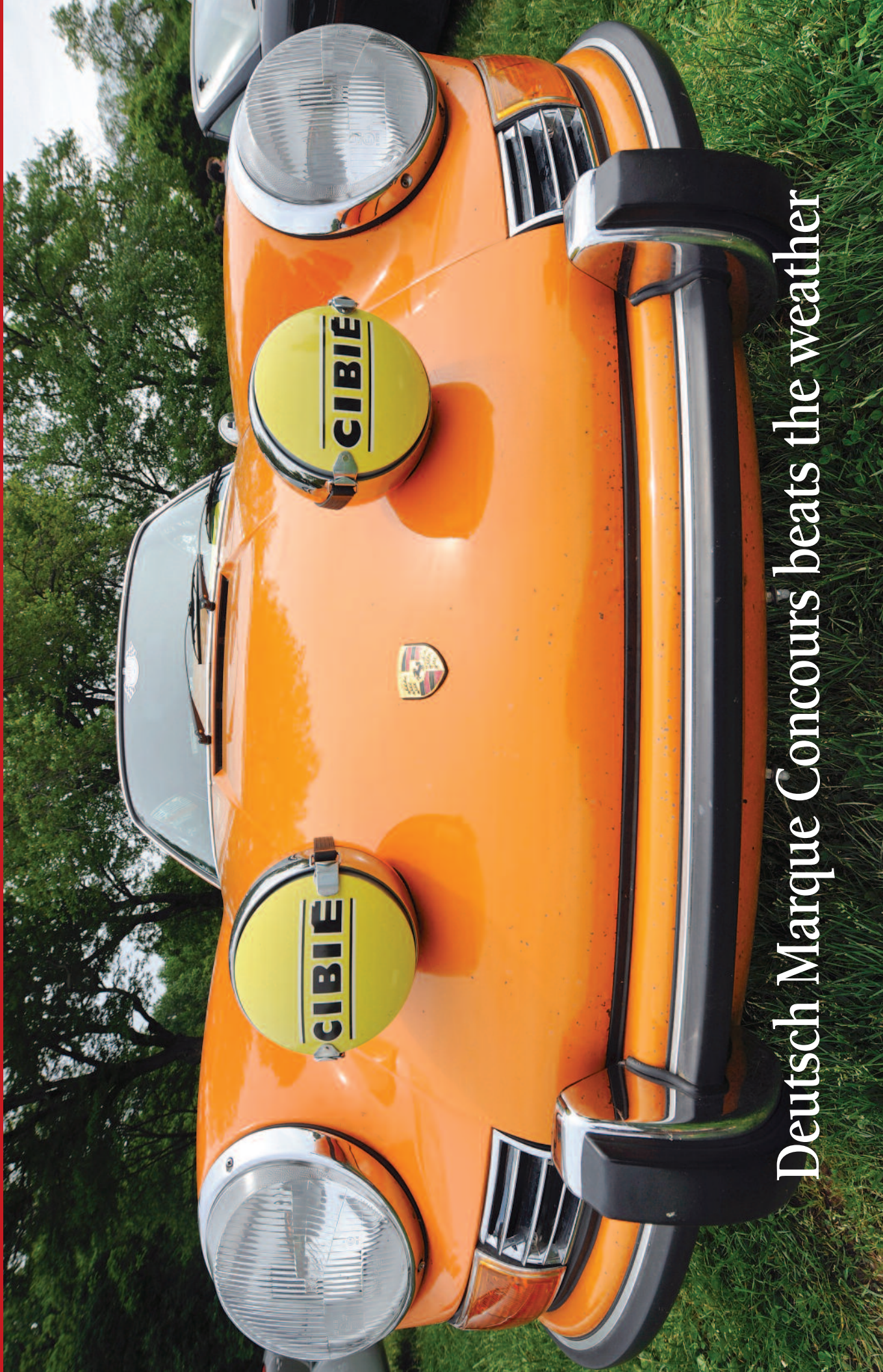


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der Vorgänger

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

July 2009, Volume 55, No. 7

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Buying a Cayenne in Europe. 12-15

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Cover photo by Michael Madrid: Bob Abbott's 1971 orange 911 made it through the Deutsch Marque concours that was weather delayed until May 17.



Family photo

Above: Sydney Butler with his family high above the Switzerland landscape in a hot-air balloon. Story, Pages 12-15.



Photo by Michael Madrid

Left: Concours chair Ron Davis and others were prepared for more rain, although the weather held off this time in order for the Deutsch Marque concours to get underway. Story, Pages 16-17.


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Needed: Tech or DIY articles

Ten issues into my tenure as *der Vorgänger's* editor and I'm already running out of things to say in this space, although it's always worth noting the good and valuable contributions by volunteers such as photographer Michael Madrid, regular writers Sydney Butler, Tuffy von Briesen, Kristin Brinkley, John Magistro, Starla Phelps, John Eberhardt, Gary Brindle and Tony Pagonis. There are others, too, and don't assume that once-a-year contributions aren't truly appreciated; they are. Filling up these 32 pages every month is tough work, indeed.

One feature that readers seem to enjoy is tech articles, or do-it-yourself articles. If nothing else, these articles remove the mystery of various repairs and fixes, even if you pay a mechanic to do it for you (always advised if you aren't prepared for what it takes to do it yourself: skinned knuckles, buying tools, learning new curse words, recognizing that mechanics do know what they're doing better than you).

So, if you're attempting a repair or maintenance item, no matter how simple or difficult, how about documenting it for *der Vorgänger* and sharing your "thrill-of-victory, agony-of-defeat" moments with fellow Porschephiles? We could use your contributions.

Richard Curtis, editor
dveditor@pcapotomac.org



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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.

Spring kicks off a long list of Potomac activities

As many of you know, I write this column 30 days in advance of the dV issue in which it appears. The editor is constantly reminding me that he needs this column by the first of the month. I often go by the theory "why do it now" when you can put it off. However, this one is timely because the schedule of club activities is in full swing.

Mid-April into May is when the club activities go into high gear. May offered a concours, rally, autocross, Driver's Education, two tech sessions for DE events and two new events for Potomac: Porsches and Bi-Wings and Porsches and Yachts. And, of course, there were a couple of drive 'n dines plus two monthly club breakfasts.

Thanks to Jose Herceg of Autobahn for hosting us for the tech session. Jose also volunteered to take over as our 993-model expert. If you have any questions regarding your 993 before the email address is up and running, you can contact Jose at Autobahn.

We had another tech session at IMA in Chantilly for our June DE at Shenandoah. Thanks to Ivan Arzola for hosting us. As usual, Ivan put on a great session that included Lifts for Charity. Scott Mayster did his usual good job of organizing the LFC.

The Deutsch Marque Concours was scheduled for early May, but thanks to a seeming pattern of rainy weekends, the DM was postponed for two weeks.

Ron Davis and Mike Sarli managed the postponement quite well. There were still plenty of nice Porsches to see along with Audis, BMWs and Mercedes (see story, page 16). Two weeks later, 50+ Potomac members and their families met at the Flying Circus Aerodrome in Bealeton, Va. and watched biplanes doing all kinds of interesting things in the sky. This was a great family event organized by Steve and Michele Carter. (See story, page 8)

The week after that was another first time event for Potomac: Porsches and Yachts. Over 200 Porschephiles in 60 cars attended the Washington National Boat Show. This was a joint event with Porsche of Arlington. Also thrown in the mix for May was another autocross at Baysox Stadium. The autocross crew again showed they had their stuff together. PCA Executive Director and Potomac member Vu Nguyen created a great video about the event.

Speaking of Vu, I was at National picking up a banner for Porsches and Yachts, and Vu gave the club a nice compliment. He was impressed with the wide variety of activities that our club has to offer. This just reinforces our efforts to create new activities that appeal across the spectrum

of our club membership. As anyone can see when you look at the calendar on the website, almost every weekend through October has some type of activity. This also creates problems as there are many weekends when we have two and sometimes three events on a weekend. Often, there are organizational complications as we try to make sure the word gets out about all events, especially those that are cancelled or postponed.

However, sometimes things slip through the cracks. We postponed the annual picnic at JR Lakes due to low registration. I didn't get the word out to the membership. I apologize for the mistake, and I'll take pains to make sure we are as proactive as can be about letting you know when things change. Vu's comments underscore the number of non-track events Potomac now offers.

While I haven't said much about Driver's Education in this column,

DEs will continue to be one of Potomac's main priorities. Alan Herod did a great job of organizing our Mid-Ohio DE in mid-May. Alan and Chief Instructors Dirk Dekker and Bob Mulligan rearranged the run groups to provide plenty of driving time at that great track. While registration was still down from previous years, it was up over last year.

Driver's Education is tremendously important to Potomac as it provides the financial flexibility to arrange all types of new events, not just DEs. As an example, the Porsches and Yachts required a guarantee to the boat show and an advance payment. Porsches at the International Gold Cup is another example. Our DE program's success allows us to make these advance payments.

