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The monthly magazine of the Founders' Region, Potomac, Porsche Club of America.
March 2010, Volume 56, No. 2

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Cover photo of two 356s at Wills Werks in Fairfax, Va. by Richard Curtis.



Photo by Peter Kaufman

Above: The middle part of February was memorable for the amount of snow that fell on Potomac members. Above is Peter Kaufman's 1986 Targa under a blanket of snow. Kaufman, of Potomac, Md., is building a 1986 911 coupe track car, partly hidden in the garage. His house got more than 38" of snow. More snow photos, Page 31.

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Interesting stories amid much snow

Whew! Everyone had enough of the February snowfall? I've shoveled more than I can say I enjoy; the snowblower, thankfully, ran like a champ through all of it, and luckily we had no ice dams, downed trees, nor did we lose power. Really makes you look forward to spring-time and some interesting Porsche-related activities.

With no Potomac activities during January and February that yielded photographs of Potomac members and their cars, this issue was about to go to press without any photos on the inside back cover, not a precedent we want to set. Luckily, and thanks to Porsche friends who answered the call for snow-related photos of either their own Porsches, their daily drivers (hopefully, under a load of snow) or both, you can now check out how at least seven Potomac members coped (or didn't) with the blizzard. Actually, I think they might have enjoyed snapping these pictures if for no other reason than for bragging rights on whose car was snowed in the most.

Thanks also to Eric and Ray Wills of Wills Werks who cooperated above and beyond the call to help me deliver this month's cover story. Both Willses are obviously passionate about which marque moves their happiness needle, and their pride in their excellent work shows in the cars they drive and the business they run.

I've found in my short 15 months as your dV editor that there are many, many interesting Porsche people with compelling stories to tell and beautiful cars to photograph; we hope to bring them to you in coming issues.

Richard Curtis



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

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

Contributing photographers: John Bailey, Michael Madrid, Sunny Reynolds, Willy Straubhaar.

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

Proofreaders: Jim Hood, George Soodoo

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

Strong Potomac programs in the year ahead

Are you yearning for summer? I am. After 25 inches of snow and another 10 inches or so on the way, I can't wait for warmer weather. After shoveling all that snow from my driveway to the other side of the street because there is no place on either side of my townhouse to dump the snow, I must say I would rather have been at the Drivers Education dinner this February weekend. You know it has to be serious when the federal government cancels work two days in a row. It's nice to have one of those security fobs to work from home.

Our annual DE awards dinner was canceled due to the weather. Driver's Education is our largest program. The number of participants and the revenue from the DE program enable Potomac to do a lot of other things as well as make deposits for various events far enough in advance to ensure we get good dates. Our DE program is one of the largest in the nation. Running the DE program requires lots of volunteers who put in a lot of effort over eight months of the year.

Potomac is lucky to have a quality track nearby. Potomac has been using Summit Point (W.Va.) Motorsports Park for DEs for at least 15 years. We also provide away track events at three of the most prestigious tracks in the U.S.: Mid Ohio Sports Car Course, Watkins Glen and Virginia International Raceway.

DE requires somewhere around 50 volunteers. From the tech inspectors to the DE registration crew, they are there every event. This requires not only a tremendous time commitment but a financial one as well. They usually spend several nights near the track so they have to budget for hotel and other related expenses. For some of them the work load is tremendous.

My first volunteer job in DE was as the registrar. This was a time consuming job that usually required two hours per night, five nights per week. I knew it was taking up a lot of time when my wife started asking "Are you going to be on the computer again tonight." Unfortunately, she is still asking that question. The hardest part of the registrar's job was staying on top of all the questions and making sure everyone had answers. I think this can be the most time-consuming job in the program.

The chief instructor job is another time-consuming one. You stay busy during the week but not as busy as the registrar. The chief instructors get busy at the track. Their time is not their own as they have to juggle instructor assignments, no-shows by both instructed drivers and instructors and deal with a myriad of issues.

Potomac is fortunate to have some fine and capable DE volunteers. I can't name them all but

can tell you from experience that their dedication and commitment is second to none. Thanks for all you do.

We had our annual Potomac scheduling meeting a week ago at Gary Brindle's house. Gary, Starla Phelps, Craig and Linda Davidson, Ron Davis and I sat around a table and tried to divvy up the weekends in the year. John Eberhardt, Kevin Oyler and Tony Pagonis sat in by telephone; Scott Mayster and Alan Herod provided written input. The outcome is that we have another outstanding year planned for our membership.

