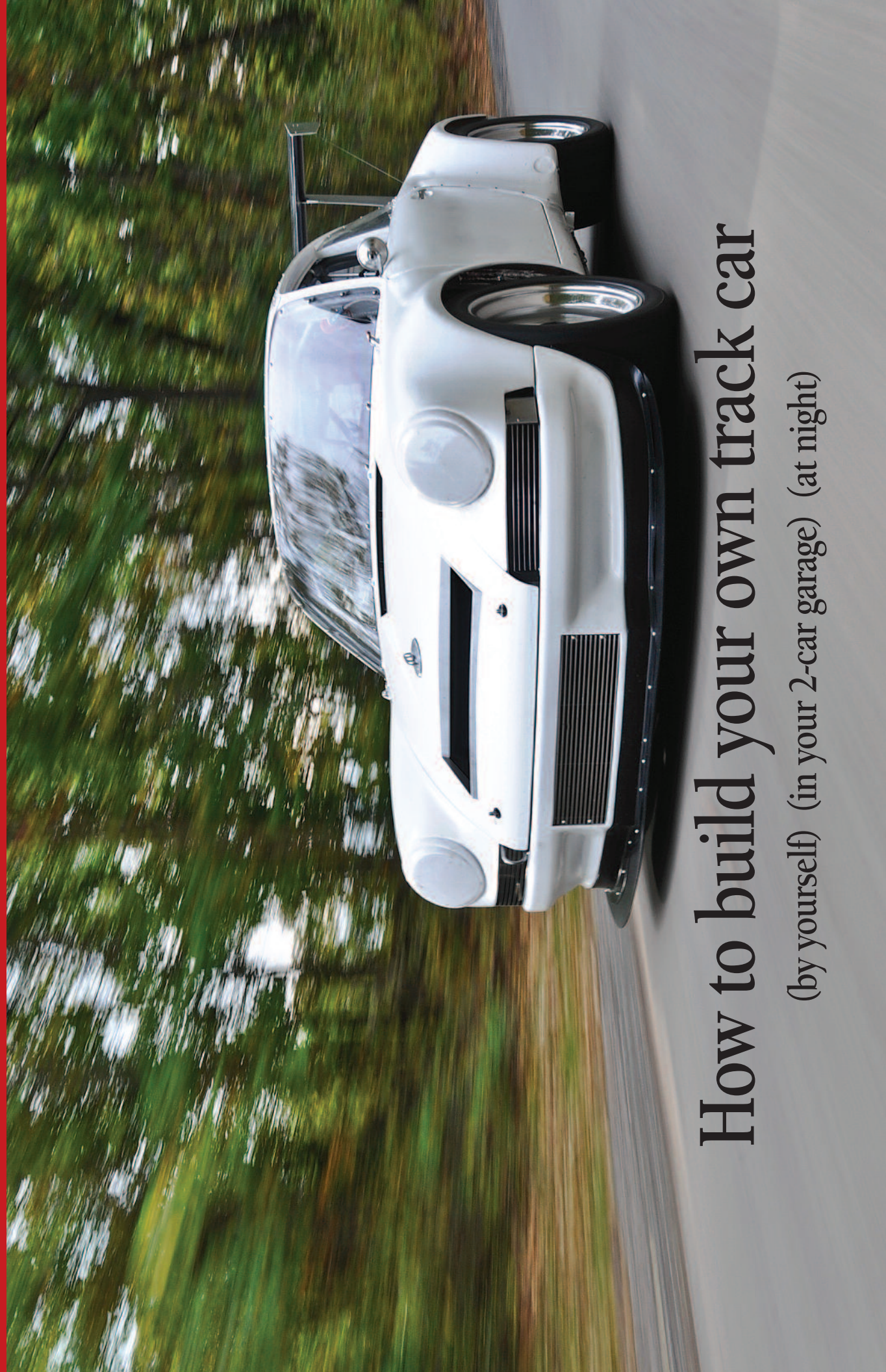


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der Vorgänger

The monthly magazine of the Founders' Region, Potomac, Porsche Club of America.
December 2009, Volume 55, No. 12

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Cover photo by Michael Madrid of Kurt Mickelwait's home-built 911 track car. Story, pages 14-22.



Above: This crew of intrepid Potomac club members entered (and finished!) the 24 Hours of LeMons race at Carolina Motorsports Park in Kershaw, S.C. From left, Andy Clements, John Peerenboom, Rob Carpenter and Patrick Sheridan. Their reward: \$1,000, paid in nickels! Story, photos, pages 15-17.



Left: Potomac's Greg DuPertuis tries out the front seats in a 2010 Panamera at the model's introduction at Porsche of Tysons Oct. 28. Story, photos, pages 32-33.



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Editor's column

A terrific year for Potomac

This issue wraps up another year in our club. By most accounts, this has been a successful year. Club President Tuffy von Briesen reported in November that membership has actually grown by about 40 over last year; we're one of the few clubs to show growth year-over-year, he said.

Our various programs—DE, rally, autocross, drive 'n dine, etc.—have shown increased participation. Attendance at various social events, most notably the monthly breakfasts in Virginia and Maryland, are also enjoying growing attendance. Even Tech inspections, once mostly attended by serious track junkies, now have many Porsche enthusiasts dropping in to inspect their cars, chew the fat (along with donuts!). These programs are an excellent way to enjoy your Porsche and expand your circle of friends.

Looking ahead to 2010, first let us note there will not be a January issue. However, we'll return in February with an issue that's already well into the planning stages with more features on club members, trip reports, plans for various club activities in 2010 and news of interest to all.

The club still needs to continue growing. You can help by recruiting new members (see form on Page 9).

Thanks for a productive 2000, and I hope each and everyone of you has a happy and safe holiday season.

Richard Curtis

Corrections: In the November issue, the author of the article, "The sage of my 'Super T' " was Alan Friedman.

Also, on Page 10 of the November issue, it should be Gary Chevallier, not Bob Chavallie, who won a trophy for his 1987 911 at the Octoberfest car show.

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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.

My, how the year just flew by

In this last column for the year, I am amazed at how quickly the year passed. It's been a great year. I've had a fantastic time getting to know so many of you. It truly is the people, not the cars. Thanks to all of you, because you're the ones who made this possible.

We just finished our third Open Board meeting on Nov. 7. I think this meeting struck a nice balance between providing information about our programs, the status of the Region while not taking too long. The event chairs provided summaries that gave us an insight into what is happening in the Region. Potomac is fortunate to have volunteers who made a significant commitment in time and effort to bring you a great year.

A highlight of the meeting was the interesting presentation by Michaela Shoop which chronicled her father's association with Porsche. I've asked Michaela to write an article about her dad, and we'll submit it to *dV* and *Panorama* for publication. Her dad's involvement with Porsche is something that should interest all PCA members. In addition, thanks to David Harris and Chad Morrison of Porsche of Arlington for hosting us. David's indepth preview of the new Panamera was interesting. And what more can you say about Chef Chad, the King of the Brats.

There aren't many events left for this year. However, we will repeat the Holiday Happy Hour at Clyde's in Chevy Chase, Md. on Saturday, Dec. 5 (*details, Page 27*). Last year's event had over 120 people.

We are already planning for 2010. John Eberhardt, Dick Seltzer, Nate Dailey and I were out at Great Meadows on Sunday. We are exploring the feasibility of hosting more events at that location. They have a terrific arena polo schedule for next year, and John is already thinking of some Drive 'n Dines that will end up at a polo match.

We'll have all the event chairs get together in December to plan next year's calendar. We had an event almost every weekend this year, and we want to make sure the events everyone enjoys don't conflict with other events.

Potomac has worked hard to provide a wide variety of events that appeal across our membership. Not only to the long-time members but to the newer members as well.

One of the most positive aspects is that your club is bringing out members who haven't participated in many events. During the Open Board meeting, as we introduced "new" members, I was surprised at the number attending their first Potomac event. As I said during the meeting, we value your input so let us know what interests you (*information on Page 23*).

There are two new events for next year that deserve mention. Next year is the 55th anniversary of Potomac and PCA. We are planning an anniversary celebration in September 2010. We are working with National to make this event a celebration of both Potomac's and National's anniversaries. The other event is a German Classic Car Show scheduled for October 2010. The German Car Clubs, Audi, BMW, Mercedes Benz and Porsche will combine to host a show in Middleburg, Va. Ron Davis and Dan Rowzie are coordinating the event.

I want to take a moment to recognize Scott Mayster for the public service work this year. During our Open Board meeting, we made a rough calculation of what we have raised for charity this year, almost \$10,000. This is quite an accomplishment coordinating events that included raising funds for our charities. A notable success this year was PorscheFest where we raised over \$6,000.



Tuffy von Briesen

Dick Seltzer and I will attend the Zone 2 Presidents' meeting on Nov. 21. Past Presidents Art Parsons and Tony Kelly lobbied for more transparency in Zone finances, one of the priorities as the Zone presidents formulated the new bylaws, which have now been approved. The Zone 2 presidents will now become the Board of Directors for the Region and will play a much greater role in what the Zone does.

Don't forget our elections are scheduled for Dec. 19. The list of nominees was posted on our website and published last month in *der Vorgänger*. One of the best things about the proposed slate are the addition of Gary Brindle for secretary and Evan Close for treasurer. If Gary is elected, it will add a non-DE member to the Executive Committee for the first time in several years. If Evan Close is elected, he'll be one of the youngest members on the Executive Board in several years. We'll also vote on our proposed bylaws' revisions.

The elections will be at At Speed Motorsports, Hanover, Md. In addition to the elections, we are planning a great program. Dan Dazzo, one of those "more experienced" members will give a talk on driving safety. This is what Dan does for a living as he the chief driving instructor for the Maryland State Police. Bob Miller, the owner of At Speed and a Potomac member is working on a surprise guest as well. We'll recognize some of our members who have made outstanding contributions to the Region and we'll have some good food so you won't go away hungry. So, come join us for our final meeting of the year.

Hope to see you next year.