I always like to recognize the volunteers who make our events possible such as the unsung volunteers that make the tech process work well. Marvin Jennings is the tech chair, but you always see people like Frank Snow, T Tagamets, Kevin Oyler, John Toth, George Whitmore and George Soodoo; I apologize if I missed anyone.

And you can't compliment the tech crew without recognizing that Dynamic Duo who provide a tremendous amount of institutional knowledge: Dave DiQuollo and Dave Riley.

Don't forget we have some great events coming up: PorscheFest (that includes Vets on Track and Taste of the Track) is August 14-16. VIR is the first week of September and Club Race is the first week of October.

As usual, I look forward to your comments, either in person or via email at president@pcapotoamc.org



Tuffy von Briesen

New members, anniversaries

New June members

Tim W. Ames & Christopher Ames
 Paul G. Anderson
 Sadiq A. Ansari & Court Klekas
 John F. Burke & Jennifer Burke
 Tony L. Carreon & Scott Muns
 George F. Carter
 Gary D. Chevalier & Ann Chevalier
 Alain T. Drooz
 Michael E. Handelman
 Roger Hanna
 Doc Hayes
 Scott Hundley
 Richard H. Jackson & Jacqueline L. Schillereff
 Susie John & Steve John
 Jerry Kurihara
 Hiram Lopez
 Dave J. Mckee
 Brandon Mckillip & Kelly Mckillip

James McPherson & James McPherson
 Eric V. Mohny
 Matt Mohseni & Brigitte Tricottet
 Steven Nadell
 Robin Needleman
 Edgar R. Ramia & Roberto Ramia
 Jerry R. Reich
 Marc Z. Rouhani & Arash Khani
 Jim M. Salacain
 Mark D. Schellhammer
 Randolph B. Sese & Deborah Sese
 Keith S. Shugarts & Thomas Benedict
 Diane M. Sullenberger & Scott Antonides
 Gina Veazey & Don Veazey
 Jeff J. Vieira
 G. Patrick Webre
 Bob Winebrenner

July 2009 anniversaries

35 years
 Russell M. Kessler

25 years
 E. Susan Kimmitt
 Michael H. Thomas & Monica C. Thomas

20 years
 Joseph D. West & Josepha J. West

15 years
 Andrew M. Egeland & Marie B. Egeland
 Alexander Van Leen & Alex Ann Van Leen

10 years
 John J. Bleiweis & Marjorie Bleiweis
 Mark Fantino & Andy Fortney
 Warren Filz & Laural Filz
 Charlie Romero

Mike Walgren & Caroline Walgren

5 years
 Mark Barnes & Mary E. Barnes
 Robert G. Carpenter & Jocelyn D. Knight
 Jim Clifford & Jeff Clifford
 Todd Daubert & Lourdes Galan
 Mariusz Dymerski & Lee Dymerski
 Russell H. Henson & Cheryl A. Garner
 Marty Kuest & Laura Kuest
 Carlos L. Lopez
 George P. MacNaught
 Paul Moorcones
 Michael Quattrone
 Eric J. Sanne & Art Byloreke
 Peter M. Todaro & Tanya Todaro

How you can help Potomac grow

You can help our region grow. Photocopy the application on Page 22 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 to become No. 1.



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 Turbos - 690hp



Cayman S & Boxster S
 turbo kit bolt-on 486hp



Rear toe links for
 996/997/Cayman
 & Boxster



Newcomer to the Porsche community

Photos by Bob Farley

By Michele Carter
for der Vorgänger

Top: More than 25 cars attended the Porsches and Bi-Wings event at The Flying Circus airshow in Bealeton, Va. on May 24

Above: Attendees were served a barbecue lunch from Smokey Joe's Cafe. That's Smokey Joe himself, right.

Above, right and right: The weekend started with a tour of the Udvar-Hazy Air & Space Museum annex at Dulles, Va.

Planes, planes and more planes and then great cars. What is better than that? From planes that once flew to an actual flying museum, the Porsches and Bi-Wings tour spread over two weekends was a great time for all.

Except for the weather delaying part of the event, we had a great turnout for both days. The first day was Saturday, May 17 at the Smithsonian's Udvar-Hazy Center Air and Space Museum near Dulles International Airport where even the guide was a former PCA member. The guided tour was informative because you learned so much more about the exhibits than you would by just going on your own. It was an educational tour. It was terrific to see all types of aircraft including the Space Shuttle *Enterprise*.

From there, we took a fun run into Warrenton, Va. where we had dinner. The run was scenic and enjoyable,



even including the 105-car freight train in the middle of the run. I guess you can say that makes this a weekend of "Planes, Trains and Automobiles." The dinner was at Smokey Joe's Cafe, and it was nice to visit and get to know everyone who attended. We were able to enjoy a good meal and good company. The evening concluded



Photo by Bob Farley

Above: Believe it or not, wing walkers are sane. The air show, at Bealeton, Va., is the site of the Flying Circus. Tickets, including discount coupons and group rates, and schedule information is available online at www.flyingcircusairshow.com/

with a slide show of pictures from last year's air show.

Unfortunately, the Sunday of that weekend was too windy for the planes to fly so we had to delay until the following Sunday for the air show, but we still had a great turnout. We wound up with over 25 cars on Sunday, May 24. The delay allowed some to attend who were not able to the week before. Smokey Joe came and served us a great barbeque lunch and we then were able to enjoy everyone's Porsches as well as each other's company.

Finally the time for the air show came and what a show it was. From the Baron who was making fun of the other planes going up to the crazy stunts of the wing walker. Even though we had to split the fun over two weekends, it was still a fun event. We hope to have an even better turnout and great time next year.

We want to thank the people at The Flying Circus and Smokey Joe's Café for everything they did for us.

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2009 track-event schedule

By Doug Nickel
PCA Potomac track coordinator

Our remaining 2009 track-event schedule provides many opportunities for PCA drivers to improve their skills and enjoy the company of friends at the track, including an Instructor Clinic, one remaining High Performance Driving Clinic (HPDC), our Club Race/Advanced DE at Summit Point and a Driver Education schedule that includes six remaining DE events. All Potomac track events are on weekends.

Highlights in the schedule:

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

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

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

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

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

Volunteers needed for 2009 PCA Club Race

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

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

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

Event	Date	Days	Track
DE	July 11-12	Sat-Sun	Summit Point Raceway
DE	August 14-16	Fri-Sun	Summit Point Raceway
DE	September 4-6	Fri-Sun	Virginia Inter. Raceway
HPDC	September 26	Saturday	Jefferson Circuit, SPR
Club race/Advanced DE	Oct. 2-4	Fri-Sun	Summit Point Raceway
Instructor/Advanced DE	Oct. 30*	Friday	Summit Point Raceway
DE	Oct. 31-Nov. 1	Sat-Sun	Summit Point Raceway

* By invitation only

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

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

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

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

Please send your name, contact information, school or area of volunteer interest to Kevin Oyler at clubrace@pcapotomac.org

PCA Potomac events

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

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

July 4 — Country Drive after the Virginia Breakfast. No registration needed.

July 17-19 — Pittsburgh Vintage Grand Prix. Registration required by July 12.

August 1 — Country Drive after the Virginia breakfast.

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

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

August 29 — Drive 'n Dine. Registration Requested.

Sept. 13 — Horses and Horsepower. Registration requested.

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

Oct. 3 — Fan Drive to Club Race.

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

Oct. 25 — Fall Foliage Run.

PCA Potomac 2009 calendar

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

Drivers' Education

DE and track schedule, facing page

Tech inspections

Sunday, July 5 at HBL-Porsche of Tysons
Saturday, Aug. 8 at Tischer Auto Park
Saturday, Aug. 29 at AutoTherapy
Saturday, Oct. 24 at Auto Sportsystems Group

Autocross

Sunday, July 19th: Autocross #4 at Baysox
Saturday, Aug. 15th: Autocross #5 at Summit Point at Washington Circuit
Sunday, Sept. 27th: Autocross #6 at Baysox
Sunday, Oct. 18th: Autocross #7 at Baysox

Drive 'n Dine

Saturday, July 4—Weather permitting drive, leave from the Virginia breakfast site (see below)
Friday-Sunday, July 17-19—Virginia Highlands tour. See details below.

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

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

Saturday, Aug. 29—Drive 'n Dine *

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

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

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

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

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

Saturday, Oct. 25—Fall Foliage Run**

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

* Registration preferred to guarantee a spot

** Registration required

Rally

Sunday, Aug. 2—Camp Friendship Rally

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

Concours

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

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

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

Community service

Saturday, July 11, Laps for Charity

Sunday, Aug. 2, Camp Friendship

Monthly breakfasts

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

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

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.

Virginia Highlands Tour and The Homestead weekend

Dates: Friday, July 17 – Sunday, July 19

Meet location: 10 a.m., Food Lion parking lot, 15201 Washington St., Haymarket, Va. 20169; also Saturday departure from same location at 10 a.m.