One of our primary goals for this year is to make sure we have Potomac's information on the PCA website and in Panorama. Gary and I will work diligently to make sure we have more information about Potomac in the national news.

The down side was all the horse trading to make the dates work and the give and take to make sure pri-

ority events from all the programs had minimal conflict with other events. Thanks to Gary for putting up with us. A side benefit was to visit Gary's garage and see all his works in progress. I felt sorry for the lonely 944 sitting in the cold and snow. But Gary tells me it will be OK.

The Potomac Goodie Store is now up and running. You can browse the store online and purchase a number of items with the Potomac logo. There is a link to the store on the website.

I want to remind you that the PCA Parade is scheduled for July 3 -9, 2010 in St. Charles, Ill. The host site is the Pheasant Run Resort. This is an all inclusive resort that has an excellent reputation. If you have not attended a Parade, this is a great chance to experience PCA's premier event. This will be the first one for me, and I plan to represent Potomac especially since this is the 55th anniversary of PCA and Potomac. The term "Parade" was coined in 1956 when 64 enthusiastic PCA members met in Washington, D.C. for four days of meeting new friends and talking about Porsches. Someone said there was a "parade" of Porsches running around the area. The name Parade stuck and has been used ever since. There are several of us who are planning to attend and will convoy to St. Charles in a two-day drive. For more information and to get a flavor of the many events, go to <http://parade2010.pca.org>.

Thanks again for all your comments and your support for Potomac. To quote our own Vu Nguyen, PCA executive director, "It's the people, not the cars." Please email me with your comments, positive or negative and suggestions how we can make our Region better.



Tuffy von Briesen

New members, anniversaries

January 2010 anniversaries

David L. Anderson
& Misti A. Anderson
Greg W. Bayer
Bobby Bhattacharjee
Ramsey Bordcosh
Joe E. Brice
Dave Carroll
& Jacki Carroll
Neil Collins
& Lorena Collins
Charlie W. Hayes
Dale S. Lazar
Matthew M. Martin
Gustavo O. Maurizio
Marc McNamara
Michael Menke
& Regis Menke
Paul Milo
& Kathleen Milo
Stephen M. Myers
Steve C. Newman
& Kelly Newman
Sam Oglesby
& Callan Nagle
Paul Romness
& Jeff McClure
Mark J. Schielke

Rugene A. Spruill
Patrick Stack
William R. Wagner
& Melissa Wagner
Donald R. Wells
Kelly G. Ziadie
& John Arnold

March 2010 anniversaries

35 years
Robert H. Braunohler
& Vivian C. Braunohler

30 years
William R. Bandy
& Patricia Bandy
Christopher J. Hoppe
& Colin Hoppe

25 years
Glenn R. Mathias
& Glenn Mathias

20 years
John G. Culbertson
& Robert Culbertson
Paul W. Kendall
& Deborah Kendall

Matthew W. Plasket
& Katherine Plasket
Gary A. Tardiff


15 years
David M. Falk
Julian J. Steyn
& Stephanie Steyn

10 years
Dennis C. Hruska
& Lisa Hruska
William A. Jay
& JoEllen M. Jay
Nick Karangelen
& Dana Karangelen
Scott Lentz
Jerry Moeller
& Jean Orlando
Andrew Nisbet
& Francine K. Nisbet

5 years
Craig S. Brooks
Geoffrey Gilpin
& Randy Chestnut
Sharon Y. Johnson
& David L. Johnson
Robert C. Mattson
& Jennifer Mattson
James W. McNemar
& Maureen McNemar

Robert P. Murray
& Janet Murray
John J. Powell
Marshall H. Schenck
& Lalita Schenck
Theodore Whitehouse
& Sharon Whitehouse
Chris G. Wye & Jean Wye

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New members invited to monthly breakfasts

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

Virginia's breakfast is the first Saturday of each month at Chutzpah Deli & Restaurant,

Tysons Corner from 9-11:00 a.m. Chutzpah is located at 8100 Boone Blvd., Tysons Corner, Va. 22182 behind McDonald's on Rt 7 across from Tysons Mall.

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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Original oil temperature gauge with the non-numbers face. Use screwdriver to pry the gauge cluster gently from the dash.



The gauge is held in place by a rubber gasket. Before replacing the gauge, coat the gasket with silicon paste.



After removing the cluster from the dash, make careful note of placement of all wires and panel lights.



Remove the small screws that secure the temperature gauge panel



The new gauge panel with numbers costs about \$30.



