

der Vorgänger





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der Vorgänger

The monthly magazine of the Founders' Region, Potomac, Porsche Club of America.
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Photo on this page of a 1935 Duesenberg JN Roadster, once owned by Clark Gable.
Photo by Ken Marks.

Cover illustration for *der Vorgänger* courtesy of Web Bryant.

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The allure of the open road

Over the past two-plus years, I've been fortunate enough to make several cross-country trips, just not in a Porsche. I've just finished my third cross-country driving trip, this time helping my daughter return to the East Coast from a San Francisco-area internship. (One previous trip was delivering her last August TO San Francisco! The other was helping my son relocate from the West Coast to the East the year before. Thank goodness for children; they're a blessing in so many ways.)

Despite over 3,200 miles of driving on this most recent trip, my daughter and I counted only three Porsches (and one of them five miles from home!). Despite a lot of tedious, flat, featureless Interstate stretches, I highly recommend any cross-country trip for introducing you to parts of the nation you might not otherwise see. Especially a trip with your daughter or son; there's so much time for conversation not as easily available in our current hectically paced lives.

Of course, I'd rather do the trip in something a little less pedestrian than a sedan loaded to the gills, but that day will come. Consider these trips just as warm-up laps for the REAL trip later in a Porsche.

To enjoy your Porsche, you don't necessarily have to make thousand-mile journeys. For example, you can enjoy them immensely in any one of Potomac's many Drive 'n Dine, social, rally, autocross or track events (see Page 27 for the schedules). Your Porsche has a hunger for the open road. Don't let that thoroughbred sit forlornly in the garage.

—Richard Curtis

Deutsch Marque addendum: Gary Chavalier's 1987 911 cabriolet was chosen for the Circle of Excellence at the annual Deutsch Marque Concours held in Vienna, Va. on May 2.

At times like these, it's particularly important to know who services your Porsche.



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

Tempus fugit

Time flies, especially when you're having fun. By the time this is published, I'll be at the Porsche Parade. On July 3, I'll attend the PCA board of directors meeting. If you recall in my last column, I solicited your input regarding two issues up for a vote by the board of directors. One is the increase in dues and the second is authorization for the executive council to access the PCA cash reserve fund if they wish to purchase office space for the PCA national office. I received one response that was in favor of the dues increase and was neutral on the authorization to access the cash reserve. Another response wanted more information. The Potomac executive board voted 4-1 not to authorize the executive council to access the cash reserve. We voted unanimously for the dues increase.

It is time to identify the slate of officers for whom the membership will vote onto the Potomac executive board. Vice President Dick Seltzer automatically becomes President next year and I move to the Past President position. Our nominating committee consists of Past President Tony Kelly, Dick and *der Vorgänger* Editor Richard Curtis. They will identify candidates and select a slate to present to the membership for your consideration. If anyone has any interest in any of the board positions, please contact one of them.

We are actively seeking new blood to occupy some important volunteer positions. Autocross Chair Tony Pagonis has held that position for three years and would like to move on. If anyone is interested in taking over autocross please contact Tony. If anyone has an interest in any of our programs, DE, AX, Rally, Drive and Dine, Concours, etc., please let me know. If you want to commit some time to the region and meet many great people this may be the thing for you.

The club filed its 2009 taxes on time with no problems. The club is in good financial condition and the accounting firm of Fitzwater and Dean found that we are using accepted practices in our financial management. If you want more details, contact me and I'll provide them.

All our programs are in full swing. I attended our inaugural arena polo event at Great Meadows (see story on Page 29). A few stalwart souls braved the rain in hopes that the polo match would not be cancelled, but we were out of luck. Nevertheless, watching the fashion show sponsored by the Great Meadows association was interesting. Porsche of Tyson's provided good food and fine wine. We will co-host arena polo events the second Saturday of each month through September. We will continue to have exclusive use of

the covered entertainment area and Potomac and Porsche of Tyson's will join to provide food. There will be a cash bar for those who are interested. Nate Daily did a fine job of putting this together. Thanks to Jeannie Maddox and Nate for providing a tent that kept us dry and some good munchies. Jeannie has offered access to her box at Great Meadows when we are there.

Rally Co-Chairs Craig and Linda Davidson hosted our first rally of the season. Craig and Linda already have plans for the annual Camp Friendship Rally in July. Camp Friendship has moved from near Germantown to north of Baltimore, making a rally difficult due to the distance, so the rally has been revised (see stories on Page 8). Speaking of Carol Jean, based on our financial review, Potomac will donate \$6,000 to Camp Friendship and \$3,000 to the Summit Point, W.Va. SPARC to support homeless and disadvantaged persons on the Summit Point area.

Porsches and Bi-Wings was a great success as well. Many cars attended the festivities at the Flying Circus Aerodrome (see story on Page 29). Thanks to Steve and Michelle Carter for another job well done.

Don't forget our annual PorscheFest in mid August. Once again, we will honor our wounded veterans with our fourth annual Vets on Track.

* * *

We've had a slight wrinkle with our Virginia Breakfast. The former location, Chutzpah's Deli in Tyson's Corner, went out of business. John Eberhardt had been working with Claude Imbt to start a third breakfast in Manassas at the City Grille. This first breakfast in Manassas was a success with 14 cars attending. There were some members attending that we haven't seen at other breakfasts. We'll continue the Manassas breakfast on the first Saturday but will locate another restaurant in the Tyson's area for a second Virginia breakfast. We believe we still have enough interest to hold a third breakfast. We'll continue our Maryland Breakfast at the Irish Inn. Thanks to everyone for their suggestions on new locations.

Lastly, don't forget that Potomac is 55 years old this year. Our 55th anniversary celebration is October 9 at River Bend Country Club (see story Page 11). If you have any pictures or Potomac memorabilia from past years, please let us know. Also, if you have a vintage Porsche that you would like to display for our Wash-and-Shine Car Show, please let us know.

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



Tuffy von Briesen

Introducing Taste of the Track program

By Tuffy von Briesen
for *der Vorgänger*

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

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

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

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

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

the event registrar.

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

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

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

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

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

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

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

Requirements:

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

How the TOTT program will work

The Taste of The Track (TOTT) program has the potential to open Potomac's DE programs to many more of our existing club members and to recruit new club members.

TOTT participants will be nervous and excited about the opportunity. This is a special day for them. In that spirit, it is important that Potomac provides them with a safe, professional event.

The following procedures should help us standardize our approach to offering these sessions in a consistent and professional way.

Arrivals and TOTT Registration

TOTT participants and their guests will sign in at the front gate

TOTT participants should proceed to the event registrar for event processing. Preregistered or day-of participants should complete the required forms with the event registrar:

- Taste of the Track Application Form
- Event insurance waiver forms (2)
- Pay fee by cash or check
- Arm band provided

TOTT general briefing

A 15-minute overview briefing will be provided to all registered TOTT participants for

that track day.

TOTT participants will be offered the opportunity to sit behind a the flagger at a near by flagger station.

TOTT participants should be encouraged to walk around the paddock and speak with DE participants.

Introduction to instructor

TOTT participants will be introduced to the assigned instructor for the ride as soon as possible in the day to allow for a pre-ride briefing and fitting in the instructor's car

TOTT participants will be issued a helmet that the instructor will keep before and after the ride.

Pre-ride briefing

At least one hour before the ride run group, TOTT participants will receive a pre-ride briefing that should include a fitting for the seat and seat belts in the instructor's car, a review of the communications headsets, a discussion regarding what to expect from the instructor's car (noise level, ride harshness, etc.) and how the student should signal the instructor if they become uncomfortable so that the instructor may adjust their driving speed or return to the pits.

The ride

It is expected that only a few TOTT participants will attend each day. If the number is deemed reasonable, then the TOTT cars will be included within a scheduled run group. The TOTT cars should run with their lights on to indicate to others that theirs is a TOTT car.

Each instructor should meet their TOTT participant a minimum of 10 minutes before their TOTT run group. Remember that TOTT participants are going to be nervous and situating them in the car may take longer than expected. We must begin the run sessions on time to avoid disrupting the event schedule.