Cost: free. Event organizer is Alex Lunsford alex_lunsford@yahoo.com or register online using the Drive and Dine registration page.

Other costs: We have negotiated a preferred room rate of \$225 per night at the Homestead Resort (www.thehomestead.com) in the Virginia highlands, including breakfast. Other costs include gas, lunch, dinner, souvenirs and other activities such as golf, spa, skeet shooting and tennis.

Rendezvous point: The Depot Grille, 42 Middlebrook Ave., Staunton, Va. 24401, 540-885-7332 (staunton.depotgrille.com)

Time: 12:30 p.m. Friday at the Depot Grille, 6 p.m. Friday or Saturday at the Homestead President's bar.

Tour ends: Sunday at noon. Budget 4 hours to return to Washington.

Description: A new family-friendly event that we hope becomes an annual tradition. Over this three-day weekend we will enjoy driving over some great roads in the Virginia Highlands

Accommodations: To book your room, call the Homestead at 540-839-1766 and tell them you are with the Porsche Club. One-night deposit required by June 26, 2009 to get the preferred rate.

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40 years, 16 Porsches later, I buy a Cayenne. In Europe.

Family photos

Above: Sydney Butler's Lava Grey Metallic Cayenne Turbo S as he first saw it in Leipzig, Germany. He and his family then drove it over Europe before putting it aboard a ship bound for home in the U.S.

Longtime Potomac Club member Syd Butler and his family recently took tourist delivery of their new Cayenne at Porsche Leipzig in Germany. Here is his story of that exciting event and the European travel adventures that followed.

After two years in France, the Butlers and their new Cayenne will return home to Washington this summer.

By Sydney Butler
for der Vorgänger

Leipzig, Germany, April 16, 2009. Guido Majewski could race Cayennes on a go-kart track. A seasoned instructor at Porsche Leipzig, he had just finished demonstrating a Cayenne's off- and on-road capabilities to our wide-eyed (and now slightly nauseous) family, and we were walking toward the new-car delivery rooms. With a wink and a wry smile, he put his arm around my shoulder, leaned closer, and whispered "Getting excited?"

Excited? I could barely walk. I was about to see a dream come true, a dream formed on a frozen lake bed in Finland three years ago, and one that today would lead us on adventures through Germany, Switzerland and France. That dream was a Cayenne Turbo S waiting just around the corner in its own special inside garage. I was

floating in a breathless, semi-conscious state when suddenly Shane (our seven-year-old son) screamed "There it is, Daddy!"

And there it was, in all its gleaming brushed aluminum and Lava Grey Metallic glory. My first thought—I loved the color (a relief, as I had not seen it on a real car). My next thoughts were jumbles of gratitude, pleasure, and then admiration as Guido painstakingly went through the car's intricacies, from the Porsche Communication Management system to the carbon fiber manifold cover. Mallory (our 13-year-old daughter) and Shane were crazy over the rear seat entertainment screens, my wife Julie loved the leather seats and panoramic roof, and I just kept admiring every tiny bit of Porsche engineering and craftsmanship that had produced such a splendid automobile.

I could have stayed in that delivery area for days, but there were schedules to keep and drives to start. So after final paper signing and heartfelt goodbyes, we loaded up the family ("hey kids, keep your shoes off the seat backs!") and I carefully carefully eased out onto the boulevard leading from the towering diamond-shaped Porsche Center.

With the iPod playing Beethoven's "Ode to Joy" through the Bose sound system, we turned apprehensively onto the autobahn north toward Berlin. Four thrilled family members, together and trusting in an engineering marvel that could propel us comfortably, elegantly and safely over 175 miles an hour.

Even with the speedometer settled at 120 and the iPod now blaring my teenage daughter's selections, I could drift into reflections on the people and events that had brought us here. My 2006 meeting with Guido at Porsche's Camp4 in Finland, where he ice-slalommed a Cayenne around and instilled in me the desire to own one some day. My phone calls to David Harris and Andy Portnoy at Porsche of Arlington, with endless questions



The Brandenburg Gate in Berlin was one of many sites the Butler family visited during their journey after picking up the Cayenne Turbo S in Leipzig.

about options, colors, production schedules and shipping timetables (see sidebar on tourist delivery details). Our family's cordial and professional reception by Guido and other Porsche representatives at Porsche Leipzig, itself a wonder of design and engineering with its museum, fine restaurant, FIA approved race track, off road course, and production facilities for Cayennes and Panameras.

Believe me, Porsche folks know how to inspire and deliver dreams.

The Cayenne gets a bath in Berlin

Berlin—for all of its obvious military history—is an impressive modern city with first class museums, spacious parks and numerous cultural opportunities. We had booked months ahead at the Adlon Kempinski hotel just inside old East Berlin, and were met at the entrance by a staff well experienced with proud new-car owners. I of course was anxious about where the car would be parked (“Oh, in our underground lot, Mr. Butler”) and if autobahn grit could be washed off (“No problem, Mr. Butler”). These were soothing words to any Porsche freak, and I relaxed into two days of family adventure.

If ancient antiquities are your interest, the Pergamon and Altes museums offer a virtually intact Greek temple, massive Persian gates, and the uniquely elegant bust of Egyptian queen Nefertiti, to name just some highlights. The Brandenburg Gate is an historic and powerful reminder of the pride and accomplishments of the German people. There are numerous other impressive memorials, cathedrals and public buildings (the Reichstag, for example), as well as graphic and moving reminders (such as the Checkpoint Charlie Museum) of the tragedies Berliners suffered during the Cold War.

For a fun evening, there are lists and lists of concerts, theatres and restaurants. We liked the trendy Good Time Café (moderately priced and terrific Asian cuisine) and laughed uncontrollably at the eccentricities and show-

manship of Blue Man Group. The indoor pool at the Adlon was a blessing for our tour-weary family, and the nearby Dunkin Doughnuts and Starbucks Coffee havens satisfied our American junk-food addictions. (Of course secret peeks at the Cayenne, parked safely in a corner of the hotel's indoor lot, did wonders for my Porsche addiction).

Fun on the autobahn

Heading south from Berlin to Munich, I had my first long experience with no-limit autobahn driving. The Cayenne was the perfect family package—plenty of power for me, comfortable riding for Julie, and a rear entertainment system for the kids. We saw few truly exotic cars, but if I counted one black Audi or BMW speeding past, I counted dozens. Although we certainly kept a good pace at 120-plus mph, we were more interested in enjoying the rolling Bavarian countryside than competing with squadrons of cars no doubt being driven at their top speed.

The Cayenne certainly had a thirst for petrol, but my guess is other cars running flat out were drinking at an almost equal rate. But when we did stop for a fill up, the autobahn rest/service areas were the best, cleanest and most professional we had ever seen. We enjoyed stopping just to marvel at these examples of German efficiency.

Lying some five autobahn hours south of Berlin, Munich has a less imposing and monumental feel about it. With its expansive English Gardens, glacier-fed Eisbach River (replete with surfing kids), bicycle filled streets, and festive beer halls and cafes, Munich appears casual and easy-going. And yes over our two days there, we did all the typical tourist activities—and enjoyed them all.

We watched the famous Glockenspeil ring in the hour with dancing figures and music. We had lunch in the beautiful English Gardens (Seehaus was the perfect lunch



Above: On the shore of France's Lake Annecy with the Butler family (from left): Julie, Mallory, Shane and Sydney.

Left: The Cayenne Turbo S carried the Butler family in style across Germany, Switzerland and France.

Tourist pickup and delivery

After finally deciding on car color and options, I placed my Cayenne order and deposit through Porsche of Arlington in December 2008.

Included on the non-changeable order form were my projected Leipzig pick-up date (April 16, 2009), and the date I planned to return it (July 16, 2009) to a Porsche delivery site (Leipzig and Stuttgart are free drop-off points; other points are possible at extra cost). Insurance (for three or six months) had to be purchased through Porsche, as well as a bond to assure the car would be brought to the U.S. The bond is refunded (with interest) upon the car's entry into the U.S. The bond is forfeited if the car does not enter the U.S. before the expiration of six months from the Leipzig pick up date. Expected delivery time from Germany to the U.S. is two to four weeks.

The Leipzig pick up process was efficient, thrilling and memorable—an experience family and I will never forget!

spot), toured the incredible Deutsches Museum, viewed contemporary photographs at the Haus der Kunst, raised beer mugs and sang along (much to the horror of our kids) to “oompah” music at the famous Hofbrauhaus.

For the Porsche lover, Munich was a haven for all types, including a stunning dark blue/ivory Panamera Turbo parked along the fashionable Maximilianstrasse. (Forget any idle chatter about this car's design. It is a paradigm of elegance, understatement, engineering and style—absolutely pure Porsche).