Be extra careful when removing the needle (Tip: use two teaspoons, one on each side of the needle, to pry it off gently).

How to replace temp gauge face

Photos and story by John "Old Tee" Lewis for *der Vorgänger*

The oil temperature gauge without numbers supplied by Porsche tells you all you need to know. Changing the gauge face to one with numbers, although no more accurate, makes some Porsche drivers feel more secure. Here is how you change the gauge face to the numbers style.

Remove the combination cluster by gently prying the unit from the instrument panel (see photos). Use a screwdriver or putty knife to dislodge the gauge. The cluster resides in a rubber seal, and if it hasn't been removed in 30 years, it might be hesitant to come out.

Pull the instrument away from the dash panel; there is enough wire to do this. Make a careful note of the placement of all wires and panel lights. I would suggest removing the instrument cluster entirely, but you may be able to get to the four small screws holding the temperature gauge while it is attached to the instrument panel.



Remove the four screws.

Once the instrument is removed, take out the two screws holding the placard to the meter. Watch the placement of the needle; you want to put the needle back correctly. This is the first hopeful step in calibration.

You have several options for an instrument face. You can purchase an entire gauge from an older 911, but you will have to replace the sender unit. Sender units and gauges need to work together, and a Carrera sender will not work with an older instrument.

Another option is just to replace the gauge face. I purchased mine online for about \$30 from:

<http://stores.newvintageusa-store.com/-strse-13/Porsche-911-gauge-overlay/Detail.bok>

To calibrate the gauge, I used a non-contact laser thermometer purchased from Harbor Freight for about \$30. I have also seen the tool at Sears.

My goal was to get the car to operating temperature, remove the new gauge, gently move the needle on the instrument face, reinstall and go driving again. I shot the temperature at the oil-filter input and found that generally reliable. Others may disagree. In any event, I set mine to a normal oil temperature of about 200 degrees F. Right or wrong, I now have an instrument with numbers.

Help Potomac build membership

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

each of your cars. When you see a Porsche owner hand them a flyer and invite them to join, or leave the flyer on the wind-

shield. We are currently the second largest region in PCA. Help your club to become Number One.

Member perks

When you become a PCA member, you become a member of the largest independent, single-marque

club in the world. It's only fitting that you get a few perks, right? For starters, you will receive subscriptions to *Panorama*, PCA's monthly magazine and to *der Vorgänger*, Potomac region's monthly magazine. You will also have access to these additional benefits:

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.)

Technical publications: *Up-Fixin der Porsche* (11 volumes reprinting all technical articles to appear in *Panorama*).

Tech Committee available to answer your questions.

Valuation committee to help you establish the value of your Porsche for insurance purposes.

Access to specialized insurance for Porsches that are second autos/pleasure only/limited use.

Nationwide PCA Club racing program; modeled on vintage racing rules.

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Group tours (PCA Treffen®) to Europe and the Porsche factory.

Membership eligibility

Membership is open to all Porsche owners, co-owners or lessees, who are 18 years of age or older.

PCA Membership Application

Please type or print neatly. You must own (co-own) or lease a Porsche and be 18 years of age or over to apply for membership.

Prefix Mr. Mrs. Ms. Miss

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Address 2 _____

City _____ State/Province _____

Zip Code _____ County _____

Home Phone _____

Work Phone _____

Fax _____

E-Mail _____

Region Designation

Region _____

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

Regions will be assigned based on where you live, however you can specifically designate to belong to any one of our PCA regions.

Regional Endorsement (for region officer use only)

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

Region Officer Name _____

Region _____ Date _____

Membership Demographics

Birthdate _____

Occupation _____

Marital Status _____

Spouse's Name _____

Name and Age of Child(ren) _____

Family or Affiliate Member

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.

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| <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'leteren Roadster |
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| <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**.



Left: The 10-turn 2.02 mile Roebing Road race track is located about 15 miles from downtown Savannah, Ga.

Below: The paddock is unpaved but offers some shady spots. The January DE event was put on by PCAs Florida Crown Region.

On the road to the 'Road'

Georgia's Roebing Road offers a warm welcome for a winter-time DE

By Dick Seltzer
for *der Vorgänger*

Going through Driver's Education withdrawal in December, Potomac member George Whitmore told me about a January DE event at Roebing Road near Savannah, Ga. put on by PCA's Florida Crown Region. George said Roebing was a good venue, interesting track and nice people run by former Potomac member, Bob Linville.

