

der Vorgänger





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der Vorgänger

The monthly magazine of the Founders' Region, Potomac, Porsche Club of America.
August 2010, Volume 56, No. 7

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Photo on this page of the Maryland breakfast meeting in June featuring, among others, a new Boxster Speedster. Photo by John Magistro.

Cover photo by Tony Pagonis.



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Needed: Historical photos

In an upcoming issue of *der Vorgänger*, we're going to be covering the founding of the Founders Region, Potomac, Porsche Club of America. This is the 55th anniversary of our founding. Already, we have planned a lengthy article that interviews more than a half dozen long-time members who recount what the early days were like. There also will be pieces about the history of Porsche in the U.S., details of the club's anniversary celebration to be held at the River Bend Country Club in Great Falls, Va. on Oct. 9, and other articles about the great folks and cars of Potomac.

To that end, I ask that you rummage around in your own files (and the attic of your memories!) for remembrances of your connections to Potomac, whether recent or long ago. These can be long or short. We'll publish a collection of your best stories. Also, of course photographs and other visual memorabilia would be greatly appreciated by *dV* readers, so please send them along (if you don't have them digitally, please send us originals. We'll scan them and take great care in returning them). As is usual with these sorts of things, we admit that we've let the 55th anniversary sneak up on us, so please send these along to my email address below.

Another *dV* editor needed

Although this magazine is a labor of love, and I'm not considering quitting anytime soon, it's only wise and prudent that the club has at least one editor in the wings. Just in case.

We're looking for an assistant editor to help produce this magazine February through December, with an eye toward eventually stepping up into the editor's position. My experience is that the job would involve just several hours a week, plus more concentrated time nearer our mid-month deadlines as we assemble the magazine each month.

You would need an eye for interesting stories about interesting people. Sometimes we even write about the cars. You'd have opportunities to be around all things Porsche, and be encouraged to write about them. An interest in photography is a plus; you can meet many new friends by taking their photograph with their car (Potomac members love that!). Although not absolutely necessary, if you know even a little bit about Quark xPress or Adobe InDesign, or would like to learn those high-powered layout programs, adding your name to *dV*'s editorial masthead would be a good first step. You can contribute as much or as little as you like, and I promise you'll rapidly expand your circle of Porsche friends.

If you would like to hear more about this opportunity, please contact me.

—Richard Curtis
dveditor@pcapotomac.org



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der Vorgänger

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

The president's page

al;djsflkjadlfj

I'm just back from my first Porsche Parade. If you have never attended one, you should attend at least one to get a unique insight into a different aspect of PCA. Sheri and I met PCAers from all over the US. We volunteered for three different types of work and enjoyed all of them. We saw some great concours cars, drove a new Boxster Spyder and made lots of new friends. One of the real treats was seeing how well Potomac members did in the competitions. And by the way, *der Vorgänger* walked away with a third place award in the newsletter contest. Congratulations to all the Potomac members who won first place awards. I plan to write an article for *der Vorgänger* to chronicle this experience and describe a "presidential moment" that occurred during the Driver's Education event held during Parade.

Another aspect of Parade was attending the PCA Board meeting on Saturday, July 3. If you recall there were three items pending a vote by the board. The first was the authorization for the executive committee to access the cash reserves if the EC wanted to explore the option of purchasing office space in addition to leasing new office space. Out of about 150 possible votes, 124 voted in favor of this. This means that when the lease for the current office space expires in December the EC will now have the option to access up to \$900,000 of PCA cash reserves to purchase office space. Surprisingly, there was little discussion on this matter.

The second item up for a vote was increasing the national dues from \$42 to \$46 per year. This also passed by an even greater majority. There was also little discussion on this issue. The third item was the establishment of an ad hoc committee to review suspensions of PCA members. This also passed with a large majority. There was quite a bit of discussion about this centering on why this was necessary. The main reason, according to national is to ensure that suspensions of PCA members are based on legitimate reasons. The region initiating the suspension can ask national to review or the person suspended can ask national to review.

Potomac plans to celebrate our 55th anniversary as the Founding Region of PCA on Oct. 9 at River Bend Country Club in Great Falls, Va. This should be a great family event. We plan on a rally, a gymkhana, wash and shine concours, reception and an Oktoberfest themed dinner. After dinner, we'll have a program that chronicles Potomac's history. We'll try to have Porsches from each year dating back to 1955. If you have a Porsche that dates back to the early days of Po-

tomac and PCA, please let us know. Mark the date Oct. 9 in your calendar and join us in celebrating our 55th anniversary. Registration will open late July. We will use clubregistration.net for all registration. The cost is \$50 per person, and that includes all activities. We'll have more detailed information on the website.

The Potomac nominating committee has identified the slate of nominees for next year's officers. Dick Seltzer, our vice president automatically becomes president in 2011. We will publish the nominees in the September issue of *der Vorgänger* and on our website. Please review our bylaws for more information on the election process.

One of the challenges of any club that consists solely of volunteers is identifying people to fill positions as the incumbents move on. We are actively seeking new blood to occupy some of our important volunteer positions. Autocross Chair Tony Pagonis has held that position for three years and would like to move on. Tony has done a great job. If anyone is interested in taking over autocross please contact Tony. If anyone has an interest in any of our other programs, DE, Rally, Drive and Dine, Concours, etc., please let me know. If you want to commit some time to the region and meet many great people, this may be the thing for you. Remember that these positions require a commitment of time. If you are interested in any of our board positions, please contact me.

Don't forget our annual PorscheFest in mid August (see story on Page 10). Once again, we will honor our wounded veterans with our fourth annual Vets on Track. During VOT we bring out about 20-25 wounded veterans and their families to our DE Event at Summit Point. They spend the afternoon at the track and around 5 p.m. we take them for rides on the track in our senior instructors' cars. Last year Tony Pagonis invited the vets over to the autocross. Quite a few of the vets rode around the autocross circuit with the autocross participants. This was a big hit and we plan to do it again this year. In addition, as usual, we'll have our dinner to honor the vets. Dixie Bones, purveyor of some of the finest barbeque in the area will again cater the event. Dick Seltzer is coordinating the event for the third year. He'll need lots of help so if you are interested, contact him at vicepresident@pcapotomac.org

Thanks again for your support and let me know your thoughts at president@pcapotomac.org



Tuffy von Briesen

Introducing Taste of the Track program

By Tuffy von Briesen
for *der Vorgänger*

Welcome to the Potomac Founders Region of the Porsche Club of America (PCA), the premier marque club in the world.

Have you ever wondered what Drivers Education (DE) is like? Experience the flavor of the DE with the "Taste of the Track" (TOTT) Program.

We have found that there are some members who would like to learn more about Drivers Education, but do not want to be a full driving participant in their own car at this time.

As a non-driving participant you will be entitled to attend any classroom sessions, help at a flag station if appropriate, plus you will be a passenger with an approved instructor for one session. This is a good way for spouses, relatives and friends or those not sure of their interest level to experience the activity. PCA membership is not required.

After arriving at the track, sign the track waiver forms at the entrance. The gatekeeper will direct you to the main paddock area and

the event registrar.

After registering for the event, a Potomac Region instructor will provide a general briefing to explain the basics of driving on the track, including track rules, some basic vocabulary and an explanation of "the line."

The chief instructor or registrar will assign you an instructor who will drive you in the instructor's vehicle in a student level "run group" session, typically with students who have between 10 and 40 days of track experience, and will answer your questions you may have during the session (generally 20-25 minutes long).

This experience is intended to be educational and informative. If you are uncomfortable at any time, your instructor will adjust his/her speed or bring you into the pits at your request.

Most instructors truly enjoy taking out Taste of the Track participants, answering questions and hopefully inspiring you to become a full-fledged participant. You will be provided with a helmet and utilize the normal in-car communications headset to allow easy discussions with your instructor. Your instructor may also

ask that you spend a few minutes to trial "fit" into their car to familiarize you with the safety belts and other equipment that exists in many track cars.

TOTT participants should plan to arrive early and spend a significant part of the day at the track to sample the entire experience. We have a required general driver's meeting early each morning, often at 7:30, and while you are not required to attend this session, it will offer additional insights into the event.

Cost for this activity is \$50. Our DE event safety rules require you to wear long pants, long sleeves and closed shoes.

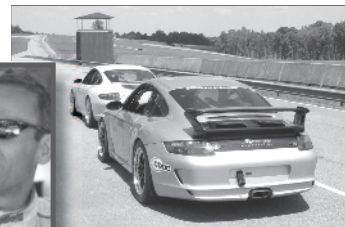
Requirements:

- At least 18 years of age.
- Sign all appropriate insurance and track waivers.
- Complete appropriate entry form including payment of entry fee.
- Attend the Taste of the Track general briefing and your instructors pre-ride briefing.
- Wear an approved helmet and clothing.