A flying fish with feet, and a mad king's castle

On the road south from Munich, we left the autobahn and drove into the restful, spring-green countryside. We found time for some Cayenne photos amidst settled farms and quiet roads, and had a wonderful late lunch at Zum Fischmeister in Ambach on the Starnberger See.

This delightful gasthaus sports a flying fish with feet logo, and that afternoon served the region's splendid white aparagus “bleichspargel,” lake-fresh fish and homemade apple strudel.

Later that evening, the Cayenne demonstrated features well beyond those of an autobahn cruiser. Winding in darkness up an unfamiliar mountain road, we were surprised by a sudden and powerful rainstorm. The curve leading bi-xenon lights, the powerful wipers, the high and rock solid road stance, the Porsche Dynamic Chassis Control—all gave me needed confidence and safety.

I more fully appreciated the “offroad” capabilities built into every Cayenne (and the deep water obstacle course Guido had guided us through in Leipzig). Like most Cayenne owners, I would probably never use our car for serious offroading, but when offroad becomes onroad like it did this night, Porsche engineering is one great partner.

Waking up in the hamlet of Hohenschwangau was a bit like Dorothy waking up in the poppy field and seeing the Wizard of Oz Emerald City. The overnight storm had cleared, and the fantastical Neuschwanstein castle of “Mad” King Ludwig II of Bavaria rose in the forest mist above. Said to be the model for Disney's Cinderella castle, this striking extravagance, which bankrupted the kingdom and cost Ludwig his life, is well worth the car-

riage ride up, the tour within, and the climb to the river gorge above. Book your accommodations (we liked the Schlosshotel Lisl) and tickets early—this once bad idea is now quite a money-making tourist attraction.

Lindau and Lake Constance

From a mountain castle, we set the Cayenne's GPS for Lindau, a charming island town on Lake Constance.

Spring weather had set in, and we enjoyed walks along the harbor and a scenic boat tour of nearby villages. Although the harbor dates from 1856, the region is full of modern eccentricities—a huge blue foot doubling as an opera stage, and the towering Konstanz harbor statue of Imperia, a provocative lady of ill repute who balances her clients the pope in one hand and the emperor in the other. For exquisite food and spa pampering, choose Villino; for downtown fun and easy harbor access, choose the more moderate Bayerischer Hof.

Lauterbrunnen Valley and Jungfrauoch

From placid Lake Constance, we set out through Austria toward the mountains of Switzerland. (Travel tip: Before entering Austria or Switzerland by car, you must purchase a window sticker. Ask a local where the stickers are available, and don't chance the drive without them. Serious-looking police officers are stationed at the border looking for slackers).

If Lindau, Germany is a picturesque harbor scene, Lauterbrunnen, Switzerland is an alpine postcard. From our room in the casual but perfectly suitable Silberhorn, we marveled at icy peaks, green meadows, and over seventy glacial cascades both within and outside the mountains which frame this stunning valley.

Too rainy for a hike? No problem, just visit Trummelbach Falls, a plunging funnel of glacial waters within a cliff wall. Feeling adventurous? Take the famous cogwheel railway to Jungfrauoch, the “Top of Europe” alpine station which at 10,000 feet overlooks the Jungfrau peak and the ages-old glacier spreading below. (Travel tip: plan for a full day; take it easy and move about slowly—altitude sickness can ruin a great time on the mountain top). Just want to relax and savor the moment? Stay on the



lovely valley floor and snap photos of your Porsche alongside grazing sheep, old barns or a 15th century church bell.

A *montgolfiere* over the Alps

From Lauterbrunnen we drove southwest (with the panoramic roof open) into the lovely valley near Chateau d'Oex. We stayed overnight at Les Chambres D'Hotes Du Berceau, a working dairy farm with Swiss-clean rooms to rent, and early the next morning we left our wits and the valley floor behind in a *montgolfiere* (French for a hot air balloon, invented in 1783 by the brothers Montgolfier). It was a simply astonishing journey up to 10,000 feet in a wicker basket, in a balloon filled from fired propane canisters, with waves of acrophobia overcome only by the splendid views of the mountains and valleys far far below. Try it for a unique adventure, or just sit contently in your tourist delivery Porsche and watch the view from good old terra firma.

Lake Annecy and Home

As we journeyed further southwest toward our home in Aix-en-Provence, we stopped for the weekend near Lake Annecy, France. Far more energetic folk were

paragliding and parasailing all about, but we were content with leisurely bike rides, boat tours and enjoying the air and views of this glacial lake. We stayed at L'Auberge du Pere Bis, famous for its cuisine (which we were too tired to try), where the nights were pleasant and quiet except for the high-revving of a local Ferrari club's cars late one evening.

Coming out of the French Alps south of Grenoble, then onto the more familiar autoroutes of Provence, I settled in to a personal reverie about our adventure. With Julie dozing in the front seat and the kids watching "High School Musical 3" in the back, I mused over the people, places and celebrations—Guido Majewski; the Adlon concierge; the young *montgolfiere* pilot in Switzerland; the Lauterbrunnen waterfalls; the family photos in the evening on Lake Annecy.

And of course the car, which was now so silently and forcefully bringing us home. Many would say it is just a car, an extravagant toy, but I say it is an exquisite engineering achievement that had safely and with excitement given our family lifelong memories.

Many would say that the trip was an expensive vacation, nothing more or less. But I would say the trip was a dream that had started, not in Leipzig or even Finland, but in 1966 on an interstate entry ramp in Memphis, Tennessee. At that moment, as I shifted into fourth gear in my new Irish Green 912, I experienced an extraordinary feeling of pride and exhilaration. That feeling has remained with every Porsche since, and with gratitude I have shaped many of my life experiences around it. Call that feeling what you like, but on this spring evening in faraway France, over 40 years and 16 Porsches later, I chose to call it a dream continually coming true.

Above left: The Butler family poses for a photo at the "Top of Europe" alpine station in Jungfraujoch at 10,000 feet in the Swiss Alps.

Above: Sydney and son Shane had their photo taken with a Blue Man Group performer in Berlin.

Left: An overnight stay at the Silberhorn hotel and restaurant in Lauterbrunnen, Switzerland enabled the family to marvel at icy peaks and green meadows..



Deutsch Marque concours

'Come hell or high water!'

Photo above by Michael Madrid
Above: Bob Abbott's eye-opening orange 1971 911T was a second place winner in Very Early 911s.

Photo right by Mike Sarli
Right: John Wood's 1953 356 Cabriolet won the Circle of Excellence Award.

By Ron Davis
 for *der Vorgänger*

On Friday, May 15 I sat watching the weather channel track yet another cold front headed for Virginia. As the weatherman called for yet more rain for the weekend, I thought I was experiencing my own "Ground Hog Day" nightmare. Fearing a rain date washout, I went to the Nottaway Park show location to size up the situation.

The Nottaway Park official told me that if it rained Saturday night as predicted, the Deutsche Marque would have to be held in the parking lot — a poor option with no room for the displays for sponsors Porsche of Arlington and IMA Motor Sports. Just like two weeks earlier, I had called and conferred with the other club's concours chairs. Mindful of the \$1,500 field fee at risk, we decided the show should go on come hell or high water, with the latter seeming a real possibility.

Sure enough, my worst fears were realized as it rained Saturday night and dawn broke on a grey, soggy Sunday. But by the time of the 7 a.m. decision meeting with the other club chairs, the rain had stopped and, after some anxious moments with Nottaway Park officials, we were



allowed to use the upper half of the field. The show was on. Then my main volunteer (and wife), Diana, started making countless phone calls to helpers and pre-registered participants. (See, it pays to register ahead!) that the show was a go.

Meanwhile, with the help of trusty concours sidekick Mike Sarli and faithful daughter Dayna, we started setting up the registration area and putting out direction



Photos above and above left by Michael Madrid

Above: Jim Christensen's 1985 911 Turbo took home third place in Mid-Year 911s. **Above left:** Although delayed once by rain, and clouds and heavy dew affected the actual concours, 23 Porsches made it to the Nottaway Park showfield.

signs. Since we could not access the show field via the main park entrance due to standing water, Dayna was posted on Courthouse Road to intercept and direct show cars up the gravel service road we had to use to put cars on the field. She even flagged down several startled Mercedes and BMW drivers who just happened to be passing by but decided a car show was not their thing.

By about 11:30, Mike and I were getting quite concerned over the low turnout, the classes we had established and on which we based the number of trophies. We immediately called a meeting of the judges and, with help from Matt de Maria and Bob Abbott, surveyed the cars on the field and then created more appropriate classes. The judging was wrapped up by 2 p.m. including selecting David Miller's superb 1972 blue 911E as the most outstanding Porsche of the judged classes.

Then the task of adding up score sheets got underway in the capable freezing hands of Lonnie Kessler and always-there Diana. The temperature kept dropping and the winds were gusting by the time the 3 p.m. awards reception started, but the concours stalwarts were undeterred and kept their spirits up with the selection of wine and beer and tasty trays of food. Special thanks goes out to Chris Wingfield, Glen Havinovski and the Austins for all their help working the reception.