New members, anniversaries

New November members

Cora Alisuag
& Leo Ceccarelli
Dick W. Bamford
Gloria F. Benson
& Alain Tharp
David V. Broome
& Ashley Godwin
John A. Butler
Paolo Alejandro Catilo
Jef B. Denning
Michael F. Fitzgerald
Brent L. Johnson
& Mary Johnson
Mike M. Jun & Marie Jun
Thomas F. Koester
& Rose L. Cichy
Tom A. Kopko
Catherine Malinowski
& Ellen Malinowski
George E. McHenry
Carlos A. Medina &
Margarite M. Baptiste
Adam M. Michael
& David Paris
Steven S. Oh
Mirko Pohle &
Sabine Haschke-Pohle

Gary Policastro
& Kathryn Dwyer
Robert W. Pongratz
John Neville Ridgely
Neville Rush Ridgely
Fred G. Seebeck
& Debra Seebeck
Michael J. Vanacore
& Patricia Vanacore

December 2009 anniversaries

25 years
Thomas M. Driscoll
& Donna Driscoll
William B. Seymour
& Tom Note

20 years
Kurt J. Steinbacher
& Dabra Steinbacher

10 years
Susan Good
& Norman Therrien
Alan Gowen
& Pamela Gowen
Justin Mahlmann &

Linda Schcumpberger
Chris Martin

5 years
Tom Doong
Stephen M. Doyle
& Judy Doyle
Anwar Sleiman Haidar
St. Clair Jeffers
& Tammi Jeffers
Kurtis J. Kaiser
Joe Kitts
Thomas J. Parry
& Thomas Parry
Fred E. Snowden
& Judith Snowden
Donald J. Steele
& Joyce Steele
Richard W. Trott
& Lisa Trot

New members welcomed at monthly breakfast meetings

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

Virginia's breakfast is the first Saturday of each month at Chutzpah Deli & Restaurant, Tysons Corner from 9-11:00 a.m. Chutzpah is located at

8100 Boone Blvd., Tysons Corner, Va. 22182 behind McDonald's on Rt 7.

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

* * *

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

How you can help Potomac grow

You can help our region grow. Photocopy the application on Page 9 of *der Vorgänger*. Make a few copies and keep them in each of your cars. When you see a Porsche owner, hand them the flyers and invite them to join, or leave the flyer on the windshield. We are currently the second largest region in PCA. Help your club become No. 1.

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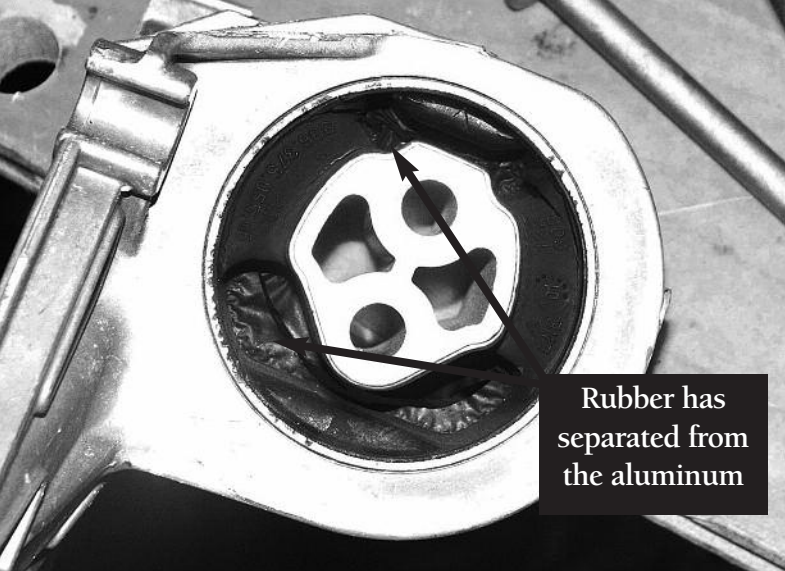


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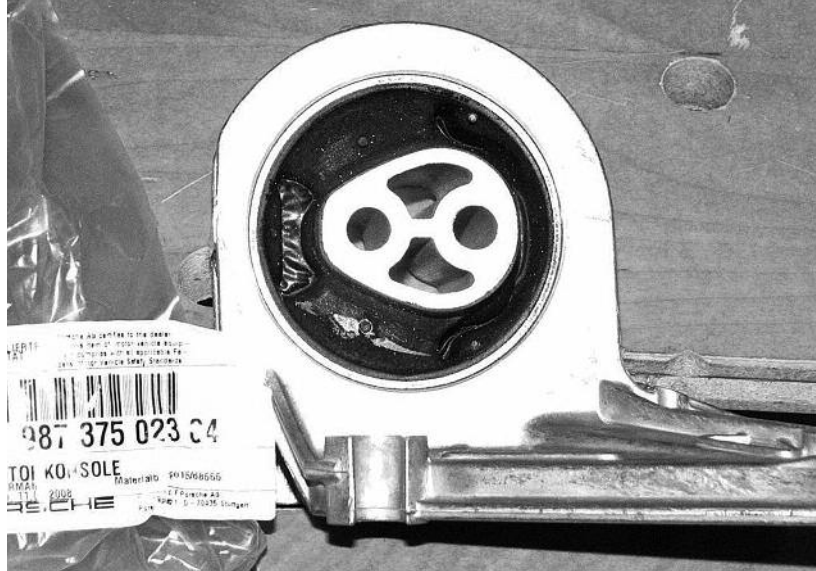


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Rubber has separated from the aluminum



How to replace Boxster engine mount

Above left: The original Boxster engine mount. Look closely and you'll see where the rubber has torn. You should see that the rubber has separated from the aluminum.

Above right: A new 987-style engine mount:

Photos and story by John Brady for *der Vorgänger*

Does your Boxster make unusual noises and clunks in the engine bay? Is shifting occasionally less than smooth? Do you feel a big weight shift around as you take a turn? How about drivetrain vibration in certain gears and engine speeds?

If you answered yes to any of the above questions, it is probably the front engine mount gone bad. The rubber splits and pulls away from the aluminum casting. As a result, the engine flops from side to side causing all sorts of weird sensations and noises.

In my car I also sometimes got a big shudder and clunk when depressing the clutch pedal to start a shift up or down unless I had "neutral" throttle (that is no acceleration or deceleration or load on the drivetrain). The fix is a new 987 part, 987.385.023.04. This is a slight redesign that is reported to last longer since it is designed for the higher torque and horsepower of the Cayman S.

Installation is easy to do-it-yourself as long as you can get the car 18 inches or higher above the ground. A lift certainly makes this a much easier job.

Tools need: 10mm socket, Phillips-head screwdriver, 15mm ratcheting box-end wrench, 15mm socket with 1/2" drive, 7mm socket.

Steps:

1) Use Phillips screwdriver and 10mm socket to remove plastic undertray — just the section under the front of the engine.

2) Use 15mm ratcheting box end to loosen the two upper bolts holding the mount to engine — do not remove these bolts.

3) Use 15mm ratcheting box end to loosen the two lower engine mount bolts. Do not remove these bolts, yet.

4) Use 15mm socket to loosen all four nuts/studs securing the body mount yoke. These studs are vertically oriented and obscured by the two coolant hoses that

enter the central tunnel to run forward to the radiators. You will have to push the hoses aft and or towards the center to get the needed room. Do not remove these yet, just loosen a few turns. It may be obvious, but just in case it isn't — removal of these bolts at this time will cause the engine to fall down and crush you!

5) Support the engine with a floor jack. Use a few pieces of wood on top of the jack and position the jack so that these support the engine just behind the oil sump and in front of the cross-member that passes under the front end of the trans.

6) With the engine supported, you can now remove the four body yoke nuts/studs. If the stud doesn't come out with the nut, then use the 7mm socket to remove the stud — you'll see that the end of the stud is sized to fit perfectly into the 7mm socket.

7) Now remove the two bottom bolts on the engine mount. You may have to move the engine down slightly (with your floor jack) to allow these long bolts to slip out above the coolant lines but below the body.

8) Look at your new mount — you'll see the two upper bolt locations are U-shaped, which allows you to get the mount off without removing those upper bolts. Now get back under the car ... It will help to raise the engine back to its normal location to allow more give in the coolant lines.

To begin the removal, drop the mount on the passenger side. Then slip the whole assembly towards the passenger side. The assembly is now free of the upper two bolts. You'll have to jimmy it around and squeeze the coolant lines aside until the mount slips out. Be patient, and you'll get it.

9) Swap the engine yoke over to the new mount. You may have to trim the two rubber spacers that go between the yoke and the mount to fit your new mount since the shape of the aluminum section that is molded into the rubber has been altered. Re-install in reverse of the above.

Once you complete this satisfying project, you will marvel at how smoothly your Boxster shifts. And how buttery clutch engagement/disengagement is now.

Happy motoring!

Help Potomac build membership

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

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Name and Age of Child(ren) _____

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Relationship to Member _____

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Maintenance: Self Dealer Independent

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Body Type _____ Color _____

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License Plate# _____ State _____

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| <input type="checkbox"/> 944 TurboS/1989 | <input type="checkbox"/> RS America |
| <input type="checkbox"/> 944 Turbo | <input type="checkbox"/> 911 Speedster |
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Potomac friends come to the rescue

This article first appeared in an online Porsche forum. It is reprinted here with permission.

By Mike Scroggins
for *der Vorgänger*

In the end, I had a great time at the Oct. 31-Nov. 1 DE event at Summit Point (W.Va.) Motorsports Park. A little eventful for me, but thanks to some great people it ended on a high note going into the winter.

The first session for me ended after four laps or so when I had just made a pass after Turn 9 and going into 10 hit the gas and ... nothing ... just the whistling of the wind in the car. Hit the gas again as I'm starting down the front straight and nothing, no gauges, no engine, nothing ... I go from low horsepower to no horsepower, so I pull over to the left as far as I can and wait.

Get a tow back into the pits (sorry about the black flag), pop the engine lid. Everything looks okay but no power. Turn the ignition key halfway and jiggle the positive battery cable and viola, everything comes to life. Undo the positive battery connector, clean everything, put it back together and I'm in business ... or so it seems.

Second session: My instructor was nowhere to be found. Okay, I say, it's gonna be one of those weekends. I had him paged twice, still no instructor. I find Co-Chief Instructor Dirk Dekker and explain my predicament. The Blue group is out now for four or five laps, and I'm not.

Fortunately, Instructor Tony Kelly graciously offers to ride with me for the remainder of the session. I get a few laps in and at the end of the session, going through the pit to exit into the paddock, I'm stopped and pointed to park on the right ... what did I do now??? I'm asked, "You wanna go out in Green to get some more time?" So they find another instructor for me as I'm sitting there watching the Green group go out. Club President Tuffy von Briesen walks over and says, "Okay, let's go!" Tony and Tuffy back to back, I would've really liked this ... but the car had NO GRIP!! I'm slow, drifting, sliding, didn't even feel like it was my car ... great way to show what little driving skill I have to



By Richard Curtis

Potomac member Mike Scroggins puts the finishing touches back on his repaired-at-the-track 914-6, thanks to Dave Coleman, left, who helped Scroggins (a) find a carburetor float pivot screw and then (b) replaced it and adjusted the carb, enabling Scroggins to complete the DE.

Tony and Tuffy.

Last session of Saturday, I'm finally reunited with my instructor. As I'm going to pick him up, my prescription glasses literally fall apart. C'mon, you gotta be kidding me! I remember that I have a pair of prescription shades in the glove box. Whew! Session starts, the track is wet and even more treacherous with my lack of tire grip. Not a great first day. Sunday has gotta be better.

Sunday morning, I reduce the tire pressure, my instructor is at the designated meeting place. Car feels good again with some grip, I make a couple of laps, playing around with John Fort, keeping the Pfeiffer orange 914 in sight ... great.

Then, as I was getting on the gas around the carousel, the car feels like it's missing. John is waiting for me to pass again, but I've got nothing. The car is sputtering, and it's not the battery this time. I'm guessing I broke something in the engine. As I pull into my paddock spot, contemplating my next move, I hear shouts "TURN IT OFF!! TURN IT OFF!!" Fuel is pouring on the ground by the driver's side rear tire.

