simeone has been acquiring cars of diverse vintage and history. But the binding theme was always racing. Each of his cars had competed in some manner, and many held a special place in history by doing so. As his collection gradually grew over the years, he enjoyed sharing it with friends and admirers. In fact, I first heard about his collection in 2006 on a Boxster owner forum. Someone near the Philadelphia area who knew of the collection, arranged a driving tour of motorsport enthusiasts to visit the cars, then stored in a nondescript warehouse building. Eventually Dr. Simeone fulfilled his dream to house his growing collection, now approximately 60

strong, in a proper display facility, which he could open to the public. Thus was born the Simeone Foundation Museum.

On that cold and rainy Saturday morning, my youngest two sons and I ventured towards Philadelphia. After completing the business transaction that brought us to Philadelphia, we programmed the GPS with the address of the museum, and made our way towards an industrial area in southern Philly. Hidden among the businesses, car dealers and warehouses was the museum. We made our way inside, and were greeted by a helpful and enthusiastic volunteer at the lobby desk. We purchased our tickets, were told where the restrooms could be found and upon seeing my camera bag, the volunteer even encouraged me to take as many pictures as I would like. I began to sense this was going to be a nice visit indeed.

Once past the lobby area, we found ourselves in a long and rectangular building, with dozens of cars tastefully displayed along the perimeter of the building. They were clustered in life-sized dioramas heralding various time periods and venues. There were displays of Pre- and Post-War race cars. LeMans, Mille Miglia and Targa Floria

The ferocious Martini Racing blue and green "psychedelic" livery on a 1970 Porsche 917K, also known by many as the "Hippie Car."



Above: Some of the spectacular coachwork of Le-Mans racers, covering nearly 40 years of the historic 24 hour challenge.

Right: A rare factory Corvette Grand Sport, one of only six built and reportedly the most original one remaining.



autos were displayed in backdrops where you could close your eyes and imagine the sounds and smells of the cars roaring past while the crowds cheered. Competitors from historic events such as time trials, hill climbs, and rallies were portrayed in their challenging and sometimes grueling environments. In the museum annex, we walked past beautiful machines that were defining moments of the term sports car, as well as a nice tribute to NASCAR and its roots. Seeing so many wonderful cars with racing provenance and their hard fought patinas was inspiring.

The visit through the museum culminated with a

small gift shop where we purchased a couple of mementos to remember our visit.

The pinnacle of our purchases was a book prepared by Dr. Simeone where many of the wonderful cars are captured in stunning photographs as the text describes their racing histories and, in many instances, how Dr. Simeone was able to add them to his collection. As I was contemplating buying the book, the clerk said that he believed Dr. Simeone was in his office upstairs, and would probably be able to sign the book for us. Sold! What I didn't expect was that the clerk returned to the gift shop,



Above: Chris Pagonis, left, and Brian Pagonis admiring the pre-World War I vintage race car display.

Below: A breathtaking example of a 1958 Ferrari Testa Rossa, considered by many to be one of Ferrari's best designs ever.



Directions to the Simeone museum

The Simeone Foundation Museum is located just minutes off Interstate 95 in Philadelphia, close to Center City and the Philadelphia International Airport.

Museum Hours

Tues.–Fri. 10–6

Sat.–Sun. 10–4

Closed Mondays

Admission: \$12

Seniors: \$10

Students: \$8

Children under 8

free when accompanied by parent

Please call the event coordinator for group rates

followed by Dr. Simeone. He spent a few minutes talking to us but made it abundantly clear in that short time how passionate he was about his cars.

I could spend pages and pages trying to describe the various cars on display at the museum, but I would much rather you visit for yourself. I promise, if you have even just a little bit of high octane fuel running through your veins, it will be well worth the trip. You can get information about the museum at their website:

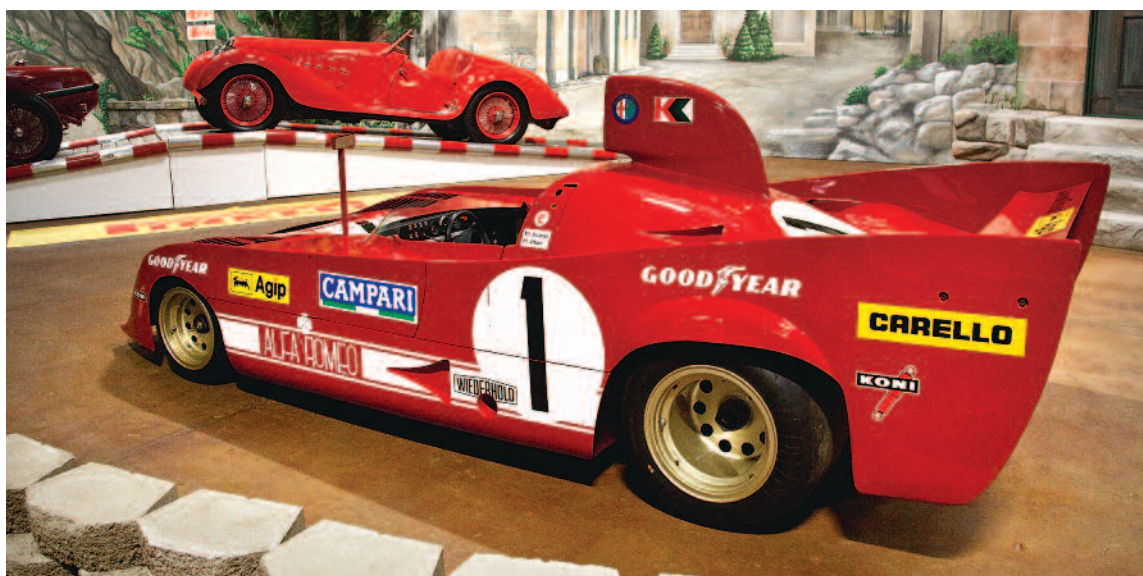
www.simeonefoundation.org

Note that on the last Saturday of each month, they have something called a Demonstration Day, where several cars are taken outside onto the large parking lot behind the building and driven so that the attending motorheads can hear the sounds and smell the aromas of cars that usually never see the light of day.