So I signed up and drove the 565 miles from my house in Northern Virginia for the two-day event the third weekend of January. Besides, I just had the engine in my '87 911 (check) rebuilt "again" (long story but you might want to check your carbon canister) and wanted to see how it performed.

The drive was pretty straight-forward; straight down I-95. The weather for January was pretty decent: cloudy Saturday, sunny and in the 70s on Sunday. The track is actually somewhat like Summit Point Motorsports Park main track, except Roebing's is almost entirely flat. The track is just a tad over two miles with

10 turns and a long front straight. The big difference I noticed on almost every turn is as you begin your turn-in you wait, wait, wait and then wait some more before finally getting to the apex. Patience is a real virtue at Roebing Road. It actually is a fun track.

The track, located in Bloomingdale, Ga. and opened in 1959, is about 20 minutes from the Savannah airport where there are numerous hotels, a Home Depot, a Walmart and several restaurants. The track facilities are okay. Nothing fancy but the track surface was good, and if one had issues, there are lots of flat run-off spaces. Gas at the track is a bit expensive, but there are several gas stations not too far away.

I was assigned a green student who had never driven on a track before. Fortunately he was quite good (his Cayman S had only 1300 miles on it) and we ended up actually helping each other figure the best line. He was able to ride with me several times in Black.

The Crown Region puts on a nice event. Registration and tech began Friday afternoon followed by free pizza and "beverages" at the main hotel. Saturday evening, free barbeque,

beverages were offered with live music to boot. I hope to go back. In fact, I heard the Florida Citrus Region puts on a DE there in late February.

Potomac club Historian George Whitmore adds that Bob Linville still drives his Alberta Blue 1970 Targa. Linville started the Florida Crown Region track event at Roebing Road in 1991. Potomac members Jim Pohlmann, Miriam Schottland, Bob Lorch and Whitmore first attended in 1992.

Linville modeled the Roebing Road DE program after Potomac's, with the emphasis on safety, learning and fun, including the use of green armbands to designate instructors, a tradition mostly used in Potomac Region throughout the 1980s. During the years, both Linville and Dave Rodenroth have been primarily responsible for the Florida Crown DE program with assistance from Allen Shirley, who unfortunately was not able to make the event this year. Florida Crown has traditionally given some of the best instructor and driver shirts over the years.



Registration now open for HPDC driving clinic

Registration is now open for the Potomac Region's High Performance Driving Clinic scheduled for Saturday, April 3. This is a great opportunity for you, your spouse or even your children at least 18 years of age to participate in an event where you will learn car control skills.

High Performance Driving Clinics (HPDC) are instructional sessions tailored to members with no previous driving experience beyond the "normal" daily commute. HPDC provides a safe, controlled environment to learn and practice advanced defensive driving techniques and car control. Drivers can practice car control on a skid pad.

The HPDC is designed to enhance members driving knowledge so they feel safer in all driving situations. The HPDC improves driving skills and increases awareness of how the car handles in different situations. The HPDC provides the ideal start for those who may want to participate in Drivers' Education (DE) events.

There are no special requirements to participate in a HPDC. As for all Potomac driving events, you must possess a valid unrestricted driver's license, be at least 18 years young and a PCA member (or associate). You will need a car, but unlike other Porsche club events, HPDC allows any make or model automobile. Trucks, SUVs, or other unsuitable vehicles are

prohibited. The only exception to this rule is the Porsche Cayenne is permitted in a HPDC but not in Driver's Education.

No special tires, brakes, or other car modifications are suggested. Learn more about your car just as it sits! Simply make sure the existing tires and brakes and other mechanical equipment are in good condition. HPDC does not require a tech inspection prior to the event but we will perform an inspection at the track in the morning of the event.

The HPDC day begins with an EARLY arrival at Summit Point, WV. Try to arrive by 6:30 AM! We hold our HPDCs at the Jefferson Circuit and the gate will direct you to the track. When you arrive at the paddock (parking lot), find an empty parking space and unload all loose items. Bring a tarp or some other type of cover and place what you remove from your car on the cover to protect them from the elements. Then go to Registration at the only building in sight. Get your schedule, name tag, car number and place a lunch order. Now drive your car to the tech inspection line; just follow the signs or the line in the paddock. After tech inspection, park again and go to the classroom for some coffee.

The HPDC begins with a classroom briefing on the day's activities. After the briefing until lunch, you will rotate between classroom, driving exercises, and skid pad driving exercises. No special clothing besides closed toe

rubber soled shoes is required for the morning portion of the HPDC. No helmet is required for the morning exercises.