One of the carb's float pivot screws came undone and was squirting fuel. Although the tank was full at the beginning of the session, it was half empty by the end. Unknowingly, I was on the way to becoming a human barbeque going down the front straight.

I know this is long winded, and I don't talk a whole lot, but I just wanted to thank everyone this weekend, especially Dave Coleman.

As I was walking around the paddock saying I needed a screw (yeah, that didn't sound too good), Marvin Jennings points out Dave to me and says, "That's your man."

Dave not only had the part, but ushered me into his '54 Studebaker, took me to his nearby shop, gave me the tour and about a hour's worth of good advice, but then drove me back to the track, disassembled my carb, replaced the screw, reassembled and adjusted it.

He says "Now you're taken care of." I say, "Now I want to take care of you." Naturally, I want to pay for his time and trouble, but all he says is "Go have some fun." I'm floored and speechless.

Now I can make the last session. I had told my instructor earlier I was done for the day so I get yet another instructor for the last session. I tell him that I need to work on Turn 3, Turn 5 and shifting. After a few laps he says, "I don't see anything wrong. Just don't tilt your head." The car ran flawlessly. It was a great session.

Four instructors, two mechanical failures, almost two mental breakdowns, wrong car setup ... but as someone earlier said, "All's well that ends well."

I want to give a BIG THANKS to such a great group of people and again, especially to Dave Coleman. See you next season!

PCA license plates now available for D.C.

Many PCA members who live in Maryland show their support for PCA by displaying PCA license plates. Potomac member Howard Hill has now made arrangements with the District of Columbia to obtain similar PCA license plates. Displaying these plates is an easy, cost-effective way to promote PCA while just driving around town. It's a great way to stimulate interest in PCA and a nice conversation piece to help spread the word about the region. Based on Hill's research, the Potomac executive board has decided to extend this option to PCA members who reside in the District of Columbia.

Howard Hill has graciously agreed to coordinate this effort. There is a one-time application fee of \$56.00 (payable to D.C.) and an annual display fee of \$26.00 (also payable to D.C.) for each set of tags.

Please note that we will need at least 25 members to sign up in order to go forward with this project. If you would like to be among the first to display these tags in the District, please contact Howard Hill at howard.hill1@gmail.com

Hill will take care of the paperwork for you on a first-come, first-served basis. He can provide a sample of the license plate that is very similar to the one issued by Maryland.

Virginia does offer the plates but requires a minimum of 300 applications.

Antietam candlelight tour of battlefield

On Saturday evening, Dec. 5, PCA Potomac and PCA Chesapeake will host a dinner and candlelight tour of Antietam National Battlefield.

Antietam will be illuminated with 23,000 luminaries—one for each casualty who fell during the Battle of Antietam, the single bloodiest day in the Civil War—and we will enjoy a drive of the battlefield in Sharpsburg, Md. after a holiday dinner at the Comus Inn in Dickerson, Md.

The driving tour through the park is approximately five miles long, and the spectacle of the luminaries is an experience you will never forget.

Although the Memorial illumination is a tribute to our history, it is also a beautiful venue for a Porsche tour. Our plan is to dine and drive, providing participants a memorable holiday dining experience at one of the area's nicer restaurants and then touring the park in the later evening after the lines dissipate so as to minimize waiting time. We'll dine at the Comus Inn at Sugarloaf Mountain in Montgomery County for its ambience and proximity to the battlefield. We have negotiated a \$35 *prix fixe* dinner. We'll meet at the Inn at 7

p.m. and then leave the restaurant parking lot at 9 p.m. for the hour's drive to the battlefield. We will probably have to wait in line for approximately 30 minutes or so to enter the park. While we wind our way through the park, vehicles are to use parking lights only, to the extent technology permits. If all goes well, we should be done by 11 p.m. Event brochures will be distributed at the event entrance and contributions will also be accepted by the park.

More details on times and locations are on the Drive 'n Dine calendar page:

<http://www.pcapotomac.org/>

To register, please go to the PCA Registration page. The cost will be \$35 per person and please note that due to limited space, advance registration is required. While we prefer Porsches at this event, all vehicles are welcome to accommodate families and friends who want to experience the lights. If you do not want to join us for dinner at the Inn, please meet us at the parking lot at 9 p.m. for the tour. Please feel free to email driveanddine@pcapotomac.org.



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North with the Caymans

The perfect New England weekend: Fun at Lime Rock Park

A dream come true: Laps around historic Lime Rock Park race course.

Story and photos by Glenn Havinoviski
for *der Vorgänger*

It so happened we were scheduled to head up to Connecticut in mid-October for a surprise anniversary party for my wife Nancie's parents. Unfortunately, it also meant I'd miss out bringing my '08 Cayman out to attend my first Gold Cup with all my new PCA Potomac friends and acquaintances.

But one day as I was paying my regular visit to the Cayman Club website (caymanclub.net), an offshoot of the PCA Cayman Registry, I read about a too-good-to-believe event — a Saturday morning fall foliage run by a group of Northeasterners to Lime Rock Park, the historic road course in northwest Connecticut that still hosts numerous series like Rolex 24 and American Le Mans. The course that Paul Newman, actor, salad dressing guru and winner of the 24 Hours of Daytona, called home. The site of the famous 2001 Porsche Rennsport Reunion.

Best of all, the Cayman Nor'easter group was going to get the chance to take some parade laps with the pace car around the course. Hmmm, just to do that would be worth driving up a day early to Connecticut, I thought. Nancie obliged, and we made plans to drive up on Friday, stay overnight in Danbury and then join the Nor'easters on their run up to Lime Rock on Saturday morning. For their part, PistolPete, CaptainAudio (their Cayman Club names), and the other ringleaders were happy for me to sign up and welcome me to their group for the day.

By the week before, at least 60 folks (about 45 Caymans plus some BMW clubbers and other Porsche people) were signed up. But then, the melodrama began as massive rains followed me from California (where I had a business trip early in the week) to the East Coast.

Record early snowstorms hit Pennsylvania and the weather media breathlessly were predicting chaos and mayhem all weekend. Several posters to the Cayman Club site fretted about having to put winter tires on or driving their cars in the rain, and backed out. Others vowed to come out, hell or high water (or snowdrifts).

But Friday afternoon, after traveling all morning in rain from our home in Reston, Virginia, we pulled off for lunch at our usual favorite, the Red Oak Diner in Fort Lee, New Jersey (just off the George Washington Bridge), famous for their comfort food and desserts (along with the unique local North Jersey ambiance which wouldn't be out of place on certain HBO miniseries). Magically, the rain ended and the clouds seemed to part, and we drove on dry roads the rest of the way.

To avoid the usual traffic mess on I-684 in Westchester, we took scenic Palisades Parkway north into New York State and then US 6 around Bear Mountain, remaining forever puzzled at the traffic jams in what appeared to be an isolated area far away from anything. We finally made it to Danbury, enjoyed dinner at a local bar-restaurant, Ruby Tomorrow's, that seemed frozen in the early '80s. We went back to the hotel, tuned in the Yankee-Angels playoff game, and fell asleep early, hoping that the weather forecasters who were still predicting a horrific mid-October winter storm were off target.

Saturday morning began cold, but gloriously clear and sunny. We woke up and had the generic moderately-priced hotel chain breakfast buffet (strange-looking egg patties with hamburger-like sausages, microwaved muffins, and of course the generic moderately-priced hotel chain wafflemaker). Sufficiently nourished, we hit the road. Once we got the tires warmed up, it would be good driving weather, I thought.



A large contingent of Caymans turned out for the fall foliage run for Northeastern U.S. Cayman owners.

We made our way through deserted back roads including the appropriately-named Hardscrabble Road, jumping north on I-684 to meet up with the other groups coming from the New York area and Long Island. We met at a rest area just south of Pawling. It was about 8:30 in the morning, and 15 cars were there. Right away, we were distinguishable by our Virginia license plate and even more so by the glorious Ruby Red color of our Cayman 2.7, which contrasted almost jarringly with the serious black, gray, white and silver vehicles that dominated the lot. Soon there was a yellow Boxster, a cobalt blue Cayman S and then a Guards Red Cayman S, so we weren't alone in throwing off the generally serious-looking color palate.

And all the Cayman Club names came alive. In addition to enthusiastic PistolPete, there was the aforementioned CaptainAudio, Gator Bite (whose informative posts helped sell me on the Cayman to begin with), Croc'd, RetiredTeach, Zed, Finally@57, LittleBulldog, CTCayman, Gonzo and dozens of others. It's always enjoyable to put names to faces, to share tidbits about our experiences, and like our PCA Potomac group, a wonderful opportunity to make fast friends thanks to our common Porsche affliction – in this case more extreme since it involves a particular Porsche.

We then pushed off in groups of five vehicles to the next stop, Forza Motorsports, where several other folks were waiting for us. Making a pit stop in the restroom, we walked through a small garage space literally packed to the gills with Ferraris. How they managed to shoehorn eight Ferraris into this small garage space, maybe 6 inches apart, I have no clue, and I'm sure the owners would prefer not to know. A V12 engine block sat in about the only open space within the garage. Simply amazing!

One guy who worked at the garage (and had his own Cayman S to bring along for the ride) looked at the Caymans pouring in from all directions, and simply said, "This is SICK!"

We then pushed off as a single group for Housatonic Meadows State Park, some driving in, shall we say, a highly enthusiastic manner until being tripped up by SUV's traveling 5 mph under the speed limit who casually inserted themselves into the parade. We pulled into the park to meet more people and engage in more photo



opportunities, and for the one authoritarian move needed for the trip – the grouping of cars by color so we could look real stylin' entering the paddock at Lime Rock. Of course, my ol' Rubinrot (Ruby Red for those of you who don't speak German) was one of the oddballs in the mostly serious-color group (lots of blacks, silvers and grays), along with the Guards Red, Cobalt Blue, Emerald Green and Yellow Caymans.

Of course, one can't say enough about fall foliage in the Berkshire foothills, especially with sun on it. We just had one more leg of our trip, between the State Park and Lime Rock. After a missed turn (which like with similar events on PCA Potomac drives, results in a conga line of cars traveling in and out of a cul-de-sac), we entered the long road leading down to the Sunoco Paddock at Lime Rock. We would be greeted by two more Caymans, including a heavily modified yellow S model with a scary engine and carbon-fiber pieces, and an GT3-Orange Cayman S Sport that screamed both visually and literally (it spent plenty of time on the track).

After arriving at the paddock, everybody was out and about doing the meet-and-greet and taking dozens of pictures of the assembled group of 27 Caymans plus the smattering of 911's, Boxsters, and the odd Subaru WRX. (6 BMW clubbers were together in another part of the

Lots of Cayman-admiring took place in the paddock at Lime Rock Park.

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paddock, but soon we all mingled.)