I'm planning my next visit to coincide with one of those Saturdays.



Above: In the museum annex, sports cars and muscle cars lined the walls.



Left: The most elaborate diorama was the Mille Miglia, showcasing some beautiful examples of racers over the years.

Right: Several cars were in the Bonneville Speed diorama. The rare Daytona Cobra Coupe set 23 landspeed records after ending its road racing career. The car later lay hidden in a private garage for nearly 30 years.



2010 DE tech program update

By Marvin Jennings
for *der Vorgänger*

In preparation for the upcoming DE season and our scheduled tech sessions, here are a few updates. As we are aware, our club's foundation and success are based on individuals volunteering their time, and members supporting the various activities that our club sponsors.

As my first year in this capacity as Tech Chair, I thought the program was a success and that I could not have done it by myself. I especially want to thank Dave DiQuollo and Dave Riley for their invaluable assistance and the rest of the regular tech team members.

For the 2010 season, I'm seeking new, additional volunteers for the DE Tech Program.

What's required? Typically one week prior to every DE event we have a tech session at a local dealer or repair shop in the DC/Virginia/Maryland area. Our shop tech sessions run from 9 a.m. until 2 p.m.

Jobs are assisting with getting the driver registered by signing up on the waiting list, helping get the car on a lift, or actually performing the inspection on the vehicle. That's it. The at-track inspections are similar but the session usually runs from 7 a.m. until 7:55 a.m. Also,

the at-track DE inspections do not require placing the car on the lift.

The challenge of both these events is to perform these tasks safely but expeditiously because of the number of cars showing up needing to be inspected.

As an inspector you'll need a flashlight, a pair of gloves, a pen and some inspectors like to have a pair of knee pads for those occasions when you have to kneel. That's it! So if you have one free Saturday a month to come out and hang out with the Porscheophiles please let us know how you can help out. Did I mention there are usually coffee and donuts in the morning and pizza and drinks for lunch?

So what's new?

If you arrive at one of our tech sessions after the prescribed time, i.e., at the shop or the track, there will be a \$20 charge. All proceeds will be contributed to one of the Potomac PCA charities. If you are planning to come to a shop for an inspection you must arrive no later than 1:30, so we can vacate the shop by 2 p.m., and arrive at grid tech by 7:45 a.m. so we can be wrapped up and in meetings by 8 a.m.

Helmets

All car occupants must wear a Snell approved helmet; see list below. Your helmet must be a well-fitting, closed-face helmet that meets one of the following certifications and is labeled as such:

Snell SA2000, SA2005, SA2010. The PCA Potomac region also allows M2000, M2005, and K2005. *See related article, Page 8.*

Roll bars

Any make of car delivered with factory-installed rollover protection meets the minimum standards for PCA DE events. In these cars the soft top must be in the up position or the hard top installed.

If a car does not have factory-installed rollover protection, a roll bar must be installed, which meets the "broomstick" rule (the driver's helmeted head is below a bar placed on top of the roll bar and windshield). All targa tops must be installed unless there is addition rollover protection. All sunroofs must be in the closed position. The windshield alone is not considered to be factory rollover protection.

If you have further questions please feel free to contact the tech team at tech@pcapotomac.org.



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The stuff of dreams lives in a Reno industril park

Above: Random Webster's extensive Porsche collection in Reno, Nev., that features not only dozens and dozens of Porsches with racing heritage but Porsche posters, models, tool kits and hundreds of Porsche badges.

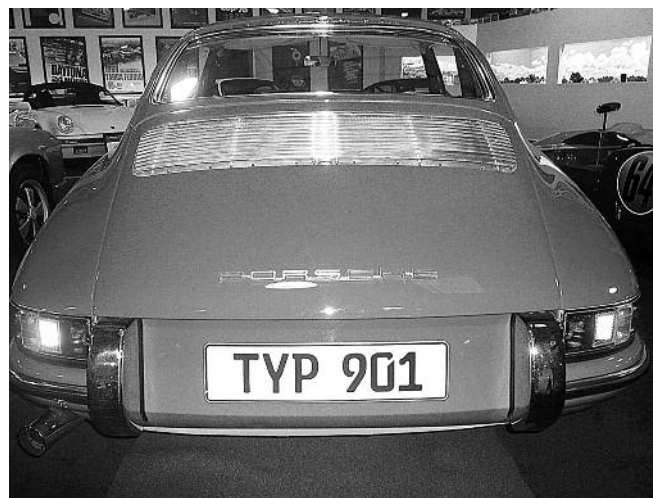
Right: One of 49 built, a 1964 Type 901, the earliest model of the long-lived 911 line of Porsches.

Photos and story by Sydney Butler
for *der Vorgänger*

Winter was getting on my nerves. Sure, snow is fun for a day or so, but toys on the floor and slush on the streets are—as my teenage daughter says—“harshing my mellow.” It was time for me to kick off the salt-stained boots, dry my socks by the fire and dream a little Porsche dream. Eyelids drooping, preferred drink in hand, I imagine a polished car, sunlight through green boughs and that long back straight stretching forever in front of me. Like a winter-stored car, my battery needs a charge.

I was floating in that suspended state when a California pal called with an invitation to a West Coast wine tasting/car ogling event. Faster than ole St. Nick goes up the chimney, I was on a plane to San Francisco, then driving with my friend in a car to Reno, Nev., and finally standing by an unmarked door in an unmarked industrial park. We stepped though that door into a Porsche dream world far, far beyond my wintry imagination.