David Murry

TRACK DAYS

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OCTOBER 13-14

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Practice photos for 55th anniversary contest

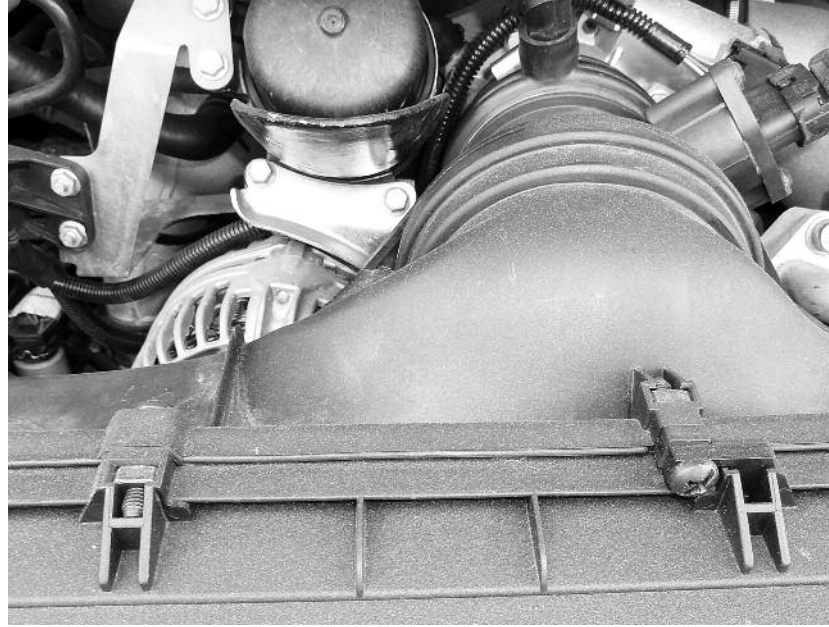
Well, how did you do with the practice photographs last month? There should be no arguing that the Bull's Eye was not Porsche related. It was of a mounted wheel and tire, you'll recall, but a very special wheel. Some of the longer serving members of the Region will recognize the Fuchs design wheel. These light alloy wheels were available as an option on 911 and 944 models during 1967-1989. They were highly desirable for use in high performance driving events because of their strength and light weight. The unique feature of the wheel in the photograph is that it is brand new. The picture was taken at the recent Deutsche Marque Concours d' Elegance. The Fuchs wheel(s) were mounted on a new 997 Porsche on display by Porsche of Arlington. Porsche is once again offering new Fuchs wheels, and this is one of them.

The photograph in the Caption category was of a track worker at Summit Point holding a radar gun. He was working at our 2009 Club Race, attempting to control the speeds of the race cars on the grid. For a caption, how about, "Come on, come on, one more mile-an-hour and I've got

you!"

Remember, the 55th Anniversary Celebration of the founding of the Porsche Club will occur at the River Bend Country Club, Great Falls, Va. on October 9. Be sure to save the date on your calendar and participate in the Photograph Contest when you attend that Saturday.

Good luck with this month's practice photographs!



55th anniversary party on Oct. 9

By Tuffy von Briesen
for *der Vorgänger*

Potomac has reached a significant milestone for the Porsche Club of America. The Founder's Region is 55 years young. This is the first in a series of articles authored by various club members, which will talk about the history of PCA and Potomac. Both are intertwined and go hand in hand.

In 1954, a group of Porsche owners from the Washington, D.C. area led by Bill Sholar started to meet to talk about Porsches. They talked about the satisfaction they got from driving this automobile and also helped one another with mechanical issues. There weren't a lot of Porsche mechanics or shops in those

days.

Bob Elliot, one of the founding members of the Porsche Club of America and the Potomac Region recalled for our website that he went to an organizational meeting at Bill Scholar's apartment on July 27, 1955. The only other person he remembered being there was Ray Wilcox. He recalls they decided to keep moving towards forming a club for Porsches. Later he and Ray went to a Hot Shoppe and griped about Porsches.

Bob also recalled that on Sept. 13, 1955 he went to another meeting at Blackie's Grill in D.C. He said that Bill and the others organizing the club had made arrangements for the club to be formed. There were a "handful" of other Porsche owners present. They had even designed the club emblem.

Today, PCA has evolved into one of the largest car clubs in the world with 56,000 primary members, and Potomac became the first Region in PCA. Its members were those who

founded the Club.

Potomac has a long history within PCA. Two examples: (1) We hosted the first Parade and (2) we have the longest consecutive running Club Race within PCA. It's a great history.

To celebrate this milestone, Potomac will host our 55th Anniversary Celebration on October 9 at River Bend Country Club, Great Falls, Va. This will be true celebration of our heritage. We'll have lots of old cars and as many of our senior members and past presidents as we can round up. It will be a wonderful opportunity to meet those who made Potomac what it is today, exchange stories with old friends and meet new ones. Watch for more details in *der Vorgänger* and on the website.

As we approach the anniversary celebration, we'll provide articles that chronicle events and people from Potomac's past, present and future. See you on October 9.

New members, anniversaries

August 2010 anniversaries

40 years

JJ. D. Schmidt
& Anne Schmidt

20 years

Robert Douglas
& Ashli Douglas

15 years

Richard D. Carter
& Beth Larlee
Dave McMahon
& Julia A. McMahon
Steven J. Sacher
& Paul Sacher

10 years

James R. Atkinson
& Kara Atkinson
Stephen G. Berman
& Judith L. Berman
Tom Decker
& Karen Decker
Marc English
& Angela English
Duane Gross

Bruce D. Jennings
& Kristi L. Jennings
Gary S. Kitson
& Gregory S. Kitson
Christopher V. McFaul
& Joe Escaba
Claude J. Thomas
& Kelley J. Thomas

5 years

Carl D. Beveridge
& Lynn Beveridge
Daniel D. Curry
& Monica Curry
Doug Falk & Holly Falk
Daniel J. Jones
& Audrey Tomason
Evan M. Katzman
& Robin Katzman
James Y. Lee
Peter Manos
& Carolyn Manos
Harry F. Monahan
& Jean Monahan
Kiyoshi Nakasaka
Joongyul Oh
& Joongho P. Oh
William B. Reilly
& Elizabeth Reilly

Roderick N. Ryan
& Jonathan Ryan
Renne Szramski
& Edward Szramski
Ashley E. Wills
& Gina Wills

July 2010 new members

Michael L. Avery
Daniel R. Ball
Mark H. Chichester
Matt Fedowitz
Greg Gagarin
& Isabell Gagarin
Richard A. Haskin
Tim Hattenberger
& Rachel Robinson-Hattenberger
Brian Heggelke
& Todd Treat
Craig Hicks
& Ann Hyland
Jay Hyland
& Ann Hyland
Nick Levi-Gardes
Jack Lillie & Lu Lillie
Dave Loines

Tom MacAllister
& Dipali MacAllister
Daniel J. MacCabe
& Kelley MacCabe
Anthony Maher
Denise E. Mitchell
Craig A. Morris
Abhi Parab & Priya Gupta
Ira Perry
Jack Peterson
Steve Peth & Mary Peth
Bobby Rahimzadegan
Timothy J. Ramey
& Marianne C. Ramey
Brett P. Reistad
Drex Ross & Kyle Ross
Gabe Santiago
Ted Schmitz
Rick Schultz
Clarke P. Simpson
& Slaveya Yaninska
Brian Spradlin
Jose Tayao
Bill Tench
& Beth O. Tench
Josh Vieira & Leila Vieira
Paul Zygmunt

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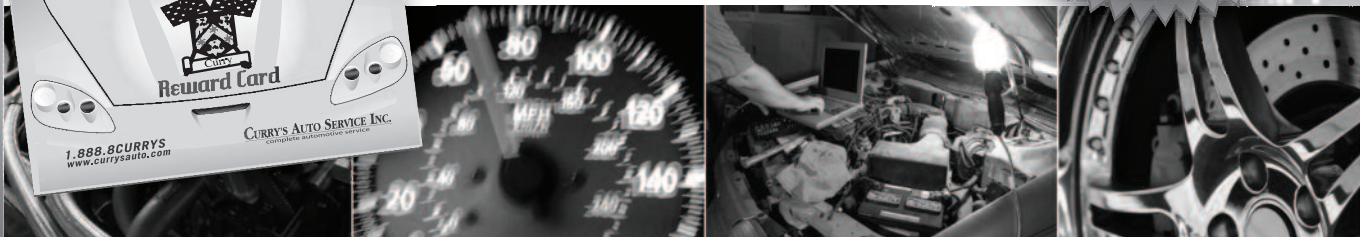
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PorscheFest weekend slated for Aug. 13-15

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. How about attending the 2010 Potomac PorscheFest? 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 2010 PorscheFest August 13-15 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.

PorscheFest, one of Potomac's signature events, starts with a three-day Driver's Education event that gets underway on Friday. 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.

About noon on Saturday, Drive and Dine Chair John Eberhardt will lead a stalwart band of p-car drivers through the countryside to Summit Point.

On Saturday and Sunday, Public Service Chair Scott Mayster will host our annual PFest Taste of the Track. Taste of the Track allows almost anyone to experience the thrill of Drivers Education. The Taste is a great way to learn about the excitement and camaraderie of DE and help a worthy cause at the same time.

Potomac asks 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. The donation for a 20-minute track session with an instructor is \$60.00. Last year, Taste participants donated \$1,900 for the Carol Jean Cancer Foundation and SPARC.

The highlight of PorscheFest comes on Saturday when Potomac will host a contingent of wounded veterans and their families for our fourth annual Vets on Track. The first event was so successful we decided to do it again in 2008, 2009 and now in 2010.

We invite vets from Walter Reed and their family to come to PorscheFest 2010 and spend the afternoon roaming the paddock at Summit Point. They can talk to PCA members and their


families, sit in track cars and watch the cars on the track. Thanks to the autocross volunteers, for the first time last year the Vets were able to ride along for autocrosses. We plan to do this again this year. That will last until about 4 p.m. 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 veterans' families out on the track for lapping sessions. Mike Levitas, who won the 2006 Rolex 24 Hours or Daytona, has provided rides for Vets in the winning #36 Porsche and will do so again this year. Porsche of Tysons will provide some great gifts and might even have a car or two for display.