The afternoon is devoted to lapping sessions where you can apply the skills you learned earlier in the day. This often the most exciting and rewarding part of the event, but it is optional. The lapping sessions are very similar to a Drivers' Education event and to participate you must have a helmet. Helmet rentals are not available at the track, but OG Racing is one place to rent helmets. You must also dress in accordance with DE requirements: long pants and long sleeves of natural fibers.

Potomac Region usually holds HPDC events during April and September. Our second HPDC is scheduled for Saturday, September 25. Each event is one day in duration. You can register using the same online Internet system used for Drivers' Education. Registration preference is given to those who have NOT previously driven on a track or those novice drivers who have not had the opportunity to attend a HPDC.

For more information, contact Alan Herod, DE Chair at dechair@pcapotomac.org This e-mail address is being protected from spam bots, you need JavaScript enabled to view it or Charlie Clark, DE Registrar at deregistrar@pcapotomac.org This e-mail address is



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Our drinking team has a racing problem

At Palmaz Vineyards, it's not enough to make great wine, there also have to be Porsches, lots of Porsches

Donna and Paul Amico get up close and personal with the LeMans winning 917K featured in the Palmaz Winery collection in Napa, Calif.

Photos and story Paul & Donna Amico and Gary & Betty Church for *der Vorgänger*

We wound our way up the long switchback driveway to the top of the hill in California's Napa Valley, where we were greeted at the entrance to the Palmaz Vineyards winery by Florencia Palmaz, daughter of the owners, Julio and Amalia Palmaz. She took one look at our Porsche-embossed attire, and knew what she had to do. Show the cars. After introductions, she collected some keys and led us down the hallway through a Great Room to a pair of large metal doors. She inserted a key, swung open the door, and ushered us in to what is one of the most impressive collections of significant Porsches in private hands. For a while, we couldn't even say anything, and then the questions started flying.

Our eyes went right to the red, Salzburg No. 023 917K. No, this is not a replica. It is the very car that took the first outright win at LeMans for Porsche in 1970, probably the most historically significant Porsche not in the Porsche museum. And that wasn't all. Parked right next to it was the Jules Porsche 936/81 that ran at LeMans in 1981.

Sensing our excitement, Florencia lets us slide behind the ropes and go right up to the cars. We're careful not to touch for fear of leaving the slightest blemish, but that

doesn't stop us from getting a good look.

And these cars are not just "museum queens." They run, and they are still raced at historic venues, primarily by Florencia's brother Christian. Most recently, at the 2009 Monterey Historics, you could have seen the RSK, 917, 908, 906 and 936 on the track at Laguna Seca.

Not everything was on display. In addition, there were other cars in various stages of restoration. Florencia pulls out another key, and we pass through another door that opens to the fully equipped restoration shop. This is where Julio and Christian spend their time when the winery can spare them. Currently, they are restoring the only two 550 A prototypes in existence today from the four that were originally built, two being coupes and two being spyders. They are considered to be the first purpose-built race cars Porsche ever created.

Of course, for this Porsche family the race car collection isn't everything. After all, they need a regular Porsche fix on the street as well. Amalia, Florencia's mother, drives a 997 Carrera and Christian drives a 997 Turbo.

Having drunk up the beauty of the Porsches, it was now time for another kind of drinking. But first, we were treated to a tour of the winery. As might be expected of people with an appreciation of Porsches, the winery was a combination of state-of-the-art technology and wine-making tradition. Florencia says it is the result of the "toxic combination" of her father and the architect. Built



Left, top: Gary Church takes in the peacefulness of the view from the terrace in front of the winery entrance to the valley below.

into the side of a hill, it consists of 100,000 square feet of custom-built winery and caves on four levels. The four levels are intentional, since at this winery the wine is never pumped between tanks. Only gravity is used to transfer the wine, since Palmaz believes that the violent agitation of pumping can change the wine's intra-molecular structure. The total height is equivalent to a 15-story building, providing the vertical range needed for true gravity-flow winemaking. According to Palmaz this gentle treatment allows the finest nuances of flavor to develop naturally — and the result is a complex, elegant wine.

First, we went out for a look at the vineyards. Grapes are picked by hand from the hillside vineyards and brought to the winery entrance at the highest level.

The grapes are transferred to a modern stemmer/sorter and then drop by their own volition to a set of fermenting tanks on the level below. These tanks sit on a custom-designed revolving carousel, so that each tank in succession eases into place to receive the grapes. It is here that the grapes ferment.