We were in a spotless, spacious room with a silver Super 90 GT on a lift to our right, and Porsche treasures adorning the walls. Backlit glass cases gleamed with polished emblems, and the multi-winged rear section of a race car protruded from a wall like the prow of a Star Wars



galaxy cruiser. My attention sharpened as our host, Ranson Webster, greeted our small gathering with the smile of a magician with a surprise up his sleeve. The surprise would be his magnificent Porsche collection, and we were about to be bedazzled. After introductions and wine sipping, we followed Webster pied-piper-like to marvelous destinations.

First stop—immaculate display cases containing every—yes, EVERY—Porsche badge for every model since the beginning of production. Carrera GTS, Super 90, 912, Targa, Speedster, 914-6—you name it, it was there. Behind that glass were the unattainable dreams of every frustrated restorer. Above and around that glass were dozens of Porsche posters, prompting Webster to comment casually that he had a mere 426 of them. Our



Dan Gurney's 1962 Austrian Grand Prix winning Formula 1 model 804-3 car boasting all of 180 hp. The Carrera GT sitting next to it—40+ years later—has over 600 hp.

group had entered the “gawking” stage.

Webster then led us (me lagging reluctantly behind) into the next room where, upon turning slightly to my right I stared, dropped-jawed, into the wave of a virtual Porsche tsunami. Hundreds of posters lined the walls, and dozens and dozens of cars shone in rows aligned with military precision.

My eyes flicked about—a silver pre-A coupe, a white 908, an Easter egg color array of Speedsters, a red 904 GTS, a gold 911 R. It was a dizzying moment, so I was grateful to be brought into focus as Webster began describing the outrageously configured Kremer-bodied 1976 935 in front of us. This 740 hp monster, described by Webster as “my favorite car to race these days,” is capable of over 900 hp at 28 lbs. of boost.

If one were to doubt Webster's racing credentials, just push the red button on a nearby video screen and watch him—via in-car camera—confidently piloting his 956 at 168 mph against professionals such as David Donahue during the 2009 Laguna Seca historic races. No absentee collector, this guy.

We wandered on, from years hence to the present: A 1949 Gmund coupe; a lovely radium green 1950 pre-A coupe; a series of 356A coupes, Speedsters (including five Carrera Speedsters for every year 1955 through 1959!) and cabriolets.

I stood transfixed before a stone grey 356A 1600GS DeLuxe Carrera Cabriolet, abandoning my motto that the secret of life is to admire without desiring. I had moved beyond the gawking stage to the LUST-CANNOT-DESCRIBE-HOW-MUCH-I-WANT- THIS-CAR stage.

Then to the 356Bs: a miraculous 1964 Carrera 2 Cabriolet, the last one ever built; a 904GTS; a 906; a 908; a 956 long tail; a 356B Abarth Carrera GTL (one of two Abarths in the collection); an Elva-Porsche; a Porsche-powered McLaren.

Next to the 911 series: a splendid red 901 (one of 49 built); a white/blue 1983 Carrera SC RS 3.0; a Speed Yellow Carrera Speedster; a black 1993 Carrera 3.8 RSR; a

rare sport model red 959.

I lingered by the gold 1967 911R, admiring the engineering (led by Ferdinand Piech at the time) that propelled an example of this 210 hp racer to a world record of over 125 mph for 96 hours straight at Monza.

On to another room and more surprises. A 993 twin-turbo, an RSK, a RS 550 Spyder, an immaculate Carrera GT. Finally, Dan Gurney's winning Formula 1 804-3 racer—not a replica now, but THE CAR he drove to win the 1962 Austrian Grand Prix in front of 300,000 fans. The Formula One car boasted all of 180 hp (compared to the 610 hp of its Carrera GT neighbor on the carpet), with its fuel tank cap six inches under Gurney's disbelieving but courageous nose.

Too many cars for you? Well, imagine original tool kits, hundreds of rare car models set in exact reproductions of scenes (the Arc de Triomphe, for example), or life-sized posters of racing events and Porsche celebrities (pose with James Dean if you like). All splendidly restored, displayed, historically documented and safely tucked away.

The dream evening was over far too suddenly, even after a long and boisterous dinner with the fascinating and fascinated folks in our group. A restless (envious) night followed by a four-hour drive back to Napa the next day for more wine with dear friends, then the flight home.

Back in our nation's Snow Capital, I dreamed again, happy that blizzards can't reach those protected treasures in Reno. I dream with satisfaction and with gratitude for the Porsche founders who dreamed of such cars over 60 years ago and for folks like Ranson Webster who love, live, preserve and share those dreams. I will hold fast to my dreams until I polish my car, start it (hopefully) and drive it forth into a sparkling spring day, on snow clear country roads, alongside fellow and now deliriously happy mid-winter dreamers.

• • •

How to see the Webster collection: Sadly, it is by personal invitation only.

What is Drive 'n Dine?

By John Eberhardt
for *der Vorgänger*

I am the PCA Potomac Drive and Dine Chair. Some of the other regions call this a Tour Chair or Tourmeister, but the point is the same. My job is to find great roads that lead to interesting places. Come join us, and you'll go places you never expected.

From local history, to great out of the way restaurants, to that winding country road through green leafy hills, Drive and Dine is about enjoying your Porsche in an easy, low-cost, low-commitment and low-key way. And the best way to enjoy it is to drive it with other enthusiasts.

We have a great calendar for 2010 (see next page), including overnight trips to Frank Lloyd Wright's Fallingwater, June 11-13 and The Homestead, July 24-25.

How Drive and Dine works

Drive and Dine is an opportunity for PCA Potomac members to get to know each other better and enjoy their cars in a social, non-competitive atmosphere. A Drive and Dine Event consists of a meeting place, an informal drive through the country, and lunch or dinner. The meeting place is usually some place conven-

ient, the pace can vary from leisurely to brisk, and the meals can range from basic to lavish, based on the event. We also try to include some point of interest (national park, historic location or fun activity) and we always, always take the scenic route.