To say the least it was a challenging day for all but certainly ended on an up beat note, especially for the list of winners at right.



Top photo by Mike Sarli

Top: Best of Marque winner was David Miller's superb 1972 911 E.

Above: Concours judging was led by concours chair Ron Davis (center, red jacket). Judges were, from left, David Miller, Davis, Matt De Maria, Robert Abbott and Mike Sarli.

Winners

Best of Marque

David Miller, '72 911E

Circle of Excellence

John Wood, '53 356 Cab

356

- 1st - Tim Bnerardelli, '59 Convertible D
- 2nd - Jim Hobbins, '63 B Coupe
- 3rd - Mike Sarli, '58 Coupe
- 3rd - Paul Anderson, '65 C

Very Early 911s

- 1st - David Miller, '72 911E
- 2nd - Bob Abbott, '71 911T
- 3rd - Russell Kessler, '72 911

Mid-Year 911s

- 1st - Bruce Mackliet, '92 Carrera
- 2nd - Bob Hoffmekler, '95 993
- 3rd - Jim Christensen, '85 Turbo

Late 911s

- 1st - Peter Herbert, '02 911
- 2nd - Mark Williams, '02 GT2
- 3rd - Dick Seltzer, '03 911

Mid-Engine

- 1st - Ted Speck, '73 914
- 2nd - Phillip Austin, '06 Boxster
- 3rd - Scott Stevens, '08 Boxster

Caymans

- 1st - Mike Copperthite, '07
- 2nd - Glen Havinovski, '08

Front Engine

- 1st - Chris Hager, '90 944
- 2nd - Chris Wingfield, '87 944

Photos by John Squire

Right: Randy Gross in his 1990 944 S2 set fast time in Street Prepared 2 class with 51.817 seconds.

Below left: Chris LaBaw scored a 53.616 in his 1987 928 in the Street Prepared 2 class.

Below right: James Cunningham drove his 1979 911 SC in the Modified class to a time of 54.571 seconds.



Baysox Stadium hosts 2nd autocross

Potomac's second autocross of the 2009 season was held at the Bowie (Md.) Baysox Stadium on Sunday, May 24. 53 cars were entered. Here are the results

Stock 1 (9 entries)	Street Prepared 1 (4)	Street Prepared 4 (4)	Modified (4)
Steve Mitchell 50.159	1. Ed Wach 55.631	1. Jeffrey Leps 50.816	1. Bob Williams 46.982
John Clay 52.490	2. Ray Wach 57.294	2. Harvey Cummins 52.902	2. Michael Johnson 48.568
Mark Hubley 53.584	3. Matthew Plasket 57.387	3. Russell Pettis 53.282	3. Benjamin Pettis 51.065
Pam Clay 55.754	4. Terry LaBaw 57.751	4. Bob Esser 56.440	4. James Cunningham 54.571
Chris Hunsaker 56.594			
	Street Prepared 2 (5)	Street Prepared 5 (6)	Guest (5)
	Randy Grossman 51.817	1. Brian Pagonis 48.164	1. Brian Soskey 53.509
	Terry Lee 52.215	2. Bill Calcagno 48.437	2. Stephen Price 54.512
	Jeffrey Grossman 53.029	3. Cindy Pagonis 49.553	3. Mike Conner 57.131
	James Arnold 53.571	4. John Groesbeek 49.678	4. Anthony Pipta 47.474
	Chris LaBaw 53.616	5. Mike Engle 51.956	5. Marcie Calcagno 70.422
Stock 2 (3)	Street Prepared 3 (6)	Improved (1)	Guest-R comp (5)
1. Gary Baker 51.428	1. Vu Nguyen 50.378	1. Mick Frankel 50.248	1. Chris Sychlov 48.345
2. Jae Lee 55.064	2. John Bendekovic 51.056		2. Anthony Martell 48.603
3. Steve Kybisew 75.348	3. Rick MacInnes 55.643		3. Craig Stuard 49.335
	4. John Fort 57.128		4. Thomas Colt 49.786
	5. Ngoc Chu 60.670		5. Howard Leikin 49.824



Porsches & yachts seem to go together

Photos by Tuffy von Briesen

The couple in front is Rich D'Arconte and Marilyn Barstow (I do not know what their relationship is). The woman in the shades is Tuffy's wife Sheri Von Briesen.



Porsches, yachts, nice venue, and great weather, what better combination? Potomac PCA, in conjunction with Porsche of Arlington, arranged for special accommodations at the May 30 Yacht Show at the new National Harbor located next to the Wilson Bridge in Maryland. Over 90 Porsches and more than 200 people enjoyed the Porsche-only parking area and discounted VIP tickets.

In addition, over 60 Porsche enthusiasts enjoyed a late afternoon private reception on the *Miss Ann*, a classic 1926 124-ft. motor yacht, in support of the Erikka Hayes Foundation. For several of the attendees, this was their first Potomac PCA event. Hopefully it won't be their last.



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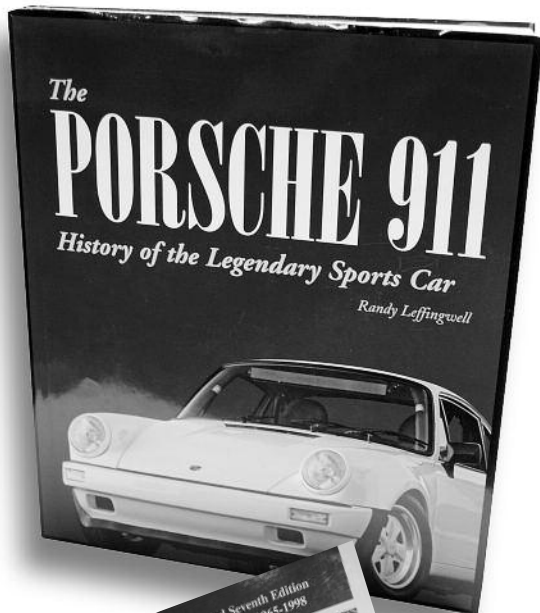
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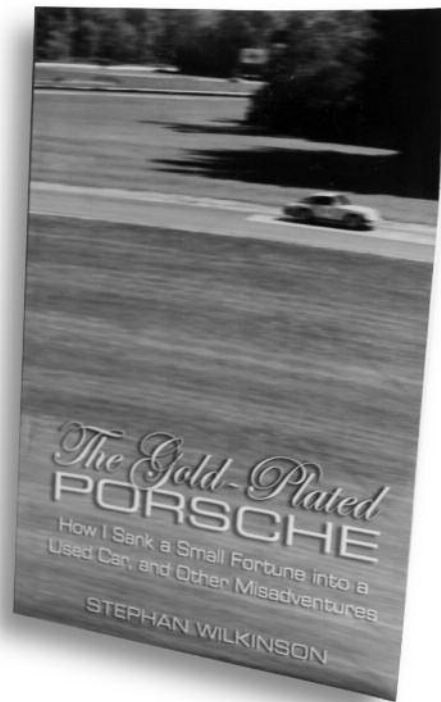
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Books for Porsche-lovers' bookshelves



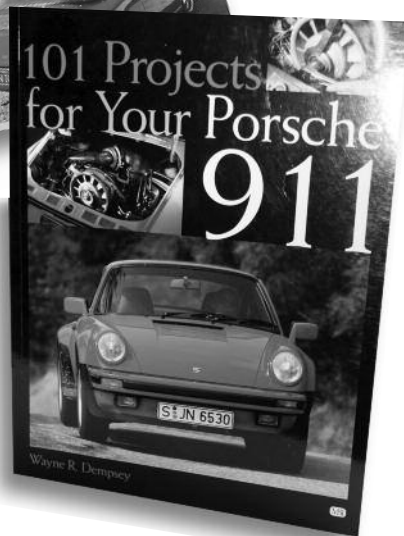
Far left: "The Porsche 911: History of the Legendary Sports Car," by Randy Leffingwell. Crestline, MBI Publishing Co, LLC. Copyright 2005, 2007. ISBN: 978-0-7603-3382-2. 352 pages. This large, 10.5 x 12.5 inch, coffee-table type book is filled with terrific photographs and thoroughly reported chapters on all Porsches from the model 356 through 997.



Left: "The Gold-Plated Porsche: How I Sank a Small Fortune into a Used Car, and Other Misadventures," by Stephan Wilkinson. The Lyons Press, ISBN 1-59228-256-3. Copyright 2003. 214 pages, paperback. The title says it all: this is a story of how the author spent two years and \$59,805.55 in resurrecting a 1983 911SC coupe. Hilariously told and one all Porsche owners will appreciate.



Above: "The Used 911 Story," by Peter Zimmermann. RPM AutoBooks, ISBN 0-9631726-7-0. 144 pages, paperback. Covers 911 models from 1965 through 1998. Helpful insights by an acknowledged expert on the marque.



