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der Vorgänger

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

August 2009, Volume 55, No. 8

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DE tech day at Intersport. **30**

Cover photo by Michael Madrid: Potomac member Jason Scott's windshield on his 356 race car is plastered with years of inspection stickers. **His story begins on Page 16.**



Family photo

Above: Julia Atkinson in Las Vegas during a drive across country with her father, Tim, as they picked up their "new" 964. **Story, Pages 13-15.**



Photo by Richard Curtis

Left: The slogan on Seymour Slatkin's T-shirt during the June DE at Summit Point sums up his track philosophy. **Story and photos, Pages 28-29.**

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Car quiz

1. Ferrari began production in 1947 and produced three cars in that year. Ten years later in 1957, they produced 113 cars. In which year did they exceed 1,000 cars?
 - a. 1960
 - b. 1970
 - c. 1980
 - d. 1985
2. Porsche's USA sales were 6,195 in 1966. How many cars did Porsche sell in the USA in 2005?
 - a. 17,018
 - b. 25,306
 - c. 5,771
 - d. 31,933
3. The 2009 Porsche Cayman S is rated for how much horsepower?
 - a. 295
 - b. 335
 - c. 320
 - d. 275
4. True or false: The Porsche 914's total production over six years was 197,313?
5. In the opening scenes of the movie, "LeMans," Steve McQueen is shown driving a Porsche 911. What was the year and model?
 - a. 1969 911 2.0
 - b. 1970 911S 2.2
 - c. 1971 911S 2.2
 - d. 1973 911 Carrera RS 2.7

Answers

1: b. 2: d. 3: c. 4: F (production totalled 115,596 5: b



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Publisher: Tony Kelly
6726 Lucy Lane
McLean, Va. 22101
dvpublisher@pcapotomac.org

Editor, designer: Richard Curtis
6032 Makely Drive
Fairfax Station, Va. 22039
dveditor@pcapotomac.org

Contributing photographers: Michael Madrid, Sunny Reynolds, Willy Straubhaar

Contributing writers: Kristin Brickley, Tuffy von Briesen, Gary Brindle, Sidney Butler, Andy Clements, John Eberhardt, Rich Franco, Karl Gelles, Tony Kelly, John Magistro, Tony Pagonis, Starla Phelps and Steve Vetter.

Proofreaders: Jim Hood, George Soodoo

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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.

Terrific Fallingwater trip plus "extended passing"

As you know, I write this column at least 30 days before the actual *dV* edition in which the column appears, is published. Sheri and I just returned from the Potomac Drive and Overnight to Nemaocolin Resort and the tour of Fallingwater in mid June. This was one of the most enjoyable Potomac events I have attended. There were almost 30 cars participating. We stayed at the Nemaocolin Resort and had dinner at the Stone House Restaurant. There were a wide variety of Porsches and some great people. A contingent from Pennsylvania joined those of us from Potomac.

John Eberhardt deserves another resounding thank you for a job well done. John puts a lot of enthusiasm into his participation in the club and planning the drives. Nemaocolin is a unique place. Several of us drove up on Friday and enjoyed dinner together. We spent Saturday morning exploring the resort. John and Barbara Magistro and I enjoyed an intense round of miniature golf. Barbara started strong but John and I were able to pull out better scores. Fortunately, no one was really counting.

One of the unique aspects of Nemaocolin is Mr. Hardy's car collection. There was a beautiful 930 Turbo, a well-maintained car. There was another Speed Yellow 2004 996 Turbo Cabriolet. The car was in good condition but had a hefty price tag of \$200,000. Mr. Hardy apparently is not interested in selling this car.

The tour of Fallingwater, a vacation residence designed by Frank Lloyd Wright, was Sunday's highlight. Sheri and I lived in Arizona and are familiar with Mr. Wright's designs, such as Taliesin West in Scottsdale, which we visited when we lived there. Fallingwater was magnificent, making extensive use of cantilevers for support. The interior was unique. Sheri and I plan on visiting again, but in the winter.

It was exhilarating to see all those Porsches enter the driveway at the resort. Potomac is proud to be able to offer these types of activities to our membership. I think events such as this one, Porsches and Bi Wings, Porsches and Yachts, Porsches at the International Gold Cup, our Drive 'n Dines (see related stories, pages 24 and 27), Rallies and breakfasts underscore our commitment to develop activities that appeal to all club members in addition to our track program.

Speaking of our track program, we are getting ready to go to Watkins Glen for our annual Driver's Education event there. Potomac has had a DE at Watkins Glen for several years. And this is

our premier event. The highlight of the event, besides driving on one of the most famous road courses in the world, is our annual dinner at the International Motorsports Research Center. This will be the fourth annual dinner. The Motorsports Research Center contains an extraordinary number of books and photographs that trace the history of motor racing in the USA. There are usually one or two cars on display as well. The dinner features a silent auction for items donated by the Center. All the proceeds of the auction support the Center.

In past columns, I noted that we would review and revise Potomac's bylaws. This process is well underway and the first draft should be to the executive board by July. The executive board will review and make their revisions. Our goal is to post the bylaws on our website and in *dV* for review by the membership by October. We will vote on the bylaws during our annual elections meeting in December.

Our Long-Range Planning Committee will meet for the second time to continue their review of Potomac's activities. The goal is to identify what works and what doesn't work. We'll report more on this in the future.

I talked with Zone 2 Representative Tom Zaffarano recently. Tom is getting ready for Parade and the PCA executive board meeting. Tom said there were no major issues pending. One thing that will happen that is of interest to our DE enthusiasts is a vote on extended passing. Extended passing is a new National proposal that would allow passing in turns under controlled circumstances during DEs. If extended passing is approved, it will apply only to instructor run groups. If the measure is approved, we anticipate implementing extended passing in Potomac's July DE. By the time you read this, the vote will be in. Assuming it passes, I'll have more in my September column.

Don't forget our PorscheFest and third annual Vets on Track. August 14-16 is the date (see related story, page 23). We are again inviting wounded vets from Walter Reed to come to Summit Point on Saturday as our guests. The vets will be our guests for an information afternoon in the paddock, Taste-of-the-rack style ride alongs with our instructors and a great barbeque dinner. Potomac is proud to be able to show our support for our veterans in this small way. Come out and join us. Better yet, volunteer to help out.

Thanks. As usual, I look forward to your comments, either by email at president@pcapotomac.org or in person.



Tuffy von Briesen

The joy of finding interesting old cars in a barn

By Richard Curtis
for *der Vorgänger*

If you've ever fantasized, as I have, about driving down some lonely back road and spying, say, a 356 only partially visible in some farmer's backyard, or stumbling across one in an abandoned shed or barn, then this is the book for you.

Tom Cotter has assembled a collection of nearly 50 stories of just such finds, many if not most of them almost unbelievable. Included are, of course, Cotter's own barn finds (more of which later). Oddly enough, his Cobra—not found in a barn but still across the country in California—led to the serendipitous discovery by Cotter of two collectible cars stored in his next-door neighbor's barn: a 1960s Alfa Romeo Giulia GT and, even better, an A.C. Greyhound, the progenitor of the original Cobras. Which, as Cotter points out, just goes to show that all inquisitive searchers for old cars never should pass up an opportunity and that those opportunities frequently are right under their noses.

The stories follow somewhat of a formula. Car enthusiast sees old barn (or other unlikely place); enthusiast looks inside, spies a dust-covered relic; enthusiast spends weeks/months/years/decades talking the car owner into selling.

Many of these jewels—and they ARE jewels—were originally stored with good intentions of eventually fixing them up but, instead, gathered the dust of decades despite all good intentions to the contrary. Some were put away and simply forgotten. Many, after a bit of tinkering, actually start right up.

For some, the owners simply became too emotionally attached to sell. One story that Cotter tells is about Nancy Sullivan of New York, who couldn't bring herself to part with the 1948 MG TC in which she and her husband, Dennis, drove on their honeymoon in the '50s. They used the car for everything early in their marriage, including ferrying around their children despite the car's diminutive size. Cotter had been aware of the MG since the mid-1960s (when he was a boy bicycling past the Sullivan's driveway). Over the decades, he had made many inquiries and offers, but Sullivan wouldn't sell, preferring to keep the car, as Cotter points out, "to keep alive the memories of the good times that she and Dennis shared."

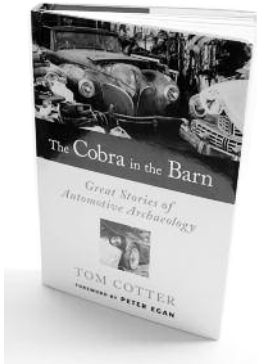
There are stories of fabulous Ferraris, old Ford woodies, cars left in wills to loving restorers, an MG with a famous racing heritage, and not just a few stories of sales that took years of negotiation. And, yes, there are Porsches stored in barns, too. Be sure to read the chapter on a miraculous find of a Porsche RS60/61 Spyder with a racing heritage.

The storytelling is straightforward but more than sufficient to keep your interest. In fact, the book is a lot like a chocolate cake, tempting enough to devour all in one sitting rather than savoring each bite over several days.


Cotter has published a similar book, "The Hemi in the Barn: More Great Stories of Automotive Archaeology."

• • •

Richard Curtis is editor of der Vorgänger and a lifelong automobile enthusiast. He currently owns a 1989 Mercury Merkur XR4Ti that he rebuilt from a wreck, an old Ranger pickup that he'll drive forever and a 1993 Porsche 911 C2.




"The Cobra in the Barn"
By Tom Cotter
MBI Publishing Company
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1

No. 1: Remove the wheel. While this procedure can be done by jacking up your car and placing jackstands under it, lifting the car on a rack makes the job a lot easier.