De-briefing

A debriefing session for all TOTT participants will give them an opportunity to offer their comments and to allow us to encourage them to continue their participation by describing the High Performance Driving Clinic and the general benefits of DE participation. Since our goal is to increase DE participation and overall club membership, this is an excellent opportunity to end the day on a high note.



Rally season jumps off to strong start

Photo by Linda Davidson
New rally co-chair Craig Davidson gives final instructions to teams as they depart on "The Amazing Race Rally."

By Craig and Linda Davidson
for *der Vorgänger*

The first rally of the season brought out 17 teams (and no rain!), many of them rookie ralliers. We gathered at Falls Grove Village Shopping Center in Rockville, Md. and wound our way through 75 miles of scenic countryside in Montgomery, Frederick and Howard counties.

The rally was run in stages or legs, similar to the hit TV show "The Amazing Race." Teams were given a set of instructions at each stop, which would take them to their next stop. Teams also received a poker card at each stop,

which were then used to create the best poker hand possible.

Scoring was based on actual driving time from stop to stop, and the poker hand was factored in to break ties.

The three top finishers were all driving their first rally: 3rd place went to Don and Linda Gambatesa, 2nd to Mark Swisher and daughter Marley, and 1st place to John Thomas and Josephine Torrente.

Thanks to all for participating, hope you all had fun, and look forward to seeing you at the next rally. Watch the PCA Potomac website for more details.

• **Rally schedule on Page 27.**

Rally changes as result of Camp Friendship move

By Scott Mayster
for *der Vorgänger*

A long-time favorite event for the Founders' Region is the annual Camp Friendship Rally and Car Show.

For years we have supported the Carol Jean Cancer Foundation (CJCF) and its premier program, Camp Friendship.

CJCF (www.cjcf4kids.org) is a D.C.-area organization whose mission is to improve the quality of life for children with cancer and their families by providing year-round recreational and support programs free of charge.

Camp Friendship is a week-long overnight camp run in July. For a child coping with cancer, what could be more valuable than time away from hospitals and clinics, just acting like a kid? At Camp Friendship, all you see are happy kids, and our region is proud to support

such a worthy cause.

Camp Friendship's home had always been in Laytonsville, Md., in rural Montgomery County. However, when their lease lapsed last summer, rising costs and aging infrastructure required them to find a new location.

The camp's new site is larger, with better facilities and amenities for the kids, but unfortunately for us, it is also much farther away. Now located near North East, Md., at the top of the Chesapeake, a direct route up I-95 is over 80 miles from the Beltway. A rally to the site would require a starting point on the east side of the Bay Bridge and a round trip for D.C.-area participants in excess of 225 miles.

An important and enjoyable part of the Camp Friendship Rally and Car Show has always been the visit to the camp to meet the kids. They always seem to have a great time sitting in the cars and judging the car show, too.

But most importantly, we want to raise as much money as possible for the CJCF and Camp Friendship. As a result, the Public Service and Rally Committees have decided it would be best to keep the rally more local to the D.C.-area. While it means no car show or camp visit, we hope it will mean more participants and more donations for the camp.

So, please join us for the Camp Friendship Rally on Sunday, July 11. Rallymeisters Craig and Linda Davidson will create a challenging new course with great views and winding rural roads on which to enjoy your Porsche. The starting time and location are TBD, so check the website for more information. Register now by email: rally@pcapotomac.org or online: www.pcapotomac.org.

If you have any questions about the event, please contact Public Service Chair Scott Mayster: publicservice@pcapotomac.org.

Inexpensive fix for faded taillights

By Richard Curtis
for *der Vorgänger*

On my particular model of Porsche — the 964 model produced from 1989 through 1993 in both C2 and C4 variants—over time the taillights are known for turning a nice, embarrassing shade of pink.

Most owners seek a solution to return their lights to red. They can buy new taillights at considerable expense (these, however, are reported to be either pink already or turning pink once exposed to sunlight); taillights can be spray painted using transparent Candy Apple Red model-car paint. Another option is to apply a vinyl overlay. You also can buy vinyl taillight kits on eBay or other Internet sites (search on “vinyl tail light kits”), which is what I did.

Installation of the vinyl is easy. Simply clean the taillight surfaces to remove dirt, grime and anything that would prevent good adhesion. Cut the vinyl pieces slightly oversize. Spray the taillight surfaces with a water



The “after” photo of a 1993 911 C2’s taillights. The original faded-to-pink taillights have been covered with an adhesive vinyl bought on the Internet. Cracks and crazing in the plastic can still be seen, but now the taillights, including the center reflector, are at least all the same shade of red instead of pink.

and soap mixture. Peel the backing off the vinyl sheet without touching the adhesive side with bare fingers (tip: first wet your fingers and the adhesive side with the soap/water mixture).

Apply the vinyl. After spraying the non-

adhesive side, gently use a squeegee (supplied with the kit) to squeeze out any bubbles or wrinkles.

Allow everything to dry, trim the excess vinyl (use sharp Xacto or single-edge razor blades) and reinstall the taillights.

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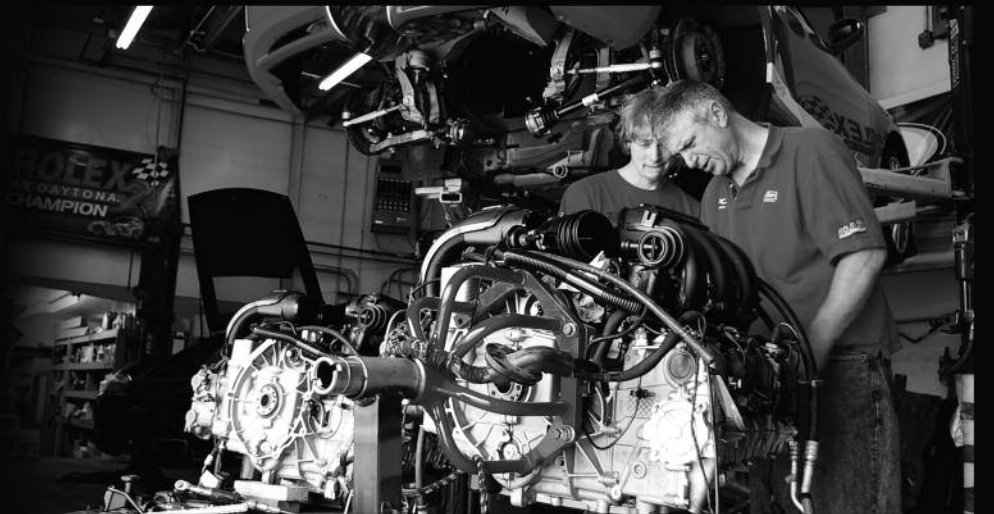
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Discounts from many local and national merchants, including five D.C.-area Porsche dealers, for Porsche related products, parts and services. (This is worth the cost of membership alone.)

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Family Member Name _____

or Affiliate Member Name _____

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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.

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*Body Type _____ *Color _____

*VIN# _____

License Plate# _____ State _____

Car Used: Daily Pleasure

Maintenance: Self Dealer Independent

Average number of miles driven annually _____

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Body Type _____ Color _____

VIN# _____

License Plate# _____ State _____

Car Used: Daily Pleasure

Maintenance: Self Dealer Independent

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

55th anniversary party on Oct. 9

By Tuffy von Briesen
for *der Vorgänger*

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

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

Bob Elliot, one of the founding members of the Porsche Club of America and the Potomac Region recalled for our website that he went to an organizational meeting at Bill Scholar's apartment on July 27, 1955. The only other person he remembered being there was Ray Wilcox. He recalls they decided to keep mov-

ing towards forming a club for Porsches. Later he and Ray went to a Hot Shoppe and griped about Porsches.

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

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

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

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

As we approach the anniversary celebration,

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

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How to paint your vehicle

- For only a few \$\$
- In your driveway

No, this is not a Porsche; it is a Chevy truck that former Porsche owner and dV contributor Karl Gelles painted in his driveway as a DIY project for only a few hundred dollars in supplies and equipment. While not concourse quality, such a paint job certainly would suffice for dedicated track cars. The photo above shows the truck partially painted in primer. Truck at right has been covered in the base color.