These events are open to anyone who wishes to attend them, with as many passengers as can legally and safely be held by the vehicle. There is no tech requirement or vehicle restrictions (Porsches preferred), but we will be driving on scenic, often twisty, country roads so please make sure that your vehicle choice is appropriate for this driving. We also want to run a safe event, so passing is discouraged and we try to keep the pace safe and comfortable for everyone. Everyone has a set of directions and we have group leaders who lead groups of cars and will pull the group over to let folks catch up—so no need to hurry to catch up if you get stuck behind a tractor.

What kind of commitment is required for a Drive and Dine event? Very little. Most events take place on a Saturday or Sunday and will consist of a designated morning or afternoon meeting point, followed by a one-to-two hour drive, dining and social activity. This may then be followed by an additional drive. However, the itinerary is designed so that drivers with time constraints can break off during the day

to reduce their time commitment.

The registration fee for events varies from free to \$75 and covers the cost of organization, club insurance, printing directions and materials for participants, group meals, admissions and any event souvenirs.

The easiest Drive and Dine events in which to participate are the monthly club breakfasts in Maryland and Virginia.

The Virginia breakfast is the first Saturday of every month at 9 a.m. at Chutzpah's Deli in Tysons Corner, and the Maryland breakfast is the third Saturday of every month at 11 a.m. at the Irish Inn in Glen Echo. These breakfasts are usually followed by impromptu and informal drives through the countryside.

I personally invite you to get involved. We already have some great people on the Drive and Dine Committee that I would like to thank: Ted and Sharon Whitehouse, Alex Lunsford, Claude and Sandra Imbt, Linda and Mike Budinski, Jocelyn Chadwick, James Henry, Andrew Fort, John Magistro and Lloyd "Buck" Buckner. We can always use a few more hands. And if you have an idea for a great route, restaurant or destination, let me know. If you want to help plan it, even better.

You can always email me at driveanddine@pcapotomac.org.

Contact information for PCA Potomac, Founder's Region officers and chairs

Founders' Region officers

President: Tuffy von Briesen president@pcapotomac.org
Vice president: Dick Seltzer vicepresident@pcapotomac.org
Treasurer: Evan Close treasurer@pcapotomac.org
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Drive 'n Dine: John Eberhardt driveanddine@pcapotomac.org
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Concours: Ron Davis, Mike Sarli concours@pcapotomac.org
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993: Jose Herceg joseherceg@yahoo.com

2010 schedules

Autocross:

Sat., April 10, Autox School (will be held jointly this year with Chesapeake Region; at the MD State Police facility in Sykesville, Md.)

Sat., May 22, Autox at Baysox Stadium, Bowie, Md.

Sat., July 3, Autox at Baysox Stadium

Sat., July 24, Autox at Baysox Stadium

Sat., Aug 14, Autox at Summit Point Motorsports Park (Washington Circuit) Porsche-Fest weekend

Sun., Sept 26, Autox at Baysox

Sun., Oct 24, Autox at Baysox

Sat., Nov 13, Autox at Baysox

Contact Tony Pagonis at

autocross@pcapotomac.org

Rally:

May 16, The "Amazing Race" Rally

July 11, Camp Friendship Rally (and car show)

Aug. 7, Crab Feast Rally

Sept. 25, Lovettsville Oktoberfest Rally (and car show)

Contact Craig or Linda Davidson at

rally@pcapotomac.org

Drive 'n Dine

April 25, Spring Fling Drive and Brunch

2010 track schedule

Event	Date	Days	Track
HPDC	April 3	Sat.	Jefferson Circuit
DE	May 7-9	Fri.-Sun.	Mid Ohio
DE	June 5-6	Sat.-Sun.	Shenandoah Circuit
DE	June 25-27	Fri.-Sun.	Watkins Glen
Instructor/Training	July 16	Fri.	Summit Point Circuit
DE	July 17-18	Fri.-Sun.	Summit Point Circuit
DE	August 13-15	Fri.-Sun.	Summit Point Circuit
DE	Sept. 3-5	Fri.-Sun.	Virginia International Raceway
HPDC	Sept. 25	Sat.	Jefferson Circuit
Club Race/Advanced DE	Oct. 1-3	Fri.-Sun.	Summit Point Circuit
Instructor/Volunteers (by invitation)	Oct. 29	Fri	Summit Point Circuit
DE	Oct. 30-31	Sat.-Sun.	Summit Point Circuit

May 15, Porsches and Bi-Wings (rain day is May 30)

May 22, Polo Opener at Great Meadow

June 11-13, Fallingwater Trip

July 24-25, Homestead/Virginia Highlands Tour

Sept. 25, Lovettsville Oktoberfest

Aug. 14, PorscheFest Fun Run

Aug. 28, Drive-In and Dine

Sept. 18, Potomac Region 55th Anniversary Fun Run

Oct. 2, Fun Run to Club Race

Oct. 23, Fall Foliage Run to the Ashby Inn

Dec. 4, Antietam Luminary Tour

Contact John Eberhardt at driveand-dine@pcapotomac.org

Concours:

May 2, Deutsche Marque Concours d'élégance, Nottaway Park, Vienna, Va.

TBD Camp Friendship Rally/Car Show, Md.

Sept. 18 55th Anniversary celebration of PCA and the Founder's Region club.

Sept. 4, Reston Town Center Show, "Gathering of the Faithful"

Sept. 25 rally and People's Choice car show, Oktoberfest, Lovettsville, Va. TBD October German Car Show, Middleburg, Va. area

Contact Ron Davis or Mike Sarlis at concours@pcapotomac.org



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"Goodie Store" returns for shirts, hats, etc.