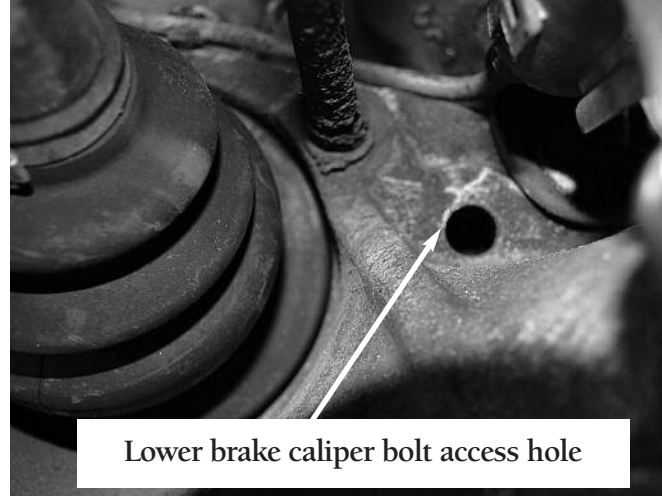
No. 2: Note the access hole for the lower brake caliper bolt, which uses a 10mm hex-head (Allen-head) key or socket.

No. 3: We needed to use a long breaker bar to break the caliper bolt loose.

No. 4: An impact screwdriver is used to loosen the two screws securing the rotor to the hub.



3



Lower brake caliper bolt access hole

2



Impact screwdriver

4

How to replace brake rotors on a 911

No. 5: Note the coat hanger securing the now-removed brake caliper. In this view, you can also see the parking brake pad. A good opportunity to inspect the parking brake mechanism.

Story and photos by Richard Curtis
for *der Vorgänger*

Replacing brake rotors is a pretty simple job. In short, jack up the car, remove the wheels, unbolt the brake calipers, remove the rotors. Installation is the reverse.

However, there are some caveats: While you can do this job by jacking up the car and putting it on jackstands in your garage, it is difficult to get sufficient leverage on the brake caliper bolts to loosen them. If you have a friend with a lift in his garage, this makes the job incredibly easier and quicker.

Two special tools you'll need: an impact screwdriver, available at almost any auto parts store or tool supplier, and an 8" long, 10mm Allen-head key. For mine, I had a long 10mm Allen-head key that was L-shaped (as most



5



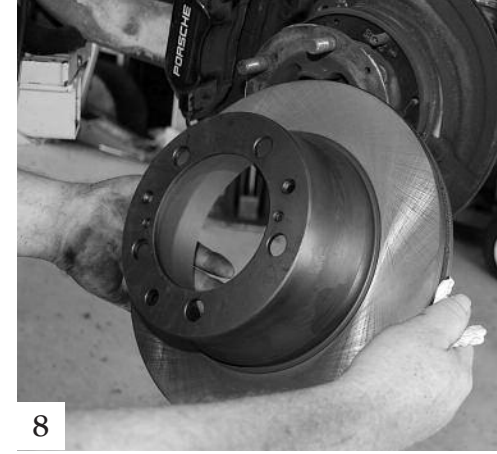
6

No. 6: Using compressed air, blow out accumulated dust and debris.



7

No. 7: Clean both sides of the rotors with brake cleaner before installation.



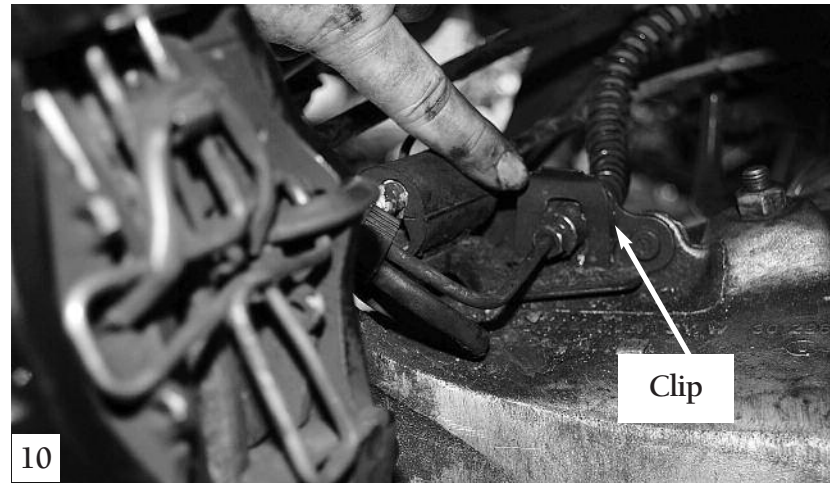
8

No. 8: Install the new rotor taking care to keep the surfaces clean.



9

No. 9 The new rotor installed. Securing the rotor to the hub with the two screws is optional. Especially if the rotors have been removed previously, these screws might be missing anyhow.



10

No. 10: We had a small problem in getting the brake caliper to realign with the bolt holes. You can get a bit more movement by removing the brake-line clip (arrow) that will allow more movement of the caliper. The clip simply slides out.

of them are). Using a cut-off tool, I simply cut off the short part of the L and inserted the longer part into an 10mm socket. You can also buy long-reach Allen keys already inserted into sockets.

Removing the top caliper bolt is relatively easy. You can use a short 10mm Allen key for that, or a 10mm Allen-head socket. For the bottom bolt, you'll need the longer Allen. See photo 2 for the location of that access hole. We also needed a longer breaker bar for the bottom bolt (photo 3).

You'll need to push the brake caliper pistons back into their bores slightly in order to get the calipers off the rotors. You can use a caliper spreader to do this, or do it gently with a screwdriver.

After removing the bolts, be sure to suspend the brake caliper using wire (we used coat hanger) so as not to put any stress on the brake lines.

The impact screwdriver is used to remove two Phillips-head screws that secure the rotor to the hub. The screws might come out without the impact driver, but it would be advisable to have the impact driver on hand before you start this job.

Replacement rotors are available at any number of sources, including your local Porsche dealer and many online sources.



11

No. 11: Finished! While the rotors were worn a significant amount, the pads still had a lot of life left in them, so we didn't replace those.

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2009 track- event schedule

By Doug Nickel
PCA Potomac track
coordinator

Our remaining 2009 track-event schedule provides many opportunities for PCA drivers to improve

their skills and enjoy the company of friends at the track, including an Instructor Clinic, one remaining High Performance Driving Clinic (HPDC), our Club Race/Advanced DE at Summit Point and a Driver Education schedule that includes six remaining DE events. All Potomac track events are on weekends.

Highlights in the schedule:

The fall HPDC is Sept. 26. HPDC can be the single best day you'll have in your car, with emphasis on awareness and car control in a safely controlled environment, and with an instructor in the car. HPDC also qualifies you to drive in Potomac DE events.

Our August DE event at Summit Point is again scheduled for three days. We're planning a Porsche Fest Gala with multiple events, including rally, social and an autocross.

We have again scheduled three days for the Potomac Club Race/Advanced Drivers' Education event in October.

Lastly, we'll be running an invitational Instructor/Advanced driving day on the Friday of our last Summit Point Raceway event.

*Check Founders' website for information www.pca@potomac.org.

Volunteers needed for 2009 PCA Club Race

Once again, the Potomac Region is hosting a PCA Club Race this fall on October 3rd and 4th at Summit Point (W.Va.) Motorsports Park. The race will be held on the main track and features practice races and sprint races on Saturday and a sprint race and enduros on Sunday. There will be a social hour and dinner for volunteers and drivers Saturday evening.

Please volunteer to assist the Potomac Region in hosting our 18th consecutive year of Porsche Club racing at Summit Point.

Volunteer help is also needed for in event planning, registration, tech, timing and scoring, social and logistics for the race.

Please send your name, contact informa-

| Event | Date | Days | Track |
|------------------------|----------------|----------|-------------------------|
| DE | August 14-16 | Fri-Sun | Summit Point Raceway |
| DE | September 4-6 | Fri-Sun | Virginia Inter. Raceway |
| HPDC | September 26 | Saturday | Jefferson Circuit, SPR |
| Club race/Advanced DE | Oct. 2-4 | Fri-Sun | Summit Point Raceway |
| Instructor/Advanced DE | Oct. 30* | Friday | Summit Point Raceway |
| DE | Oct. 31-Nov. 1 | Sat-Sun | Summit Point Raceway |

* By invitation only

SPR = Summit Point Raceway HPDC = High Performance Drivers' Clinic DE=Drivers' Education

* Zone 2's VIR DE is scheduled for March 6-8, 2009

** Zone 2's VIR Club Race is scheduled for June 26-28, 2009

*** Please note that track dates are considered firm but are subject to change.

tion, school or area of volunteer interest to Kevin Oyler at clubrace@pcapotomac.org

PCA Potomac events

You are invited to get involved in the many fun, interesting, and exciting events coming up in the near future. Please take note of the events listed below and check our web site www.pcapotomac.org for more details. If you have any questions, please contact the chair for the event you are interested in.

Tech sessions, although designed specifically to inspect cars slated for upcoming Driver's Education events, also are wonderful opportunities for ALL PCA members to meet other Porsche enthusiasts. Experienced tech people are available to answer your questions, provide advice and guidance on maintenance, repairs, etc. A lift is available either for minor repairs/maintenance or for you to have your own car inspected regardless of your interest in DEs. Coffee and pastries are almost always available also.

August 1 — Country Drive after the Virginia breakfast.

August 15 — PorscheFest Fun Run. Registration required by July 26.

August 23 — Fun Run to Porsche Cup Polo. Registration requested.