By Karl Gelles
for *der Vorgänger*

Do you have a Porsche that needs repainting? Perhaps the car's paint has started to show signs of deterioration as a result of UV exposure, neglect or simply the elements. The paint on our cars is of high quality and the original paint can be maintained to look like new for several years with proper maintenance but maybe it has not been cared for in the way it should have been and the car just needs new paint.

This article is meant to be a guide to the basics of a low-cost paint job. Hopefully it will inspire you to take on such a project yourself, although it can also serve to educate car owners on the amount and type of work that goes into a re-spray.

As a former owner of a 944 I have gained confidence



in my abilities to restore the car's beauty by way of small touchups. And although the example used here is a Chevrolet pickup, the same techniques can apply to any car, provided it has a base coat/clear coat finish as described in this article.

Start by washing the car with soap and water to remove dirt. This allows you to examine the paint's finish to determine what type of measures will be needed to ensure a smooth final paint finish.

Use a wax/grease remover to remove any oils and wax. These don't mix well with paint and can lead to a variety of later problems ("fish eyes," for example, or peeling, etc). (Tip: Using dishwashing detergent to wash the car



will help remove the wax.)

If there are any dings or dents, these can be filled with plastic body filler. Although purists may shun using any filler, it works well for small jobs and, if used properly, will do a great job of smoothing out blemishes. Just follow the directions on the can. Use a Surf-form file to knock down any high spots after the filler hardens and sand with rough and then medium grit papers.

Apply glazing putty to fill any air bubbles and low spots. This can only be applied in thin layers. Wet sand the glazing putty with 220 and then 400 grit (it sands easily).

Scuff sand the entire car with 400 grit wet sandpaper using plenty of water and a sanding block. Wash the car again.

Ensure car is clean and dry. If the paint was in relatively decent shape you can now prime the car. Use a primer that is compatible with the base coat you have selected. The primer has excellent adhesion abilities and will also give the base coat of color something to grip. It will also ensure the base coat appears uniform. Spray it on as evenly as possible. Directions on the number of coats, dry times, etc. should be found on the container.

Tips

- Read about painting before you begin.
- Practice with your spray gun (an old car hood is an excellent canvas).
- Wear a respirator.
- Buy enough paint to do the job.
- Follow directions.

Sand the primer carefully to ensure a flat finish. 400-600 grit can be used. Use a sanding block.

The vehicle is ready for color! Follow the directions on the paint can to ensure the proper humidity and temperatures are observed. If you're lucky and have access to a paint booth (I did not) you will not have to worry as much about airborne contaminants (including flies). Otherwise pick a calm, overcast day. **DO NOT PAINT IN DIRECT SUNLIGHT!** This causes the paint to dry too fast and can contribute to a bumpy paint finish known as "orange peel."

Wear Tyvek overalls and a respirator; using a fresh-air supply respirator is even better (can be rented). Using a high-volume low-pressure (HVLP) spray gun or similar, apply the paint in smooth continuous strokes, starting with the top and working down. I used urethane-based paint. Apply the paint past the edge of the surface you are painting. Overlap each stroke about 50%. Make sure you have good light. This will help you gauge the amount of paint that you are laying down.

Let paint dry the appropriate amount of time. If any flecks of dirt or insects get into the paint it's best to let the

Gelles says the job took five days, working about four hours each day. Most of that time, he says, was spent wet sanding the old paint, primer and clear coats. He used an inexpensive High Volume Low Pressure (HVLP) spray gun bought for \$35.

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Finished paint job shows high gloss. Gelles says it's difficult to tell his finished job from that of the original factory finish. "No orange peel," he says. Total cost of materials was around \$300.

paint dry before either picking or sanding out the debris.

Apply 2-3 coats of clear coat. The type of spray tip and number of coats and how heavy the coats should be applied will be detailed on the container.

Stand back and enjoy your work. But wait! If you are like me and have some orange peel in the clear coat you may not be completely satisfied. (I used a cheap spray gun to apply the paint and clear.)

This is where the real work begins. If you desire a mirror smooth paint finish, you can proceed with this extra step. It's laborious and fatiguing but well worth it. Using PLENTY of water and starting with 1500 grit wet sandpaper, start sanding the clear. (You can start with 2000 grit if you're new to this or if you have sprayed a relatively smooth finish.) Be sure to wrap the sandpaper around a flat, flexible section of rubber. This rubber tool can be found online as well as some auto parts stores that sell automotive paint. "Glide" the paper over the clear and use long strokes with light to moderate pressure.

While ensuring there is plenty of water to lubricate the paper and prevent the paper from

scratching the clear, continue the process of sanding until about 90% of the orange peel is removed. Then stop.

Tips

- If you don't have a garage, don't paint in full sun.
- Use a sanding block when sanding.
- Use dishwashing detergent to wash the vehicle prior to painting. This will help remove wax.
- Add a few drops of dishwashing detergent to the water used for wet sanding.
- The last step before painting each coat is to wipe down the vehicle using a tack rag.

Follow with a medium-duty rubbing compound. Go easy at first. And do it by hand if you aren't sure how to use a rotary buffer. Dual action (DA) buffers can also be used safely, provided you do not stay on one spot too long. Keep the buffer moving and be especially careful around panel edges. You do not want to burn the clear! This step should remove the last bit of orange peel.

Polishing compound is applied next. This will remove any swirl marks and streaks that the more aggressive rubbing compound may have left behind.

Voila! If you have taken your time, you should be able to step back and admire all of your work. Don't expect perfection your first time. Although there will be a few minor flaws, most likely you will be the only one to notice them.

Overall, you should be able to get an acceptable finish.

Wait 30-45 days before waxing your new finish. It's still curing, and paint takes that long to harden fully.

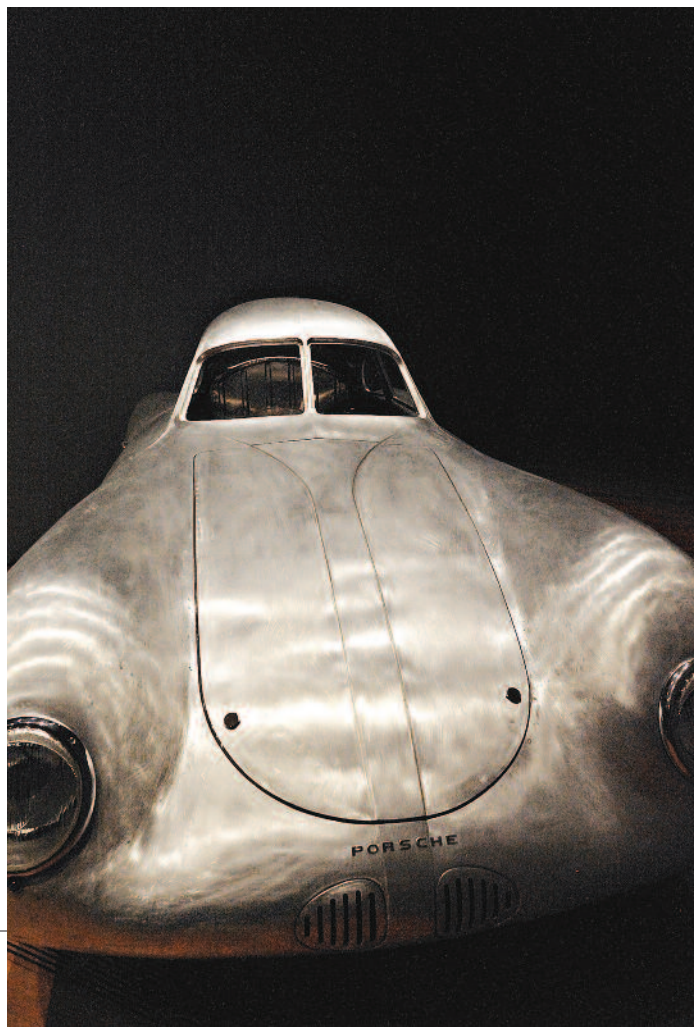
Break open your favorite German beverage. That's it!