That evening the vets and their families will be joined by Potomac members and their families for a barbeque dinner catered by Dixie Bones from Woodbridge, Va.

We'll have a photographer there to capture all the action. 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 veterans, their families and the Taste participants as a tangible memory of a remarkable experience.

It will be a great time for all and a great event. Looking forward to seeing you there.

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2010 schedules

Autocross:

Sat., Aug 14, Autocross at Summit Point Motorsports Park (Washington Circuit) PorscheFest weekend

Sun., Sept 26, Autocross at Baysox

Sun., Oct 24, Autocross at Baysox

Sat., Nov 13, Autocross at Baysox

Contact Tony Pagonis at autocross@pcapotomac.org

Rally:

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

Aug. 14, PorscheFest Fun Run

Aug. 28, Drive-In and Dine

Sept. 18, Potomac Region 55th Anniversary Fun Run

Sept. 25, Lovettsville Oktoberfest

Oct. 2, Fun Run to Club Race

Oct. 23, Fall Foliage Run to the

DE track schedule

Event	Date	Days	Track
DE	Aug. 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	Oct. 29	Fri.	Summit Point Circuit
DE	Oct. 30-31	Sat.-Sun.	Summit Point Circuit

Taste of the Track (see page 7) will be available at every Potomac DE event.

Ashby Inn

Dec. 4, Antietam Luminary Tour

Contact John Eberhardt at driveanddine@pcapotomac.org

Concours:

TBD Camp Friendship Rally/Car Show.

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

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

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

DE tech schedule

Date	Location	Event	Contact
Sat., Aug. 7	Porsche of Arlington 3100 Jefferson Davis Arlington, Va.	Summit Point Aug. 13-15	Chad Morrison (service mgr)
Sat., Aug. 28	Tischer Auto Park 3211 Automobile Silver Spring, Md.	Virginia Inter. Raceway Sept. 3-5	Chas Conklin (sales mgr)
Sat., Sept. 25	Summit Point Jefferson Circuit	HPDC Sept. 25	Marvin Jennings (tech chairman)
Sat., Oct. 23	AutoSportsystems 2810-F Dorr Ave. Fairfax, Va.	Summit Point Oct. 30-31	Geoff Schwarz Ray Plewaki (shop owners)

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Save the planet: Drive a Porsche

By Joe Eaton
for *der Vorgänger*

It's an unseasonably cool day in August, and I'm screaming down a twisty, two-lane road nestled in the driver's seat of a silver 1966 Porsche 911. The Porsche's owner is riding shotgun, shirt collar popped, trying to look nonchalant as I bring the revs up and shift into third. The trees blur.

"There are speed cameras up here," he says. "You might want to slow it down."

He's right, and not just because of the cameras. While it's tempting to let the Porsche climb past 80, you catch more of a used car's flaws driving at slower speeds, when the wind and engine noise can't mask the clunks, rattles and shakes.

Judged with the cool logic of pragmatic transportation, the toad-shaped rocket I'm test-driving is a terrible option. It's finicky and expensive to fix, and it spews carbon like a coal-fired power plant. It has lap seatbelts with no airbags and weighs less than one-third of a Chevy Tahoe—a head-on crash is a game-ender. Yet it's stunningly beautiful and exactly what I'm searching for. I've drooled over the

Porsche 911 since I was 10. Finally, I've found a way to fit the car into my lifestyle.

In spring 2007, my wife and I sold our Volvo and committed to public transportation. Since then, it's been no traffic jams, no mechanics, no gasoline and no insurance bills. With the money we saved, I started a "hot rod" bank account dedicated to making driving fun. Public transportation is paying for my Porsche.

I log 20,000 miles a year commuting from my home in Baltimore to my job in Washington, D.C. I travel by train and subway. Fares (plus vacation rental cars, bus tickets, bicycle tires and the occasional taxi) set me back around \$3,100 a year—\$6,000 less than Camry Man. I stash the savings in my Porsche fund.

Like many Americans, I love to get out and drive. But in and around major cities, "driving" usually means idling in traffic while trapped in cars as utilitarian and uninspiring as washing machines. It's soul-sucking and dirty. It's also expensive. According to AAA, if I were to commute 20,000 miles in a Toyota Camry, I would burn through \$9,100 a year in fuel and ownership costs that include insurance, maintenance and depreciation. If a dash gauge

measured money per mile, the needle would be pegged at 45.5 cents. And, according to Department of Transportation statistics, that much commuting would release more than 15,000 pounds of carbon dioxide into the atmosphere. A Prius cuts that almost in half—a green boost for sure, but nothing compared with pairing public transportation with weekend joy rides in a classic car.

Like many former teenage hot rodders, the cool quotient of my cars dropped as my education and career aspirations rose. I grew up in the 1980s in a town an hour northeast of Detroit. At 16, I cruised the downtown loop on Saturday nights in a 1960 Chevy pickup my father and I painted red. Next came a 1963 Chevy Nova. At graduation, I drove a 1966 Plymouth Belvedere with 440 cubic inches under the hood and a positraction rear end—one of the fastest cars among many fast cars in my class. I loved these cars and think of them fondly, like high-school girlfriends, though each left me stranded on the side of the road too many times to count.

The collapse to generic wheels began when I sold the Plymouth for college tuition. It continued for the next 17 years through a haze of



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Volkswagens, Subaru, and a particularly horrible light-blue Chevy Cavalier. After we married, my wife and I owned two Volvos, both wagon-model icons of safe, dependable, vanilla transportation. The fine rumble of classic car exhaust continued to turn my head, but a gas guzzler didn't fit my lifestyle.

If bumper-sticker logic is taken for truth, gas-guzzlers shouldn't fit any lifestyle. Hot rods, like SUVs, mark the bad politics of the eco-unfriendly. The auto industry, happy to market the sentiment, has responded with fuel-sippers, hybrids, full-on electrics and promises of even "greener" vehicles. But giving up your Prius and putting a hot rod in the garage may be the best thing you can do for the planet.

Science shows that cutting miles traveled by personal automobile is far more effective at reducing carbon than improving gas mileage. A car entirely unsuitable for daily transportation does just that. Cruising in a hot rod on occasional spirited jaunts is like savoring a real chocolate-chip cookie instead of gorging on a box of low-fats. A little bit won't hurt you. And it's good for the soul.

Giving up wheels as daily transportation may seem daunting, but kicking the habit is simple, at least in the city, where access to buses, subways, taxis and bike paths make car ownership a sign of supreme laziness. On Saturdays, I ride my Trek bicycle 2.5 miles to

Whole Foods and ferry groceries home in a large hiking backpack. Canned food and other heavy items go on the bottom. Tomatoes and peaches go on top. When it rains or snows, I take the bus.

If this sounds like a hassle, consider my friends with cars—their parking tickets, wheel boots, smashed windows, broken mirrors and stolen goods. City driving is expensive, frustrating and dirty. Yet even the most progressive Americans continue to pay the car tax for wheels they do not love.

In "Risky Business," Tom Cruise's character comes of age with the help of a beautiful prostitute and a stunning car. For this rural preteen, the shark-nosed Porsche 928 that winds up in Lake Michigan was nearly as exotic as Rebecca De Mornay. And just as far out of reach. In 1983, a base model Porsche 928 cost nearly \$40,000, the price of a nice house in my town.

A quarter-century later, however, many former dream cars, the Porsche 928 included, have dropped to the price of a good used minivan. Superb 928s now go for \$10,000. A decent example costs half that. When something breaks, however, the fix will be expensive, if you can find a mechanic who remembers how to work on something so old. The struggle to keep a sports car as a daily driver has put many owners smack in the seat of a Hyundai. Classic cars are playthings, not transportation.

Some guys have both. They commute in air-conditioned cocoons with automatic transmissions and keep weekend convertibles under covers in the garage. Most of us, however, have to choose. And most of us make the wrong choice. When my Porsche fails, I'll rip it apart and fix it. If it sits immobile for a year, I'll get to work the way I always do—by train.

After two and a half years, my hot rod account holds \$15,000. I should probably throw the money down on the S&P 500 or pay off my student loans. Instead, I've test-driven vintage Porsches across the mid-Atlantic, spent hours on the phone with owners as far away as Washington state and missed sleep while trolling the Internet for "the one."

Sprinting away from the city in the 1966, vent window cracked, it's decision time. The car is the perfect Porsche for the \$16,000 the owner is asking. But that's cheap for the model and for good reason. A paint blister above the right rear fender exposes bad bodywork. Rust is bubbling up below the doors. Worse yet, the owner doesn't know how many miles are on the rebuilt engine.

It's a beautiful—but deeply flawed—version of my dream car. I pull the car into a subdivision, park and take the passenger seat. The owner gives me a ride back to the subway. The hot rod fund continues to grow.



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Lifts for Charity set for August 7

By Scott Mayster
for *der Vorgänger*

If you missed the last Lifts for Charity event, here's your chance to do all the maintenance work you've been putting off. Change the oil, swap brake pads, bleed your brake fluid, adjust your suspension, etc. for Drivers Ed, Autocross, Rally season or just spirited summer driving.

Join us Saturday, Aug. 7 at Porsche of Arlington from 9 a.m. until 2 p.m. for the final Lifts for Charity of 2010. The event is being held along with a DE Tech Inspection, so it's a great opportunity to get your car inspected for Drivers' Ed, get those projects done and help out some great causes at the same time. As usual, all fees go to PCA Potomac's charities, the Carol Jean Cancer Foundation and the SPARC Foundation.