Gator Bite and his wife distributed the raffle tickets to all the guests. The prize for five lucky winners was “hot laps” in the new BMW M3 pace car with driver/racing instructor Simon Kirkby. Shortly thereafter, we made our way to the Timing Tower (home of the Lime Rock Club that stands alongside the pit road alongside the main straight. As we walked toward the building, we noted the different vehicles on the track, including a few GT3’s, some BMW’s, as well as a Volvo station wagon (presumably a T5 turbo) and...a Volkswagen Beetle, quickly dubbed “Herbie” by several folks. A few Miatas painted in the livery of Barber Motorsports were on the track – the proverbial driver training vehicles. In a far paddock sat several Formula BMW cars.

And who would address our group in the club area but Mr. Skip Barber himself? Barber, now one of the owners of Lime Rock, said he owns a Boxster S but that “A Cayman is in my future.” Barber, along with Kirkby, drew the five or so tickets (unfortunately not ours) for people who would take the hot laps in the pace car with Simon. After that, we walked back to begin what (for me, anyway) was the centerpiece of the trip. We returned to our cars, fired them up, and drove toward the pit road, lining up two cars to a row on the false grid.

The M3 pace car made it out the gate onto the pit road and then each of us followed one at a time onto the 1.53 mile track, slowly at first, until all the cars were out the gate, at which time Simon planted the throttle, and soon all of us were following the line through turn 1 (Big Bend) and into the esses. I pretty much kept to 3rd gear, not quite noticing, as I was following the M3 and two other cars in front, breaking 60 through the short straight and barely letting up as we headed through the uphill turn into the back straight and down the hill into the West Bend and diving turn.

By the time we hit the main straight and finished the first lap, the M3 decided to let loose as did the first two cars (later finding out they were cranking at over 95 mph through the straights). I kept to about 85 in the straights, with the engine singing at 5500 rpm or so in 3rd gear, and tried to keep an eye on the line as the cars in front disappeared around the turns.

Driving as hard and fast as we were on these parade laps, the car just stayed relentlessly planted even with the uphill and downhill curves. Behind me were 24 Caymans and 6 BMWs along with a pair of Boxsters. Adrenaline and testosterone were flowing.

Right before the end of three laps, the pace car slowed up and we followed behind back into the false grid and drove back toward the Sunoco Paddock. We climbed out of our cars, the most fun one can have on a race track without a helmet. While I got a “Taste of the Track” at Summit Point during PorscheFest in August (riding shotgun with helmet in an early 70’s 911 that

seemed in perpetual drift mode), there’s nothing like driving it yourself, even if it is at half-speed. “What a head rush!” Nancie exclaimed.

We spent the next hour or so hanging out at the tower, watching the raffle winners taking their hot laps with Simon Kirkby as he chirped the M3 tires with identical precision as he departed the pits each time and took the passengers for high speed, hardcore, sideways rides around the track. We also saw a black and yellow Ferrari 430 making his entrances and exits with some of the riders, and a few of the Cayman drivers who were track regulars also made it out. The real beauty in all this was a dark blue 427 Cobra, which made a low, metallic, sinister rumble as it trotted out onto the track.

John Fitch, now 92 years old, was at the track too, signing his book “Racing for Mercedes” at the Lime Rock Café (aka the hot dog stand) and driving around the paddock in his “Fitch Phoenix” (a custom-bodied Corvair). Fitch was the first American to race in postwar Europe, the first SCCA driving champion, raced a 356 at Nürburgring in 1952 and ’53, won the 1955 Mille Miglia, and served as teammate of Pierre Lavegh in a Mercedes 300 SLR at the infamous LeMans 24 race in 1955 where Lavegh and 80 spectators perished in a fiery crash. Fitch became known as a safety advocate and racetrack design innovator as well as occasional Bonneville racer, car designer and Corvair racing aficionado.

Impressed with the wonderful surroundings, still walking around with a buzz from the track experience, and pleased with the famous and not-so-famous people who were around us, we realized it was time to head to Hartford to meet family and friends. The clouds rolled in throughout the afternoon, but the rain held off. Most of the Nor’easter Cayman group headed to a restaurant in Washington Depot for a late lunch. While we couldn’t join them, it was a cool group of folks that I hope to see more of in the future at various PCA and Cayman events.

We headed back home Monday under bright sunny skies, 60-degree temperatures and of course, numerous back-ups on the New Jersey Turnpike and later, our own Capital Beltway. Back to reality ...

• • •
Glenn N. Havinoviski purchased his Cayman 2.7 new in 2008 and joined PCA shortly thereafter. It is his first Porsche. He has previously owned BMWs, as well as a 1990 Mustang GT convertible that kept him company for seven years in California. He and his wife Nancie also own a Volvo S40 for transporting their beagle as well as the occasional relative. Glenn is an associate vice president with Iteris, Inc., a transportation systems consulting and technology firm.



The Rusty Bolt Racing drivers with their tired 1975 BMW 530i, adorned in full Gruppe 5 livery. From left, Andy Clements, John Peerenboom, Rob Carpenter and Patrick Sheridan.

Making lemonade from LeMons

By Andy Clements
for *der Vorgänger*

It all started over a Saturday evening dinner with friends. Listening to great LeMons stories told by Bill Jay, former Potomac member, we laughed out loud and my mental wheels immediately began turning around ideas of the 24 Hours of LeMons. Although several Potomac members had raced with LeMons teams, I never gave more than a minute's thought about the event.

The 24 Hours of LeMons, a spoof of the famous French endurance race, is a long, brutal event for race cars costing a maximum of \$500. Excluding mandatory safety equipment, tires and brakes, each team of four to six is allowed a budget of \$500 to buy and prepare a car for the race.

For less than what a modest club racer might spend on a fresh set of tires, we had to find a car that could realistically go racing. All in the name of good fun, each team must also devise a "theme" that often results in wild and elaborate parade-float-style creations.

Fortunately, racers tend to be a little bit crazy anyway so it wasn't too difficult to assemble a team aimed at such a ridiculous goal. John Peerenboom, friend and fellow 944 DE driver, was first to join me. Patrick Sheridan and Rob Carpenter, both experienced 44Cup racers, rounded out our four-man team. With a vast 944 knowledge base, and a pile of spare parts, the only sensible choice for our team would have been to find a \$500 944. LeMons, however, is not for those with a tendency for making sen-



sible decisions. We all wanted something different, a new challenge.

We searched Craigslist for weeks looking for just the "right" car. After several missed opportunities (the rare "good" \$500 cars go quickly), we landed a deal on a complete, minimal-rust, running 1975 BMW 530i for just \$400. The car sported the original factory Inka Orange paint and an interior that reeked of musty basement.

Adding scrap wood, corrugated plastic and spray paint to an orange e12 really brings the vintage racing theme to life. It was a popular sight in the paddock, and a popular target on the track.



The 35-year-old BMW handled like a wet mattress and sounded like a broken sewing machine, but it just kept limping along, lap after lap, turning one of the worst overall lap times of the event.

To a group of 944 guys with little BMW knowledge, the car seemed like a good deal, or so we naively thought at the time.

We had taken a gamble in buying the car before being officially accepted into the race, but with time running short we had to get moving. LeMons has become so popular that you have to submit an application including a full description of your theme idea, and why you think you deserve to be accepted. The registrars hand pick each entry, and the more radical and fun the idea, the more likely you will get in.

We struggled for a while to come up with the perfect theme to bolster our chances of impressing the judges. Our first idea, a German version of the General Lee, was nixed when the judges warned us that this theme was played out. We considered various BMW Art Cars and a few other ideas before landing on a plan that would put our original orange paint to good use. We envisioned a

by gutting the interior and all of the non-essentials. What we learned along the way, however, is exactly how rare and unloved the BMW e12 model is among enthusiasts. This early 5-series was awkward, full of difficult-to-find parts and engineering mistakes that were promptly corrected in later models.

Sourcing parts was a continual challenge right down to the silly oil filter design that took us four tries to get the correct part. An independent BMW specialty shop, Alexandria Bavarian Service, was kind enough to provide us with some helpful tips and hard to find parts, but they knew we were facing a ridiculous challenge attempting to race an e12. It seemed that every parts counter we turned to chuckled at the idea of a racing e12, let alone one costing \$500.

Our biggest headaches were related to the plumbing. Major sections of the original brake and fuel lines were severely rusted and posed a big safety issue. With parts difficult to find we took on the challenge of fabricating our own new lines. John spearheaded the effort, and learned how dirty the bottom of an e12 can get over 30 years.

With the brake and fuel lines corrected, we turned our attention to the disintegrated original brass radiator. Several BMW gurus warned that the weak e12 cooling system would almost surely be our downfall. A new replacement radiator was well out of budget, so we sourced a \$35 junkyard part from an early 90s 7-series. The size was close, but turned out to be a few inches too wide. We subsequently spent many hours and many grinder wheels hacking the frame rails, and fabricating new mounting brackets to fit the larger radiator.

Overall, the build progressed slowly with minor issues turning into major projects at every opportunity, and we were nearing the race deadline with a long to-do list. We logged tons of hours and countless weekends trying to solve the mechanical problems and prepare the safety equipment. Possessing the necessary skills and equipment, we chose the cheaper route of fabricating our own roll cage. It is easy to underestimate, however, the amount of time and manual labor that goes into a custom roll cage. There is a reason why professionals are well paid for this job. The team owes a huge thanks to Kurt Mickelwait for his guidance and assistance during the cage build, and for helping us make up for lost time on a perpetually delayed project. [See story on how Kurt Mickelwait built his own track car on pages 18-22.]

The unexpected delays throughout the project meant that we had precious little time to prepare our theme. Re-

A few of the fine automotive specimens lucky enough to participate in LeMons. Out of 155 applicants, 114 were accepted to race at Carolina Motorsports Park. The overall winner walks away with \$1,500, paid entirely in nickels.

faithful replica of the factory Gruppe 5 320i race cars that competed in the '70s in bold Jagermeister livery.

We ignored the fact that our car had four doors and lacked the huge slicks found on the factory racers. Convinced that we could pull off the Jagermeister theme including a heavy dose of LeMons style, I built a simple website to tell our story (RustyBoltRacing.com), and submitted our entry. Much to our surprise we were accepted. Thus began the saga of turning a car that was older than each of the team members into a competitive LeMon.

The build started like most other dedicated race cars,



cheating on the \$500 budget rule. In our case, they realized that an e12 was such an awful foundation that they waved us through with zero penalties.

With our drivers dressed in bright orange, we were ready to go racing. Rebecca prepared a team of pit-girls adorned in authentic German beer maid outfits, and attracted considerable added attention around the paddock. We took to the race on Saturday amid hundreds of cheering spectators. With our team adorned in bright orange, and our authentic German beer maid pit-girls attracting added attention, we took to the race on Saturday amid hundreds of cheering spectators. The racing was close and busy on the short, crowded course. We learned immediately how heavy and slow the car was, and how poorly the stock brakes and suspension

Above: The checkered flag falls on the Rusty Bolt Racing BMW. The team completed 345 laps in just under 14 hours, finishing in 64th place overall with no penalties or mechanical failures.