Rolling works of art

Atlanta's High Museum hosted 18 feats of design and engineering

Photos by Ken Marks



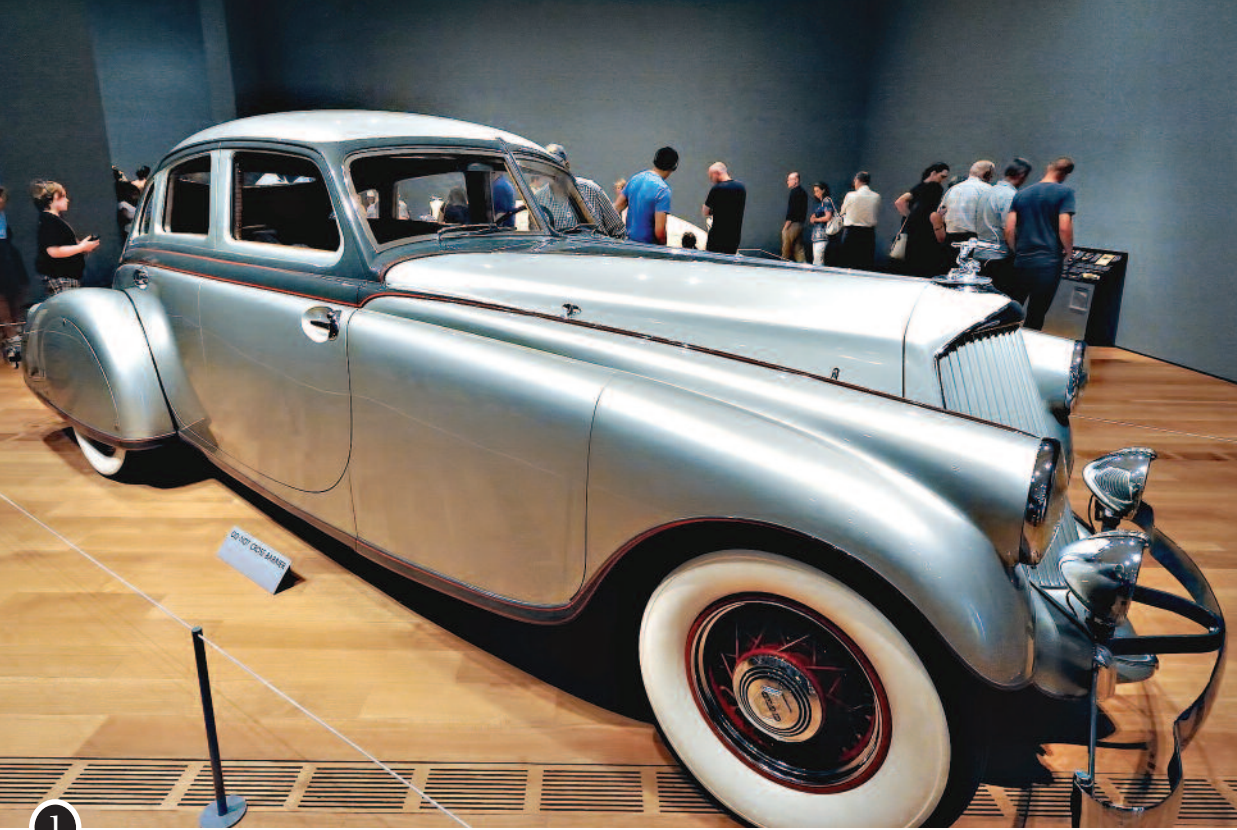
Potomac's Ken Marks, an avid amateur photographer got a chance recently to visit Atlanta's High Museum, which then was exhibited 18 of the world's finest automobiles representing luxurious, custom-built automobiles from a 1933 Pierce Arrow Silver Arrow to the 1959 Chevrolet Corvette "Bill Mitchell" Stingray Prototype.

Marks says he jumped at the chance to see the Allure of the Automobile show because "the replica of the 1938/39 Porsche Type 64 Coupe (above and left) would be there." Since this was a rare opportunity to see the car outside of Germany it was a pilgrimage that he couldn't pass up. He was not disappointed.

This show, the Allure of the Automobile, concluded at the end of June, but Ken's work here brings it to life for *der Vorgänger* readers.

• • •

More photos, Pages 16–17



1

1: 1933 Pierce-Arrow Silver Arrow.



2: 1953 Porsche 550 Le Mans/La Carrera Panamerica Coupe.



2

3: 1937 Mercedes-Benz 540 K Special Roadster.

4: 1955 Mercedes-Benz 300SLR (W 196-S).



3



4



5: 1937 Bugatti Type 57S Atalante Coupe.

6: 1957 Cadillac Eldorado Brougham.

7: 1961 Ferrari 250 Short-Wheelbase Berlinetta, "SEFAC Hot Rod."

8: 1959 Chevrolet Corvette "Bill Mitchell" Stingray Prototype.



The show's featured automobiles have won awards at prestigious events such as the Pebble Beach Concours d'Elegance, broken records on racetracks and were previously owned by such noted car enthusiasts as Hollywood legends Clark Gable and Steve McQueen.





Summit Point (W.Va.)
Motorsports Park
Shenandoah Circuit

High above the racetrack

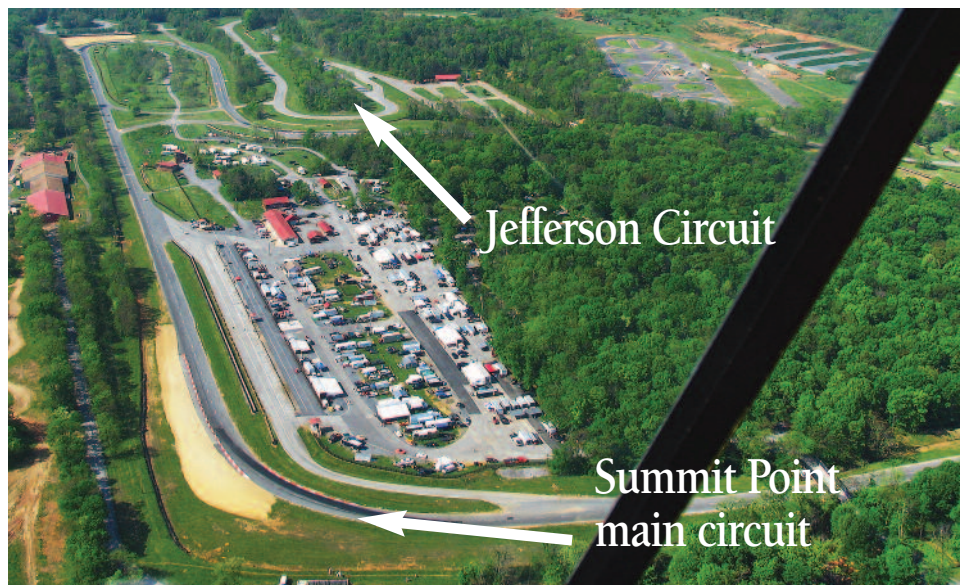
Photos and story by Bob Hopkins
for *der Vorgänger*

While discussing hobbies with Bob Ellis, he mentioned that he flies a helicopter out of the Frederick airport and asked me if I would like to go for a ride. Bob began taking lessons about four years ago, and can now fly solo.

He flies the Robbins R22 helicopter (below right), which he rents, out of the Frederick airport. We were blessed with perfect weather for the flight: clear and comfortable with little wind.

Before the flight, Bob showed me around the helicopter and explained the points he was checking during the pre-flight inspection. I was struck by the minimalist nature of the machine.

Once in the air, the flight from Frederick to Summit point took about 30 minutes at about 60 knots (69 mph). We followed the roads to simplify navigation. Because of our combined weight of over 400 lbs., we had to go light on fuel, so after circling the track a few times, we headed to Martinsburg Airport in West Virginia to refuel. Bob's skills controlling the R22 impressed me, but I must admit to being slightly nervous on our initial takeoff. I was surprised that we taxied a few feet off the ground to a runway and took off much like a fixed plane.



Jefferson Circuit

Summit Point
main circuit



Once we were up over 100 feet, the view was too fantastic to bother being scared. Harpers Ferry was stunning, and we could see people in

rafts floating down the Potomac.

Seeing Summit Point Main (above) from several hundred feet up was amazing, and the Shenandoah course (top photo) in particular looks exciting from the air.

Bob stopped our altitude from getting too low at the track so that he wouldn't distract drivers on track. I hope to repay Bob with a ride along at a DE this season.