The tanks are constantly monitored by an advanced computer-controlled system that will send an alarm to Florencia, her brother, and the winemaker if a parameter gets outside a specified range so that the necessary action can be taken to protect the wine.

After initial fermenting in these tanks, the grapes flow again by gravity to the press level, where they are gently pressed and the new wine flows again by gravity to the tanks on the level below. The wine then goes down one more level into the barrels for aging, with the barrels stored in the vast, climate-controlled caves. This article



Left: Ready to enjoy, Florencia Palmaz pours in the tasting room at Palmaz Vineyards for, from left, Paul Amico, Betty Church and Donna Amico.

The Palmaz collection

1956 Porsche-Cooper "Pooper" - Miles R-3 (1956 1st overall Palm Springs and Pomona)

1956 Porsche 550-A-0101 prototype spyder (1st overall 1956 Targa Florio)

1956 Porsche 550-A-0104 prototype coupe (1st in class, 5th overall 1956 LeMans)

1958 Porsche RSK 718-005 (1st in class, 3rd overall 1958 LeMans; 1st overall 1959 Targa Florio)

1960 Porsche RS-60 718-042 (1st overall, 1960 Sebring 12 hrs; 2nd in class, 12th overall 1960 LeMans)

1961 Porsche Abarth Carrera 1013 (1st in class 1961 LeMans (10th overall) & 1962 Targa Florio (6th overall))

1963 Porsche 2000 GSGT

Dreinkantschaber (ice scraper) 122-992 (1st in class, 6th overall 1964 Daytona 200km; 1st in class, 11th overall 1964 Sebring 12 hrs)

1966 Porsche 906-153 LH long tail coupe (1st in class, 4th overall 1966 LeMans)

1967 Porsche 910-009 (2nd in class, 5th overall 1967 Monza 1000km; 3rd in class, 3rd overall 1967 Nurburgring 100km)

1968 Porsche 907-025 kurz (1st overall, 1968 Targa Florio)

1968 Porsche 908-008 kurz (1st overall 1968 Nurburgring 1000km)

1969 Porsche 908-031 LH long tail coupe (2nd overall 1969 LeMans)

1970 Porsche 917K-023 (1st overall 1970 LeMans)

1981 Porsche 936/81 (1st overall 1977 LeMans)



Above: Gary Church gets a shot of Betty Church, Florencia Palmaz, Donna Amico and Paul Amico from behind the 908 LH.

Right: Florencia Palmaz gives Paul Amico a tour of The Palmaz restoration shop that features the only two 550A prototypes known to exist of the four originally built.



cannot truly do justice to this process, but an excellent description including diagrams (diagrams available on the Palmaz website at http://www.palmazvineyards.com/follow_grape/follow_grape_overview.cfm).

Originally, Julio Palmaz decreed that the winery would only make traditional Bordeaux-style red wines. He believed these were the best, and that's what he wanted. However, "the girls" (Florencia and mom Amalia) decided that it would be nice if the family had a white wine to drink when the occasion presented itself. So, with the collusion of some "un-indicted co-conspirators" on the staff, they set up shop in a secluded corner of the caves and set about experimenting with Chardonnay. When Julio found out, he was not amused. Until he tasted it, at which point he declared that yes, indeed this was a wine of Palmaz quality, and Palmaz Chardonnay was born.

At this point, the family realized that they were one wine away from a Palmaz wine dinner. They needed a dessert wine, and so they went to work again and came

up with a Muscat Canelli that they named "Florencia" (their premium Cabernet having already been named "Gaston" after son Christian Gaston). They have since added a Johannisberg Riesling. These latter three wines are primarily consumed by the family, but limited quantities are also for sale.

After the tour, Florencia hosted us at a private sit-down tasting in the winery, where we got to try the wines along with some matching food. We got to taste five wines, the 2007 Chardonnay, 2002 and 2005 Cabernet Sauvignon, 2005 "Gaston" Cabernet Sauvignon, and the 2006 "Florencia" Muscat Canelli.

I will admit that we knew nothing about the wines, and had gone primarily to see the cars. So, we weren't expecting much. What a surprise! We loved them. All of the wines were superb. They went well with the food but also were excellent just sipping them.

If the quality of the Porsches didn't already tell us, it was clear from the wines that this is a family that does something well, or they don't do it at all. And we also learned something interesting about dessert wines: They're not

just for having with dessert. Blue cheese was served with the "Florencia," and the combination was great. No tasting or wine dinner we had ever been to (and we've been to more than a few) had done this; it was a revelation.