August 29 — Drive 'n Dine. Registration Requested.

Sept. 13 — Horses and Horsepower. Registration requested.

Sept. 26 — Lovettsville Oktoberfest Fun Run. Registration Requested.

Oct. 3 — Fan Drive to Club Race.

Oct. 16-18 — Virginia Gold Cup Weekend. Registration required by Sept. 30, 2009.

Oct. 25 — Fall Foliage Run.

PCA Potomac 2009 calendar

(For specific details, and the most up-to-date information, check the Potomac website.)

Drivers' Education

DE and track schedule, facing page

* Registration preferred to guarantee a spot

** Registration required

Tech inspections

Saturday, Aug. 8 at Tischer Auto Park

Saturday, Aug. 29 at Auto-Therapy

Saturday, Oct. 24 at Auto Sportsystems Group

Rally

Sunday, Aug. 2—Camp Friendship Rally

Saturday, Sept. 26—Oktoberfest Rally (multiple clubs)

Concours

Sunday, Aug. 2—Camp Friendship Peoples Choice, Laytonsville, Md.

Saturday, Sept. 5—Gathering of the Faithful car show, Reston (Va.) Town Center

Saturday, Sept. 26—Oktoberfest Lovettsville (Va.) Peoples Choice (multiple clubs)

Autocross

Saturday, Aug. 15th: Autocross #5 at Summit Point at Washington Circuit

Sunday, Sept. 27th: Autocross #6 at Baysox

Sunday, Oct. 18th: Autocross #7 at Baysox

Drive 'n Dine

Saturday, Aug. 1—Weather permitting drive, leave from the Virginia breakfast site

Saturday, Aug. 15—Porsche Fest Drive 'n Dine **

Saturday, Aug. 29—Drive 'n Dine *

Saturday, Sept. 13—Horses & Horsepower, Charles Town (W.Va.) Races & Slots. See story of April visit to Charles Town on page 19. *

Saturday, Sept. 19—Family picnic at Langshaw's

Saturday, Sept. 26—Lovettsville (Va.) Oktoberfest (Drive 'n Dine, rally and concours) (multiple clubs)*

Saturday, Oct. 3—Fan Drive to Club Race at Summit Point

Saturday/Sunday, Oct. 17-18—Virginia Gold Cup (overnight)—Zone 2 event hosted by PCA Potomac **

Saturday, Oct. 25—Fall Foliage Run**

Saturday, Nov. 7—Weather permitting drive, leave from the Virginia breakfast site

Community service

Sunday, Aug. 2, Camp Friendship

Monthly breakfasts

Informal 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!

The Virginia breakfast is the first Saturday of each month at Chutzpah Deli & Restaurant in Tysons Corner from 9-11:00 a.m. Chutzpah is located at 8100 Boone Blvd., Tysons Corner, Va. 22182 behind McDonalds on Rt 7. (See photo below)

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.



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Born with love of cars, Civil War artifacts

By Starla Phelps
for *der Vorgänger*

After a 17-year hiatus, Roger Bratter, owner of Auto-Therapy in Gaithersburg, has re-joined High Performance Driver's Education events as a driver and instructor and will provide assistance at the track to drivers with mechanical issues. From 1980 to 1992, Roger not only drove his car and instructed at

Meet our sponsors

DE events, but he also was often the only mechanic around. He cheerfully helped fix cars so the drivers could stay on the track. Over the intervening years, Bratter has continued to provide sponsorship to Potomac Region while growing his business, devoting time to his family and participating in SCCA events.

Bratter opened Auto-Therapy in 1984 after working at Autothority (as did a surprising number of our sponsors) for six years. He seems to have been born with a love of cars. However, Bratter had a substantial advantage because his father was half owner of Rosenthal Chevrolet on Glebe Road in Arlington. Therefore, he had access to the inventory of cars on the used car lot. Three of the cars that he played with for several months at a time included a Lamborghini Miura (this one was a demo car!), an XKE and an MGB.

Bratter began participating in motorsports at age 16 with his first car, a 1966 Chevrolet Corvair Corsa Turbo that he drove in SCCA autocross events for several years. He drove this car in an autocross in Manassas and won the "Fertile Turtle Plaque," presented by our Potomac Region. (Unfortunately, the history of that award is unknown to both the writer and Club Historian George Whitmore.)

In 1970, Bratter sold his 1967 Austin-Healey 3000 and bought his first new car, a LT1 Corvette. The car performed well in autocross until he blew the engine thus enabling him to rebuild it oversized. In 1978, the Corvette was sold when he

found it was no match when competing with the nimble and fast 356s and the early 911s. So, Bratter bought his first Porsche, a 1966 912, and in 1980 he drove for the first time at Summit Point Raceway.

He was born in Miami, Fla. His mother, Dorothy McCreary, was a Hollywood silent-film actress whose stage name was Diane Noble. She was a singer and appeared in movies with Clarke Gable and Jimmy Durate. Bratter's father and grandfather owned an East Coast chain of movie theatres that they sold to Warner Brothers. Roger has a

photo of his father and grandfather sitting in the Rahway, N.J. theatre with the Warner brothers. A plaque still exists there commemorating the sale. The family moved to Virginia when Roger was six.

Bratter is an avid traveler. His most memorable travel event occurred the weekend of August 15, 1969 when he attended Woodstock. He says his only memory is of naked girls. Well, maybe not the only memory.

He is fascinated by archaeology and has traveled to many sites in Peru and Bolivia. On one trip with his daughter, they took a 16-hour trip into the mountains to attend the Festival of the Virgin. It is an arduous trip to a community of 2,000 residents that increases to 10,000 for the festival. The community has absolutely no modern facilities. Roger, his daughter and their guide were able to stay with a family. Twenty-five groups of people participate in the festival in magnificent costumes that are worn once a year and locked away, untouched until the next year.

Bratter's church sponsors an orphanage for abused children in the mountains of Peru. He has gone on two missions with the church, and one of his major contributions was to rebuild their old Toyota diesel engine. He had to teach four Peruvians who did not speak English how to do the rebuild with the minimum of tools and parts.

Bratter's hobbies include skiing, scuba diving and photography. He is an avid collector of Civil War artifacts. While searching with his metal detector around Fairfax Station, he found a loaded 1851 Colt revolver with serial numbers visible. He also found part of a silver ingot stamped with 13 stars. The ingot was not cut, but probably had been hit by an explosion. The Smithsonian has requested that he donate both items. Although he has told them no, he did show them where he found the items.

Bratter also collects guns and currently has 72 guns including a Mossberg shotgun, an M1 Garand, a .30-caliber carbine and Heckler and Koch (German made) assault rifles.

Roger has a two-ton antique 1902 safe in his office at Auto-Therapy. A practical curiosity, the safe style was patented in 1892. It was made in Perth Amboy, N.J. and has three time locks.



Photo by Richard Curtis

Among the many Civil War artifacts that Bratter has collected are an 1851 Colt .31 caliber pistol, a breastplate in excellent condition, a .50 caliber musket ball that was embedded in a piece of wood, two Hotchkiss artillery shells, part of a silver ingot and a bayonet that was bent to form a digging tool.

| | |
|------------------------|----------------------|
| Favorite singer/group? | Eagles |
| Favorite song? | "Breathe" |
| Favorite word? | Yes |
| Least favorite? | No |
| What turns you off? | Cold shower |
| Favorite book? | Bible |
| Favorite movie? | "Gone with the Wind" |
| Nickname? | Rocketman |



Trip across the country with my 'new' 964

Story and photos by Tim Atkinson
for *der Vorgänger*

It started out innocently enough, I saw an '99 996 going for cheap in California and thought the usual Porsche guy thing: that would be an excellent track upgrade for my '82 SC! Actually, I had no intention of giving up my SC, but my mind was reasoning that I could pull this off without too much pain.

My hopes were dashed when the seller sold the 996 to another guy. But once the Porsche car-buying bug bites, it's non-stoppable so I was off on a hunt for another sub-\$17k Porsche. I looked at a couple cars locally but none in my price range until I spotted an ad on the internet for a 1990 964 for \$15,500. Heck, it had the 3.6 liter engine, coil-over suspension and working air conditioning, but it was in Los Angeles!

In early May, the Pre Purchase Inspection (PPI) report came back good except for a few minor things. I made the seller an offer, and he accepted. I couldn't get time off until June so the seller held the car with a deposit.

I wanted to take someone with me to keep me company and to share the experiences. My wife was the obvious first choice, but we have 7-year-old and 16-year-old daughters, and there was no way they would put up with the dinky rear seats in a 911 for 3,000 miles. I talked it over with my wife, Paula, and she suggested that I take the older daughter, Julia. I booked a flight.

I then spent way too much time planning the drive back, but decided to take the southern route back as that took me to the southern rim of the Grand Canyon. I also



posted on a Porsche forum about the trip and got some great tips on what routes to take, what spares to bring along and the smart advice to get an AAA membership.

The trip was to start in Pasadena, Calif. on June 6. We flew out on June 5 on a 2:30 p.m. flight that got us into L.A. at 5 p.m. This gave me plenty of time to get with the seller, settled into our hotel and to get some dinner as well.

Starting from the Pacific Ocean

We got up around 5 a.m. as the biological clock was

Top: Long stretches of interstate highways were part of Atkinson and his daughter's cross-country trip from Los Angeles.

Above: They began their trip by driving to Malibu on the Pacific coast.



Sixteen-year-old daughter Julia at the Meteor Crater, off I-40 in northern Arizona 35 miles east of Flagstaff, Ariz. The crater, formed when a meteor struck the earth, is over 4,000 feet across and 550 feet deep.