Local meet-ups for car enthusiasts

On May 8 the owners of Chesapeake Sport Pilot hosted a picnic for Porsches and Planes at their flight school facility at Bay Bridge Airport on Kent Island, Maryland. The picnic provided free food, 20-minute demo flights and test drives in a new Panamera S provided by Porsche of Annapolis.

The event was family friendly with kids getting a chance to sit in the airplanes and marvel at the cars. Notable cars in attendance included a beautiful '73 911T, '02 996 Turbo, '09 Carrera S, several Boxsters, several Caymans and two '76 911s. A Lotus attempted to crash the party but was definitely outshined by its '73 911T neighbor and the 996 Turbo.

—Tim Adelman

Fair Lakes (Va.) Sunday morning meet-up

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

Katie's Cars & Coffee

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



Photo by Richard Curtis

Fair Oaks, Va. coffee meet, May 30: Bob Williams' 1973 911, noted for its superb craftsmanship, sits next to Al Leung's 1971 with a 3.2 engine at a weekly Sunday morning meet-up.

Street rods and others

A Saturday late afternoon-early evening car show at the Burger King, 10991 Nokesville Road, Manassas, Va. 20110 (at the intersection of Route 234 and Route 28).

Exotic cars meet-up

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

Virginia meetings: Starbucks in Tyson's, 8520 D Leesburg Pike; Vienna, Va. on July 10, Aug. 7, Sept. 4, Oct. 2 and Oct. 30.

Maryland meetings: Starbucks, Mid-Pike Plaza, 11802 Rockville Pike, Rockville, Md. on July 24, Aug. 2, Sept. 18 and Oct. 16.

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Welcome to Club Racing

Interesting, long journey from DEs to race grid

Photos by Richard Curtis
Vento's No. 166 Porsche leads cars through Road Atlanta's "Esses," Turns 2-4. Road Atlanta is one of the more famous race courses in the U.S., celebrating its 40th anniversary this year. The track is part of a 750-acre complex in Northeast Georgia near Gainesville, Ga. 35 miles from Atlanta. The facility is utilized for a wide variety of events, including professional and amateur sports car and motorcycle races, racing and driving schools, corporate programs and testing for motorsports teams.

•
Photos by
Henry Kowalski,
Colour Tech South

By Frank Vento
for *der Vorgänger*

I grew up on American muscle cars, Chevs in particular, and was crazy about Camaros, Impalas, Chevilles, Corvettes and even Corvairs. So I didn't understand when my older brother started shopping for a 911 in the mid '80s. When he brought his 1981 SC over and let me drive it, I was a convert by the time I hit redline in third gear. I bought my first Porsche in 1994, a 1988 Carrera, and promptly signed up for my first DE at Summit Point in November of that year.

Like many new 911 owners, I thought I knew how to drive, but quickly learned otherwise with Pete Tremper as my first instructor. I did as many DE events as I could in my first few seasons, traveling to Mid-Ohio and Watkins Glen at least twice each year, in addition to every event at the home track.

There were some trying times, such as when my second event instructor told me that I "was one of those people who just don't get it." My early travails earned me the nickname "Spin Doctor" and the suggestion that my team be named "Remedial Racing" with a short yellow bus for the tow vehicle.

At my first Mid-Ohio event in May 1995, I arrived at the gate early and found Dwayne Moses sleeping there in his 911 SC, apparently having no need for a hotel room.

It was his first PCA track event, and after one or two sessions with an instructor, he was signed off to run solo with the white group. After running into him again later that year at the airport, a great friendship began, although it would be a while before I even approached the level of driving skills he apparently was born with. Despite driving a Carrera, I couldn't figure out how to pass Dwayne on the track until I purchased a new 993 in the summer of 1997.

After my slow progression through the ranks, and at least six events per season, both Dwayne and I were invited to be instructors at the start of the 1999 season. Instructing was a blast and added a new element to the



challenges of a DE weekend. However, Club Racing was calling us both. Dwayne committed to it first, and purchased a SC to prepare for track only use. We shared his new track car at one of the first events at the reopened Virginia International Raceway in March of 2000 and had a blast, but as always, I was a couple of seconds behind.

Life events intervened, and I sold my 993 in 2000. I was considering Formula Mazda, a series that another PCA Potomac member had moved to, but that didn't pan out. For the next 10 years, I lived vicariously through Dwayne as he cut a swath through the old G class, now D class, in the PCA.

Getting back behind (Porsche) wheel

Late in 2008, I took a stroll down memory lane with my brother, who I had persuaded to join me for many DE events over the years, and he convinced me that I could relive those glory days. My wife Julie had always been supportive of my automotive madness and agreed that we should return to the Porsche fold, albeit with a street car that she could also drive.

I returned to driving and instructing at DE events in a brand new 997S that didn't have even 2,000 miles on the clock the first time I flogged it around Summit Point. There were only a few familiar faces at that Summit Point 2009 instructor's clinic, and inquiring minds wanted to know who the guy in the 1999 instructor's jacket was.

After doing the region's 2009 DE events at Watkins Glen, Mid-Ohio, and the Shenandoah and Jefferson circuits at Summit Point, I was again getting the urge to go racing "for real." I attended the Summit Point Club Race with my 9-year-old daughter, Viviana, and that sealed the deal. We had a blast cheering Dwayne on to victory in D class. On the way home, she said, "Daddy, I want you to get a race car," to which I replied, "Tell that to your mother." She did, and Julie said "Okay," without hesitation.

Did I mention how much I love this woman?

I looked forward eagerly to a long search for the perfect D class car, knowing from experience that mentally buying dozens of different cars would be half the fun. Unfortunately, I made the mistake of calling Geoff Schwartz at AutoSportsystems Group, who said he knew of the perfect car for me. Everyone I spoke with agreed that I wasn't going to do any better than Kevin Williams' '83 SC, and the deal was done in time to test it at the last Potomac DE at Summit Point. Three days there and three days at VIR in November, and the bugs were all worked out. With Dwayne's help, I established that the car was set up beautifully—the only thing that could hold me back was me and there would be no excuses if I didn't do well in 2010.

I proposed to Dwayne that we run the club races at Mid-Ohio, VIR, Watkins Glen and Summit Point in 2010, all tracks that I had been around many times. He thought that I needed to challenge myself more and throw in some new tracks as well. Besides, with the first of those four not until May, the season would be half over before I started, he reasoned. Not one to back down from



a "double-dog-dare-ya," I decided to shoot for Road Atlanta as my first race.

Preparations for the race weekend

One of the unexpected challenges of Club Racing is simply preparing for the road trip, and making sure every necessity is packed. Have you ever showed up at the track, ready to go out for your first session, only to realize you haven't packed your helmet? Not a good feeling to go around the paddock, no hat in hand, looking for someone to help you out. I mean a helmet is only slightly less intimate than underwear; try borrowing one sometime. So weeks in advance, I begin assembling spares, maintenance items, driver equipment and the other track essentials that would be needed. I also arranged to drop off the car at AutoSportsystems Group for some routine maintenance and to give a final "once over."

As a rookie candidate, I had to be at Road Atlanta on Thursday night for the orientation meeting. I loaded the tow rig on Wednesday night and set off at sunrise on Thursday. My daughter Viviana had a science fair project to present, so she couldn't join me for the drive, but would come down later in the day with Dwayne and his family. The drive down was uneventful with the worst problem being that McDonald's did not put tartar sauce on the fish sandwiches I picked up for lunch. Without the tartar sauce, that singing fish on the wall can keep his files.

I made it down in time for the orientation meeting, but also for a digital track walk led by professional driver David Murry, whose insights into his home track were entertaining and insightful. The orientation meeting was attended by about 10 drivers, only two of whom were rookies. The others were special guests and provisional license applicants from the SCCA, NASA or other clubs. The club race stewards went over all of the important rules and emphasized that we rookies had to participate in all three practice sessions and all three practice starts on Friday in order to qualify and race on Saturday and Sunday.

On Friday morning, Dwayne indicated he wasn't going out for the first practice session so I asked him to ride along with me. "Dude, this is racing not DE, no passengers allowed," he responded. That added to the stress

Vento leads a pack of cars down the front straight into Turn 1. His track car, used for Club Racing, is an '83 Porsche 911 SC.