In case you were wondering, we each ordered a mixed case of the wines and had them shipped home.

Eventually, it was time to leave the winery for other adventures on our vacation. As Florencia waved goodbye we reflected on the wonderful opportunity we had. We got to see a fantastic Porsche collection, to try some awesome wines and to learn about a family of true Porsche enthusiasts. We're looking forward to going back and getting a chance to see Florencia again and, hopefully, meet the rest of this special family.

The Amicos and Churches have been PCA members since the early 1990s and have held many positions at both the Potomac and PCA national levels. Between them, they currently own eight Porsches.



Photo by Tamja Bossert
Eric Wills in the '56 Speedster he restored. The project took him six years. His daily driver is an '02 Ford Explorer.

Eric, Ray live to work on Porsches

They specialize in 356s from transaxles to entire cars

Photos and story by Richard Curtis
for *der Vorgänger*

Years spent working on Porsches in their individual home garages to support their car hobby finally gave way to setting up a full-time shop for Ray and Eric Wills to pursue their passion full time.

Ray, the father and long-time car nut, focuses on metalworking and painting while son Eric has carved out a niche for himself by specializing in 356 transaxles. The re-

sult: Wills Werks in Fairfax, Va.,

They moved into their current location in 2008 after the home-garage business grew enough to become viable and to enable both of them to leave their careers in information technology.

Ray joined PCA in the early 1980s when he owned a 356B. The first PCA meeting he went to, when he stood up and introduced himself saying he owned a 356—not a widely owned model—“Three people stood up and clapped,” he says. “One of them was (former Potomac



Above: Ray Will's 1957 Speedster is still original in many respects, including the radio antenna.



Left: Ray Wills at the 2009 Gathering of the Faithful car show in Reston (Va.) Town Square with his 1957 Speedster that he found in California in 2009. His other Porsches include a '59 Carrera coupe and a '57 356A coupe. Ray recently sold a 1962 356 sunroof coupe to his other son, Kevin, who drives a Boxster.

Tools of the Porsche trade

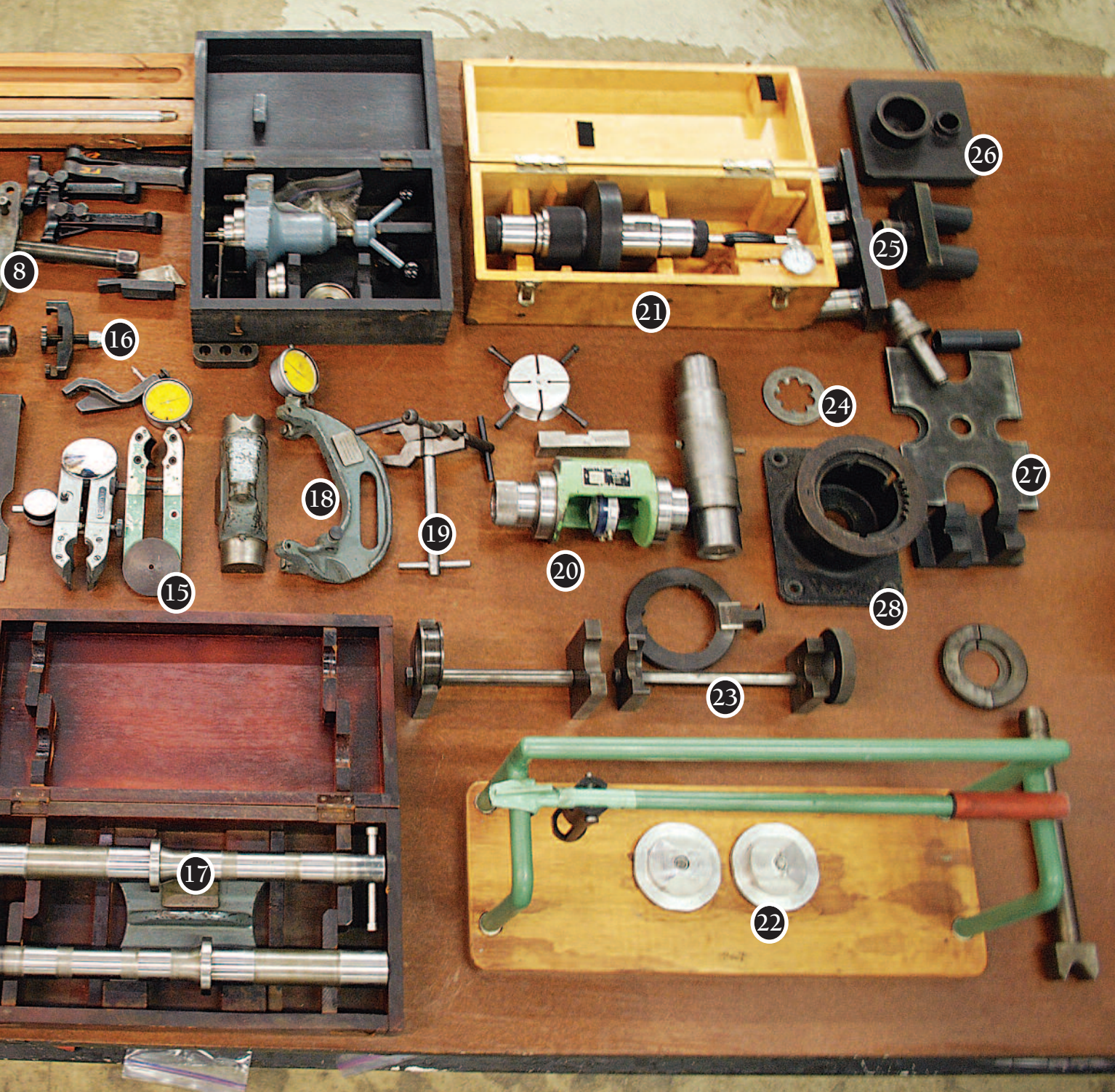
Just when you thought you had a toolbox slam full of tools from Craftsman or Snap-On, along comes Eric Wills to show you just a small selection of the special tools necessary for working on early Porsche transaxles, engines and suspensions.