The Potomac Goodie Store is back. Potomac has partnered with Charlton Commerce to enable Potomac members to order a variety of shirts, hats, jackets and many other accessories with the Founders Potomac logo on them. Charlton Commerce does this for a variety of clubs at no cost to the club. In fact, Potomac receives a small profit for every Potomac item ordered. Check out Potomac's goodie store website at:

<http://pcapotomac.webstore.us.com>

Please note that because Charlton Commerce does this for a variety of clubs, the items shown in the website do not show Potomac's logo on them. When you order an item, you get to specify where you want the logo placed. For example, I just ordered two shirt with the logo on the right just above the pocket.

Advertiser's index

Allsports Grand Prix	25
Autobahn Service, Inc.	27
Auto Sportsystems Group	7
Auto-Therapy	27
Curry's Auto Service, Inc.	6
IMA	25
Intersport	3
OG Racing	11
PCA	2
Radial Tire Company	5
RPM	23
Shah & Shah	5
Soterion	2
Stuttgart Performance Engineering	7
TireVan	13
TPC	19

What is a concours?

By Ron Davis
for *der Vorgänger*

The word “Concours” was derived from “concours d’ elegance” which is French for a “gathering of excellence”. It first began in France as a competition to determine the finest carriages.

The criteria went far beyond the efficiency of each carriage; judging was based on the sophistication, beauty and refinement of these vehicles. The carriages were admired as works of art. With the dawn of the auto age a new era of craftsmanship and engineering ingenuity began. As a matter of fact many of the early car builders actually started out building carriages and wagons, like Studebaker for example. The Concours d’Elegance followed suit, and concours became a celebration of the automobile. More than a quarter million people now collect, preserve and trade classic automobiles.

At a concours d’ elegance Judges decide whose owner has done the most outstanding job of preparing, maintaining and presenting his/her car.

The PCA Potomac program

PCA Potomac’s car shows are mostly low-



Photo by Michael Madrid

Judges work over their scoresheets at the 2009 Deutsch Marque concours.

key events, and are often combined with a rally or picnic or some other social event. These are Wash & Shine shows, also called People’s Choice shows without official judging. Win-

ners are selected by ballots cast by owners/spectators. It is a fun way for car buffs to break into showing their car.

A true concours is a judged event where judges selected by the club use a scoring sheet where points are deducted from a maximum possible score based on condition and cleanliness. Various concours rules are used depending on the level of competition.

PCA Potomac concours are “top only” meaning that the undercarriage of the car is not scored, we stick to the body, interior, trunk and engine compartment. Teams of three judges and a timer have about 3-4 minutes per car to do the scoring.

Our first event of the year is the the Deutsche Marque Concours d’ Elegance, now in its 27th year. It is also our most challenging show if you enter the concours class, but we also have a wash & shine class. The show features some of the area’s finest Porsches, Mercedes Benz, BMWs and Audis. It will again be held at Nottaway Park, Vienna, Va., on Sunday, May 2. It ends up with a traditional wine/beer/soda and cheese reception at the adjacent gardens where trophies are presented.

The preliminary PCA Concours Program will have the events shown on Page 23. Notice that most of our events are low key, Wash & Shine events where Peoples Choice ballots decide the winners, not official judges.

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Deutsch Marque concours set for May 2

By Ron Davis
for *der Vorgänger*

Sitting here with 26" of snow in my yard its mighty hard to write an article about the Deutsche Marque Concours. But just think, while we were getting cabin fever, our Porsches were getting garage fever. They are dreaming about spring and how good they will look at the area's premier German car show featuring the sharpest Porsches, Mercedes, Bimmers and Audis. Nottaway Park in Vienna, Va. will again be the show's location on May 2.

As is our tradition, each of the four clubs organizes its own concours event and judging.

The Porsche show will again be a top-only concours, meaning no one will be checking your fender wells or tranny. Only those entering the concours class will be judged, and scoring will be based on cleanliness and overall appearance of interior, exterior, engine and trunk compartments.

There will also be a wash & shine (people's choice) category, so there is no excuse for not entering.

The exact number of classes for the judged concours cars or for wash & shine will be decided based on how many models of each year

register. For example, last year's show was especially difficult as our rain date was also kind of soggy and establishing classes for fewer cars than normal was challenging. But we are counting on great weather this year so there will be many classes including ones for 356s, early 911s & 914s, late 911s, Boxsters and 928s/924s/944s and likely an outlaw class.

Trophies will be presented at the traditional wine/beer/soda & cheese reception at about 3 p.m. in the garden of the adjacent Hunter House. The registration fee for this event is \$30 per car regardless of class. Registration fee includes one ticket to the reception, additional tickets are available at \$10 each. Children under the age of 12 attend free. There is no charge for spectators.

I will be looking for judges and helpers, so let me know if you are interested. Last year's terrific judges/helpers made this event run like clock-work. If you would like to help judge, place cars, tally up score sheets, etc., please contact Concours Chair Ron Davis at concours@pcapotomac.org or at (703) 280-4561 or cell: (703) 409-0513

Directions: From the beltway take the exit for Rt. 66 West and go about 1 mile to the Nutley St. exit which is the 1st exit after you leave

27th Deutsche Marque Concours Registration

Event date: Sunday, May 2, 2010
Location: Nottaway Park, Vienna, Va.

Name: _____

Porsche year: _____ Model _____

Address: _____

Phone: (home) _____ (work) _____

email: _____

Category: Judged _____ Wash&Shine _____

Registration fee (all classes) \$30

Extra reception tickets @ \$10 each _____

Total: _____

Make checks payable to PCA Potomac
Mail to: Ron Davis
8508 Browning Court
Annandale, Va. 22003

the beltway. Head North towards Vienna. You will pass the Vienna Metro station which will be on your left. Go two stop lights on Nutley to Courthouse Road. Take a left onto Courthouse Road, go about two blocks to Nottaway Park on your left. If coming on Interstate 66 from the west, take the Nutley Street exit and follow above directions.