Vento demonstrates his car control as he oversteers into one of Road Atlanta's 15 turns.

level of going out onto a track I had only seen, on video, for the first time the night before. Despite my apprehension, I quickly picked up the line from the other racers and was immediately smitten with the track: a handful of blind corners, lots of elevation changes and no slow corners, I was in love. Unfortunately, the session was black flagged when a fellow D class racer put his car into the wall at turn seven. It was one of at least three cars that were wrecked, as in total loss, in practice. I was thinking that "this is just practice, these guys must be crazy."

I picked up my results at the timing tower and there was the bad news, my best lap time was 44th out of 47 drivers in our race group. On the bright side, two (out of 10) of the other D class drivers were slower than my lap time of 2 minutes, 5 seconds. At the timing tower, one of the other racers relayed a tidbit he attributed to professional racer Randy Pobst. Apparently Randy's theory of practice sessions was to set incremental goals: Session 1: Do not finish dead last; Session 2: Get on to the first page of results; and Session 3: Get on to the top half of the first page. I adopted these goals as my own.

Practice session 2 was free of any major incidents and I was getting more comfortable with the track and enjoying passing others (rarely) and being passed (often) without a signal. The other drivers demonstrated good track etiquette and I tried my best not to hold anyone up, while concentrating on driving the line and going faster.

My best lap time was 46th out of 49 racers and while I didn't achieve my Randy Pobst goal, I did knock eight seconds off and got my best time down to 1:57. In the last practice session, I made similar progress, with a best lap of 1:51, 33rd out of 49, and got myself on the first page of the results sheet. However, Dwayne's best was five seconds quicker, better than a number of E cars, so I still had a ways to go. Also, I did spin the car in turn three, a fast downhill right hander that immediately follows

the blind turn two. Too much speed on entry, lesson learned.

Friday afternoon was for the practice start session, three rolling starts followed by a short fun race. Dwayne warned me that race starts were like a free-for-all and I thought watching many amateur and professional races gave me a good idea of what to expect.

I was gridded 33 out of 49 based on my best practice time, which was so far back I wouldn't see the green flag drop. I was also warned not to be in too high of gear and to watch my tachometer as I wouldn't be able to hear my engine roaring over all the other cars around me.

The first challenge was the formation lap as cars were weaving wildly back and forth to warm their tires and the effect of the front-running cars accelerating and braking multiplies through the field so that I was jamming on the gas or brake to keep up with the field without rear ending someone.

Being clueless as to where I would be on the track when the flag dropped, I was instantly passed by a large number of cars before it registered. Cars to the left, right and up my bumper, and I was immediately overwhelmed, both literally and figuratively. The subsequent practice starts did not go much better, and I just focused on staying out of everyone's way. I found myself to be relieved to be lapping the track alone at the back of the pack during the fun race. That was ironic, because I started in Club Racing for the excitement of wheel-to-wheel racing. Later, I told Dwayne that Club Racing and DE were like totally different and unrelated sports. I am not sure there is any way to prepare fully for the first-time experience of the chaos that ensues at the start of a road race.

Race day No. 1: Starting deep in the field

Saturday morning, my race group was the first to go out for qualifying, and I was concerned about being so far down the grid again. Dwayne convinced me that it was irrelevant,

and that my qualifying position itself was not that important. If I didn't do well, there would be plenty of opportunities to pass the slower cars in the race. That relaxed me and gave me the confidence just to focus on improving my lap times, which I did, albeit only slightly. My best lap time was good for 39 out of 50 cars and fifth out of eight in D class. For the sprint race I thought I would again be buried deep in the field, so I began mentally preparing for the start.

I was a minute late to the drivers' meeting held before the first sprint race and missed the awarding of my rookie license, which Dwayne picked up for me later. I did learn that there would be a split start, with the 944 Spec and 944 Cup cars starting behind all the other classes. This resulted in me being placed about 20th on the grid, so I was actually able to see the green flag drop, and I made a decent start.

I was getting more comfortable with the track and the close competition and began to enjoy myself fully. I passed a number of cars, including a D class competitor that had qualified higher on the grid. No other D class car passed me and I finished fourth in class out of seven, and 23rd out of 44. I also knocked another 3 seconds off my best lap time.

When the checkered flag dropped, I was screaming with joy, as if I had just won the F1 championship. I remember thinking on the cool-down lap that racing was worth every one of the many pennies I had spent.

My goal for the second sprint race was to make the podium in my class, and only one D class car stood in my way. On the grid, my target was in sight, with only three cars from other classes between us.

I made a decent start, but was a little quick on anticipating the green flag, which caused me to run out of revs early and allowed my target to gain some additional car lengths on me. Of the three cars between us, within five laps I passed one and the other two passed him, so it was only the 10 car lengths or so that separated us.

With each lap, I closed the distance between us. I would gain the most ground in turn five, a fast uphill left hander with so much run off room at track out you can put four wheels off and still be on pavement. In fact that is the line that some of the drivers take by design. I would lose the most time in the blind downhill left hander that leads onto the start/finish straight. Dwayne had told me that it is the turn that most people figure out last. It is unnerving



Vento dives down Road Atlanta's infamous downhill beneath the Suzuki Bridge into Turn 12. Pit In is to driver's right.

because it is like falling off a cliff with your eyes closed.

I knew the race was winding down to its last laps and by my reckoning I had to make up more ground if I was to capture third. I learned later that my entire fan base, consisting of Viviana, was going wild with excitement each time I passed by. Apparently, she was having as much fun as I was. I decided to try and be even faster in turn five and spun the car, ending my challenge for third place. The car was unharmed and I did continue on to hold on to fourth in class and 23rd out of 44 overall. I also knocked another half second off my best lap time. In retrospect, I realized that my strategy for catching the third place car was backwards: I should have been trying to close the gap on those turns where I was slower, not faster.

Race day No. 2: A spin and surprise results

Rain was predicted for Sunday morning and my race group was scheduled to run the first endurance race. (As if the challenges of the weekend so far were not enough.) Dwayne and I agreed that he would run the first stint, on the theory that it is easier to hold a position than gain one. Upon arriving at the track, we switched to rain tires, adjusted the seat, got Dwayne strapped in and sent him to the grid. I gathered up the gas can, fire extinguisher and other peripherals and headed to our pit stall. I bided my time by counting the cars that preceded Dwayne on each lap and he was passing one or more every time around. About 30 minutes in, he didn't come by as scheduled and I had some panicky moments when I heard that a 911 had crashed in turn four and the flat bed

was being dispatched.

Fortunately for me, the flat bed returned to the paddock with someone else's bent 911. Dwayne finished up his 45-minute stint after having gained eight positions, moving us from 23rd overall to 15th, but we had no idea what our class position was. The pit stop went smoothly; we refueled and changed drivers in just under the 5 minute mandatory minimum. Dwayne told me to drive at about 9/10ths of dry-track speed.

The rain was easing up and the track drying out, so my lap times were improving as the race went on. I was passed by a number of cars but none with a "D" sticker on the back. On the final lap, I slowed down a lot for a yellow flag in turn 10 as a car and emergency vehicle were just off track in the run off area.

The driver behind me was much more aggressive through that section and caught and passed me in turn 12 as a result.

I glued myself to the passing car's bumper on the start/finish straight, and totally missed the fact the checkered flag was flying. When the passer slowed up, I was caught by surprise and, with the left wheels on wet curbing, the back end came when I got off the gas, I over corrected and the back end went into a 180 degree spin. I crossed the finish line backwards, my car coming to a stop after lightly bumping the outside wall.

I was so mortified at spinning on a straight-away that I snuck off the track through the grid exit opening and returned to the paddock. At that point, I did not realize I had actually finished the race and was mentally thrashing myself for not staying out and completing the race. None of my team members or fan(s) was watching at start/finish, so it wasn't until hours later we learned that I did finish the race 1st in class and 20th overall. After debriefing with the race stewards, it was clear that I had violated two basic rules that I knew going in: 1) stay off of the curbs in the rain; and 2) look at every flag station on every lap. Classic rookie mistakes that could have had a much worse result, lessons learned.

My overall satisfaction and enjoyment with my first club race weekend were tempered by the knowledge that I was lucky to avoid any major damage as the result of my mistakes.