Tim Atkinson, at the south rim of the Grand Canyon, is one of five million annual visitors to this national park. Admission is \$25 per vehicle. The canyon is over 1 mile deep. While most visitors see the canyon from the South rim, the north rim—not as easily accessible and closed in the winter—is over 1,000 feet higher.

still back in Virginia. We headed WEST—that's right—because we were going to the Pacific coast to touch the ocean and see Santa Monica pier. We spent an hour or so and picked up a few souvenirs and then headed north up the Pacific Coast Highway. We had planned to stop in Malibu for lunch. After eating, we then headed farther north up the PCH to pick up the Ventura Freeway toward Pasadena. The plan was to take California Route 2 across the San Gabriel mountains with a stop at the Mount Wilson observatory to check out the hang gliders as I had visited this exact spot 20-plus years ago. We were impressed with the views, but the weather didn't cooperate as it was fogged in, so, no gliders.

We then passed through San Bernardino to pick up Route 15 through Death Valley. Normally, Death Valley is extremely hot, but on this day it was only 85. It actually rained as we were passing through.

The desert is a beautiful place; you can see for miles. It's hard to comprehend how the settlers had to deal with

this part of the country, it must have been very disconcerting. The next planned stop was Las Vegas, a place I had never visited, but as you all know, a definite way point on a trip like this. We stayed on Fremont Street in the 4 Queens Hotel/Casino and were amazed at the \$35-a-night room. It was by sheer luck that June 6 was a concert night on Fremont Street with Rare Earth scheduled to play. It was also themed as "The Summer of 1969." The place had been decked out in tie-dye and '60s memorabilia. We had a terrific time. I actually won some money at the slots, too.

Day two: Hoover Dam and the Grand Canyon

We again woke up at around 5 a.m. and packed up for the Grand Canyon. We stopped down on Fremont Street to grab some trinkets and were surprised as a vintage American car show had set up that morning, but I had left my camera back at the car so no photos of that. We headed out of Las Vegas with a planned stop at Hoover Dam, an impressive and worthwhile stop directly on our route.

We then headed down Route 93, our first sight of the high plains to pick up Interstate 40 and then north up Route 64 to the Grand Canyon. We arrived around 3 p.m. with the intention of passing through after catching a glimpse. I had expected to see the canyon from a couple of miles away, but from the south approach you can't see it until you're within 50 feet of the edge. This was way too impressive a place just to pass through.

We found a hotel and spent the rest of the day exploring the southern rim. I enjoyed the seat time with my daughter. I know we shared a moment or two chatting and taking in the absolute beauty and vastness of the canyon. Words cannot express the feeling at the rim, and the mind has trouble comprehending the depth and vistas. The Grand Canyon is a must-see in your lifetime, take my word for it. We had an enjoyable meal near the motel (The Grand) and retired for the night. By the way,



before I knew how to get to the elevator quickly, and up we went to the top of the Arch. Great views there and a nice historical center at the base. We then headed to Louisville for the last night of the trip. I treated my daughter to a nice hotel and some much needed rest.

Above left: The country store in Cool Springs Park in Preston County, W.Va. just off U.S. Route 50.

Above: Julia sits in one of the odd-shaped cubicles on the tram leading to the top of the Gateway Arch in St. Louis. The trip to the top takes four minutes.

Day 4: Home

This morning, Julia decided to make coffee, but she said it looked a little weak. She had put the coffee bag in the water reservoir and poured the water in after it. Ha!

We got started around 8 a.m. and had to get through Kentucky and West Virginia to get home. Daddy wanted a grilled

Left: The Atkinsons spent their first night on the road in downtown Las Vegas.



the car ran flawlessly.

Day three: Overnight at a rest stop

We slept in today until 6 a.m. Packed up and decided to take Route 64 along the rim through the Navajo reservation. It was worthwhile as the views were spectacular. We ran into a guy from New Zealand who had brought and driven a 1930-ish Hudson across the country.

We got to Meteor Crater a few miles off I-40 around noon. Meteor Crater is another worthwhile stop on this route and—think about it—how many craters do you see every day? Did I mention the high desert and the mesas are neat to see and drive through?

I decided to make this a high-mileage day and pressed on through New Mexico, Texas and stopped just short of Tulsa around 4 a.m. We slept in the car at a rest stop for a couple of hours (everyone should do that, part of the bonding experience) on our way to St. Louis and the Gateway Arch. This part of the trip seemed to take forever as the scenery became more and more like home and the press to get home was on. We got to St. Louis around 3 p.m. and parked right on the embankment of the Mississippi River at the base of the arch. Having been there

steak and a beer at HOME, so a couple of speed limits were compromised. Safely.

We made one more stop in West Virginia at Cool Springs Park on U.S. Route 50 and a country store that had a bit of everything. When we hit a rain storm in Romney, W.Va., the car started missing badly. I was not in the mood for a roadside repair so close to home so I nursed it through the mountains and finally into Virginia around 5 p.m. We called ahead to let my wife know we were on the way, and there was she and our younger daughter, Heather, waiting on the front steps to welcome us.

What a trip. This has to be one of the best, most enjoyable trips I possibly could have made. I got a new-tome 964 to boot. I am truly blessed and fortunate to have the time and resources to do this. I would highly recommend doing a cross country trip with someone special to share it with.

• • •

Tim Atkinson and his family live in Winchester, Va. He has been an active PCA member since 2002 and has owned four Porsches: 1995.5 944 (totally rebuilt this one, motor, clutch, suspension, interior); 1987 928 S4; 1982 911 SC (currently the track car); and a 1990 964 C2.



Introducing Jason Scott

Product of a car-crazy background

Photo by Michael Madrid
Jason Scott at the wheel of his 1962 356B coupe at a recent Jefferson 500 vintage event at Summit Point (W.Va.) Motorsports Park.

A more pleasant fellow you're not likely to meet than Potomac member Jason Scott. Known for his ever-present smile and good humor, Jason comes to Porsche ownership and racing through by his father and friends, all avid gearheads. He takes delight in helping others, whether with at-the-track advice or a helping hand, or with similarly helping hands and advice online in local Porsche internet forums.

What got you started in Porsches? I grew up in a family construction company and was around my father, family and friends who had fun, fast, American cars. Over the years my father progressed from big-block Corvettes and marshmallow Lincolns to taut Mercedes, BMWs and Porsches. Of those German cars, the first "taste for speed" and handling came in a new 1983 BMW 633Csi. To make it fun, the car was sent to Calloway Cars and fitted with a turbo. Whoa, Nelly! That car could move and handle in spite of its not insignificant heft.

My father picked up a 1978 911 SC Targa (silver, red interior). This was the first Porsche my father had. This was the first Porsche I got to sit in and eventually drive on the street and track.

We got started in PCA through Connecticut Valley Region PCA driver education events at Lime Rock Park,

Conn. (30 minutes from where we lived). I was the quintessential gopher attending the events and cleaning wheels, tires, whatever on my father's Targa. This is where I was truly exposed to Porsches. Before this, I had the same 930 Turbo poster on my bedroom wall that everyone else had circa 1985.

Also, around about this time my father and a family friend, Frank Martinelli bought an IMSA GTO slantnose 911 and had the Refennings prepare it for racing at Sebring. Jack Refenning, Rusty Bond and Freddy Baker drove it in the 12 Hours of Sebring.

Describe your current Porsche(s). I have a 1976 911S Targa with a rebuilt 2.7 CIS engine that I use for "nice weather" driving. No air conditioning and external oil-cooler limits the use to the "not-so-hot" months for now. As far as I can tell, it has had one clutch and 915 box is original. I've basically gone through the whole car and replaced most everything. Upgrades include: 21/26 torsion bars, Elephant Racing polybronze bushings throughout, upgraded thru-body front Weltmeister and rear sways, sport distributor, aftermarket sport seats, Cambermeister strut bar, SS brake lines, freshened Koni red (rebound adjustable) shocks, original English Minilite



wheels in 15" x 6.5" and more.

My primary track car is a 1962 356B T6 Coupe with a 1600cc 356/912 case motor. I race this car with HSR, SVRA, PCA CR (once a year) and other venues. This car is extensively modified for the track including a Vic Skirmant's (www.356enterprises.com) race-prepped 741 trans & custom gearing, and a JScott Racing-built engine and suspension. Displacement is vintage series limited to 1600cc even though PCA will let you run larger as per the new GT classes. In PCA Club Racing my car runs in GT6S. The way the current rules are setup for GT, I could stuff a much bigger motor in there and still stay in GT6S class, but then I couldn't run anywhere else. It has modified Solex carburetors, Koni red shocks, upgraded torsion bars, stiffer bushings, larger Weltmeister front sway, Z-bar rear sway / swing axle control, custom adjustable spring plates, 356C discs and calipers, custom front oil cooler and remote filter, fuel cell and fuel pump up front, custom cage, Recaros, coolsuit setup, etc. The paint is a Ford truck ivory/white that is cheap and plentiful. Color-shifting paint stripes are a fun conversation piece and something a little different.

The car is an absolute blast to drive, and you are working all the time trying to dance on the head of a pin. Take the motor apart every once in a while for bearings and what not, change the fluids, don't over-rev it and it'll last a long time.

How long have you owned your present Porsche(s)? I've owned both for several years. JScott Racing (our family racing team) also has a 1973 911 IROC and a 1974 911 RSR that we campaign in HSR, SVRA, VSCCA HRG, Fall festivals, Jefferson 500, etc. Occasionally, we'll run a 1968 911 2.0L that is technically "street legal" but is twin-plug and runs on CAM2. It's a nice lit-



tle car that has a full interior, cage, safety equipment, Recaros and other upgrades.