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From reckless teenager to Porscheophile

Photo by Allison Hill

John Hill with his 2006 arctic Silver 997S cabriolet with terra cotta interior at Watkins Glen in 2007. He says the cabriolet—which he still owns—is different from the 1967 Chrysler that was his first car. He also owns a new GT3 (photo on Page 2).

By John Hill
for *der Vorgänger*

Many of my adult friends are surprised, or even startled to find that I am a Porscheophile who seeks out opportunities for driving Porsches at race tracks. But most of my adult friends didn't know me in my formative driving years . . .

My first car was a \$400, used, 1967 Chrysler 300 with a 4-barrel carburetor and a huge V8 engine. In 1976, I was 18 and exactly the kind of youth now I warn my children about.

My friend, Tom, had a knack for egging me on in various situations, to “punch it” as he used to say. And in retrospect I learned a lot about driving from Tom. He brought me along as a Driving Education instructor might, in small steps. They weren't deliberate driving lessons (as far as I know) but they did show me a whole new way to drive.

My first lesson came while driving on a long, straight, flat, country road with no intersections or driveways for miles, Tom suggested I come to a stop and then “Punch It!” The scream of the tires and roar of the engine were deeply engraved on my psyche. Then, cruising along the same road, he made a questioning “hmmmmm” sound and said, “I wonder what would happen if you punched it NOW?” The engine roared again, the wheels screamed and the back end wiggled around as though it was trying to find the best way to get the power onto the pavement.

The same process held for braking, turns, gravel, small

unintentional off-road excursion, etc. One thing lead to another until Tom's suggestions were my own thoughts. Once his confidence in my driving increased, we would go for a

ride with some girlfriends on that old country road and Tom would say, “You know John, I think we are going the wrong way, you better turn around.” I slowed to about 25 mph, then floored it, locking the steering wheel hard left. The car, spun in a perfect ‘Batman’ 180-degree turn and roared down the road as though we were at the drag strip. Ahhh, the scream of tires, the roar of the engine AND the squeal of girls!

I can only imagine the oceans of grace poured out on me and that community, because as far as I know, no one was hurt. Frankly, I still carry a lot of guilt about those reckless days.

Eventually, work, marriage, involvement in the church and economic constraint all placed an emphasis on the extremely functional and practical station wagon and minivan.

But eventually my patience paid off. In my late 40s, I had the ability to reward myself with a Porsche. I hadn't taken the honorable route that many Porsche owners do; scraping together some savings and buying a used older Porsche that they fix up and then trade stories with other Porsche owners. I just jumped in full tilt.

I fell in love with a brand new 2006 Arctic Silver 997S Cabriolet with a terra cotta interior, GPS, other bells and whistles, and when she was released for sale in the fall of

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.

2005, she was all mine!

That's when the trouble began. On early afternoon commutes on country roads I would test (much more carefully than those early Chrysler days) the capabilities of this near supercar. I was astonished when during week after week of occasional "tests" I just could not find or understand the limits or even start to define the broad performance capabilities of this superb vehicle.

Porsches are just different than that old Chrysler, not to mention the station wagons, and minivans in between. This problem called for serious investigation. So, without knowing anyone in the Porsche club, I decided to attend an informational club get together at a Porsche dealer. A week later I registered for one day at the High Performance Driving Course offered by the club.

Arriving early in the morning at Summit Point (my first visit ever to any race track) I awkwardly checked in at the gate and then drove around inside the grounds looking for Jefferson Circuit, passing a few other novice Porsche HPDC classmates looking for the same.

Once found, I pulled up to an area outside the only building that looked like it might have room for a check in desk and a classroom and parked in the gravel adjacent to the building. An instructor arrived and abruptly told me to move my vehicle away from the building (as

though I was supposed to know you're not supposed to park there—anywhere else on the planet it would be the place to park). I asked where and he said, "The paddock."

The WHAT?!

I checked in to get the schedule for the day, sign up for lunch, receive my color group assignment and then waited for the other track novices to arrive.

The scheduling was complicated but not impossible. Three separate groups taking turns between track time, corner working with flags, class time and something called the skid pad. Everyone began with lining up their car for a track-side technical inspection, then into the building for my group's formal class time was next.

Finally, the flow of information I was looking for, a veteran instructor/Porsche owner explaining the track environment supplemented by video and examples. Then suddenly off to this mysterious thing called the skid pad, a paved, donut shaped, track approximately 100 feet in diameter. Normally they wet the pavement with water – but the day was already wet with rain.

An instructor got in the car with me and when it was my turn we went onto the track. Under his instruction I slowly increased speed until the front end began to shake due to losing grip, known as understeer.

Then he had me increase the speed more quickly and tighten the turn around the donut which caused the rear end to slide out, or oversteer. But oversteer took me into a full spin, with both feet in to keep from unpredictable movement as tire/pavement friction is regained.

The time on the skid pad was up too quickly, but it was my first lesson in how much I don't know how to drive. The rest of the day held many more examples of pointing out just how much I didn't know how to drive.

Then it was off to the bigger, 1.2-mile track with several turns. Cones were set up at various locations, a slalom course, stopping exercise and finally the laps on the track.

First with an instructor at the wheel, then with the instructor in the passenger seat, I learned just how much I didn't know about how to drive laps on a track fast. Threshold braking, turn in, apex, accelerate at the apex, turn out, smooth actions on the wheel and the pedals, both hands on the wheel at ALL times and finding "the line."

By the end of that day I had made some new friends, learned about my lack of driving skill, had fun learning, and acquired an appetite for the track that is thus far insatiable.

• • •

John Hill is a White group driver with a black 2010 GT3 (see photo on Page 2). He still owns the 2006 C2S Cabriolet.

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A childhood dream come true

By Rob Talastas
for *der Vorgänger*

“Why do I love my Porsche?” you ask? Let me count the reasons. Do you have a couple of hours to spare? I’m kidding, but I can give you a few.