Above left: "101 Projects for your Porsche 911," by Wayne R. Dempsey, MBI Publishing Co., ISBN 0-7603-0853-5, 240 pages, paperback. Even if you don't do-it-yourself, all Porsche owners will enjoy this book thoroughly. If nothing else, the book's author has a knack for describing various repairs/maintenances in an understandable, clear manner. Highly recommended.

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A book review

Racing isn't just about going fast

By Susan Mitchell
for *der Vorgänger*

The title of Garth Stein's 2008 novel, *The Art of Racing in the Rain*, certainly catches the eye of any Drivers' Education (DE) fanatic, so I was quite surprised I hadn't heard of it when a friend mentioned it to me. I was even more surprised to hear her say she thoroughly enjoyed the book even though she knows nothing about car racing. She was so convinced I would like it, she gave me a copy. My husband Robert grabbed it first and read it straight through.

Published in 2008, the book was on *The New York Times* bestseller list, was the No. 1 BookSense selection for June, 2008, the Starbucks spring/summer 2008 book selection, and has been on the IndieBound™ bestseller list since its publication. While the book has many references to road racing, Formula 1 racing and even driver's education, the most interesting aspect is that it is narrated through the eyes of a dog. The dog's name is Enzo (the author must be a serious Ferrari fan, though I think he would prefer cheering for Felipe Massa in this season of adversity instead of Michael Schumacher who seemingly had everything so "easy").

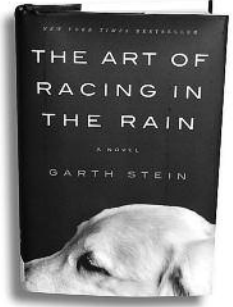
Enzo's master, Denny Swift, sounds like many Porsche club members—he instructs at DE events, watches F1 on the SpeedTV channel and even races at various road courses such as Watkins Glen. However, you don't have

to know anything about racing or road course driving to enjoy the book because the author so convincingly captures what it must be like to be a dog. And to be a dog who loves car racing!

The story line is engaging, at times heart wrenching and humorous. I think the author successfully applies a "driver's education" philosophy for life and does it in such an entertaining way that even your significant other who's not into DE or racing will also enjoy the book. And just maybe they'll understand a little bit more about what you find so fascinating about Drivers' Education.

You will find many familiar DE mantras throughout such as "the car goes where the eyes go." After finishing the book, I was sure the author must be a racer or DE participant because all of his racing references were so accurate. Sure enough, Garth Stein started out in DE events and instructing and now races his Spec Miata with SCCA, in which he won a points championship in 2003. After crashing his car—in the rain no less—he now races enough just to maintain his license. He is good friends with Kevin York who raced Compass360's Acura TSX #75 in the 2008 Grand-Am KONI Series and who was his inspiration for the character Denny.

Susan Mitchell and her husband, Robert, of North Potomac, Md., are active in DE (about seven years) and are instructors. They currently have a 1974 911, a 1997 993 and a 2001 Boxster S.



The Art of Racing in the Rain: A Novel
By Garth Stein,
Harper, publisher
ISBN: 978-0-06-153793-6
336 pages, \$23.95



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When you become a PCA member, you become a member of the largest independent, single-marque club in the world. It's only fitting that you get a few perks, right? For starters, you will receive a subscription to *Panorama*, PCA's monthly magazine. You will also have access to these additional benefits:

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Address 2 _____

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Zip Code _____ County _____

Home Phone _____

Work Phone _____

Fax _____

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Region _____

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

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Regional Endorsement (for region officer use only)

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

Region Officer Name _____

Region _____ Date _____

Membership Demographics

Birthdate _____

Occupation _____

Marital Status _____

Spouse's Name _____

Name and Age of Child(ren) _____

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

Family Member Name _____

or Affiliate Member Name _____

Relationship to Member _____

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

Car Information - Porsches Only (*required)

Car #1: *Year _____ *Model _____

*Body Type _____ *Color _____

*VIN# _____

License Plate# _____ State _____

Car Used: Daily Pleasure

Maintenance: Self Dealer Independent

Average number of miles driven annually _____

Car #2: Year _____ Model _____

Body Type _____ Color _____

VIN# _____

License Plate# _____ State _____

Car Used: Daily Pleasure

Maintenance: Self Dealer Independent

Average number of miles driven annually _____

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

Payment Information

Term of Membership:

1 Year (\$42) 2 Years (\$82) 3 years (\$120)

Check Enclosed (payable to: Porsche Club of America)

Visa Mastercard American Express

Card Number _____

Expiration Date _____

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Signature _____

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

How did you learn about PCA?

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

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

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

Potomac's PorscheFest 2009

All of Potomac's programs in one weekend

By Tuffy von Briesen
for *der Vorgänger*

Think about it. This is July. 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. Start now planning to attend the 2009 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 2009 PorscheFest combines all of those but adds something more. A chance to support our wounded veterans from Walter Reed National Army Medical Center and a chance to contribute to the Carol Jean Cancer Foundation and the Summit Point SPARC Foundation.

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

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

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

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

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

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

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

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

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

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

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

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

Looking forward to seeing you there.



Article deadlines for *der Vorgänger*

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

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der Vorgänger is on the web under "About Us." 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.



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Club picnic

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

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

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

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

Rally News

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

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

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

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

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

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

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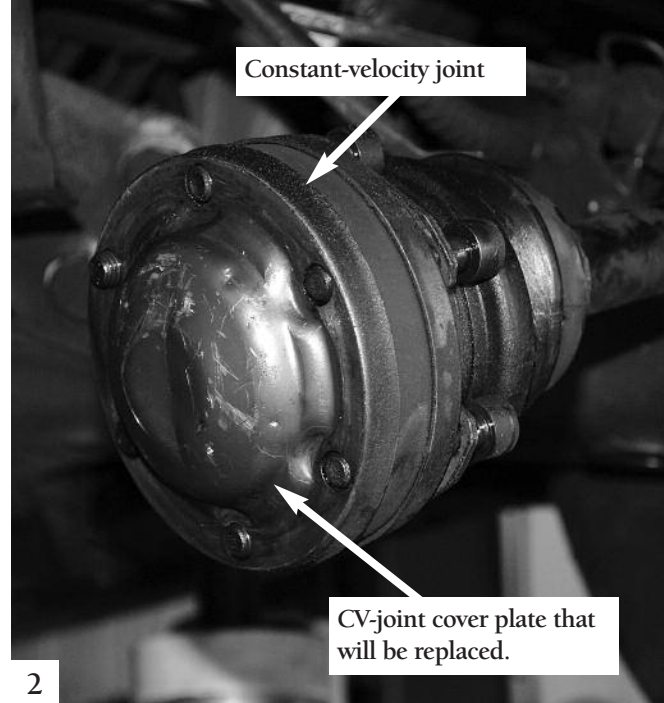
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No. 1: Chapman loosens the six hex-head bolts first with a ratchet, then removes them with an air ratchet to save time. It's important to leave the car out of gear in order to rotate the axle to access all six bolts.

No. 2: This view shows the CV joint after it's been unbolted from the transaxle housing.

How to replace CV-joint boots

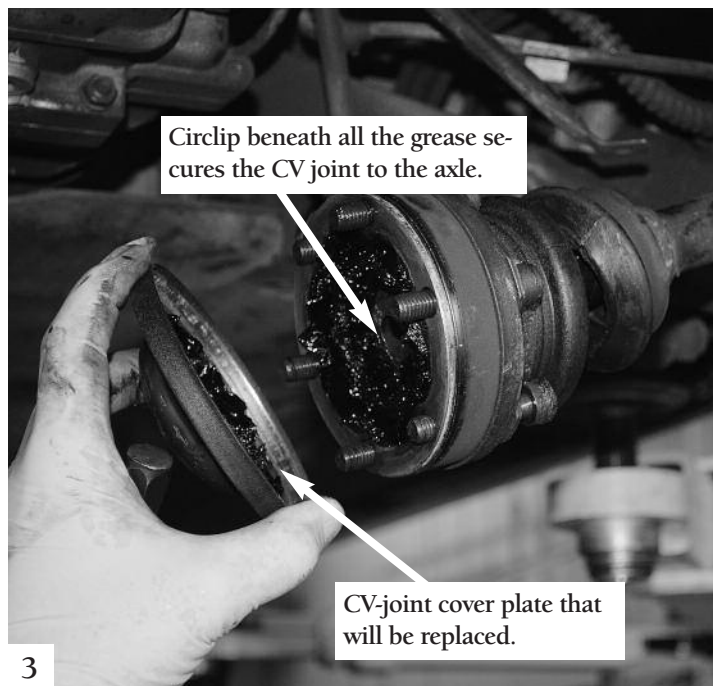
Story and photos by Richard Curtis
for *der Vorgänger*

Replacing torn constant-velocity joint boots is a routine maintenance item, according to Porsche mechanic Taylor Chapman. Although boots can go for many years and miles — those on the right axle of the 1993 911 C2 pictured on these pages were original — they can split at anytime. “Inspecting the boots routinely is smart,” says Chapman. Not only will a lot of the grease leak out, even worse a torn boot allows dirt to enter the joint; the CV joint itself then will quickly fail. Having to replace a joint is more expensive than replacing the boots.