Do you own any non-Porsches, say, a daily non-car driver? I like Porsches for the track and BMWs for the street. I've been a member of the BMW CCA for years. I've had a 1975 3.0Si (precursor to the Bavaria and 5 series) 4-door, 4-speed; a great car, I should have kept it. My daily driver is an E39 528iT. This is a five-series "touring" or station wagon. It is a 5-speed and has the sport package. I also have a couple of E30 325iX AWD sedan "project cars," one of which I drove for years and 200,000+ miles with few problems.

My other daily driver is a 1999 GMC Suburban. Great truck, can't say enough about it. I've towed my 356 in a box trailer up and down the east coast to various events for years without any problems.

What do you like best about Porsches? Least?

Best: simplicity of design, directness of purpose, easy to work on. I've stayed away from the fancy, newer Motronic-equipped cars. I like the mid-year and older cars whether it's a 356, 914 or 911. I'm also partial to oil-cooled versus water-cooled cars.

Least: The increased reliance on electronics in newer cars. I work on all of my cars. My BMW 528iT with a central serial-bus wiring harness and control modules that need to be coded to speak with one another via a \$10,000 proprietary diagnostic computer is not do-it-yourself (DIY) friendly. I have the same issues with "newer" Porsches, and they don't have enough seats.

You do a lot of DIY car stuff. Describe your most recent project. I freshened up a 356/912 motor over the winter and installed in my track car for the 2009 Jefferson 500. Nut-and-bolted the entire car for the season as I didn't race in 2008.

Photo above by Michael Madrid
Above: Jason's 356 lifts a right-front tire as he drives it hard through Summit Point's Turn 6.

Photo above left by Richard Curtis
Above left: Jason, right, hams it up with his father, Jim, during a rain-delay during the recent Jefferson 500 vintage weekend at Summit Point.

Photobelow by Richard Curtis
Below: Jason changing racing slicks to rain tires on his father's 911.



Photographer Michael Madrid has put together a multi-media piece on PCA Potomac Club Racer Jason Scott. It can be viewed online at www.pcapotomac.org



Photo by Richard Curtis

JScott Racing teammates Jim Scott, left, Jason Scott and Greg Johnson enjoy a respite from track activities during a rain delay at Summit Point Motorsports Park. The car is painted in Ford truck white with color-shifting paint used on the racing stripe.

I've got a trick 915 gearbox to go into my 1976 911 when I drop the motor / transmission to do a clutch and minor engine re-seal. I also need to get around to installing the Carrera oil cooler, thermostat and hard lines as well as SSI heat exchangers and a sport muffler.

I'm in the process of rebuilding the transfer case on one of my E30 325iX AWD cars. It has a Ferguson-type viscous coupling that allows 33% front and 66% rear power distribution. It is much less complicated than the electro-mechanical all-wheel drive/four-wheel-drive systems installed on Porsches and Mercedes from the '90s.

What's your background... where did you grow up, go to school, etc.? I grew up in Woodbury, Conn. This is where our family business, Scott Swimming Pools was started in 1937 by my grandfather, Joe Scott. It was an ideal place to grow up. It is a three stoplight town and has a historic district main street that George Washington once marched the troops down. Growing up, you knew the grocer, barber, tailor, town doctor, local policeman and priest / pastor, and they knew your parents should you do something "not very smart."

I went to Lehigh University and Teikyo Post University for my MIS/CS degree and then several years and a career change later to Western New England College School of Law in Springfield, Mass. for my law degree.

What do you do for a living? I'm a senior attorney / program manager for the National District Attorneys Association in Alexandria, Va. I run the white-collar/cyber/high-tech/identity theft prosecution program. We provide training, technical assistance and research to approximately 30,000 prosecutors across the country.

You have extensive experience on the track, and your family is also diehard Porsche fans. Could you talk about that? Both brothers have attended the same

Skip Barber four-day competition course that I went to years ago. Since then, my father and I are really the only ones that have stuck with it.

My father actively races in vintage and SCCA events, and I join him whenever I can to race/co-drive the cars. We keep and work on the cars in Connecticut so they spend most of their time at Lime Rock and Watkins Glen but do occasionally travel to Summit Point for the Jefferson 500. We recently ran them and my 356 at the 2009 Jefferson 500 where both cars did well.

How long a PCA member? What do you like about PCA and/or PCA Potomac? I joined PCA in 1988. I like the

people I meet in PCA and appreciate those who involved as volunteers. I am an instructor with PCA and other groups and used to instruct at several driver education events a year to give back to the club.

Which Potomac and/or PCA activities interest you most? Least? I like all of the events/activities I can get to. I've been to driver-education events, HPDC events, annual picnics, road tours to vineyards, Deutsche Marque Concours, crab feasts, tech sessions/Lifts for Charity and more. I'm most interested in Club Racing and driver-education events. I'm not really a show-and-shine kind of guy but maybe some day I'll trailer my 356 to the Gathering of the Faithful and make some noise. (I'm kidding!) I also steer away from fun-runs on public streets. There are plenty of opportunities to go fast on the track and besides, it is MUCH safer for everyone.

What aspects of Porsche-club membership interest you? What activities are you involved in? I enjoy teaching students how to drive their cars. I enjoy seeing the light go on in their heads when instructing at driver-education and HPDC events. I like *der Vorgänger* and try to support the vendors that support the club whenever I can. Unfortunately, with three small children, I don't have time for any of the other club activities.

Could you talk a bit about your children, and why you bring them to p-car events? When I was a child, my father had several guys working in our family business that would race modifieds at the Danbury Fair Grounds race track in Danbury. The track is long gone, but I vividly remember hanging out on the corners near the catch-fence feeling the thunder of the V8s screaming by on the track. We used to go as a family on Friday or Saturday nights. It was a ton of fun and made a strong impression on me.



eral of the race prep shops, their owners and families who travel the HSR and SVRA circuits. I learned a tremendous amount from them. These crews and teams become a family away from my family while at the track, and I look forward to reuniting with them at race weekends. As my children get older, I will include them in these activities and expose them to this great group of car people.

Photos by Michael Madrid

Above left: In the trailer in which he hauls his cars to the track, Scott poses with his 356B.

Left: Scott inspects the engine in his '62 356B as he prepares for the Jefferson 500 weekend at Summit Point. The car, he says, "is an absolute blast to drive." The painter's tape over the carburetors is on during storage.

I know few "bad actors" in the Porsche and vintage racing communities and plenty of generous, big hearted, head-on-straight types that I'd like my kids to meet.



I know few "bad actors" in the Porsche and vintage racing communities and plenty of generous, big hearted, head-on-straight types that I'd like my kids to meet.

What is on your to-do list car-wise? Pull the 2.7 engine on my Targa and swap in a new engine oil cooler, rear main seal, some oil-return tubes, new clutch, new 915 box and nothe rmal while-you-are-in-there stuff. Replace the transmission and rebuilt transfer case in my 325iXs. Re-bush the suspension on my Suburban and contemplate adding Helwig sways.

Growing up, I spent quality time with my father and his gear-head cousin (they built a 427 Cobra kit car and restored a GT500 Shelby years ago) working on the current "project" in the garage. There was always something going on, and I couldn't wait to get in there and muck about. I want my kids to have the same opportunity if they desire. Even though I was often given "gopher" work because I didn't know what I was doing and couldn't yet drive, I liked being involved. There was constant ribbing and joking, but it was also a forum to learn how to "give" as well as you "get" plus pick up some knowledge about how to actually fix things or make them go faster.

If you could have any car—ANY car—which one would it be and why? I know it should be a Porsche, but at my present place in life I'd like a Euro-only BMW E60 M5 touring with 7-speed sequential manual gearbox. Then I'd send it to Steve Dinan for some "breathing on" and make it the ultimate 500+ hp grocery-getter and kid-hauler that you could track.

I have three young boys with TONS of energy. The two oldest are "into cars" and (attempt to) help me wrench on all of my cars. They ask questions all the time as children naturally do, and I spoon feed as much info as they can take. They are actually getting pretty good (read: dangerous) at wrenching, and I now need to watch what they are using in case they actually get the right sized tool and undo something important!

Favorite Speed Channel program? Any Touring-car series from any nation. I miss the World Rally, touring cars, airplane racing, offshore boat racing and grassroots motorsports that used to be standard fare.

My boys watched me race for the first time this past 2009 Jefferson 500. They had a tremendous time even though they weren't at the track very long. In the short time they were there, I was pleased to see Grandpa Jim put my oldest to work cleaning race rubber, bugs and oil off of the front of the IROC 911.

Can you recommend helpful and/or interesting websites and/or books for fellow Porsche owners? Like everyone else, I own the "911 Engine Rebuild" book, "101 Projects for Your 911" and several Bentley manuals. For 356/912 owners, I'd recommend "The Complete Porsche 912 Guide" and Harry Pellow's "The ABCs of Porsche Engines," "Secrets of the Inner Circle," and "The Maestro's Little Spec Book and Emergency Breakdown Procedures." If you own a 356, I highly recommend joining the 356 registry (www.356registry.org) as well as the Potomac 356 Owner's Group (www.pog356.com).

By getting involved in car clubs and vintage racing I've meet some truly wonderful people. The majority of car people are just regular folk who are good at their day job so they can afford to have nice cars, race on the weekends or whatever. I've been fortunate to get to know sev-

If you are a serious DIY-er or want to learn and catch a load of guff while doing so, I recommend joining www.dorkiphus.net, a free, local DIY Porsche website-forum filled with tons of useless knowledge, questionable characters and members of ill repute.