I love my car mainly because it’s my first Porsche—a childhood dream that finally came true. I’ve always dreamed of driving, and more importantly, of owning one. I’ve had a fondness for air-cooled 911s since I was a kid, and 30-some odd years later, I actually own one.

After searching for roughly six months, I was fortunate enough to find a 1980 911SC only a few miles away from me. It had a somewhat unique color, relatively low mileage on it, was well sorted, and within my budget. The previous week, a potential buyer had arranged for a PPI to be done on the car, and then subsequently backed out of the purchase. Instead of commissioning an additional PPI for my own purposes, I spoke to the shop that performed the PPI, and made the purchase based on their feedback. A few days after checking out the car and test driving it, it was in my garage. Happily, it is still in one piece, and is still running smoothly.

After the purchase, I immediately started attending High Performance Drivers Education events, and three years later, I am still learning new techniques and nuances to increase my skill at driving the car.

It is true that when driving a 911, there is a “connection between car and driver.” There is no better way to describe driving a Porsche 911. It’s a great feeling being behind the wheel of a vehicle that actually requires you to drive, as opposed to being able to rely on the modern technology of newer cars to do the work for you. No ABS, no power steering and no traction control—it’s all left up to you as the driver to get the car quickly and safely around a track. Some call it a work out. I call it plain fun. This car is a blast to drive!

Although I’ve not always been the most mechanically inclined car owner, I am slowly learning to try my hand at working on the car. If there is a project I am not comfortable with working on my own, I’ve got several friends that are generous enough to assist me and lend a hand.

To be honest, my first oil change on the 911 was a disaster. I knew that I had to drain roughly 12 quarts of oil, but the drain hole of my oil catch pan was not large enough to receive the flood that came out after pulling the first drain plug. Oil spilled EVERYWHERE!!! It took me several hours just to clean and dry up the mess. I was not off to a good start with DIY maintenance. And to think, this was just an oil change. Don’t let me start changing spark plugs—I’ll catch the engine on fire somehow. Trust me.

There have also been times when I’ve started a project and either broke something along the way or came to a point where I just wasn’t getting anywhere and ended up leaving the car on jackstands for several days. This was frustrating at first, but when I got back to the job and actually completed it (meaning, the car actually restarted), it was a great feeling.

Reading the local forums where guys do ALL of the work on their cars themselves is inspiring, and I hope to get to a similar position one day. Trust me, I’m in no rush, but I hope to venture into performing more indepth work. I don’t just mean doing an oil change without spilling a drop of oil on the floor. This car is truly a test of patience and skill, and as a recovering credit-card mechanic, I need a lot of both.

Did someone say “engine drop?” We’ll see. One day. Hopefully it will happen because I want it to, not need it to.

Back to the car – I’ve made a few minor modifications over the years I’ve owned it. I’ve kept it street legal, but have removed the air conditioning, added a roll bar, new seats with harnesses, and other “little stuff” to make the

car safer for the track. One of my favorite additions is a new muffler. It’s MUCH louder than before, and it actually sounds like I’m going faster. Surprisingly, my wife enjoys taking long drives in the car, in spite of the fact that it is super loud and no longer has AC.

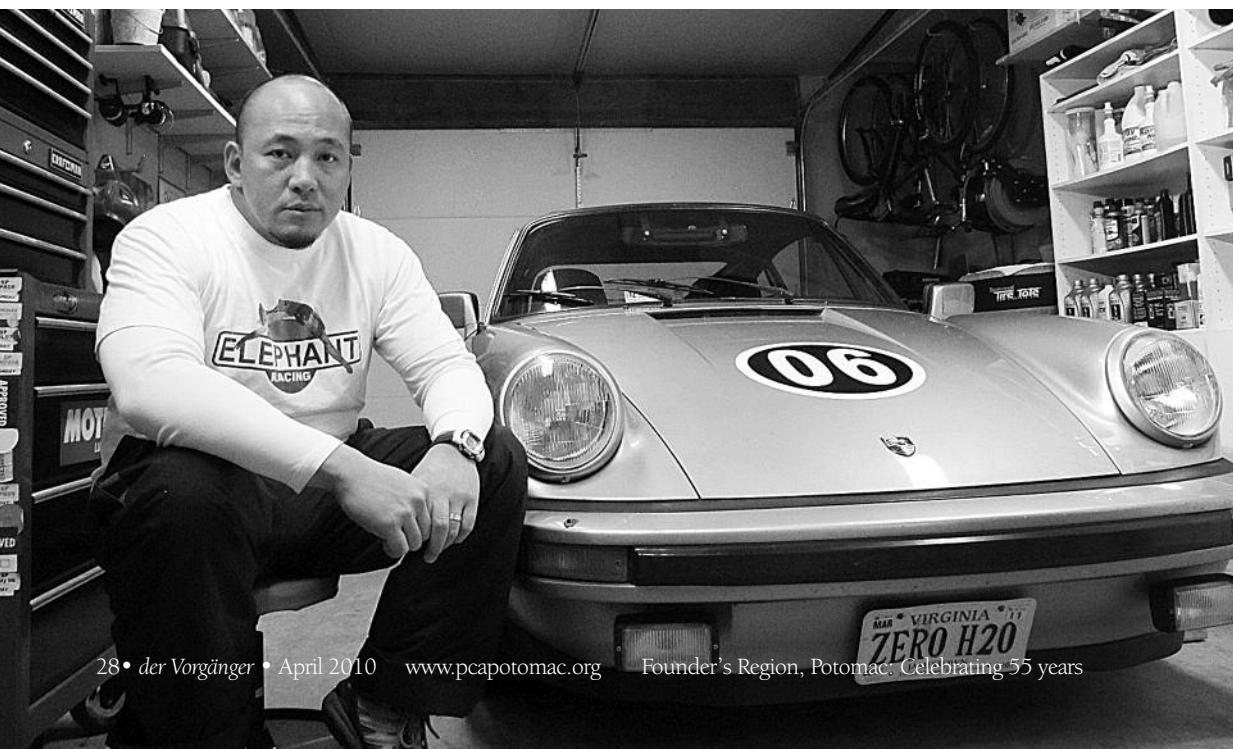
So, “Why do I love my Porsche?” I love my car because it has fulfilled a childhood dream, taught me to become a better driver, has allowed me to spend time with friends, and it continues to inspire me to work on the car myself.