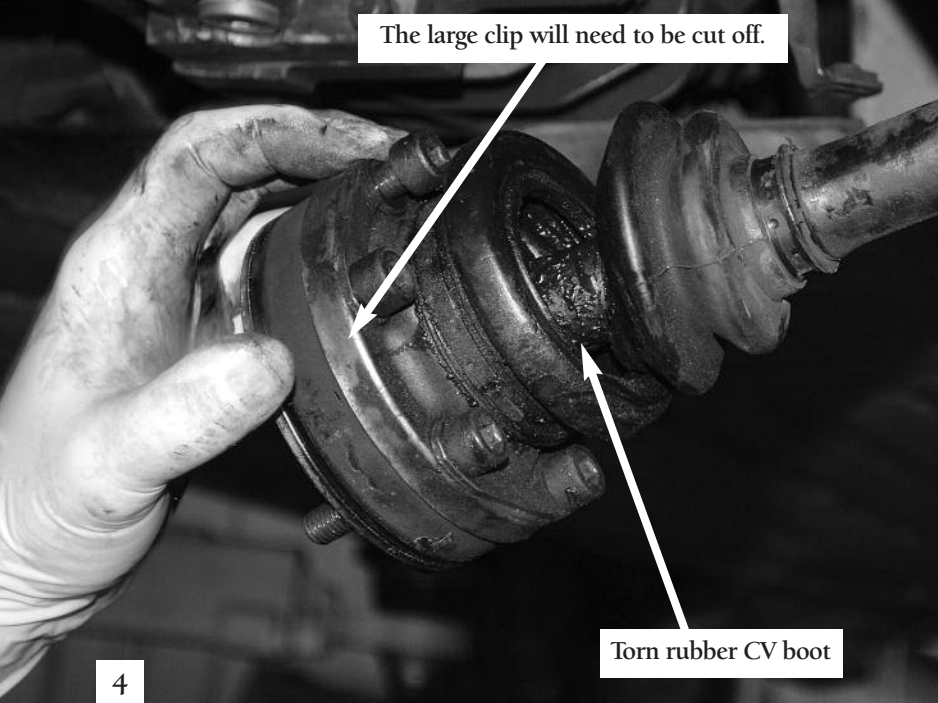
You can do it yourself although getting enough leverage on the six hex-head bolts at the CV joint is a bit difficult without a lift. You will have to separate at least the joint end of the axle from the transaxle (see photos). There is no need to remove the entire axle from the car.

The CV-joint boot kits come with a new boot (Photo 8), circlip, joint cover, clamps and grease.

According to one popular source for parts, “the replacement process is the same as if you were removing an entire CV joint. In fact, you need to remove the joint in order to replace the boot. If you are not going to be replacing the joint, then make sure you place it in a plastic

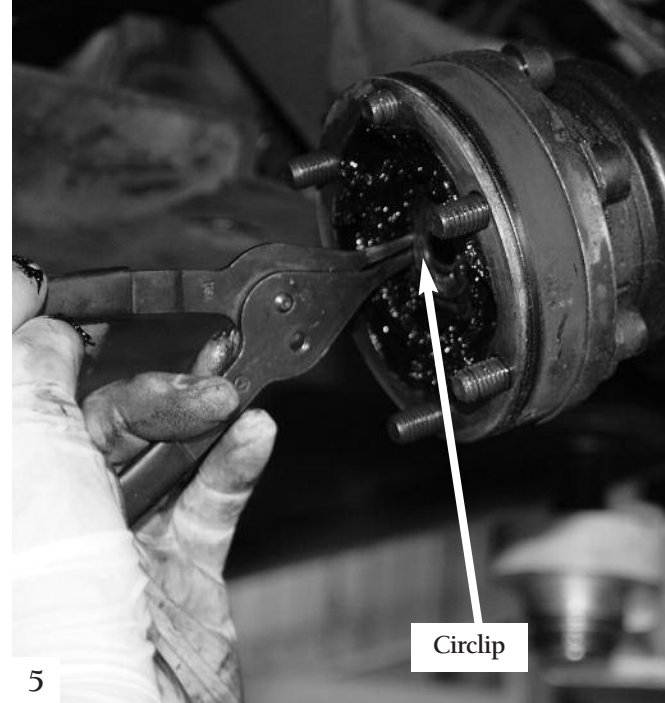


No. 3: With the joint separated from the transaxle, the cover should pop off. Leave the bolts in the joint. Beneath all that black grease is a circlip. Use circlip pliers to remove the circlip; a new one is included in the kit.



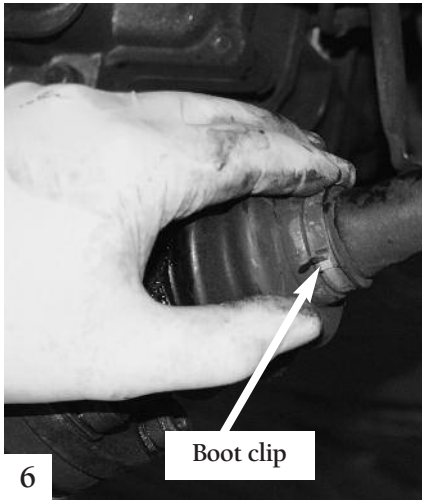
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No. 4: Luckily, this torn boot was discovered and replaced before the CV joint was ruined.



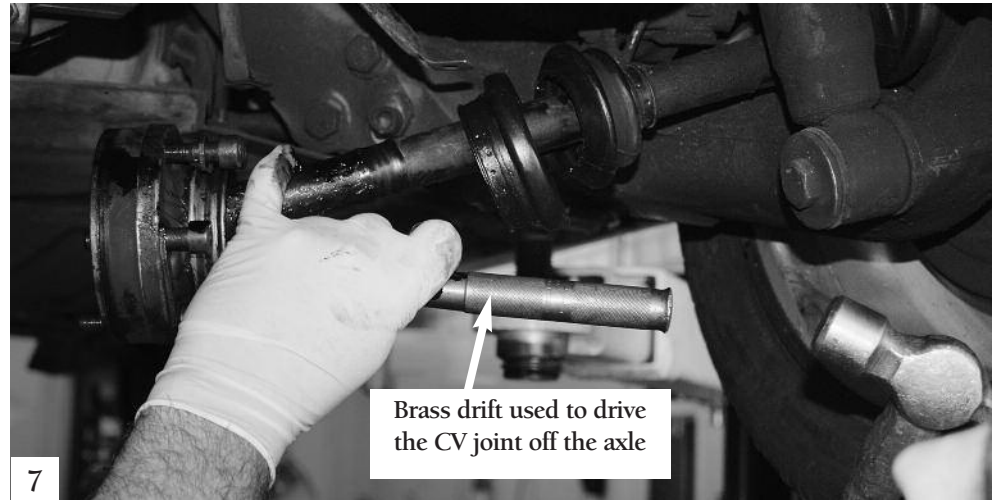
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No. 5: Use circlip pliers to remove the circlip that secures the CV joint to the axle.



6

No. 6: A small clip secures the boot to the axle. Cut it off; a new one is in the kit.

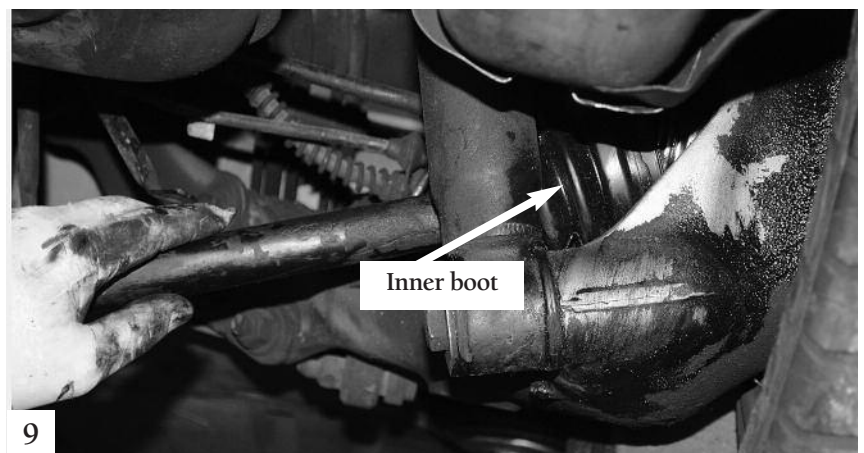


7

No. 7: Chapman uses a brass drift and ball-peen hammer to drive the CV joint off the axle.