Anything else you'd like to add? PCA/Potomac volunteers don't get enough credit and everyone involved in *der Vorgänger* should get an immediate raise! Seriously. I'd also like to thank my wife, Tatiana, for supporting my addiction(s).

One perspective on autocross school

By Ardy Alam
for *der Vorgänger*

I joined PCA Potomac in 2003, a few weeks after acquiring my Boxster. I participated in some club meetings, drive and dine, and rallies. In 2005, I had the opportunity to do the High Performance Driving Clinic (HPDC), where I learned to drive my Boxster like a real sports-car, not an antique garage-queen. I took home many excellent lessons from that beautiful day, but now I'd like to share with you my experience doing the autocross school.

Let me start with two statements:

1. If you think you can drive fast means you know how to autocross, you're wrong

2. Some day, I will beat Starla Phelps' record in autocross

Flashback to 2005 in Hershey, Pa., on the event of the 50th Porsche Parade. At that time, I was eager to apply my skills from HPDC in autocross competition. As much as I thought I was quick, everybody else was quicker. I ended up 13 out of 16 participants. Starla was the fastest driver in the Boxster class, and she carried home the Parade trophy.

So I kept thinking – why did I do so badly? I thought I was quick, and I did not knock down any cones. There must be something that I did not do right; otherwise, I am sure I could have done better.

When I saw the opportunity to join the autocross school on April 5, 2009, I signed up immediately. There were four groups that morning at Summit Point's new Washington Circuit, A and B Slaloms and A and B Skidpad. Those designations indicate which exercise each group will start first. Eventually, everybody will have a chance to do both slalom and skidpad exercises, as well as the chance to do solo autocross and to work as the autocross track officials.

We started with general briefings and then lined up our cars according to our group. For the slalom exercise, we began with the prelude to every autocross: walking the track. This exercise is meant to plan your driving course mentally. Our instructors provided hints as we walked around the course cone-by-cone: about where to brake hard, where to position the car, where to catch the opportunity to accelerate, etc.

My first instructor was Fred Phelps, Starla's husband, whom I told about my objective #2. He calmly observed from my passenger seat as I drove like an amateur on the track and knocked down two cones. His comments: "If you want to beat Starla's time, you just have to be smoooooth."

My next instructor, Brian Pagonis, told me the same thing. He noticed that I had a tendency to react and jerk the throttle as I spun the steering wheel. His most important advice was to focus on plotting my turns.

I asked my third instructor, Jim Arnold, to drive the course so I could observe and make some mental notes. I enjoyed how he, on another occasion, was able to anticipate where I was about to make a mistake and voice some dynamic instructions. "Throttle Ardy, throttle....Brake hard, spin...look ahead...look ahead...look ahead!!!...now, go...smooth-smooth...brake! Throttle, throttle,throttle!"

My fourth instructor, Stuart Fain, asked me to recap on the paper course map and explain how I would drive the track.

On this slalom course, we learned about the cones' placement and the start/stop area that determines the timing machine's start/stop. The key lesson that I learned here was "anticipation." I need to anticipate and steer early in order to be smooth. Once you can slalom through those cones smoothly, additional speed will come with confidence.

Next was the skidpad exercise. There was one small circle and one large circle. The objective is to drive around the circle three or four times, keep the steering wheel steady and use the throttle to control the spin. Then move to the other circle and spin again two, three, four times. This

was my favorite exercise. The idea of "looking ahead" and control the speedy car's spin with the throttle put a different twist on my driving skills.

During lunch, I learned another more important lesson about tire pressure. Increased the tires' air pressure will benefit the autocrosser. Another student, Steve, loaned me his tire-pressure gauge and portable pump. We increased the front tires from 29 psi to 37 psi, and the rears from 35psi to 41 psi. What a big difference that made afterwards.

After lunch, we walked the afternoon course, which combined the entire area of the A and B slalom and skidpad exercises on the brand-new circuit. While the Group A drivers took turns to drive through the course, Group B drivers observed and acted as course workers.

Again, the instructors took turns and rode in students' cars while offering suggestions. We had about six runs for each driver. On each run, I tried to apply all the suggestions, especially smooth throttle play and looking ahead. My instructors were right. I was able to go faster and faster each lap. After a short break, the groups switched roles.

Overall, I learned many new things. Most important was to have fun while improving my driving skills. Next was to be smooth in anticipating turns and brake hard with the wheels straight and then use full throttle on each straight. On the skid pad, maintain steering while looking ahead and playing with the throttle could gain those additional valuable few seconds.

I would like to thank all my instructors, and Tony Pagonis who chaired this event and allowed me to put my experience in writing. Most of all, this is the reason why PCA is so great. It's not about the cars, it's the people.



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Secretary: John Magistro secretary@pcapotomac.org
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Drivers' Ed: Alan Herod dechair@pcapotomac.org
Registrar: Charlie Clark deregistrar@pcapotomac.org
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Track coordinators: Doug Nickel trackrentals@pcapotomac.org
Chief instructors: Bob Mulligan, Dirk Dekker chiefinstructor@pcapotomac.org
Tech chair: Marvin Jennings tech@pcapotomac.org

Programs

Autocross: Tony Pagonis autocross@pcapotomac.org
Drive 'n Dine: John Eberhardt driveanddine@pcapotomac.org
Club Race: Kevin Oyler, Starla Phelps: clubrace@pcapotomac.org
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Legal officer: Todd Daubert legal@pcapotomac.org
Meetings: Sheri vom Breisen meetings@pcapotomac.org
Membership: John Magistro membership@pcapotomac.org
Public relations: Scott Mayster publicrelations@pcapotomac.org
Public service: Scott Mayster publicservice@pcapotomac.org
Rally: Gary Brindle rally@pcapotomac.org
Safety: Pete Kauffman safety@pcapotomac.org
Social: Jody Lagioia social@pcapotomac.org
Sponsor: OPEN sponsor@pcapotomac.org

Zone 2 Rep: Tom Zaffarano zone2rep@pcapotomac.org
Webmaster: Michael Johnson webmaster@pcapotomac.org
derVorgänger

Publisher: Tony Kelly dvpublisher@pcapotomac.org
Editor: Richard Curtis dveditor@pcapotomac.org
Calendar: Kermit Kidwell calendar@pcapotomac.org
Advertising: Tony Kelly advertising@pcapotomac.org

Model Experts

Cayenne: OPEN cayenne@pcapotomac.org
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Join the club in a membership drive to increase our club's numbers

You can help our region grow. Photocopy this page to include the PCA appli-

cation below. Make a few copies and keep them in each of your cars. When

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in PCA. Help your club to become No. 1.

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 a subscription to *Panorama*, PCA's monthly magazine. You will also have access to these additional benefits:

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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.

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Name _____

Address 1 _____

Address 2 _____

City _____ State/Province _____

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Home Phone _____

Work Phone _____

Fax _____

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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 _____

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Name and Age of Child(ren) _____

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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)

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*Body Type _____ *Color _____

*VIN# _____

License Plate# _____ State _____

Car Used: Daily Pleasure

Maintenance: Self Dealer Independent

Average number of miles driven annually _____

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| <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**.

Potomac's PorscheFest 2009

All of Potomac's programs in one weekend

By Tuffy von Briesen
for *der Vorgänger*

Think about it. This is August. The days are long, hot, and humid. You have the summer blahs. What to do about those blahs? For Potomac members and their families, the answer is easy: Make plans now to attend the 2009 Potomac PorscheFest in August. Where else can you find a combination of all the things Potomac members like to do. Drive through the beautiful Maryland and Virginia countryside? Autocross? Driver's Education? And of course, have some great barbeque.

The 2009 PorscheFest combines all of those but adds something more. A chance to support our wounded veterans from Walter Reed National Army Medical Center and a chance to contribute to the Carol Jean Cancer Foundation and the Summit Point SPARC Foundation.

What: PorscheFest '09
When: August 14-16
Where: Summit Point (W.Va.) Motorsports Park
Why: Taste of the Track and Vets on Track; fees from both go to charities.

PorscheFest is one of Potomac's signature events and will be held on Aug. 14-16. The weekend starts with a three-day Driver's Education event that gets underway on Friday. DE Chair Alan Herod, Chief Instructors Dirk Dekker and Bob Mulligan will have their usual well-organized program.

Early on Saturday morning the Pagonis clan (Tony, Cindy and Brian) and their merry band of autocrossers will kick off the PFest autocross at Summit Point. After the autocross ends, some of the autocrossers

probably will make their way over to Summit Point because they just didn't have enough fun knocking down cones, so they'll join the DE.

About noon on Saturday, Drive 'n Dine Chair John Eberhardt will lead a stalwart band of drivers through the countryside to Summit Point. John will make all the correct turns this time and should end up at Summit Point.

On Saturday and Sunday, Public Service Chair Scott Mayster will host our annual PFest Taste of the Track. What is Taste of the Track? PCA Taste of the Track program, allows almost anyone to experience the thrill of PCA Driver's Education. It's another way to join in the fun of our PorscheFest even if you're not a driver and help a worthy cause at the same time. For a small contribution, Taste is a great way to learn about the excitement and camaraderie of DE.

We ask everyone who participates for a donation to our primary charity, the Carol Jean Cancer Foundation and for the SPARC Foundation, Summit Point Raceway's charitable foundation focusing on the needy in the local community around the track. The donation for a 20-minute track session with an instructor is \$60.00. Last year almost 30 Taste participants donated \$1,900 for the Carol Jean Cancer Foundation and SPARC.