I did win the Forgeline Rookie Award, but those odds were even with only two rookies in the field. Club racing packed in all the track excitement I expected and more; I am hooked, anxiously looking forward to my next club race, with the chance to eliminate the rookie mistakes and improve on my performance.

• • •
Frank Vento is a PCA Founder's Region Member and Driver's Education Instructor who resides along the "right" shore of the Potomac in Maryland with his wife Julie and two daughters, Viviana and Dannika.



First-timer's trip to Mid-Ohio

Nine hours after leaving the D.C. metropolitan area and after miles of Interstate driving, you're welcomed to the Mid-Ohio Sports Car Course near Lexington, Ohio. This track, a favorite of drivers everywhere, first opened in 1962. The track is 2.4 miles long and has 15 turns.

Story and photos by Mark Cherwien
for *der Vorgänger*

The opportunity presented itself so that I could make the trek out to Mid-Ohio. Everyone has said it's well worth the drive, I've watched races numerous times on TV there, so this year was the year.

It started out a week prior when the weather forecast showed rain. Can't believe the weathermen, but when there is something you are looking forward to for some reason the forecast 10 days out must be accurate. Of course it's changing daily, but those who have made the trip before have said to expect rain; it always rains! Oh well, loaded up and on the road in beautiful 82 degree weather.

Truck overheating due to lack of anti-freeze made the trip a long nine hours, but I arrived at 7:26 p.m., just in time for trailer drop-off. Finally, there it was the sign. MID-OHIO SPORTS CAR COURSE.

Lots of familiar faces in the garages doing various things. I quickly unloaded and

headed to the hotel and Outback for some food.

Day 1 was great. Weather was warm and nervous anticipation was in the air. Can't wait to get out on the track. At the conclusion of the drivers meeting, it was suggested that anyone who had never been there have an instructor ride around to give reference points and suggestions



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for the track. Good idea! I had Donna A'mico go out with me. We talked about the track and finally into the car and off we go.

The track had more things going on in different directions, and my brain was on overload trying to soak it in, but lap after lap pieces started coming together. I felt like this was a good foundation for the weekend.

Friday night, while watching the news, there was a tornado warning for certain counties. Only problem was, which county am I in! Luckily, the affected counties were an hour north of us. Then it was time for some sleep and playing the track back in my head to get ready for Saturday.

Saturday was amazingly different. The high for the day was 46 degrees with a 25–35 mph wind, cold but not raining. Any track day without rain is a good day. We were told in the drivers meeting to be careful due to the cold track, cold tires and cold drivers. Once you turn a few laps the cold goes away and the temp doesn't matter. I had an instructor, Eric Stratton, ride with me in the third session to give me some feedback. We both have '93' RSAs and to have someone with his track knowledge and familiarity with an RSA was an invaluable tool for me to get better for the remaining weekend and future events.

Sunday started with frost on the windshield, but the sun was shining. It ended up in the 50s on the final day. Since the drive home was long I only drove the first session and then packed up. I had the opportunity before leaving to do a ride-along with Eric in his RSA. He was smooth, consistent and fast. You really can see the track when you're not driving. A great experience and highly



recommended anytime you go to the track and are not in an instructed group. After that, I climbed into the truck and headed home.

The drive home gives you a lot of time to reflect on the experience. Was it worth the drive? Absolutely! I hope to make the trek an annual event.

My goal is to learn something new at each event. Mid-Ohio was no exception. The first few laps my brain was on overload, but by the time I left Sunday—nine track sessions later—it was all starting to make sense. Thanks to all the officers in our region for a great event. Safety is stressed and thankfully everyone went home with cars intact.

My track experience is growing every season and I can truly say every track brings something different. I don't feel like I have a favorite track, but believe that the track I'm at on a given day is my favorite.

Towing to Mid-Ohio is a nine-hour trip one way.

Potomac's DE schedule can be found on Page 27 and online at www.pcapotomac.org

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POG bi-monthly breakfast location changes

The August, 2010 Bi-Monthly Brunch Gathering for the Porsche Owners Group (an off-shoot of Potomac primarily of 356 owners) will be on Sunday, Aug. 8.

The brunch will be at Anthony's Restaurant, 309 West Broad Street, Falls Church, Va. This is about two miles inside the Beltway on Va. Route 7 and about a mile south of I-66.

Anthony's parking lot is small (even for 356s and not recommended), so we have arranged to park our cars in the parking lot of the post office next door. This facility is now used for sorting activities only and many postal vehicles occupy its rear lot, but the parking lot on the side of the building will be available to us. As you face the post office building from

Broad St., Anthony's will be on the right and the parking lot will be on the left of the post office.

Anthony's has a semi-private room with solid walls partway up from the floor with glass partitions. It will accommodate 60 people, which should be more than adequate for our needs.

Anthony's breakfast menu includes the standard diner-like breakfast fare: eggs (any style), omelettes, pancakes, French toast and waffles. Generally, the prices range from \$3.95 to \$7.95, plus beverages, tip and taxes.

•
More information about POG is available at their website:
www.pog356.com/

"Goodie Store" returns for shirts, hats, accessories

Potomac has partnered with Charlton Commerce to enable Potomac members to order a variety of shirts, hats, jackets and many other accessories with the Founders Potomac logo on them. Charlton Commerce does this for a variety of clubs at no cost to the club. Check out Potomac's goodie store website at:

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

The items shown in the website do not show Potomac's logo on them. When you order an item, you get to specify where you want the logo placed.

Va. breakfast location, time changes

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

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

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

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

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

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



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2010 schedules

Autocross:

Sat., July 3, Autox at Baysox Stadium
 Sat., July 24, Autox at Baysox Stadium
 Sat., Aug 14, Autox at Summit Point Motorsports Park (Washington Circuit) PorscheFest weekend
 Sun., Sept 26, Autox at Baysox
 Sun., Oct 24, Autox at Baysox
 Sat., Nov 13, Autox at Baysox
Contact Tony Pagonis at autocross@pcapotomac.org

Rally:

July 11, Camp Friendship Rally (and car show)
 Aug. 7, Crab Feast Rally
 Sept. 25, Lovettsville Oktoberfest Rally (and car show)
Contact Craig or Linda Davidson at rally@pcapotomac.org

Drive 'n Dine

July 23-25, Homestead/Va. Highlands Tour
 Aug. 14, PorscheFest Fun Run

DE track schedule

Event	Date	Days	Track
Instructor/Training	July 16	Fri.	Summit Point Circuit
DE	July 17-18	Sat.-Sun.	Summit Point Circuit
DE	Aug. 13-15	Fri.-Sun.	Summit Point Circuit
DE	Sept. 3-5	Fri.-Sun.	Virginia International Raceway
HPDC	Sept. 25	Sat.	Jefferson Circuit
Club Race/Advanced DE	Oct. 1-3	Fri.-Sun.	Summit Point Circuit
Instructor/Volunteers	Oct. 29	Fri.	Summit Point Circuit
DE	Oct. 30-31	Sat.-Sun.	Summit Point Circuit

Taste of the Track (see page 14) will be available at every Potomac DE event.