Put your car up on a lift where you can easily get to everything. Dump that old oil or brake fluid into a convenient, environmentally-responsible receptacle. And if you have a question or problem, your fellow PCAers, our highly-knowledgeable tech inspection staff and even trained mechanics are available for advice.

Even if you have a garage queen or no to-do list, come out and enjoy the day with your fellow PCAers... you'll be amazed at what you learn about your car.

Anyone performing work will need their own tools and supplies. Lifts will be available in hourly increments for a \$35/hour donation (may be tax deductible). Cash and checks are accepted. For further information or to register by phone or email, please contact Scott Mayster at 202-258-0902 or PublicService@pcapotomac.org.

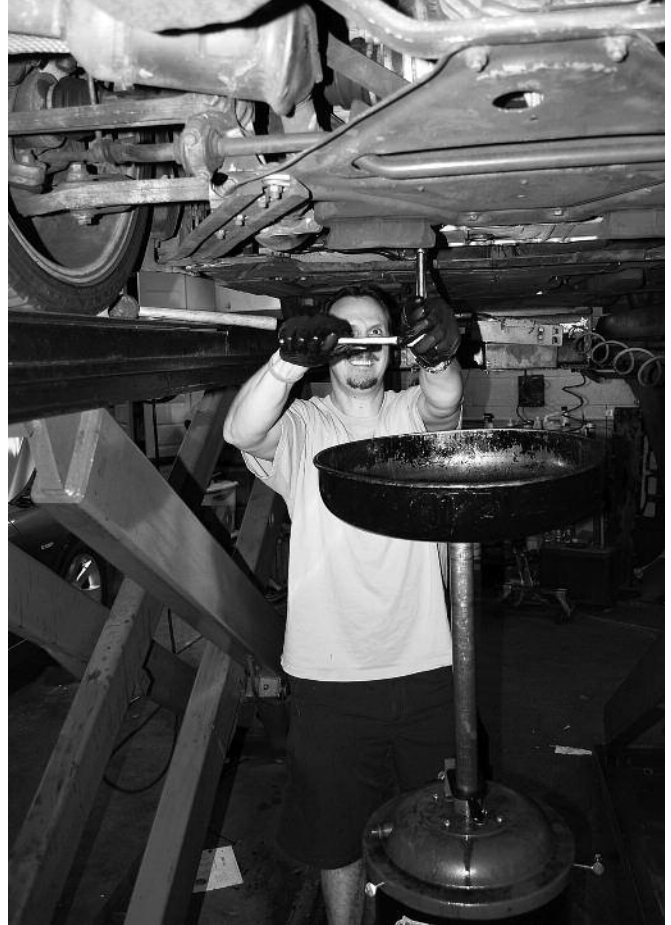


Photo by Richard Curtis

Potomac's Public Service Chair Scott Mayster, from Rockville, Md., changes the oil in his 2002 Boxster that he's owned since new.

Club Race workers needed

Volunteers don't get paid, not because they're worthless, but because they're priceless

By Starla Phelps
for *der Vorgänger*

October 1-3 Potomac will host its 19th consecutive Club Race.

Club Race is an event that depends on volunteers. We have been fortunate to have many volunteers who come out and support Club Race—a national event—every year, but we need more.

It is exciting to watch the competition of members of our club, clubs from up and down the East Coast and the Midwest. It is a weekend to support our club, have fun, watch the races and make new friends.

If you volunteer to work all three days, we will provide money towards a motel for two nights or gas money. If you are only able to work two days, we will provide you with gas money. After the track closes we enjoy a happy hour. In addition, we have fabulous dinners catered both Friday and Saturday nights (the feedback from prior events is that Potomac provides the best meals of any club race—just another reason that you should volunteer). Many of our sponsors provide gifts you might win at the dinners. Each volunteer is provided a goodie bag with a volunteer worker T-shirt and other surprises. Volunteers also receive many big thank yous.

Again, we need you, we cannot do this without you.

Your support has made our Club Race receive the highest praise from National and the racers of all club races.

“We make a living by what we get, but we make a life by what we give.” —Winston Churchill

Contact us at, clubrace@pcapotomac.org or kevino@pcapotomac.org

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Special pricing for PCA members



Photo by Jason Eberhardt

The crowd continues to grow for Potomac's annual trip to Frank Lloyd Wright's Fallingwater in Pennsylvania. This year's trip was June 11-13.

The ultimate Drive 'n Dine trip

By John Eberhardt
for *der Vorgänger*

It was a beautiful, warm Friday in June when 17 Porsches and 32 PCA members left Frederick, Md. for Potomac's third annual Fallingwater/Laurel Highlands trip. This year we had an outstanding turnout, with 64 PCA members in 33 cars from four PCA regions (Potomac, Central Pennsylvania, Riesentoter and Mid-Ohio).

We started our trip with a leisurely drive up to the beautiful Nemaocolin resort on Friday, June 11. Our 17 Porsches met initially in Frederick and then drove to Hancock, Md. to rendezvous with another four cars from Central Pennsylvania Region. We set out on the old U.S. 40, the National Pike, a beautiful road that parallels Interstate 68, for a fun, twisty, country drive up to the resort. Of course, no PCA caravan would be complete without an "on road" impromptu tech session, consisting of Eric Wahlberg cleaning out the fuel filter on his 914. And, of course, it wouldn't really be a Drive and Dine if my directions didn't send someone off in the wrong direction; apologies to Richard Waddell and Joanne Trippi.

But we finally made it to the Nemaocolin resort in Farmington, Pa., all of us in good shape, with plenty of time to check in and relax before our Friday group bar-

2009 photo by John Kemmerly

Fallingwater was completed in 1939 for department store magnate Edgar Kaufman and his wife, Liliane.



Photo by John Eberhardt

Right: Potomac members enjoy the view from Kentucky Knob, also known as the Hagan House. The building was completed in 1956 and features radiant heating.

Photo by Jason Eberhardt

Below: The road to Kentucky Knob from Nema-colin. Kentucky Knob, another Frank Lloyd Wright house.

Photo by Donna Broderick

Below right: the group stayed at the Nema-colin Woodlands Resort and Spa in Farmington, Pa, about 11 miles from Fallingwater.



becue dinner. For those of you who haven't been to the Nema-colin, it is a five-star resort with rooms that make you think you have royal accommodations. Thanks to the stellar parking staff at Nema-colin, we had all 33 cars lined up in front of the resort – a real sight! Once everyone checked in, we went over to the Pavilion for a great dinner courtesy of Nema-colin's outstanding catering staff, where we relaxed over beers and burgers.

The next morning, about 50 PCAers who liked to get up early met in front of the hotel and drove over to our first tour: Frank Lloyd Wright's Kentucky Knob house in nearby Chalk Hill, Pa. As Porsche owners, I like to think that we have a special appreciation for brilliant design, and our cars and the architecture of Wright seem to have that special bond of excellence.

The house itself was a cool retreat on a hot day, with

Photo by John Eberhardt

Right: Kentuck Knob was based on Wright's Usonian design. It was built of native stone, tidewater cypress and copper. The house is currently owned by Great Britain's Lord and Lady Palumbo.

Photo by Donna Broderick

Below: The tour group visited the site of the crash of Flight 93 on Sept. 11, 2001.

Photo by John Eberhardt

Below right: Shanksville, Pa., the lunch stop.

Photo by John Eberhardt

Bottom: Dinner at the Stone House Inn.



the only item of concern for a Porsche owner being the lack of a garage, since Wright felt that garages were "a place for clutter." I had the pleasure of touring the house and sculpture gardens with Claude and Sandra Imbt, Gary and Sheri Brindle, Dick and Kathy Seltzer, Eric and Esther Wahlberg, and Craig Moen and Elaine Kash. We had lots of fun in the sculpture garden!

After the tour, we had free time to see the sights in the beautiful Laurel Highlands. I went to lunch with the Seltzers and the Imbts while the Brindles toured a winery. We then went for a quick country drive, where the water pump on the Seltzers' Boxster (which was on loan to me – see the PCA Trackside Assistance article on the next page) gave up the ghost. Having had the second Boxster breakdown down in two weeks, I tried to avoid touching any other cars that weekend.

Saturday night, we all gathered again for a delicious banquet at the Stone House Inn in Farmington, Pa. and Restaurant – a circa 1822 inn that was one of the original stagecoach stops on the National Pike. As usual, the



Stone House staff did a fabulous job.

The main event, the tour of Wright's Fallingwater masterpiece, came on Sunday morning. We had a bit of an adventure getting there, and for once it wasn't my fault. The local police has closed the road to the house. But we found another route and the rain gods were kind enough to hold off for the duration of the tour, while in the parking lot, we were joined by the Model T club. A special thanks to Bob and Barbara Hechtman, who were kind enough to drive my brother Jason and me back to Washington. These were brave people, the Hechtmans, given my recent automotive history.

Finally, on the way home, Donna and Mike Broderick

of Riesentoter Region organized a special trip to Shanksville, Pa., site of the Flight 93 crash on Sept. 11, 2001. Their friend, Tim Lambere, is an award-winning NPR reporter who was one of the original landowners of the crash site, and he gave us a unique perspective into the history of this sobering and moving reminder of the price we as Americans have to pay sometimes for our freedoms.

A special thank you to everyone who came on the Fallingwater trip and made it so much fun. We are already planning next year's trip, and we hope to see you there.