But the highlight of PFest comes on Saturday, Aug. 15 when the Potomac DE, Drive 'n Dine and Autocross participants will host a contingent of wounded veterans and their families from Walter Reed National Army Medical Center for our third annual Vets on Track. Walter Reed is one of the main hospitals treating wounded veterans of the war on terror. In 2007, Lauren Silva-Pinto, wife of Potomac member Nando Silva-Pinto had a vision to offer a "get-away" for wounded veterans and their families. The get-away would be an opportunity to be part of the August PorscheFest'07 at Summit Point Raceway.

The event was so successful; we decided to do it again in 2008 and now in 2009. Potomac invites vets from Walter Reed and their families

to attend PorscheFest 2009 and spend the afternoon roaming the paddock at Summit Point during our Driver's Education event. They can talk to PCA members and their families, sit in track cars and watch the cars on the track. At 5 p.m., we put any vet who wants to, into some of our senior instructors' track cars. The vets will be treated to at least 30 minutes on the track in a Taste-of-the-Track type format. After the track sessions, Potomac members will load up SUVs and take the vets' families out on the track for lapping sessions.

That evening the vets and their families will be joined by Potomac members and their families for a great barbeque dinner catered by Dixie Bones from Woodbridge, Va. This will another way for Potomac to let the vets know how much we appreciate what they do for us. During the dinner, we'll recognize all the people who help Potomac put on this event. In past years, this included Paul Morcones from Radial Tire, Bill Love from OG Racing, Lt. General (Retired) Tom Rhome from the Association of the United States Army, Bill Scott from Bill Scott Racing at Summit Point, Mike Levitas and his crew from TPC, Porsche of Tysons and Porsche of Arlington. Mike and Faith Shah also made a generous donation to the Carol Jean Cancer Foundation and SPARC.

We'll have a photographer there to capture all the action for both Taste and Vets. There will be numerous photo-ops featuring the vets and their families and the Taste participants engaged in various track activities. We will be busy making 8x10 glossies for the vets, their families and the Taste participants as a tangible memory of their experience.

Looking forward to seeing you there.



Article deadlines for *der Vorgänger*

Articles intended for publication consideration in *der Vorgänger* should be submitted to dveditor@pcapotomac.org no later than the first day of the month preceding the month of publication, i.e., June 1 for the issue dated July. Articles should be submitted in Microsoft Word or straight text with no formatting. Digital photographs should be of high resolution, with a file size preferably greater than several megabytes at 320 dpi and must include the photographer's name and contact information.

Drive 'n Dine: Finding great roads that lead to interesting places

By John Eberhardt
for *der Vorgänger*

I am the PCA Potomac Drive 'n 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 windy country road through green leafy hills, Drive 'n Dine is about enjoying your Porsche in an easy, low-cost, low-commitment and low-key way. The best way to enjoy it is to drive it with other enthusiasts. We have a great calendar for 2009 and have already had our first Horses and Horsepower Brunch at Charles Town Races, Porsches and Bi-Wings and our overnight trip to Fallingwater.

Drive 'n 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 'n Dine event consists of a meeting place, an informal drive through the country, and lunch or dinner. The meeting place is usually someplace 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, with as many passengers as can be legally and safely 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 'n Dine event? Very little. Most events take place on Saturdays 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 to participate in 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 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. See www.pcapotomac.org and check the club calendar or go to Programs – Drive and Dine – Monthly Breakfast.

If you want to spend a little more time with fellow PCAers and a lot more time driving winding country roads, come out for one of our Drive and Dine events this year—the Pittsburgh Historic Races July 17-19, PorscheFest Fun Run on August 15, the Drive-In and Dine on August 29 (see related story, Page 27), Horses and Horsepower on September 13, Lovettsville Oktoberfest on September 26, Fan Drive to Club Race on October 3, Gold Cup weekend on October 16-18, and a Fall Foliage Drive on October 25.

Finally, I would like to personally invite anyone to get involved. We already have some terrific people on the Drive and Dine Committee, such as Claude Imbt, Linda Budinski, Jocelyn Chadwick, Ted Whitehouse and Lloyd "Buck" Buckner. We can always use a few more hands. If you have an idea for a 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.



Photos by John Eberhardt

Top right: A feature of all Drive 'n Dines is a large gathering of interesting Porsches.

Above: A Drive 'n Dine crowd of participants pose for a photograph at a Civil War battlefield.

Club picnic

Summer is almost over but picnic season is still in the air. So, bring the family and come join other club members for Potomac's annual picnic, Saturday, Sept. 19 at JR's Lakes from 11 a.m. JR's is located at 42830 Ft. Evans Road, Leesburg, Va. 20176.

We'll start the day with a Wash and Shine Car Show. Concoers Chair Ron Davis will coordinate the car show, handle the judging and hand out some neat trophies for the winners. Ron usually has four classes of cars so there is a chance for everyone to win something.

For lunch, you can enjoy chicken, ribs, sides and salads. For the kids, we have hamburgers and hot dogs. Ice cream for dessert for everyone plus lemonade, ice tea and soda. Cost: \$20 for adults; \$10 12 and under. Kids under five are free.

We'll post registration information about 60 days prior to the picnic.

Rally News

Camp Friendship is a camp sponsored by the Carol Jean Foundation to provide a summer camp experience for children

with cancer. PCA Potomac hosts a number of events to benefit Camp Friendship. The Rally and Car Show to benefit Camp Friendship will be held Sunday, Aug. 2.

The drivers meeting for the rally will be held at 12 noon at Falling Village Center, 14955 Shady Grove Road, Rockville, Md. The rally will be about two and a half hours long and finish at Camp Friendship.

There will be a car show for the campers to vote for their favorite car. Cars that are not able to participate in the rally are still welcome to come for the car show and need to be at the camp by 3 p.m. A light lunch will be provided and all proceeds from the Rally and Car show go to support the camp, so please be generous. The campers get to vote for the cars in the car show. Seeing the reaction of the campers to the cars alone makes it worth the trip.

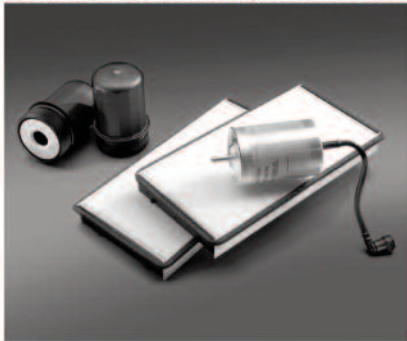
The objective this year is to get more than 30 cars for the event. So come on out and join us. Registration for the rally and car show is through the web site or by email to rally@pcapotomac.org

Hosts for this year's Rally are Craig and Linda Davidson, 2007 and 2008 rally champions, so it should be a great rally. There are awards for both rally teams and for car show. The camp is located at 4019 Damascas Road, Laytonville, Md.

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Just when I thought my car was fast

By Paul Davidson
for *der Vorgänger*

It is a holiday in Germany, and the auto-bahns are expectedly clear. I leave the house a little late for work trying to add some artificial urgency to my commute so the excessive speed does not appear to be just playing. I find myself in the fast lane with the cruise control set at 110 mph. Knowing that even this early in the morning there may be another like-minded speed freak on the road, I regularly glance in my rear-view mirror.

Then it happens. Suddenly, there is a unmistakable new 911 sitting a car length off my bumper as if he has been there waiting for the last mile or so. How did this happen? I thought.

A quick check and I identify the vehicle as a 997 cabriolet. Clearly, a wide body so my first thought is a C4. Putting aside the fact that this could be an extremely fast car on my tail, my mind begins to race across the "known" pieces of information as we move into some slow traffic. Wide-body has more drag, convertible adds more than 250 lbs., increased mechanical losses from all-wheel drive decreases acceleration, and of course anyone with this kind of



Paul Johnson with his 1987 Guards Red 911 Carrera coupe with 93,000 miles on the odometer. Photo was taken in Wiesbaden, Germany was Johnson was stationed at the time.

money can't know how to drive and is likely sporting a Tiptronic. The answer in my mind is clear: My car can take him. Traffic begins to move aside. As everyone clears the fast lane I find that I am moving at 80 mph. The C4 closes quickly on my tail. I wait knowing that patience is generally always rewarded. As he is decelerating to a distance of two cars, I downshift to 4th and mash the throttle. The dual exhaust roars to life.

The car pulls strongly to 6,800 rpm. I grab 5th gear and continue above 150 mph before

slower traffic appears to my front. To my surprise, I have never opened a distance of more than 2-3 car lengths on the 911 in my mirror. I move to the side to let him take the lead as we wait for traffic to clear. I also want to get a good look at the machinery I have picked a fight with. There it is ... unmistakably a triple-black twin-turbo, that has been lowered slightly with chrome after-market wheels.

He pulls to the front waiting for traffic to break. When the road is clear, I anticipate his acceleration

with full throttle to get a rolling start on him. I get within half-a-car length of his bumper to a point where I almost need to slam on the brakes to avoid a collision; then he accelerates.

The twin-turbo's acceleration is surreal, pulling 10-12 car lengths within seconds. As we moved in and out of traffic over the next 20-30 miles, the sad reality continues to repeat itself at various speeds. I was pitifully out-matched.

Traffic becomes less and less a factor. As such, the TT becomes more and more of a blur.



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Something different: Drive IN 'n dine

By John Eberhardt
for *der Vorgänger*

Remember drive-in movie theaters? Now imagine watching movies under the stars from the (relative) comfort of your Porsche. Throw in a fun drive beforehand and you have a terrific evening and an all-American experience.