Did I mention that this car is a blast to drive?

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.

Rob Talastas in his home garage with his '80 911 SC, which he drives on the street and also in DEs.



My life with a bathtub

By Barry Neff
for *der Vorgänger*

The following is shameless nostalgia; you've been warned.

I went into my 1950s small town restaurant and made some inane remark about the strange English sports car out front. The owner piped up stating that the car was a Porsche. It was the strangest damn car I had ever seen. I later learned that the car with the tank-slit sized windshield was a Speedster. I had always been attracted to the MG TD that I regularly saw around town and especially to the XK120 that passed through on occasion, but I don't think I had ever heard of Porsche until that moment.

I don't remember when I saw the next one, but I certainly remember my first ride. Shortly after I arrived at my duty station at Andrews Air Force Base in 1965 I received a phone call from my sister stating that one of her friends was looking for someone to go to Watkins Glen with him to attend the USRRC race. He had a light blue 356B. The races were great (USRRC was a precursor to the Can-Am), but the ride up was better. On the way home, he let me drive it! From then on I wanted one.

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On my military pay I couldn't afford one so I made do with a bug eyed Sprite. That bad experience was followed by a VW Beetle that served me well including a couple of trips to Bridgehampton for the Can-Am races. I used that Beetle to get started in autocross, running the D.C.-area championship series with the Andrews sports car club. Members of our club included Ken Wise who worked on the base. He had a 356 coupe and a Speedster. When I mustered out in 1968, I hocked my soul to buy a beautiful, dark blue 365 C coupe.

I remember clearly when I drove the 356 home from the dealer that the car felt like I had been driving it all my life. The layout seemed like I had been measured for the pedals. I had learned to heel and toe in my Sprite, but the 356 made it easy. (Sadly, this experience was not carried over into my Boxster without pedal covers.) Ken looked it over for me and invited

me to join PCA Potomac.

Being in PCA at that time in my life was like being in a close-knit family. It was the best part about owning the C coupe. The club was pretty evenly split between 356s and 911s. As a young single guy, I participated in just about every event that the club did. We ran the championship autocross and rally series. The autocross committee coordinated registration so we usually ran as a group in the third or fourth heat of the day. In the summer there was an event almost every weekend, usually alternating autocross and rally. Every event seemed to wind up at a watering hole.

In those days, we only went to the track once a year and then only for one day. My only other *dV* article was a 1969 first impression on running at Marlboro. It was the last time the club ran there. While waiting for Summit to open, I took a reconnoiter trip there. Finding



Photo by Richard Curtis

Left: Long-time Potomac member Barry Neff with his current DE car, an '83 911 with a 3.2 engine.

Below: Neff's first Porsche, a 365C coupe that he bought in 1968 after his military service.

no gate, I drove onto the premises and onto the unpaved track around the current turn 9. The main straight was the only part that was paved. A group of guys around pit out had an astonished look as a Porsche cruised down the straight. I picked my way through boulders still being blasted out after turn three and made my way back around to where I got on. I think it's pretty likely that was the first Porsche lap at Summit.

Permit me a special memory. No stories of that era would be complete without mentioning Dan and Sandy Rowzie. These pages featured a piece on Dan last year [October '08], but didn't mention how central he and Sandy were to the Potomac and Porsche experience for so many. Many members, including me, spent their

weekends at Rowzie's working on cars and drinking beers. When they welcomed me to bring my derelict Speedster (a story for another time) down to their place south of Alexandria for storage and wrenching, it joined two other Speedsters already in their backyard belonging to others. On any given weekend there could be six or eight cars being worked on with others dropping by to kibitz. On their lot, there always seemed to be room for one more project car.

So what happened to the blue bathtub? After running autocrosses and DEs, I wanted to try my hand at racing. This, combined with the initial signs of body rust, inspired the trade for a tow car and a Formula V. My Boxster S is great fun to drive, but it's not the hanging it all out, flinging it into corners experience of the 356. The only thing I have left are memories and a throttle body.



Readers and their cars

Photos by Richard Curtis

Above: Dave Simon of Mt. Vernon, Va. with his 2007 GT3 that he's had since May 2009. Before the GT3, he owned a Boxster for 8 years.

Above left: Roderick Hosang drove his 2004 911 Turbo to the March breakfast meeting in Virginia. He's owned the silver cabriolet for two years; it's his first Porsche.

Left: Potomac Membership Chairman John Magistro in his home garage with what's left of a 2001 Boxster S that he's parting out.

Left below: Mike Hernandez drove his 2002 Boxster from Franconia, Va. to a sports-car gathering at Fairfax (Va.) Town Centre. It's his first Porsche.





Photos by Richard Curtis

Above left: IMA Motorsports owner Iva Arzola chats with 1987 928 owner Mike Frachel of Bristow, Va. at a sports-car gathering at Fairfax (Va.) Town Centre. Later, this group carvanned to Arzola's shop in Chantilly, Va. for lunch and a tech seminar.

Top: Mitch Berkowitz has his '89 944 Euro-spec Turbo up for sale. He's owned the 60,000 mile car for two years and before that, owned another 944 Turbo, an '88 model. Berkowitz is from Takoma Park, Md.

Above: Gunter Imer of Annandale, Va., in his 2003 Turbo.

Left: Allen Morrison of Bristow, Va., in the cockpit of his 2002 911 Turbo at a sports-car gathering in February at Fairfax (Va.) Town Center.



Reflections off the hood of Dan Rowzie's 356 Speedster. Photo by Michael Madrid