PCA's trackside assistance program

I bet most of you don't realize that PCA has a trackside assistance program. Yes, that's right, we have a program to help you when your car breaks down at the track. It's called having your track-rat buddies rally round when your car starts to behave in ways it isn't supposed to.

Petty couldn't have asked for a better crew.

Now what? Let me tell you, being at the track without a car is no fun. So here come Cindy and Tony Pagonis, who let me borrow one of their cars to drive in my sessions. That's right: Borrow a car to drive on the track. Doesn't get much more generous than that. So I didn't even lose that much track time!

On top of that, Cindy and Tony let me stay at their house Saturday night and even let me borrow another car to drive down and find my parts in John Magistro's garage.

It is at this point that we hit a snag in our story – it turns out that John Magistro apparently has Boxster parts stashed all over the country, and my parts were stashed in Pennsylvania. What now? I went back to the Pagonis home for the night to think about it. By the morning I had convinced myself that lighting the car on fire was not the correct technical solution. I got to the track and started polling opinions. John Magistro suggested we tow the car over to Performance Auto Works and let them sort it out, which sounded like the right idea. At this point, Dave Dean graciously loaned John Magistro and me his tow vehicle so that we could put all the exhaust parts in the trunk and tow the Boxster over to Performance where they duly sorted it out the next week.

In the meantime, I was chairing the Fallingwater trip the next weekend – so it looked like I would be leading our Porsche caravan in a rented Chevy. But here comes Dick Seltzer, Potomac vice president, with “you can borrow mine.” After the Pagonises loaned me their Boxster for the track, Dick was loaning me his for the Fallingwater trip! I couldn't believe my ears (and to find out about the Fallingwater trip, read the Fallingwater article).

Having your car break down on the track is lousy and the story would have had a better ending if we had succeeded in fixing the car that weekend. But it would have had a much worse ending if it hadn't been for all the good friends I have in Potomac pitching in to help me out – I may be broken down, but I am not out, not as long as I have great friends in PCA. Many thanks to John Magistro, Tony Pagonis, Cindy Pagonis, Jay Obst, John Conn, Andrew Fort, Dick Seltzer and Dave Dean for all your help. You made what could have been a really disastrous weekend into one that was fun after all!

—by John Eberhardt



2009 photo by Richard Curtis
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It all started the week before the Shenandoah Circuit DE, with my Boxster repeatedly misfiring and losing power. I managed to get it in to the shop where my mechanic put a new MAF sensor in it, which seemed to fix the problem. But it didn't, since my engine quit on the first lap at Shenandoah the following Saturday.

It is at this point that the Trackside Assistance program kicked in. A brief consultation with the local Paddock tech consultant diagnosed an oxygen sensor and/or catalytic converter failure. At which point John Magistro, who has many disassembled Boxsters in his garage at home, piped in with “yeah, I think I have some of those at home.”

First thought? “Ooohh, parts!” Second thought? How do we get them on there? This is where the PCA Trackside Assistance Mobile Service Department kicked in – in the person of friends Jay Obst, John Conn and Andrew Fort who kicked in tools and hands. We tore the exhaust system of the Boxster down to the manifolds. Richard

Local meet-ups for car enthusiasts

Fair Lakes (Va.) Sunday morning meet-up
 Time: 8:30–10:30 every Sunday. Place: Starbucks, 12599 Fair Lakes Circle. Near Exit 55B of I-66.

Katie's Cars & Coffee
 When: Saturday from 7–9 a.m. Place: Katie's Cafe, 760 Walker Road, Great Falls, Va. Lots of exotic cars.

Street rods and others
 Weather permitting, every Saturday late afternoon-early evening car show at the Burger King, 10991 Nokesville Road, Manassas, Va. 20110 (at the intersection of Route 234 and Route 28). Lots of muscle cars, street rods, Corvettes and other interesting cars, trucks and motorcycles.

Exotic cars meet-up
 These 6speedonline.com meet-ups tend to attract high-end exotics—Lamborghinis, Ferraris, Porsches, etc.—but still are low key and informal. Time: 10 a.m. on Saturdays alternating between Tysons Corner, Va. and Rockville, Md.



Photo by Richard Curtis

A company —Mach 5 Cars featuring exotic car rentals—made an appearance at the June 27 meet-up in Fair Oaks, Va, bringing along a Cayman, an Audi R8 and an exquisite Shelby 427 Cobra continuation series. There also were assorted Porsches, Corvettes, at least one Ferrari and several passersby who just stopped to look.

Virginia meetings: Starbucks in Tyson's, 8520 D Leesburg Pike; Vienna, Va. on Aug. 7, Sept. 4, Oct. 2 and Oct. 30.

Maryland meetings: Starbucks, Mid-Pike Plaza, 11802 Rockville Pike, Rockville, Md. on Aug. 2, Sept. 18 and Oct. 16.

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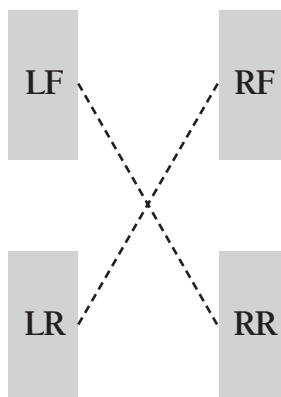
Making it turn equally left and right

Photos and story by richard Curtis
for *der Vorgänger*

To corner balance or not? That is a question that faces not a few Porsche owners. Most of the research I've done on this question says that unless you're tracking the car, or if your car is severely off in its corner weights because of, say, an accident, then you're not likely to notice an improvement in handling. However, if you do track the car, or if you do notice uneven handling in, say, left turns versus right turns, or if you've just replaced major suspension components such as springs and shocks, then you might want to invest in a corner balance.

Does my car need corner balancing?

Not necessarily. Street cars are rarely corner balanced because their suspensions are relatively soft to begin with, especially when compared to dedicated track cars, and most street cars have no means of easily adjusting spring height. Dedicated track cars generally have very high spring rates, often double or even quadruple those of



Corner balancing equations:

LF + RF = Total front weight
LR + RR = Total rear weight
A + B = Total weight

Ideally, LF + RR = LR + RF
with the driver in the driver's seat.



Above: Chapman rolls the car onto the scales from the wooden blocks. Then he jostles the car up and down to settle the car onto its suspension. Empty, Siciliano's 911 weighed 2,100 lbs.

Left: The Hunter lift has built in jacks that enable Chapman to raise the car in order to set it on the wood blocks. The car is then rolled onto the scales. Chapman says that 911s need a forward rake of 1 degree. He sets up the corner weights according to what the driver wants. Drivers can make small adjustments later, he says, through sway bar adjustments and tire pressures.

Opposite page, top: Taylor Chapman right, discusses the corner balance procedure with car owner Mark Siciliano.

Opposite page, left: Chapman loads Siciliano's 1972 911 onto the lift in preparation for corner balancing. Note that Chapman sets the car on blocks of wood (same height as the scales) before rolling the car onto the scales (see photos at right).





street cars, and therefore even small adjustments to spring height has a dramatic effect on corner heights/weights.

Most experts, such as Taylor Chapman a Porsche specialist with German Auto Group in Springfield, Va., agree that if your Porsche is driven just on the street, you're not likely to recognize the benefits of corner balancing. Even Porsche says that corner weights within 44 pounds (22 kilograms) of each other are acceptable. If you drive your car in Driver Education events or in races, then yes, the benefits of corner balancing should be more apparent, says Chapman. However, there is no harm in having your street-driven Porsche corner balanced.

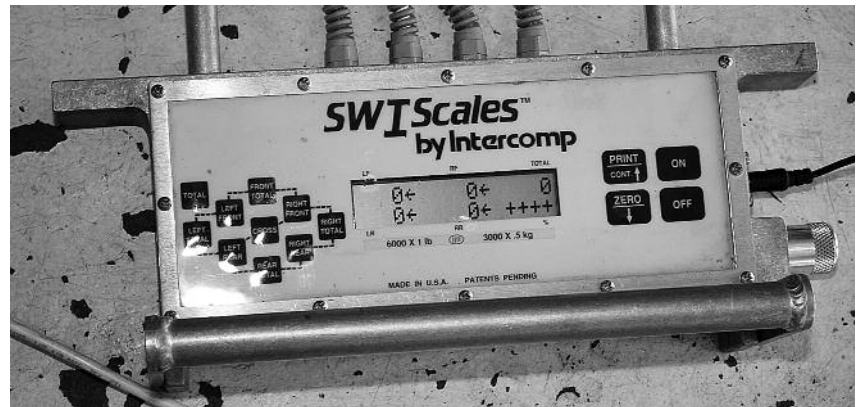
Why corner balance?

A car properly corner balanced will handle evenly through both left and right turns. If not properly balanced, a car may become unpredictable, oversteering in, say, a left turn while understeering in a right turn. A properly balanced car will also enjoy improved tire wear.

What is corner balancing?

Your car weighs what it weighs. Corner balancing will not change the total weight; it just moves the weight around. You can move weight from one corner to its diagonal opposite, but the total of the two diagonals will remain the same (see diagram on Page 20).

At its most basic, corner balancing is adjusting ride height. This moves weight from one corner to another to equal as closely as possible the total of the weights of the opposing corners, i.e., Left Rear (LR) + Right Front (RF) equals Right Rear (RR) + Left Front (LF). Ideally, this will optimize the car's handling. This is why it's also impor-



tant to have the driver's weight in the driver's seat while doing a corner balance.