The first drive-in movie theater was opened in 1933 by Richard Hollingshead of New Jersey. With the USA's love of cars and Hollywood, the only surprise is that it took so long. By 1958, there were 5,000 drive-in movie theaters in the United States—but with television and then color television ("Wow! Fancy!") these theaters began to close, and by the 1980s there were fewer than 800 left in operation. By the 1990s, the number of closings starts to dwindle, and attendance figures began to rise again.

One of the remaining drive-ins is the Bengies (<http://www.bengies.com/>) Theater in Essex, MD, just outside of Baltimore. This is a great theater, with the biggest movie screen (52' x 120') in the United States. They have a snack bar, show contemporary movies and trailers from the '50s and '60s between features, and the lot is usually full with families.

A group of PCA members went to Bengies last sum-



mer—we enjoyed our cars under the stars and found a lot full of friendly people who loved our Porsches.

We're going again on Saturday, Aug. 29, meeting at 3 p.m. to take a country drive through Maryland horse country, ending at Bengies between 5 and 6 p.m. We will then grab food at the concession stand, talk about our cars and wait for the first movie, which starts at sundown. There is no cost to register and advance registration is not required for this event, but admission to the theater is \$8 per person. If you bring your own food, there is a \$7 per car food fee. More information available at www.pcapotomac.org. If you would like to sign up or have questions, please email me at driveanddine@pcapotomac.org.

Photo by Jamie Rice

Bengies Drive-In Theater was the scene last year of a Drive 'n Dine program. The drive-in is located in Essex, Md. This year's Drive 'n Dine excursion will be Saturday night, Aug. 29.

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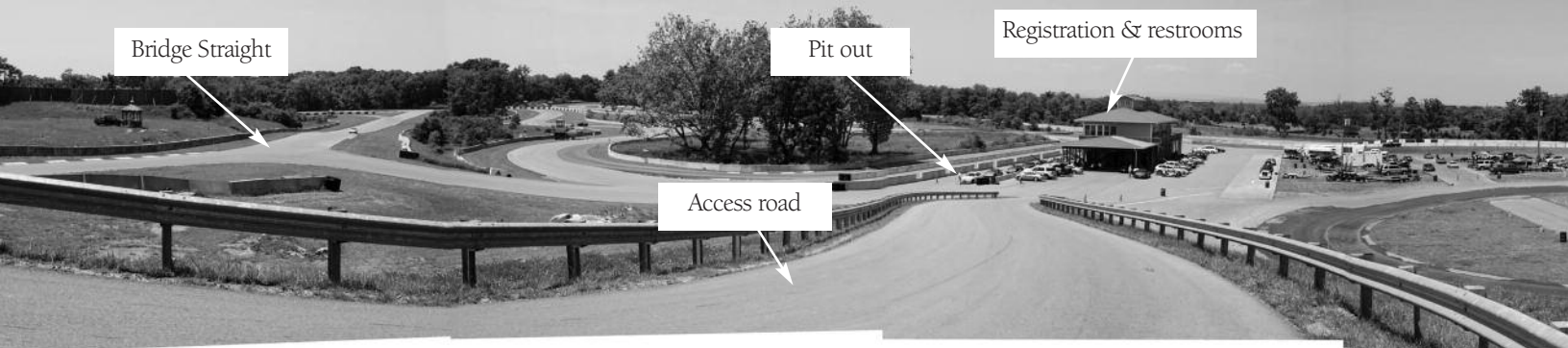
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Photos by Richard Curtis

A composite photo of Summit Point (W.Va.) Motorsports Park's Shenandoah Circuit. View is toward the west. A series of photos were taken from the entrance bridge, and the composite, showing a 270-degree view of the track, was made using Canon's PhotoStitch software.

Potomac visits the Shenandoah Circuit

Right: Between run groups, Blue group driver Dave Kalinowski of Oakton, Va., on Sunday was reading "Going Faster" by Skip Bondurant. Greg's 1986 Turbo, which he's owned for six years and is a daily driver, is his third 911. Seen here, he's checking out the "Shenandoah Stripe" on the left rear wheel arch.



Bristow, Va.'s Steve Vetter relaxes in the shade on Sunday of the June 6-7 event at Shenandoah. Steve currently drives a 944 as his track car (not seen in the photo). Turnout for the tight, multi-layout course was good, according to Potomac President Tuffy von Briesen. The weekend had terrific weather with no rain.

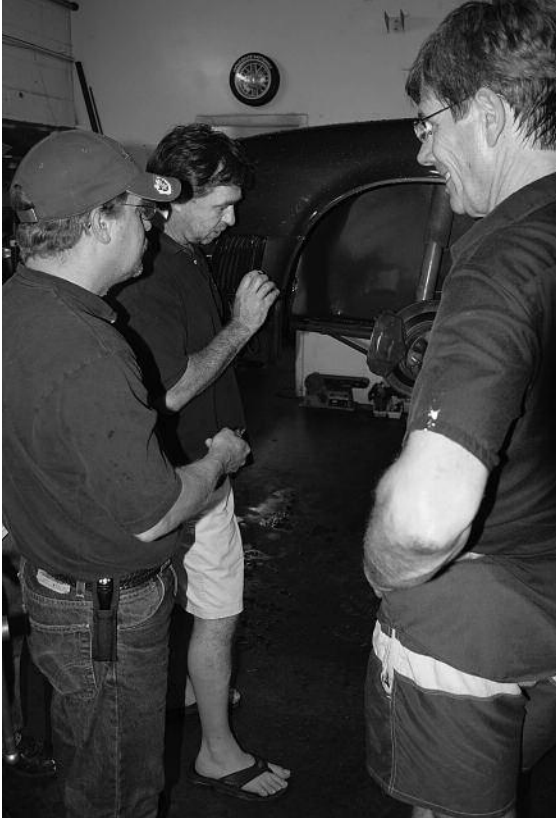




Above: Tom Phillips of Fredericksburg, Va., spent time between Sunday run groups trying to loosen lug nuts that had been installed too tight on his 944 Turbo. The DE instructor purchased the car 23 years ago and recently repainted it a bright purple.

Above right: Mike Spraggins of Silver Spring, Md., with his 914-6 that he's owned 1½ years. He has owned eight different 914s. He bought his first 914 in 1986.

Right: Seymour Slatkin, right, of Potomac, Md., discusses DEs and his '08 997 with Mike Volpe of Falls Church, Va. This Shenandoah circuit DE was Slatkin's first on-track event in over 10 years. Volpe drives an '02 Boxster S that he bought new.



Photos by Richard Curtis

Above: Car owner Tim Atkinson, left, gets some advice about his brake caliper piston by Intersport's Charlie Murphy, center, and tech inspector George Whitmore.



Above right: Ross McNair of Bethesda, helps set up the lift on his '91 3.3 Turbo that he's owned for 5 years. McNair regularly does DEs and previously owned a 944 Turbo.

Rainy day tech session at Intersport

June 20 turned out to be rainy, extremely so at times, but Potomac still managed to send 31 cars through the scheduled tech session held at Intersport in McLean, Va.

This tech session was for cars going to

the Watkins Glen DE event in two weeks.

Several Potomac members showed up with their cars either for a non-track related inspection or for routine maintenance, such as regular oil changes.



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Readers and their cars

Photos by Richard Curtis

Left and below left: Paul Anderson's beautiful 1965 356C coupe made the trip from Anderson's home in Great Falls, Va. to the Sully Plantation, near Dulles International Airport, for the annual Father's Day car show on June 21. Anderson bought the car in Idaho in April 2008 but didn't actually take possession of the car until Christmas. The Chinese Red 356C has 57,600 miles on the odometer and "no rust, ever," says Anderson. He previously owned a 1955 Speedster, a 1965 cabriolet and a 1959 Normal coupe.

Below and below right: At the Deutsch Marque Concours in May, Dave Miller's 1972 Mexico Blue Targa won the Best of Marque award. Miller also showed the car at the Sully show. Miller, of Vienna, Va., has owned the car for five years.

Miller also had a collection of early Panorama magazines, including this one advertising such finds as a 1965 356C cabriolet for \$2,650 and an Abarth Carrera coupe with a 912 engine for \$4,500.

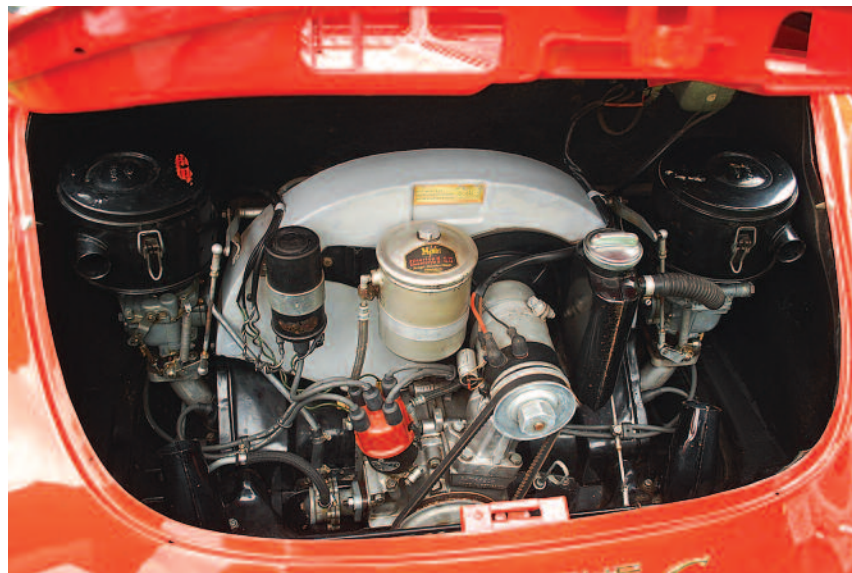




Photo by Michael Madrid