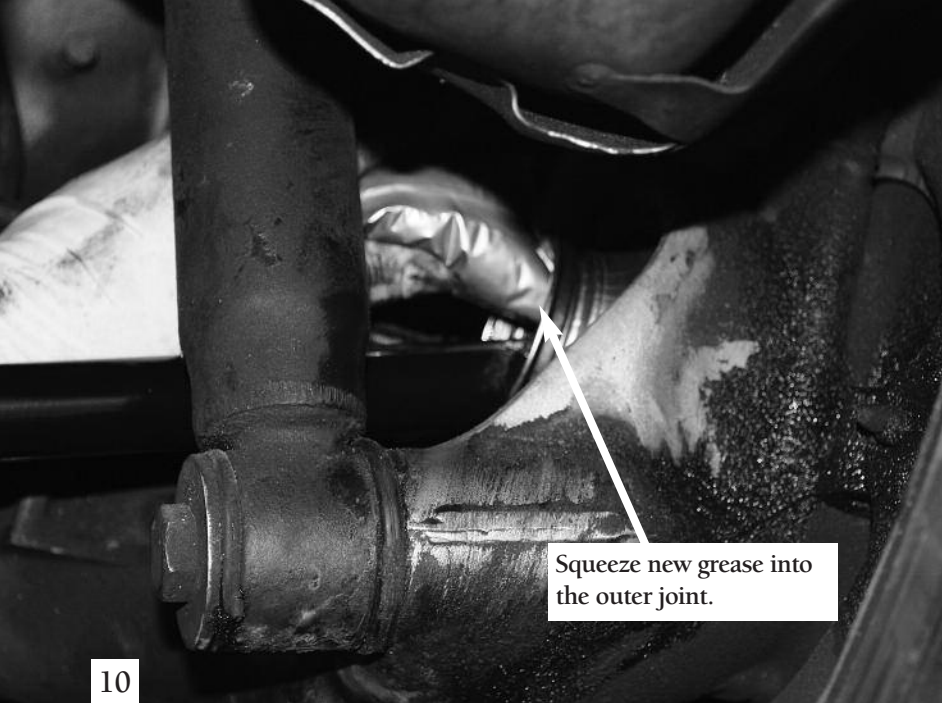


8



9

No. 9: Once the inner CV joint, inner boot and its clip are off the axle, you can then remove the outer boot, small clip and large clip. While the outer boot was intact, it was replaced due to its age.



10

No. 10: Liberally squeeze the grease into the outer CV joint. Then slide the outer boot onto the axle and secure it with the clips. Replace the outer boot on the axle before the inner boot.

bag to avoid getting any dirt or debris in there.

“Check the CV joints for wear when you change the boots, and replace the joints if they are wobbly or show signs of wear. Large balls falling out of the joint when you release it are usually a bad sign.”

Chapman, of German Auto Parts in Springfield, Va., suggests cleaning the joint upon removal and then repacking with grease.

When replacing the bolts connecting the CV joint to the transaxle, Chapman uses 44 newton-meters (roughly 33 lb.-ft.) of torque.

New boot kits will cost \$30–\$50 per axle depending on the supplier. Labor, of course, is extra.



13

No. 13: CV boot clamp pliers are used to pinch the small and large clips together, which secures the boot to the axle and the CV joint. Although it might be possible to use some other tool for this task, Chapman says the right tool makes the job easier with predictably better results.

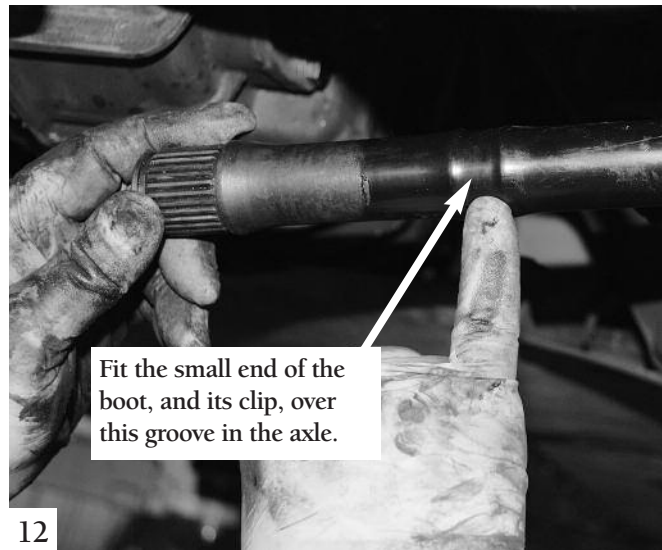
No. 14 (right): Difficult as it is to see in this photograph, Chapman is using a parts washer to clean the CV joint before repacking it with fresh grease.



11

No. 11: Chapman uses this tool to help coax the new rubber boots over the lips of the CV joints.

No. 12 (below): Note the groove in the axle where the small end of the boot, and its clip, will be located.



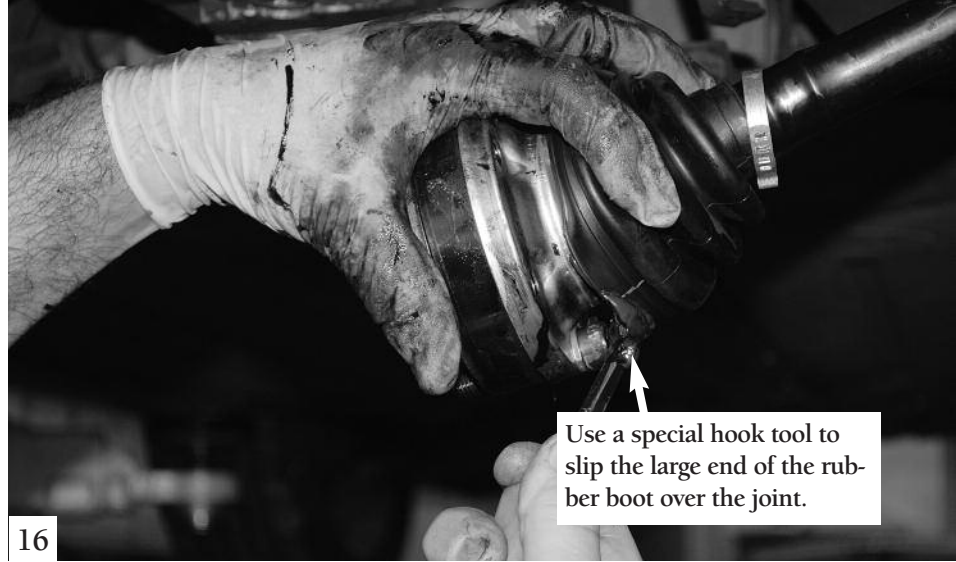
12



14



15



16

Use a special hook tool to slip the large end of the rubber boot over the joint.

No. 15: Use a dead-blow hammer to drive the cleaned and greased CV joint back on the axle. Then secure it with a new circlip (Photo No. 17 below).

No. 16: Chapman uses his special tool to slip the new rubber boot over the CV joint.



17



18



19



20



21

No. 18, above right: The large clip is secured around the boot on the CV joint using the CV boot clip pliers (See No. 19, above).

No. 20, above center: Use large pliers to squeeze on the new CV joint plate cover (included in the kit). Work slowly around the circum-

ference of the cover until it's tight.

No. 21, above right: Photographed from inside the wheel well, looking down over the brake rotor, at the outer CV joint, clip and boot.



Photo by Michael Madrid

Readers and their cars

Top: IMA Motorsport's Ivan Arzola was an excellent host as the shop was well prepared, extremely clean and the tech team well fed for the May 30 Tech Day.

Photo by Richard Curtis

Above: Warrenton's John Burke with his '68 911 with 89,000 miles that he's owned since December.

Photo by Michael Madrid

Above right: Inspector Frank Stone goes over one of more than 30 cars teched that day.

Photo by Richard Curtis

Right: Tina Sadr helps husband Alex change the oil in their '02 996 Carrera Targa. Theirs was one of eight cars that took advantage of the Lifts for Charity event.





Photo by Michael Madrid

Left: Tech Inspector Dave DiQuollo, left, discusses Russell Bong's unique exhaust system modification in his red 911 Carrera during the tech inspection May 30 at IMA Motorsports in Chantilly, Va.

Photo by Richard Curtis

Below: Stuart Fair of D.C. makes an impromptu repair to his '00 Boxster with a nylon tie-wrap.



Photo by Richard Curtis

Above: Warren Grasty drove in his '84 928 that his wife had inherited recently from an uncle in Maine for a look-see during the Lifts for Charity event at IMA Motorsports. The car has only 23,800 miles on it. At right is Adam Berger, service manager for IMA Motorsports.



Photo by Michael Madrid

Right: George Whitmore, right, talks over a point about Paul Kravtze's 997 during the tech inspection for the June 6-7 DE event on Summit Point's Shenandoah track.