How to get started?

Remember that corner balancing involves moving weight around the car by fiddling with corner ride heights to yield the driver's desired handling characteristics.

Start by having the driver (or a similar amount of weight) in the driver's seat plus a half-tank of fuel. If, for example, you're a DE instructor and most often have a passenger with you, you might want to account for that extra weight in the passenger's seat, too, for the most optimal corner balance.

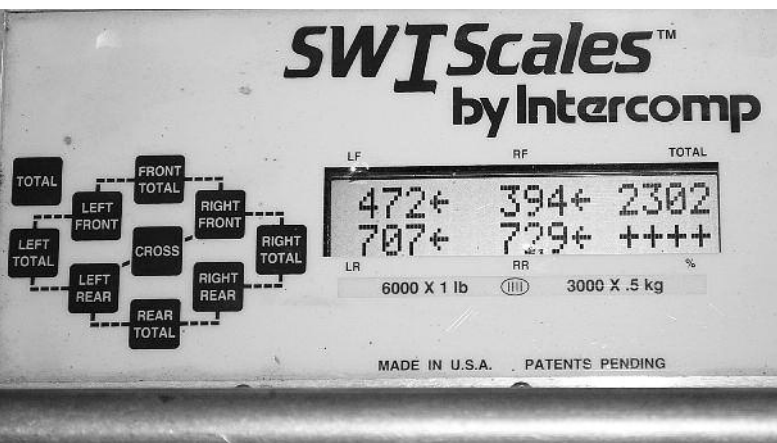
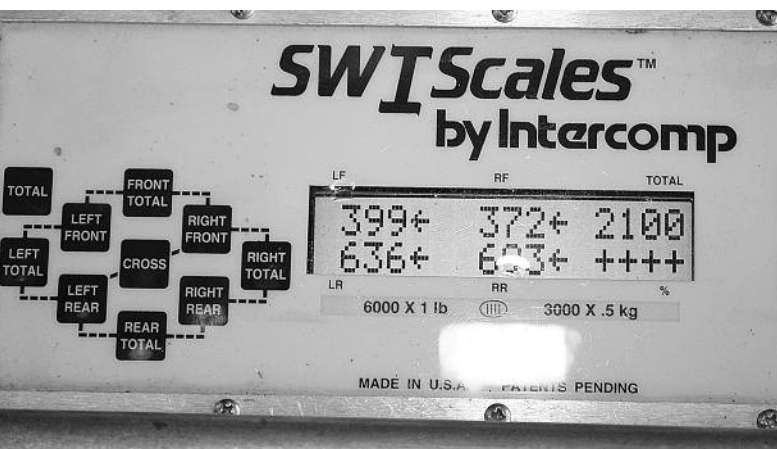
Any friction or binding in the suspension should be resolved. Tire pressures should be set to their desired "hot" readings.

You must have a set of scales and the car should be on a totally flat surface. The car should be rolled onto the

Top left: As a demonstration, Chapman adjusts the right front spring three full turns to shift weight to the left rear. This moved 48 lbs to the left rear.

Top: One of the steps in prepping the car for corner balancing is to set the tire pressures. Chapman says the pressures should be "hot" pressures with which the car will see track duty.

Above: The scales used.



scales and the car then rocked back and forth to settle it on its suspension. Chapman places the car on wooden blocks, then rolls the car onto the scales.

How is a car corner balanced?

At the extreme, if a car is out of balance across the diagonals, then the car could have a teeter-totter effect although not necessarily extreme or even noticeable.

In its most simple terms, you corner balance a car by adjusting the height of a corner. Raise the height and you move weight from that tire to the diagonally opposite tire. You can do this simply by changing air pressures (remember hearing how NASCAR will add as little as a quarter-pound of weight to change the handling?) or by adjusting the springs or torsion bars to cause more weight either to be pressed against the pavement on that tire or to shift some of its weight to the opposite corner.

If you increase tire pressure on one tire, for example the LR, it will make that tire slightly taller, thereby raising that corner and placing additional weight on the diagonally opposite tire, the RF. You can do the same by adjusting the springs on coilovers, torsion bars or on the rear of early 911s by adjusting the eccentrics on the spring blades.

Know that adjusting one wheel's weight will change the other three; the total weight is a constant.

The final corner weights depend on how the driver wants his car to handle; the driver can make small adjustments at the track through sway bars and pressures.

Alignment first or corner balancing first?

Porsche technician Chapman recommends doing the corner balancing first followed by an alignment. Any ride height change will affect the alignment, he says, but not vice versa. He notes also that a caster change affects toe setting but not vice versa.

How long does it take to corner balance a car?

Chapman says this depends. If the car has been corner balanced before, it probably only needs a slight tweaking. If shocks and springs have been changed, it might take longer. If the car has been in an accident, the balance might be off a great deal. An average time, he says, would be 2-4 hours.

How much does a corner balance cost?

Multiply the number of hours it takes by the technician's hourly rate.

Above: After the corner balancing, Chapman sets the alignment. He says that its best to do the alignment after the balancing because any ride-height change will affect the alignment.

Above left: Two examples of balancing achieved by changing the ride heights at various corners. The bottom photo is with a driver in the car.

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Team Rusty Bolt Racing Team members: Clockwise from left (mostly Potomac club members) Andrew Fort, Chris Pagonis, John Eberhardt, Jon Pagonis, Jason Eberhardt and Brian Pagonis.

Making LeMons-ade Sweet victory is elusive for intrepid, low-buck racing team in 14-hour enduro

Story by John Eberhardt
Photos by Tony Pagonis
for *der Vorgänger*

By now, some of you may have heard of the racing series called the 24 Hours of LeMons (See December 2009 issue of *dV* for a report from last year's LeMons event at Carolina Motorsports Park by the Rusty Bolt Racing team in a BMW). LeMons is a take off on the 24 Hours of Le Mans series, with a focus on grueling endurance racing, but with a twist – your car cannot cost more than \$500! With this constraint, intrepid PCA Potomac members Tony Pagonis, Brian Pagonis, Carl Beisel, Nader Fotouhi, Paul Alexandre and I set out to make a competitive race car for 500 bucks.

And we found it—a beautiful '79 Mazda RX-7 that had only been in one accident and had then be carefully preserved for 15 years by being abandoned in a garage. Our team spent the next six months nursing the car back to health including a carburetor rebuild, replacing the rear axle, shocks, alternator, tie-rod ends, hoses and upgrading the rear drums to discs. We also pulled out the interior and put in the required safety equipment: roll cage, racing seat, fire extinguisher, cut-out switch and five-point harness.

In total, we ended up spending about \$700 total on the car.

Finally, we had to decide how to decorate the car. Part of the LeMons “tradition” is to have a team theme for the car. We decided, given the car's vintage and our propensity for getting into trouble, that the cast of the “Miami Vice” TV program of the '80s would do nicely. We bought some Rustoleum paint, cheap paint rollers and painted the body black and tan—and called it a Ferrari Bacona (in honor of the Pig Rampante logos we put on the car). I can say that by the time we were done six months after starting the LeMons project, this was the least convincing Ferrari I had ever set eyes on!

The Friday before the race rolled around, and it was time for scrutineering. In keeping with tradition, we all donned our loafers, white pants and pastel T-shirt and jackets to give the right impression. We also had the “Miami Vice” theme music playing on our boom box. Which was good, because it gave us entertainment as we waited for an hour in the tech line only to find out—that we failed! We failed tech because we needed a better harness bar for our roll cage, which RP Performance welded in for us. This took about an hour—we made it back to scrutineering with 20 minutes to spare, and the car

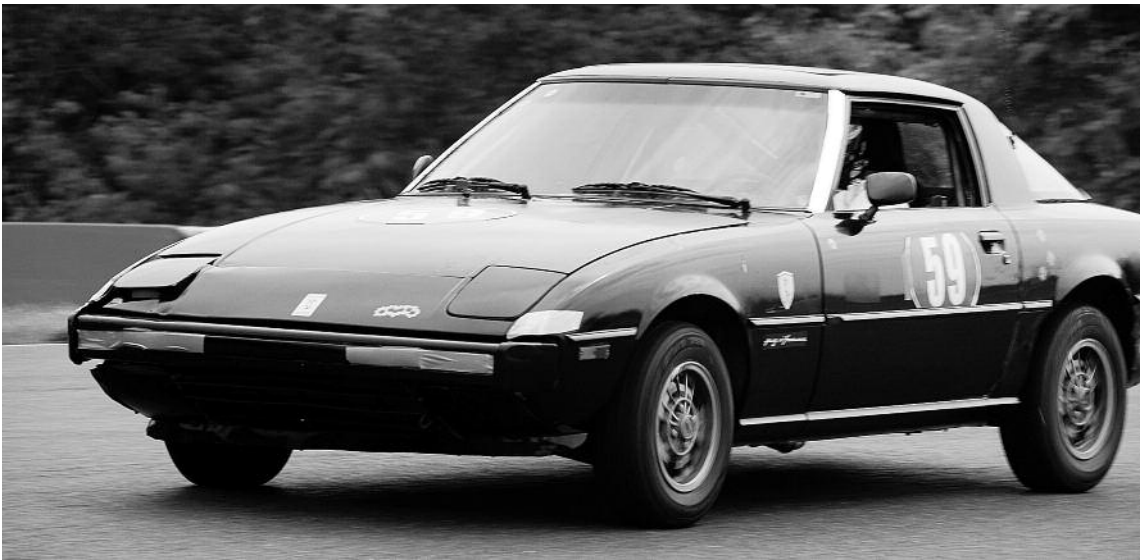


Photo by Cindy Pagonis

Left: Driver Tony Pagonis gives the RX-7 a thorough wringing out prior to the LeMons race while at a Potomac DE event at Summit Point Raceway's Shenandoah Circuit in June. The team learned the car had electrical and gas tank problems that they resolved prior to the race.