Left: The team won \$1,000 (all paid in nickels) for winning the coveted "Index of Effluency" trophy, awarded by the judges to the worst car that turns in the best performance.

becca Glassman, Patrick's significant other and our team PR Director, thankfully assisted in prepping the car to its fully themed condition. As the race loomed, we worked every night to turn a mundane orange BMW into a legendary historic race car. Using scrap wood and corrugated plastic sheets, we fabricated a huge wing and fender flares true to the original car. Chuck Dela Cuesta, a friend with a laser cutter made large cardboard stencils in the Jagermeister font, and we painted them on with a roller. Paper logos were glued on the car to complete our low-budget graphics package. Plastic antlers from the hunting supply store brought the Jagermeister deer to life, and added the perfect finishing touch of LeMons class.

We just barely pulled everything together in time. Most teams do a thorough shakedown on a car to be sure it is track worthy, but with hours before departure all we could do was cross our fingers and hope for the best. We packed up and headed for Carolina Motorsports Park south of Charlotte for our first LeMons adventure.

We knew our car wasn't going to be the fastest on track, and probably wouldn't last more than a couple hours, but we were determined to have fun regardless. From the minute we pulled into the paddock we saw the finger pointing, and people immediately walked over to congratulate us on such a great looking car. It didn't take long to realize that we stood out from the crowd, and our late nights had paid off in the appearance department.

The first real validation for all of our efforts came when LeMons founder, Jay Lamm, walked up and said "Awesome car, great job guys!" All the judges were excited to see the car, and everybody gave thumbs up for our theme effort. Each car is required to go through a "BS" inspection where penalty laps are awarded if the judges suspect

performed. As one of the slowest cars on course, our mission was avoidance and survival as we tried to stay out of trouble. As the race wore on, we found that our enormous fender flares had become targets. Several competitors later confessed of deliberately trying to knock off our surprisingly sturdy fenders, purely for the bragging rights.

Amazingly, the car kept going all weekend despite continuous starter problems, markedly reduced power, worn tires and spongy brakes. We managed to take the checkered flag with zero failures, zero penalties and one of the worst overall lap times at the event. The engine seemed to be running on maybe three cylinders by race end, but somehow we managed to go the distance and with 75 percent of our fenders still intact.

We were shocked and ecstatic that we finished. We headed to watch the post-race awards where we won the most coveted award in LeMons racing. We had no chance at the overall win, but the "Index of Effluency" award is for the team that did the most with the least and represents the true spirit of LeMons racing. In true LeMons fashion, our prize came with a big welded steel trophy made from junk parts and \$1,000 paid in nickels. We drove home with huge smiles in amazement of what we had done, all with seemingly hopeless chances.

We all owe a big thanks to several Potomac members that helped throughout the project, notably Bob Mulligan, Dave McMahan and Chris Mazzanti. We also owe a huge thanks to our families and significant others that endured one of the most grueling, time-consuming projects any of us had ever attempted. I'm not sure my share of \$250 in nickels makes up for all of the sleep I lost, but it sure was nice to enter my first LeMons race and come home a winner.



Just like any other race or DE event, cars must pass a technical inspection. Safety items do not count against the \$500 budget.



By Michael Madrid
 Owner/builder Kurt Mickelwait, right, with friend and Potomac Past President Tony Kelly go over data on the laptop after one of Mickelwait's shake-down runs at Summit Point (W.Va.) Motorsports Park in October. The car took Mickelwait almost four years of spare time to build from a bare tub.

Adding lightness from the ground up

Potomac's Kurt Mickelwait builds his own vision of a track car

A little more than three years ago, he began his track-car project with a stripped 1977 911 roller. The car was filled with pine needle mulch and one dead squirrel. Today, the car has been turning fun-filled laps around Summit Point with only a few teething problems, a testament to the skill, patience, tenacity and craftsmanship of its owner/driver. Oh, did we mention he built this car in his spare time in his two-car garage? Here's a look at the process.

- 1** Wing Adjustable GT3 cup-type wing on home built uprights. Strong positive effect in the high-speed corners and under high-speed braking. The wing and large splitter in front were added to help keep some of the nimble 912 feel.
- 2** Engine cover, rear and side windows are
- 3** homemade made from polycarbonate bought from Home Depot.
- 4** Aftermarket, fiberglass hood. Mickelwait cut out the oil cooler vent himself.
- 5** Front splitter Buddy Greg-type splitter on '73 RSR bumper with extended horizontal surfaces made from aluminum/plastic composite left-



overs. The splitter extends under the car to help provide rigidity and a smoother undercarriage.

6 Fiberglass fenders from GT racing with the turn signal holes converted into brake cooling air intakes. Nuts were welded on the body all around for easy installation and removal of body panels for service.

7 Rear quarter panels from GT Racing modified for bolt-on installation.

8 Lightweight 3-piece 17" wheels with billet centers designed by Jeff Alton. Shipped right from the CNC machine and then clear coated in keeping with the purpose-built look. Ordered 11

months in advance and they arrived 10¼ months later.

9 Stock 1995 3.6 engine lightened by removing unneeded gear and material. Lightweight flywheel and a Sachs power clutch mated to a stock 1983 915 transmission.



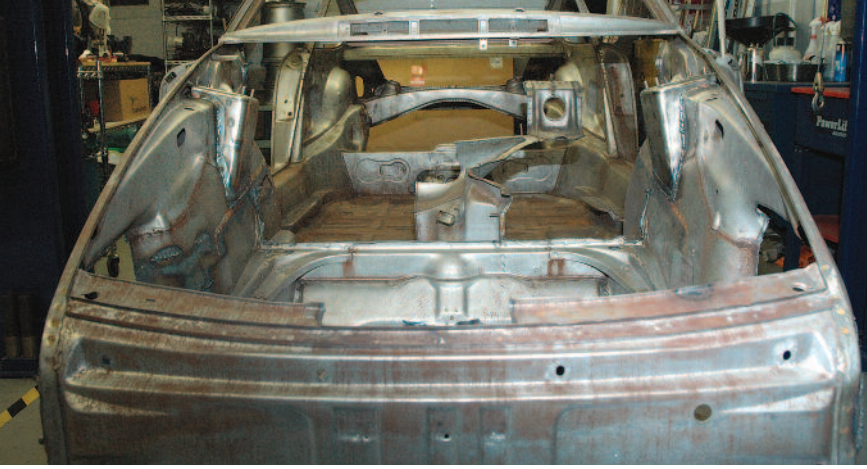
The project begins ...

Photos by Kurt Mickelwait

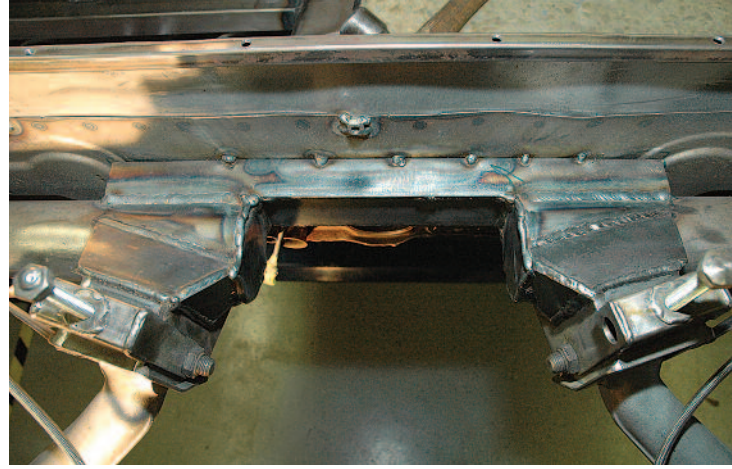
Above: Stripped of everything that could be removed and ready to be burned clean. Then it was taken to Reddi Strip in Pennsylvania where it was cooked at 700°F to remove all paint and coatings. The body lost 70 pounds in coatings and sealers.

Left: Recycle day after the first round of cutting. The now paint-free body went from 506 to 375 lbs. Not shown are the original rear quarter panels and front fenders sold to help offset the cost of replacement fiberglass parts. The roof and welded-on sun-roof guides were over 70 lbs.

Below left: Body now about 340 lbs. with only the hard-to-get-at weight left to carve away. Homemade jig is set up to keep four body points level and square. Final weight of the body after all cutting was 310 lbs. the lightened body flexed and sounded like a cookie sheet when moved around.



Tub was stripped by heating it in an oven to 700°F that cooks all coatings and sealants to ash. The body then was dipped in a mild acid wash to clean off any soot and then pressure washed. The cutting was done with a plasma cutter. All firewalls were replaced with same or better.



With the torsion bars gone, the center of the rear torsion bar tube could be cut away. The area was cut out, reinforced and the inner suspension arm pivot points made adjustable. The car has remote reservoir coilover suspension.

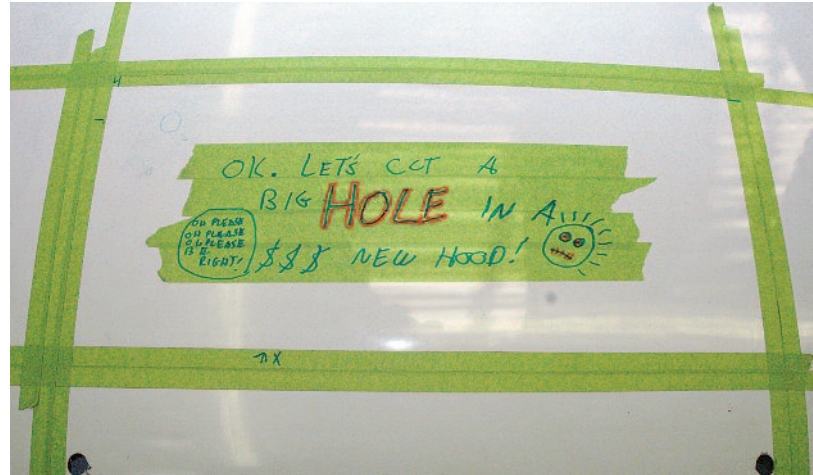


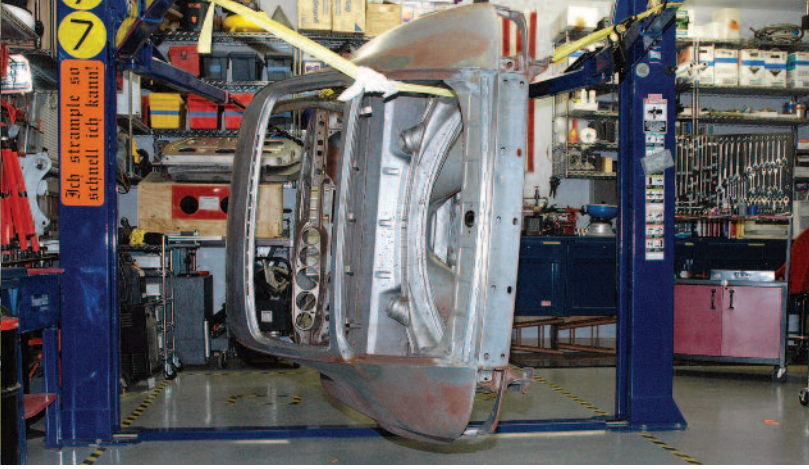
Above: Body, fenders and doors were painted using Duplicolor white. The interior is in coated in hammer-finish silver.