Aug. 28, Drive-In and Dine
 Sept. 18, Potomac Region 55th Anniversary Fun Run
 Sept. 25, Lovettsville Oktoberfest
 Oct. 2, Fun Run to Club Race
 Oct. 23, Fall Foliage Run to the Ashby Inn
 Dec. 4, Antietam Luminary Tour
Contact John Eberhardt at driveanddine@pcapotomac.org

Concours:
 TBD Camp Friendship Rally/Car Show.
 Sept. 4, Reston Town Center Show, "Gathering of the Faithful"

DE tech schedule

Date	Location	Event	Contact
Sun., July 11	Porsche of Tysons 8598 Leesburg Pike Vienna, Va.	Summit Point July 17-18	Kurt Mickelwait (facilities mgr)
Sat., Aug. 7	Porsche of Arlington 3100 Jefferson Davis Arlington, Va.	Summit Point Aug. 13-15	Chad Morrison (service mgr)
Sat., Aug. 28	Tischer Auto Park 3211 Automobile Silver Spring, Md.	Virginia Inter. Raceway Sept. 3-5	Chas Conklin (sales mgr)
Sat., Sept. 25	Summit Point Jefferson Circuit	HPDC Sept. 25	Marvin Jennings (tech chairman)
Sat., Oct. 23	AutoSportsystems 2810-F Dorr Ave. Fairfax, Va.	Summit Point Oct. 30-31	Geoff Schwarz Ray Plewaki (shop owners)

Sept. 18 55th Anniversary celebration of PCA and the Founder's Region club.
 Sept. 25 rally and People's Choice car show, Oktoberfest, Lovettsville, Va. TBD October

German Car Show, Middleburg, Va. area
Contact Ron Davis or Mike Sarlis at concours@pcapotomac.org



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How you can help grow Potomac membership

You can help our region grow. Photocopy the application on Page 10 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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Contact information for PCA Potomac, Founder's Region officers and chairs

Founders' Region officers

President: Tuffy von Briesen president@pcapotomac.org
Vice president: Dick Seltzer vicepresident@pcapotomac.org
Treasurer: Evan Close treasurer@pcapotomac.org
Secretary: Gary Brindle 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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Club Race: Kevin Oyler, Starla Phelps: clubrace@pcapotomac.org
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Race Car Preparation



Photo by John Eberhardt

Forty members in 20 Porsches made the trek to Bealeton, Va. in mid May to watch The Flying Circus air show.

Porsche wings meet biwings

By John Eberhardt
for *der Vorgänger*

We had a beautiful day on Sunday, May 16 for the second annual Potomac Porsches & Bi-Wings outing to The Flying Circus in Bealeton, Va. Forty PCA members, new members and members-to-be made it to the Flying Circus to

share their cars and see some great flying.

First, the cars. We had a concours quality turnout, with about 20 beautiful Porsches to complement those beautiful airplanes we had come to see. Once again, Steve and Michele Carter did a terrific job on planning the event and setting everything up with cold drinks on what turned out to be a hot day.

With the cars parked in the Porsche paddock and getting almost as much attention as the planes, the airshow got underway. Kevin North and son Devon arrived in an extremely rare 924 GTR LeMans, while Chas Roslow brought out his “new” Beck 550 Spyder. With

cars like this, paying attention to the planes was a challenge!

But the air show still got underway at 2:30 p.m. and was, as always, a great show for the family, with precision flying, stunt flying, great vintage aircraft, gags courtesy of the Black Baron and his Fokker DR111 and wing walking. The wing walkers don’t use any belts, ropes, or helmets – I don’t think they would pass muster at a PCA track event!

Thanks to everyone who turned out to make this a great event, and we hope to have more folks out next year to see this great show.

Rain dampens polo event

By John Eberhardt
for *der Vorgänger*

We had our inaugural Porsches and Polo event on May 22, when 20 PCA Potomac members in a dozen cars braved an ominous weather forecast and torrential rains to make the inaugural Twilight Polo match at Great Meadows, Va. We enjoyed a spirited drive from Manassas, Va. through Middleburg and The Plains on to Great Meadow, where some of our members enjoyed the hospitality of the Mad-cap Farm tent while others checked out the Virginia Wine and Food Festival. Nate Dailey did a terrific job coordinating with Great Meadow to help set up the event.

Around 5 p.m., Porsche of Tysons Corner arrived with catered food and wine for our club guests on the Porsche of Tysons polo deck,



Photo by Katie Dodson

Andrew Fort, John Eberhardt, Michelle Beall and Nate Dailey enjoy the hospitality at the inaugural Twilight Polo match.

right against the arena. Unfortunately, torrential rains made play unsafe for the horses, so the Polo Match was cancelled, but the opening night party with cocktails, fashion show and dancing was still on. PCA Potomac members Gary and Kathym Dwyer were hosts of this spectacular party.

Thanks to a partnership with Porsche of Tysons, PCA Potomac, we will now be able to enjoy Polo at Great Meadows, the Mad-cap Farm tent and the Porsche of Tysons Hospitality Deck the second Saturday of each month this summer – July 10 and August 14. To participate in these events, go to the Drive and Dine – Registration page on the web site and register for the polo night of your choice. The fee is \$45 per car (not per person) and covers admission, parking in the PCA corral, use of the Mad-cap Farm tent and use of the Porsche of Tysons hospitality deck including catered *hors d’oeuvres*. Advance payment is required by PayPal, and when you pay, we will email you your tickets, parking passes, and hospitality passes.



Photo by Willy Straubhaar

Practice photos for 55th anniversary contest

The June issue of *der Vorgänger* provided the first opportunity for you to practice for the upcoming 55th Anniversary Photographs Contest. You recall the contest is part of Potomac Region's celebration of the founding of the Porsche Club of America.

This enthusiasm arises in large measure because the Potomac Region IS the Founders Region — the first organization of what has become the Porsche Club of America. The Celebration will be held on October 9 and centered at the River Bend Country Club of Great

Falls, Va., with events occurring throughout the day.

One event is the Photographs Contest. Attendees will be given an official contest form showing a photograph in each of the two categories, the Bull's Eye and the Caption. In the first, you identify the Bull's Eye view of something Porsche; in the second you provide a caption for the photograph.

Last month there were two photographs for you to use for practice. Did you indentify the Bull's Eye? It is of a belt buckle, made with a

leather surface, embossed with an early version of the Potomac Region logo.

The second photograph, in the caption category, showed Potomac's elected officers sitting at a table at a recent membership meeting. One caption might be, "I guess two out of four paying attention isn't that bad." What would you suggest?

Here are the practice photographs for this month, with the Bull's Eye above left, followed by the Caption, above right.

New members, anniversaries

July 2010 anniversaries

30 years

JWilliam T. Wheeler & Margaret Wheeler

15 years

Linda Bowyer & Charles T. Bowyer
Dirk H. R. Dekker & Jan Dekker
Jeffrey Lopata & Melissa O. Clemens
Charles W. Weaver & Susan Weaver

10 years

David L. Anderson & Misti A. Anderson
Barry Forman & Carole Forman

A. Brent Lilly & Nancy M. Lilly
James H. McKee & Deborah W. McKee
Eric Myers & Christine Myers
David O. Pogue & Terry Pogue
Daniel Prins & Susan Prins
Tom Speirs & David Speirs
Henry Strong & Kathy Strong

5 years

Michael Brown and Kathleen Brown
Joshua A. Chambers
Gale C. Cooke & Mike Fitzwater

Jesse M. Fermin & Marilou Fermin
Timothy Harris
Matthew C. Hull & Karen Hull
M. Scott Johnson & Merritt Johnson
John C. Millian
William G. Timme & Suzette Timme

June 2010 new members

Carrie E. Albee & Lawrence Albee
Sean Allan & Sue Sato-Allan
Brian Amiss & Nancy Amiss
David M. Bergman & Veronica Bergman

Chuck Bernstein
John C. Brubaker
Keith J. Buzgierski & Kurt Sommer
Sven Dharmani
Kirk N. Harness
Jon Kendall & Pam Kendall
Salim Khouri
Bob Knowlden & Nancy Eller
George Komatsoulis
David A. Larson & Kathleen Larson
Jim Mills & Deborah Mills
Eric J. Nesson & Kate Nesson
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Ron Reed
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Kimberly S. Warfield & Nicole Warfield
Curt Wexel & Walt Wexel
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Readers and their cars

Photos by Richard Curtis

Left: Nader Fotouhi, of Ringoes, N.J., adjusts air pressure in his Wimbledon Green '93 964 prior to his wife, Carolyn Hill-Fotouhi taking it on the Shenandoah Circuit at Summit Point.

Below: Frequent *dV* contributor Sydney Butler poses with his Condor Yellow '61 Super 90 Roadster that he's owned since 1973. After a full restoration, the car finished second in the 1992 Parade full Concours in Boston.



Above: DE participant Cindy Pagonis buckles up in her 2000 Boxster prior to a track session in the White group at Shenandoah Circuit.



Left: Nader Fotouhi and Bob Hopkins (yellow shirt) watch the action on the Shenandoah Circuit skidpad during the June DE event at Summit Point (W.Va.) Motorsports Park.



Eric Zagen's 1987 930 Cabriolet Slantnose Porsche 911 at the May, 2010 Deutsch Marque concours. Photo by Michael Madrid