Below left: A view of the RX-7's "powerplant," a twin-rotor Wankel engine.



passed.

Once we passed tech, the race judges had to scrutinize the car to see if we made the \$500 limit, and assign penalty laps if they thought we were lying. They gave us 21 penalty laps, starting the LeMons tradition of bribing the judges. We tried beer, we tried candy, we tried to give them the \$15 gold watch we bought at Walmart but no luck. We finally bought them off with a pair of Menudo tickets from 1984. Who would have guessed?

Race day begins at 10 a.m. Saturday and runs until 8 p.m. Sunday runs from noon until 4 p.m. We started in 38th place with Carl Biesel driving the car. He set a lap time of 2:05.9. By mid-afternoon, we were in 29th place. Later in the day, Brian Pagonis broke Carl's lap time with a 2:05.4. By the end of the day, Paul Alexandre was driving it like he stole it and turned in a 2:02.1. We closed the day in 24th place. All day, we had help and support from Cindy Pagonis, Jason Eberhardt, Andrew Fort, Shane DuGay, Carolyn Hill-Fotouhi and Phil Beisel.

It was also fun during the daytime running into a lot of familiar faces from Potomac and Summit Point (W.Va.) Motorsports Park—Fritz Finley, John Peerenboom, George Nimmer and Andy Clements in the Rusty Bolt Racing 944, Toby Shum in the Scratch-Off 5-Series, Dave Deracola in the "official" 944 Cup entry, John Bendkovic in the #22 "Dirty e30" BMW and Bob Hechtman and Claude Imbt cheering on the racers.

Sunday rolled around and things were looking good – if we picked up 14 places on Saturday, we're thinking

we might be able to make a Top 20 finish, maybe even a Top 15. However, the rotary engine gods voiced their displeasure Sunday, as the car mysteriously stalled on Biesel, who then brought the car in for a driver change. Yours truly took our Ferrari Bacona out and the engine did not stall; it just blew its seals. Needless to say, the enormous amounts of billowing smoke tipped me off that something was wrong, so I brought it in right away. After some attempts at diagnosis, a fellow racer with RX-7 experience came by and told us that we most likely had a blown seal. Our race was over.

But we weren't too upset. We all had a great time and a great team. I can say that as my inaugural foray into door-to-door racing, I couldn't have asked for a better group of teammates. We certainly will be returning our car to the LeMons series as soon as we fix the engine.

Above : Brian Pagonis (in car) and Andrew Fort install the "woodgrain" dash into the "Ferrari Bacona."

Below: Chris Pagonis, left, and John Eberhardt paint the Bacona's roof.



PorscheFest Fun Run, Saturday, Aug. 14

Event chairs: Ted Whitehouse and James Henry

Meet location: TBA, Potomac, Md.

Meet time: 12 p.m.

Registration cost: \$25 covers the PorscheFest dinner. Advance registration is required by July 26.

Other cost: Gas, ice cream.

Rendezvous point: Sharpsburg (Md.) City Hall

Rendezvous time: 2:30 p.m.

Stop time: 5 p.m.

Description: This is PorscheFest — the all-event, all-weekend PCA Potomac Festival of All Things Porsche. We will take a drive along some of the best back roads in Maryland, take in a little American history and ice cream on the way and meet up with fellow PCAers at Summit Point to catch the last DE run group for the day before joining the club for dinner.

Registration: Online at the Drive and Dine Registration page.

Drive-in and Dine, Saturday, Aug. 28

Event chair: Claude Imbt

Meet location: Manassas Battlefield Visitors Center, on Va. Rt. 234, 1 mile north of I-66

Meet time: 3 p.m.

Registration cost: Free. Advance registration is not required but is requested for planning purposes.

Other cost: Gas, admission to the theater, snacks.

Rendezvous point: Family Drive-In Theater, Stephens City, Va. (<http://user.shentel.net/ccrkr/drivein.html>)

Rendezvous time: 6 p.m.

Stop time: 12 midnight

Description: Ever wondered what it would be like to take your Porsche to the drive-in? Well now you can find out. Grab your best girl or guy and come join us for a fun drive through rural Maryland to the Family Drive-In in Stephens City, Va. We'll meet at the Manassas Battlefield Visitors Center at 3 p.m. and take a great drive through Northern Virginia to spend the evening at the drive-in.

Registration: Offline by emailing John Eberhardt at driveanddine@pcapotomac.org, or online at the Drive and Dine Registration page.

Va. breakfast location, time changes

Potomac's popular monthly breakfast meetings continue in Northern Virginia and Maryland although the Virginia location has been changed (see below). Members can come and go as they please, joining in at communal tables. No registration.

Virginia: first Saturday of each month, City Grille, 10701 Balls Ford Road, Manassas, Va. 20109. Phone: 703-330-3011. Located less than ¼ mile south of I-66. Please note that the starting time has changed to 11 a.m.

This venue was selected in response to member requests for a venue more central to Potomac members in Fairfax, Loudoun, Prince William and Fauquier counties. The location gives easy and quick access to excellent driving roads. The City Grille has indoor and outdoor seating and ample parking.

We are scouting venues to take the place of the Tysons location and have already received several suggestions for locations. We would like ultimately to have numerous venues to serve our large geographic area so that all members can get together on a regular basis. I would love to hear from the folks in the far reaches of our region (Winchester, etc.). Send suggestions to johne@pcapotomac.org

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

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After ordering a new Carrera 4S, and waiting for several months for it to be built and delivered, John and Jocelyn took delivery of their new 997.

How a Porsche dream goes from this ...

Photos and story by John Grassie
for *der Vorgänger*

There is something magical about the notion of a dream coming true, although such thoughts often reside only in our imagination. But sometimes, chasing a dream really hard does pay off. Just such an effort is the story of how a 2010 Carrera 4S grew from a idle thought to the new car sitting in our driveway.

While this is our third Porsche, it is the first new one, and the process of ordering it exactly the way we wanted it to be was challenging. Our initial thoughts of even imagining doing so began last October. At first, Jocelyn and I reviewed everything we learned from our first two Carreras and then considered other models as well. Doing so took us through many online reviews and numerous conversations with various PCA members. I soon felt like a walking encyclopedia with Porsche facts, figures and reviews filling my mind. If nothing else, the number of options available on a new car is intimidating.

By mid-December our attention focused on three models: the Turbo, a Carrera 4S and a



GT3, as part of a lingering fantasy. Maybe it was last winter's heavy snows or a dose of reality about using the car as a "daily driver," but the notion of either the GT3 or the Turbo didn't last too long. As we narrowed our choice to the C4S, we also began to consider the option of taking delivery in Stuttgart. With information from the growing stacks of articles, data and dozens of configuration options in mind, I approached Chad Morrison, Porsche of Arlington service manager, with what probably seemed

like an endless stream of questions. But Chad's wealth of information and eagerness to explain the many systems on the 4S in detail, made it both an education and a pleasure to listen to him. Now we were ready to chase our dream.

On a snowy Saturday, Jan. 30 afternoon, which quickly turned into a blizzard, Jocelyn and I made our way to Porsche of Arlington ready to take the final step. We were greeted by David Harris, general manager, and Mark Bennett, sales representative, who probably thought we were somewhat obsessed for having ventured out in such terrible weather, but the conversation quickly turned to all things Porsche.

Both David and Mark had excellent suggestions as we presented the details we'd gathered about the car we envisioned. However, when we approached the subject of taking delivery at the factory, our plans hit a snag. As David described the process, it would have been difficult for us to plan delivery on the specific date in October we had in mind. Granted, Porsche would still be building any number of cars, but guaranteeing delivery of a specific car on the date we selected was going to be difficult, if not



... through these steps



Above left: Richard Jackson, a Porsche technician with Porsche of Arlington, begins the checklist to make John Grassie's new Carrera 4S ready.

Above: Jackson puts the car on a 2-post lift to check for leaks. Later, he will torque the wheels and tire pressures, among other checks.

Left: Note the slip covers on the seats and steering wheel. As part of the pre-delivery preparation service, the technician will connect the car to a diagnostic computer to check for any faults.

even impossible to arrange. While we were disappointed, David's rationale made perfect sense and, after all, Germany is still there for us to visit in the future. So, before the snow trapped all of us, we agreed on the car's specifications and drew up the order form. Before noon on Monday, Mark confirmed our order had been accepted by Porsche in Stuttgart and the build date would be determined later. Now the hard part began—waiting.

Of course, I checked with Mark repeatedly for updated information and probably made his life just that much more complicated. Looking back on it, I am sure he grew tired of answering the same question, goodness knows how many times, and always for the same reason. Finally, Porsche set the build date: Our car would come to life on April 13. No doubt, this was probably as much of a relief to Mark as it was wonderfully exciting for us. Immediately,

Jocelyn and I began the now official count-down and exchanged stories over dinner almost every night about where to take the car for the first drive. One notion that seemed to make good sense at the time was driving to Los Angeles, where both of us work frequently, rather than flying. After all, it's only just over 5,000 miles round trip and what's not to love about it in a new Porsche!