Above right: My 5-year-old daughter and I had some fun with Sharpies before I cut the hole for the oil cooler vent.

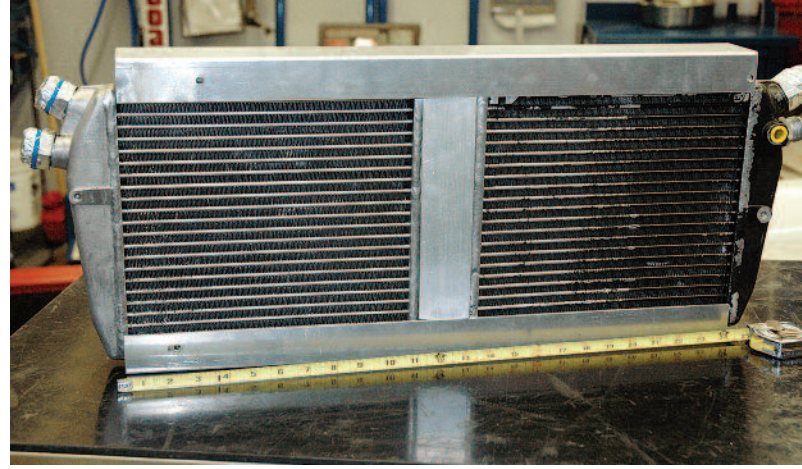
Right: Oil tank compartment is roughed in. The rest of the mid body oil system consists of a three-gallon oil tank and an Oberg oil filter (foreground) on return line.

Far right: Oil, fuel and fire-suppression plumbing being installed. The engine management module and a 15 lb. battery tuck in under the stock shifter.

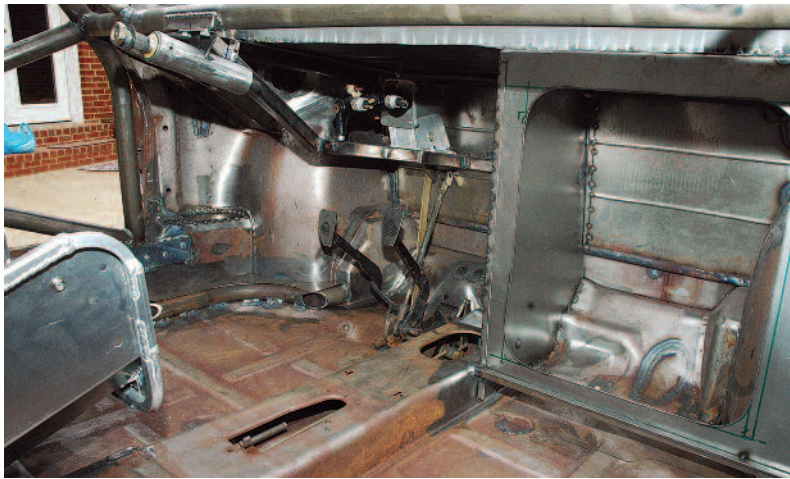




Mickelwait turned his two-post lift into a rotisserie to enable working on the car a lot easier. He then seam-welded the body for more rigidity before cutting out unnecessary weight.



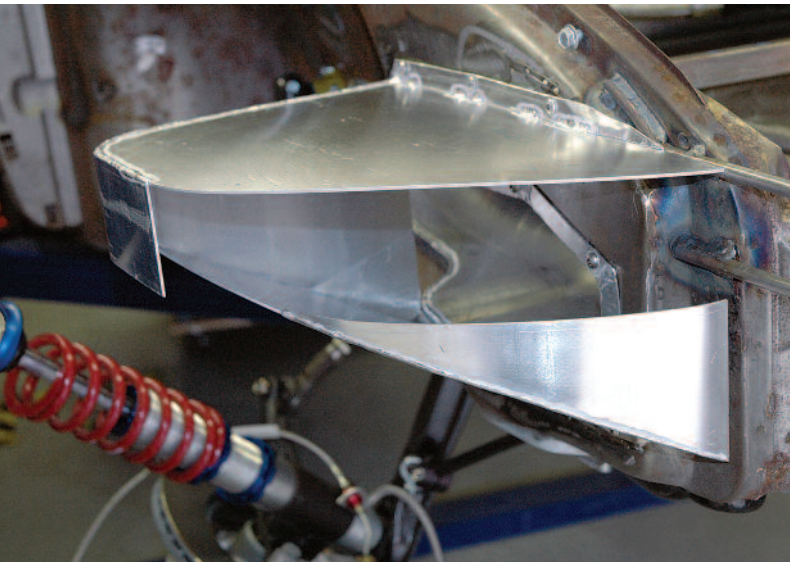
Two 964 fender-mount oil coolers combined. Stock fittings replaced with 90° to AN-12 fittings. The air is ducted through them via an aluminum structure that was built to allow the coolers to move up and back to reduce the chance of rupture in a front-end impact.



Oil tank box, brake master framework, pedal cluster and footwell reinforcement being roughed. The Kirky seat was mounted to the right to move driver away from door and cage. Steering wheel was moved right, too. This puts the driver right in front of the pedals.



Mickelwait made his own paint both using string and thin plastic drop-clothes. Ventilation was with two box fans with filters taped to them. Body used a lot of masking and steps. Painting a roll cage and complete interior requires more body joints than humans come with, he says.



911S calipers in front with stock rotors all around reduce unsprung and rotating weight. Increased brake cooling was added through ducts and large intake grills in the front fenders. These ducts are an example of work and time spent rather than purchasing off-the-shelf pieces. The ducts flow large amounts of air, far more than do flexible tubing systems. Cardboard patterns were used to make the ducts.



Engine was stripped of all unnecessary pieces. Stock flywheel was replaced with a conversion unit from Patrick Motorsports. The original plan was a hot race engine built from a 2.7-liter starting point. A couple of kids underfoot made safety become the driving factor and switching to a 3.6 engine reduced the mental conflict whenever a safer but heavier option was considered.



By Michael Madrid



By Willy Straubhaar



By Michael Madrid

Top: Kurt Mickelwait's project car on its maiden trip at Summit Point Motorsports Park.

Above: Mickelwait, center, with two Potomac buddies who helped him with his track car build, Bruce Dobbs, left, and Tony Kelly. Kelly and Dobbs went with Mickelwait to pick up the car at the start of the project. The car contained a dead squirrel and was full of pine needle mulch.



By Kurt Mickelwait

Left: Kurt's wife, Teresa, observes through the passenger's side as her and Kurt's children, Ryan, 4, and Michele, 6 — both of whom "helped" during the build — take a fantasy spin with dad's "new" Porsche.

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

Founders' Region officers

President: Tuffy von Briesen president@pcapotomac.org
 Vice president: Dick Seltzer vicepresident@pcapotomac.org
 Treasurer: Bruce Dobbs treasurer@pcapotomac.org
 Secretary: John Magistro secretary@pcapotomac.org
 Past president: Tony Kelly pastpresident@pcapotomac.org

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 Tech chair: Marvin Jennings tech@pcapotomac.org

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 Drive 'n Dine: John Eberhardt driveanddine@pcapotomac.org
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der Vorgänger is on the web under "About Us" at www.pcapotomac.org. If you are not receiving your dV through the mail please go to www.pca.org and update your profile to give us your current address.

2010 executive board elections

Elections for the club's 2010 executive board will be held on Dec. 19 at 1 p.m. at At Speed Motorsports, 7410 Coca Cola Drive, Suite 110, Hanover, Md. 21076.

For President — Tuffy von Briesen is standing for a second term

For Vice President — Dick Seltzer is standing for a second term

For Treasurer — Evan Close

For Secretary — Gary Brindle

Photos and biographies will be posted on the web site at www.pcapotomac.org

Click About Us then 2010 Elections

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Below: The brunch buffet at the Stonyman Gourmet Farmer included pastries and croissants, ham sandwiches, roast beef, chicken, vegetables, dessert and cheeses.

Gold Cup Fall Foliage Drive

By Linda and Michael Budinski
for der Vorgänger

Above: More than a dozen people made the drive to Little Washington, Va., following the Saturday event at the Gold Cup in October where they stopped for brunch at the Stonyman Gourmet Farmer.

After a rainy Saturday at the Gold Cup Races, we were thrilled to have clear skies on Sunday for a fall foliage drive. About seven Porsches enjoyed a spirited ride through the Virginia countryside—ending in the historic town of Washington, Va. No, not the District of Columbia, but the little town of Washington, surveyed by that famous George in 1749.

Our destination was a special mercantile/restaurant called Stonyman Gourmet Farmer, which catered a special brunch just for us. We're not sure how Potomac's Drive 'n Dine Chairman John Eberhardt got us into this place, but the food here is spectacular.

The site at 337 Gay St. is one of the oldest mercantile shops in the country and also one of the most original and best preserved. Some counters and shelves are original to the building, which dates to 1802. Although on this particular day the weather was classically fall-nippy and we ate inside, out back the shop has a lovely garden with fountain, outdoor fireplace and pergola.

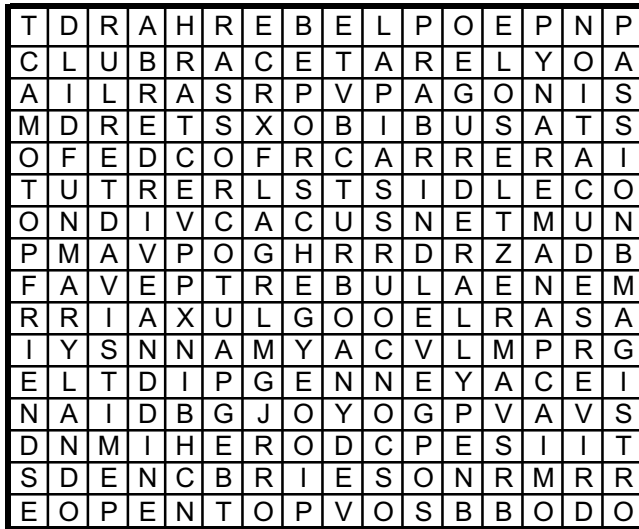
Proprietors Susan and Alan James own a farm at the foot of Stony Man Mountain. The store's name provides a direct connection with the farm-to-table philosophy of the James. Our initial course, served in the retail area, featured pastries and croissants, petit Virginia ham sandwiches with house-made mustards and three different types of quiche.

The main course consisted of roast beef tenderloin with bordelaise sauce, roast chicken, swiss chard, pureed squash and potato salad. Two pies, apple and pumpkin, as well as pecan tarts were served.



After dessert, Alan brought out more than 10 farmstead cheeses. We were surprised to learn that Susan aged the cheeses herself. For you Scrabble players, here is a new word: *Affinage*, an ancient practice by which passionate cheese experts complete the cheese maker's labor of love by patiently nurturing cheeses to optimal ripeness and peak flavor.

The warm welcome we received definitely enhanced our experience. Susan and Alan were as excited about hosting us as we were about being their guests. As a matter of fact, the whole town was talking about all the Porsches that had come to visit. We're not sure what the Drive 'n Dine committee has planned next, but this event will be hard to beat.



Your Porsche Puzzle

Our club and current cars

Find and circle all the words below. Whole words cannot be reused. Words can be horizontal, vertical, diagonal and spelled forward or in reverse.

- | | | |
|--------------|------------------|----------|
| Autocross | DriveandDine | PCA |
| Beam | DriversEducation | People |
| Boxster | Eberhardt | Porsche |
| Brierson | Flag | Potomac |
| Brindle | Friends | PSM |
| Carrera | Fun | Rally |
| Cayenne | Herod | Sarli |
| Cayman | Joy | Seltzer |
| ClubRace | Magistro | Time |
| Concours | Maryland | TIP |
| Davis | OpenTop | Turbo |
| DC | Oyler | VIR |
| DerVorganger | Pagonis | Virginia |
| Dobbs | Panamera | Yours |
| Drive | Passion | |

Place unused letters in alphabetical order

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	

Reorder the letters to get the answer to the riddle below

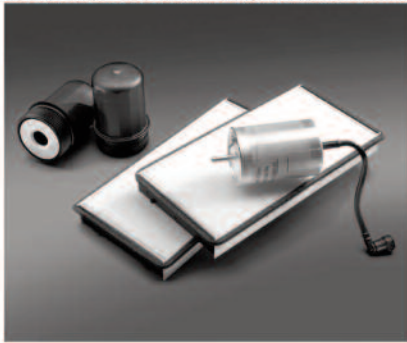
7	12	4	1	13	10	5	9	11	8	6					

Riddle: The best reason to belong to our club

Puzzle by Claude W. Imbt for *der Vorgänger*. Imbt has been a PCA member since 2001 and participates in many Potomac activities such as HPDC and Drive 'n Dine.

Answers on Page 27.

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Why I love my Porsche If you have to ask, you don't own one

By Jeffrey Leaf
for *der Vorgänger*

Why did I buy a Porsche?

Five years ago, I was 55. I'd left my mid-life crises behind many years ago, so that isn't the answer.

In fact, I wasn't even looking for a Porsche. I was out with my wife looking to replace her Mazda RX7 convertible. We test drove a 2000 Volvo convertible. We both had a flash forward and shuddered. Was this what retiring to a golf community down South would be like? Please, shoot me now!

Then, the random forces in the cosmos came together in perfect harmony: time, location consequences, serendipity, the proverbial horseshoe... It started innocently enough. "Would you consider something a little older?" the salesman asked. Never passing up an opportunity to explore, we said, Sure."

So, let me paint the picture for you. July 4 weekend. The salesman hadn't made a sale all weekend. He took us to the garage and raised the door. OMG! There it was, a red 1984 targa with the whale tail. Only 156,000 miles on it. The body was in good shape, the interior clean.

Being a techie to the core, I realized at 16 that a Porsche is the ultimate work of art and prized possession. My wife and I exchanged a glance. She knew. But, I had

to be coy. I couldn't let the salesman know how excited I was, or the price would go through the roof.

I couldn't even drive it because the dash was torn apart to repair the speedometer, but I bought it anyway. The sale was contingent on a test drive on Monday. I've got to admit, it would have to have been a crappy drive to kill the sale. It wasn't.

After driving an Isuzu Trooper, Infiniti I35 and Toyota Tercel, I'm sure you can feel just what I felt the first time I drove that 911.

Do I have to say it? I bought it. I even paid a little extra so I could buy the car on a credit card. How cool is it to be able to say, "Oh, yes, I bought my Porsche on my American Express card."

It's now five years later. No regrets. Okay, Germans didn't know how to make air conditioning in '84. Other than that, it's a ball. If you want to experience my fun, Pope's Head Road in Fairfax Station, Va. There's nothing else I need to say.

Oh, back to the question: Why? If you have to ask, you don't own a Porsche.

• • •

Jeff Leaf is an engineer, educator, basketball referee, NFL officiating scout, golfer, punster, traveler, writer and Porsche driver, not necessarily in that order.

How about your story of why you love your Porsche(s)? Share them with dV readers at dveditor@pcapotomac.org. A high-resolution photo of you with your car would also be appreciated.



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Answers to puzzle on Page 25.

Riddle: The best reason to belong to our club

G R E A T P E O P L E

Reorder the letters to get the answer to the riddle below

A B C E E E G L O P P R T V X

Place unused letters in alphabetical order

E	O	P	E	N	T	O	P	V	O	S	B	B	O	D	O
S	D	E	N	C	B	R	I	E	S	O	N	R	M	R	R
D	N	M	I	H	E	R	O	D	C	P	E	S	I	I	T
N	A	I	D	B	G	J	O	Y	O	G	P	V	A	V	S
E	L	T	D	I	P	G	N	N	E	N	E	Y	A	C	E
I	Y	S	N	N	A	M	Y	A	C	V	L	M	P	R	G
R	R	I	A	X	U	L	G	O	O	E	L	R	A	S	A
F	A	V	E	P	T	R	E	B	U	L	A	E	N	E	M
P	M	A	V	P	O	G	H	R	D	R	Z	A	D	B	B
O	N	D	I	V	C	A	C	U	S	N	E	T	M	U	N
T	U	T	R	E	R	L	S	T	S	I	D	L	E	C	O
O	F	E	D	C	O	F	R	C	A	R	R	E	R	A	I
M	D	R	E	T	S	X	O	B	I	B	U	S	A	T	S
A	I	L	R	A	S	R	P	V	P	A	G	O	N	I	S
C	L	U	B	R	A	C	E	T	A	R	E	L	Y	O	A
T	D	R	A	H	R	E	B	E	L	P	O	E	P	N	P

Holiday happy hour and lights tour

Interested in a bit of holiday extravaganza before heading over to Clyde's Restaurant to celebrate some holiday cheer with your fellow PCA Potomac members? How about a leisurely 3.5 mile drive through hundreds of colorful holiday light displays at the 13th Annual Winter Lights Festival at Seneca Creek State Park, in Gaithersburg, Md.

We'll start in the Bowl America parking lot, 1101 Clopper Road, Gaithersburg Md.) at 5:30 p.m. on Saturday, Dec 5 and leave just before 6 p.m. Cost: \$12 per car. The park drive will take 30-60 minutes

Afterwards we'll drive to Clyde's. RSVP via email to Tony Pagonis (autocross@pcapotomac.org) or John Eberhardt (johnne@pcapotomac.org). You can also just show up at Bowl America. We would like to get a head count of the people who are planning to drive to Clyde's Restaurant.

If rain or snow, the festival drive will be cancelled.

PCA Potomac Holiday Happy Hour, Saturday December 5, 2009 6:30 pm until ...

Please join other club members at Clyde's of Chevy Chase for a casual happy hour. No pre-registration is necessary, just meet in the Race Bar in the lower level of the restaurant. The restaurant is a car nut's fantasy.

There will be no cost to members except for a cash bar (donations to help with the cost of food will be greatly appreciated). Heavy hors d'oeuvres will be served.

Parking: Safe parking is available in the adjacent parking garage. The second level is usually empty in the evenings. Take the stairs marked by the Clyde's sign. Your parking ticket will be validated by Clyde's.

RSVP to John Magistro at johnm@pcapotomac.org. If you decide to come at the last minute we will be happy to see you.

Directions: Clyde's of Chevy Chase is located in the Chevy Chase Center on Wisconsin Avenue just north of Western Avenue. We are 1/2 block north of the Friendship Heights Metro Station (Red Line).

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PCA Potomac 2009 calendar

These events are open to all PCA Potomac members. For specific details, and the most up-to-date information, check the Potomac website.

Monthly breakfasts

membership@pcapotomac.org
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.

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.

Drive 'n Dine

driveanddine@pcapotomac.org
Antietam candlelight tour, Dec. 5. Details on Page 11.

Rally rally@pcapotomac.org

Finished for 2009.

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Concours

concours@pcapotomac.org
Finished for 2009.

Autocross

autocross@pcapotomac.org
Finished for 2009. Story on Page 29.

Tech inspections

tech@pcapotomac.org
Tech sessions are finished for 2009.

Open to all Potomac members including those not doing a Driver Education event. New members especially welcomed. Best of all, it's free!

DE

tech@pcapotomac.org
Potomac's track events at such tracks as Summit Point (W.Va.) Motorsports Park, Virginia International Raceway near Danville, Va., Mid-Ohio Sports Car Course near Lexington, Ohio and Watkins Glen (N.Y.) International provide an opportunity for PCA drivers to improve their skills and enjoy the company of friends at the track in Driver Education events.

To be eligible for a DE event, drivers must first complete a High Performance Drivers Clinic. In past years, Potomac has held two HPDCs. Watch the Potomac website for the 2010 schedule.

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Autocross school students observe a car on course while also learning about course working.

2009 autocross season wraps up

Photo and story by Tony Pagonis
PCA Potomac Autocross Chair

2009 was a fun, exciting and successful year for PCA Potomac's autocross program. After an autocross school in March and seven events taking us through October, champions were ultimately crowned.

For those unfamiliar with the sport, autocross (sometimes referred to as Solo II) events are low to medium speed auto driving events, often run on parking lots. Generally, a course will be defined using traffic cones. One driver at a time negotiates the course laid out with the cones (sometimes referred to as pylons) testing their skill against the clock. Penalties are charged for knocking over cones or going off course.

The season began in March at the still-new Washington Circuit at Summit Point (W.Va.) Motorsports Park. The Washington Circuit is made up of numerous connected circles of varying sizes paved over a large area nearly a half mile long. The circles (or mini skid pads), allowed the instructors to work with 29 students and help them learn a variety of car control skills, including cornering, accelerating and braking. After a lunch break, a course was set up linking many of the morning exercises together. The students got a chance to practice their new-found skills and monitored their progress via the timing equipment.

The season's official events subsequently began in April, with many of our school's "graduates" coming out to redeem their autocross school discount certificates. In 2009, we held five autocross events at the Bowie (Md.) Baysox parking lots and two at the Washington Circuit. We had terrific attendance at most of our events, averaging nearly 50 cars per event. It wasn't until September's event that rain proved to be a serious threat. In Septem-

ber, only 26 coneheads braved the forecast, to show that their cars weren't garage queens. But those lucky souls found only damp conditions in the morning and were treated to 12 runs around the autocross course. As it turned out, virtually the same thing happened in October, giving everyone lots of chances at some wet and dry runs.

Our August autocross once again was held in conjunction with PCA Potomac's Annual PorscheFest at Summit Point. This also happened to be one of our Washington Circuit events, which meant that everyone was conveniently at Summit Point. A few motoring enthusiasts were even able to attend the DE event taking place simultaneously on Summit Point's main track.