With the build date now in hand and the



... to finding their new Carrera in the driveway

reality of the new car firmly in mind, I again turned to Chad Morrison for advice on the break-in period. While there are many opinions as to what is best for the new car, I knew to trust Chad, given his training and his comprehensive knowledge of the car's inner workings. Now I was armed with even more information that only served to make me more anxious to drive the car. Sadly, however, this did nothing to help speed up the calendar and delivery of the car.

The time passed at the speed of glaciers moving uphill, or at least it seemed at the time. Finally, April 13 arrived and with it news from Mark Bennett that the car had been built on schedule. Within days, Mark followed up with information regarding the shipping date and, amazingly, even the name of the ship, the *Marina Ace*, carrying our Porsche to Baltimore.

Given our state of excitement on May 7, it took nothing short of Mark's quiet suggestion that our plans to greet the *Marina Ace* in person might not have been appreciated by U.S. Customs officials. But what Porsche of Arlington offered instead, was even better. I was invited to come over

when the car was delivered to the dealership, in order to watch every step of the check-in, diagnosis and final preparation prior to delivery. The experience of doing so seemed better than having been given free reign in New York City's largest toy store on Christmas Eve as a child. And by the end of the long prep-day when Chad Morrison invited me for a ride in what was to soon be "our car," I was finding it hard to put a sentence together. "Wow" was the only word that came to mind as we started off.

Jocelyn and I can only thank the entire team at Porsche of Arlington for helping to make all of this reality and, of course, the dedicated teams at Porsche in Stuttgart for having lived and realized this same passion for over 60 years.

The car is now home with us and, in so many ways, it does seem to be a dream come true. No, we did not head to Los Angeles on our first outing, but did drive to Montreal for the Grand Prix in early June. What an adventure this has been already, and what's even more exciting is knowing that the best days in the new Porsche are yet to come.

New Porsche delivery, step-by-step

Before any Porsche sports car is delivered to its new owner, there is one final and critically important process: the Porsche Delivery Inspection, New Vehicle Arrival Procedure. Technicians at the dealership must complete and submit to Porsche an exhaustive 46-step series of inspections, tests and diagnoses. Our final inspection took almost four hours and ended with Chad Morrison, service manager at Porsche of Arlington, taking me for a ride in the car.

Stage one

- Polyurethane protective sheets and foam bumper pieces are removed
- Body and paint inspected for damage
- Mirrors, tires and wheels inspected for damage
- Interior inspected for functionality and damage
- Car is raised on lift for underbody inspection

Stage two

- Battery connected, electrical system security lock removed
- Seat controls, instruments, electronics checked
- Engine started and connected to Porsche computer for full diagnostic testing
- All electronic systems activated and checked
- Fluid levels on all systems checked
- Interior and exterior inspection completed

Stage three

- Car raised on lift to check for leaks
- Locking devices installed at the factory before shipment on left and right suspension strut assemblies are removed
- Tire pressure reduced from 50 pounds to correct levels. (Higher pressures set at factory to prevent car movement during shipment)
- All wheels torqued to correct levels
- Check all running lights
- Test key operation for mechanical and remote locking
- Engine started again for various tests while connected to Porsche computer

Stage four

- Road test car and check functionality of all controls
- Inspect car for leaks; check fluid levels again
- Complete inspection forms and file with Porsche

My long-lived love affair

Photo and story by Dan Perti
for *der Vorgänger*

Back in the early '80s, when I was in my early teens, life seemed so much simpler. There was rock n' roll, the girl next door and her Dad's Porsche. I was in love with all three.

The car was a 'special order' 1978 Porsche 911 turbo, black with orange leather interior and orange exterior Carrera side markings, with a whale-tail spoiler. Each time he came to visit, I would hear the roar of the air-cooled six and its churn of the gravel driveway, as it gained traction while the turbo spoiled down. This was my cue to scoot over and soak in the beauty of this rare car, (and see his daughter). That is where my love for Porsches began.

Eventually, various indiscretions led me to see only the car (and his daughter) from afar or at other opportune times (when the Porsche and her mother's station wagon were gone).

Life moved on, and I joined the Marines, and later college. After traveling in Japan, (Nissans), and the mid-West, (Fords), I finally was stationed in Southern California. This is where

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 your car would also be appreciated.

'80s abounded with wide-body turbo cabs with chrome wheels, 930 slant noses, 944s, 928s, modified 914s in pastel colors and vintage 356s, and 911 Targas, in now out-of-production colors. The colors seemed more vibrant under the California sun against the backdrop of the Pacific.

The guys who had the Porsches always seemed to have the coolest music playing, and the prettiest girls hanging round. They were the archetypal heroes of the unrestrained decade of excess. I was hooked.

Fast forward seven years to 1994. I was well into my career and doing well when I bought

my first Porsche. It was a black-on-tan 1994 968 coupe. This was the most horsepower in a non-aspirated four cylinder at 231 ever produced by any car company. Given its limited production run of less than 2,600 coupes, this unique car had the panache of an exotic costing thousands more. I loved the ergonomics



Last of a long line: Dan Perti with his new Cayman S.

and controls—everything was where it was supposed to be. This was a great value sports car; in fact, it still is a great value sports car.

It was not until I was in my early 30s that I could afford my first 911. It was a 2000 996, Ocean Blue over tan with turbo twist wheels, with only 9,000 miles. The surgeon who had traded it had spent \$11,000 on wood and leather options alone. It was stunningly beautiful with the color hue ranging from the sparkling Caribbean to the angry North Atlantic, ambient light and cloud coverage dependent. I was suitably impressed with the driver's visibility of the road. I was one with road and the car became an extension of me allowing me to point and shoot the gap in the Washington, D.C. traffic snarl.

This was followed by two Cayenne turbos, two Boxster Ss, another '04 Seal Grey and Metropolis Blue Carrera coupe loaded with carbon-fiber appointments. Next was my 2004 GT3 white-over-black with full leather. I went to pick up my special order GT Silver and Cocoa Anniversary Edition Boxster S that my wife and I committed to. Someone backed out of the GT3 deal, and before the sales person could call their customer list, I snagged it. This was later sold since its sweet spot was 70–120 mph. It was just a matter of time before I would be doing some explaining to the Fairfax County magistrate, likely in dress orange and cuffs.

In between, I owned several AMG Mercedes, a pristine red on parchment 560 SL with 22,000 miles, a 330i BMW, an XJR, a Lotus

Elise, three Maserati coupes, and a Ferrari 456 GT before returning to my trouble free, non-idiosyncratic, ideal commuter, refined and German engineered Porsche. The others were fun and I have no regrets, but at the end of the day I always come back to my first love: Porsche.

I owned a 2005 and 2006 Carrera S. The latter 997 was among my favorite cars to date. Slate Grey with black leather and sport adaptive seats. I lowered the car with an Eibach spring kit and Bilstein PSS9 coilover shocks, a Tubi exhaust and 305 rear and 285 front wide-lipped Champion wheels with Michelin Pilot PS2s.

I highly recommend Tubi exhausts for Porsches. They're not cheap, though they make the flat six sing in the upper RPM range and is completely livable at drive-around-town speeds. No complaints from the neighbors.

Now for what may be my favorite Porsche (price dependent): I just purchased a 2010 Cayman S, Basalt Black and Sand interior. No surprise Automobile magazine rated the Cayman/Boxster in their top 10 picks again for 2010. The 320 hp engine is plenty powerful given my Mclean, Va. residence, nestled as it is in the nation's second worst traffic area.

Porsche nailed the electronics with user friendly Bluetooth, unobtrusive traction control (it still has not kicked-in, even with forced mild oversteer). Porsche listened and limited the buttons and upgraded the interior in small ways. Jim Morrison sounds great on the Bose sound system. The best part is the engine's deep growl at the mid and high RPM range. Wow! It beats any symphony at the Kennedy Center and is right up there with a recent Jeff Beck concert I attended at Wolf Trap.

The love affair with Porsches has flourished long after I left the small town in Massachusetts (and the girl next door). Looking back, I still ask myself whom I loved more: my neighbor's daughter or his 911 Turbo. The answer is both in different ways. One thing is certain: my love for Porsches has taken me from my early teens to my early 40. My love for Porsches outlived the life span of most musical groups (Rolling Stones and The Who excluded), and most girl friends (my wife of 21 years also excluded).

I am most certain this love will endure as long as Porsche keeps making sports cars that are better than the last one. If the last five decades of Porsche history portend future trends, I see no break-ups anytime in my lifetime.



Readers and their cars

Photos by Richard Curtis

Left: At the May Deutsch Marque Concours, Ken Stavenjoid and son Carl worked on their 1984 911 Turbo Look they've owned for 1½ years. The car, his first Porsche, "puts a smile on my face," says Stavenjoid, of Lake Barcroft, Va.



Above: Tech inspector George Whitmore, right, talks to Pierre Duy about Duy's 1966 RSR 2.7 clone that he has owned since February. The 149,000-mile 911S is all rebuilt with E-cams, MSD ignition and a 7R engine case. He found the car in California.



Above: Craig Morris, of Fairfax Station, Va., with his 8-year-old son, Sean and their 2007 997 C4S. It is Morris's first Porsche.

Right: Club President Tuffy von Briesen explains the workings of his 996 GT3 to new members Mike DeBoad and Mary Perrine of Fairfax Station, Va. They currently own a 2001 blue Boxster, their second Porsche.





Potomac club President Tuffy von Briesen's GT3 at the May Deutsch Marque Concours in Vienna, Va. Photo by Michael Madrid