At PorscheFest we also conducted again our Vets on Track event, where PCA Potomac hosted a number of wounded veterans from Walter Reed Army Military Hospital and their families to a fun day of activities. Included was a visit to our autocross event, where many of our participants

2009 champions

Stock 1

1st - Steve Mitchell
2nd - John Clay

Stock 2

1st - Gary Baker

Prepared 1

1st -0 Ray Wach
2nd - Ed Wach

Prepared 2

1st - Jim Arnold
2nd - Randy Gross

Prepared 3

1st - John Bendekovic

Prepared 4

1st - Harvey Cummins
2nd - Jeffrey Leps
3rd (tie) - Paul Davis
3rd (tie) - Chris O'Hare

Prepared 5

1st - Brian Pagonis
2nd - Bill Calcagno
3rd - John Groesbeek

Modified

1st - Michael Johnson

were honored and thrilled to give the veterans some laps through the autocross course.

Thanks to all the participants in non-Porsches who come out to play with us.

A special thanks also to the members of our autocross committee this year: Jim Arnold, John Bendekovic, John Clay, Pam Clay, Howard Leiken, Michael Johnson, Brian Pagonis, Cindy Pagonis and David Stoesser. These are the dedicated folks who came out early and left late at virtually every event throughout the entire season. Whereas all participants at our events provide the volunteer resources needed throughout the day, this core group of people is responsible for getting things up and running early, and managing registration, course setup and tech inspections so that our event can happen.

As is the case every year, it is great fun watching drivers take on the challenging course designs, and work hard to develop their car control skills while striving for those last couple of tenths on each run. Even more gratifying is watching novices learn the infatuation, too, demonstrating growth and improvement with each successive run and event.

As we look forward to 2010, I hope that some of you who haven't yet tried Autocrossing will consider attending our autocross school in March. For more information, please visit our autocross web pages, including our FAQs, "tips & tricks" and rules. Watch the PCA Potomac website for news & information about autocrossing, as well as all the other programs where Porsche enthusiasts might gather. If you should have any questions about the autocross program, please send them to autocross@pcapotomac.org.



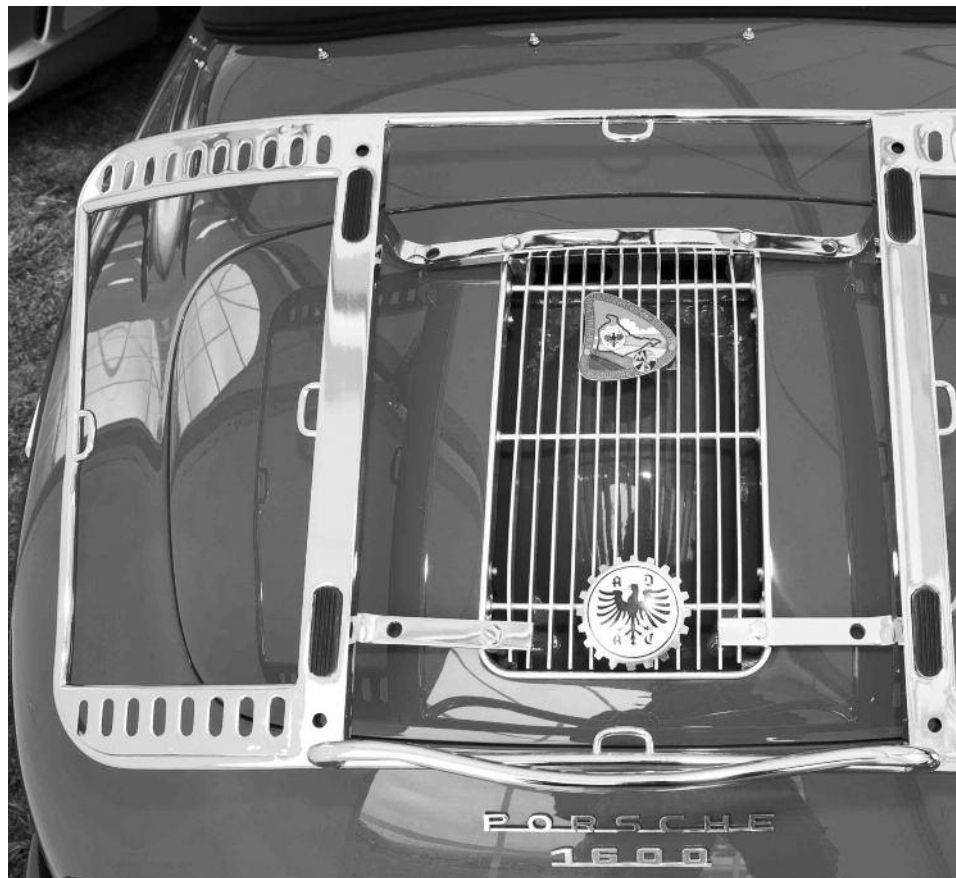
Porsches play with the ponies at Gold Cup

Photos by Willy Straubhaar; text by Tuffy von Briesen for *der Vorgänger*

What better combination can you find than Porsches and thoroughbred racehorses? About 75 PCA members from throughout the Northeast braved cold temperatures and freezing rain to attend the International Gold Cup at Great Meadows, The Plains, Va. on Oct. 17 to enjoy that combination. Once again, Potomac joined Porsche Cars North America and five of the Washington, D.C. Metro Area Porsche Dealers as sponsors.

Porsches at the Gold Cup was the brainchild of Central Pa. Region member Jerry Trone. Several other Regions were represented. John Eberhardt coordinated this year's event and did another great job.

PCA members were treated to dedicated parking and a display of interesting Porsches. PCNA and the dealers had plenty of new Panameras on display. There was nothing more memorable than watching 30-plus Porsches pull into the corral. Despite the weather, everyone enjoyed the Jack Russell Terrier Races and all the steeplechase races. Contributing to their enjoyment was the opportunity to enjoy food and beverages in the PCNA Hospitality tent. The PCA tent enjoyed some great hospitality as well as evidenced by several members enjoying some good champagne to ward off the chill.



The chrome luggage rack of Al and Betgie Peinhardt's 1959 Convertible D Roadster. The Gold Cup event hosted dozens of Porsches, many of which were displayed beneath a tent.

Despite inclement weather, this year's 73rd International Gold Cup steeplechase horse races, right, held at Great Meadow in The Plains, Va., drew a crowd of Porsche cars (left). Potomac, Founders Region and local Porsche dealers were sponsors of the event.



Above: Gary Johnson displayed his 2007 GT3RS in the tent set up for Potomac members. Johnson's car is a track car but street legal.



Left: Dressed for the cold, wet weather were Potomac Vice President Dick Seltzer, left, Potomac President Tuffy von Briesen, Porsche Cars North America Historian Ellen Beck, Bob Gutjahr and Bettie Peinhardt.



Photos by Richard Curtis

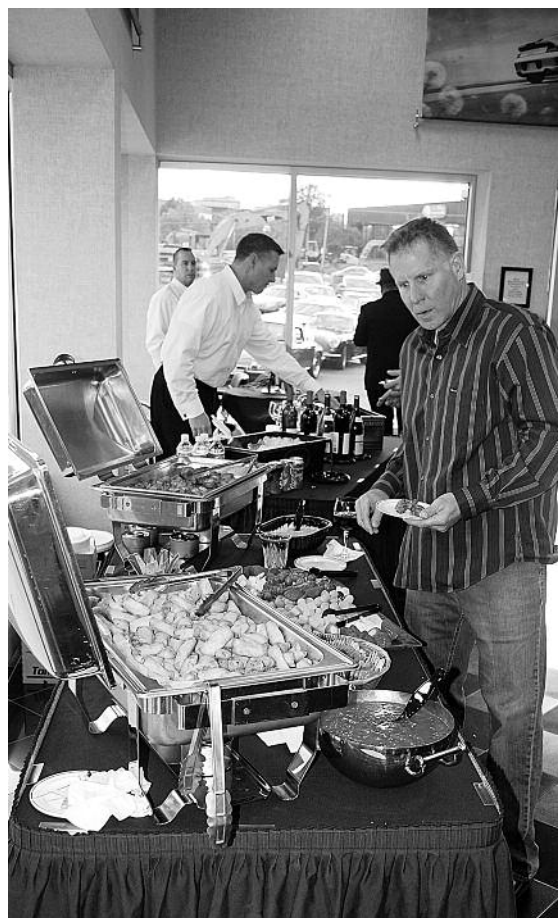
Kip Nelson sits in the driver's seat of a 2010 Porsche Panamera at Porsche of Tysons during their introduction of the new model. Porsche of Tysons Executive Coordinator Susan Stine discusses the new car with Nelson.

Panamera intro draws a crowd of enthusiasts

A beautiful late October afternoon combined with Porsche's introduction of the 2010 Panamera, their first luxury four seater, drew a steady crowd of enthusiasts to the Porsche of Tysons modern showroom on Route 7 in Tysons Corner, Va.

Many individual Porsche owners were invited to display their cars (see photo at far right). Their cars represented almost all models of Porsche cars, from an early 356 and a 912 through early model 911s to later models of 911s, 928s, 944s, 968s, 914s, Boxsters and Cayennes. At least a couple of dedicated track cars were also present.

POT rolled out the red carpet, too, for spectators and potential Panamera customers. A string quartet played soothing chamber music while people grazed the plentiful buffet and enjoyed wine, water and soft drinks.



Kip Nelson, a Porsche Cayenne Turbo owner from Vienna, Va., samples the buffet offered at the Porsche of Tysons Panamera introduction.





Composite photo by Kurt Mickelwait

The Panamera, foreground, heads a lineup of older Porsche models at Porsche of Tysons showroom along Route 7 in Tysons Corner, Va. The event was held to introduce the new four-seater to Potomac club members and other Porsche enthusiasts.

Readers and their cars

Photos by Richard Curtis

Left: Potomac Club Treasurer Bruce Dobbs with his 993 track car.

Below: Potomac honored two long-time staffers of the Summit Point cafe with a Potomac Lifetime Service Award: Patricia "Patsy" Carper, left, and Barbara Clatterback. Carper has worked at Summit for more than 20 years, Clatterback for 30 years. Clatterback also has been an elementary school teacher for 34 years in the Summit Point area.



Above: Jeff Epstein of Gainesville, Va. with his 2001 996 Turbo that he's owned for 1½ years. It's his first Porsche.

Right: Alex Lunsford finishes changing brake pads on his 2000 996 during the Oct. 31 DE event. This is Lunsford's second year in DEs.



Readers and their cars

Photos by Richard Curtis

Right: Asif Khan, right, describes the many changes to his 1996 993 Carrera 4S to Evan Pearce, left and his son Carson, 11. Khan, of Oakton, Va., has owned the bright yellow 993 since July when he bought the car in Arizona. Pearce owns a Carrera 4.



Above: 944 owner Brian Pagonis during the DE on Nov. 1 at Summit Point. Pagonis has been a PCA member for five years, a DE driver for three.



Above: John Lovejoy of Bethesda, Md, with his 1965 356 cabriolet that he's owned since 1993 or '94. It's painted Sparkle Green, a 1995 Mazda color.



Left: Potomac members Marshall Schenck, left, and Lee Hamilton kibitz in the parking lot of Chutzpah's Deli in Tysons Corner, Va. following the November club breakfast.



Photo by Willy Straubhaar