Some are special Porsche tools, others are from Volkswagen. .

- 1 P70, used for checking front suspension arms.
- 2 VW270A, used to check offset position of suspension arm eyes.
- 3 VW202C, used with puller to remove brake drums.
- 4 Ring compressors for different bore sizes.
- 5 P73, pulley seal installation tool.
- 6 VW328A/B, used to assemble early fuel pump and gauge fuel pump pushrod.
- 7 VW274A, suspension arm bushing reamer.
- 8 VW202, puller tool.
- 9 P38, for machining drums and rear disc hubs.
- 10 VW254A, protractor for rear radius arms.
- 11 P54, to pull needle bearing in front axle tube.
- 12 VW259, to check suspension arm link for correct offset.
- 13 P69, to check straightness of stub axle.
- 14 VW258A, to check straightness of stub axle for early cars.
- 15 P80, for checking ring gear backlash.



- 16 P43, used to remove pulley from crankshaft. This is an AFT tool.
- 17 VW256A, used for checking front axle tube alignment.
- 18 VW287, used to measure differential housing width.
- 19 P34A, used to hold the pinion shaft while measuring ring gear backlash.



- 20 VW289D, used to measure pinion depth and case housing width.
- 21 P33, used to measuring pinion depth and case housing width.
- 22 P7, valve spring compressor.
- 23 P31, to loosen or tighten pinion shaft castle nut.

- 24 VW449, used to press pinion bearing from pinion shaft.
- 25 P56, used to press out shafts of intermediate plate.
- 26 P55, used to press shafts into intermediate plate.
- 27 VW401, press tool, multiple operations.
- 28 VW314, to hold differential housing during service



Above left: Ray Willis holds the original keys to his '57 Speedster that he purchased in 2009 from California where it had been off the road since 1976. The brass ignition key is so worn from use that the metal has thinned noticeably.

Above right: The '57 Speedster has the original windshield wipers, known as "pickle-fork" style wipers.

Right: The Speedster's engine compartment.



president and fellow 356 owner) Dan Rowzie." (See Dan Rowzie profile in November 2008 issue of *der Vorgänger*.) The others were Tim Berardelli and the late Ron Ohlerich.

Eric says he has worked on cars beside his dad since early grade school. He restored his first car— a black 1960 356 coupe —20 years ago when he was 15 and not even old enough to drive, although he drove anyway.

Ray began his association with Porsches in the 1970s, in his N.J. hometown and has been working on cars for over 40 years. His Porsche passion grew in intensity when together with a friend, he started a business out of an airplane hangar in Pennington, N.J. in 1976. Ray needed a place to work on a customer's Speedster, so a business was born working on many marques.

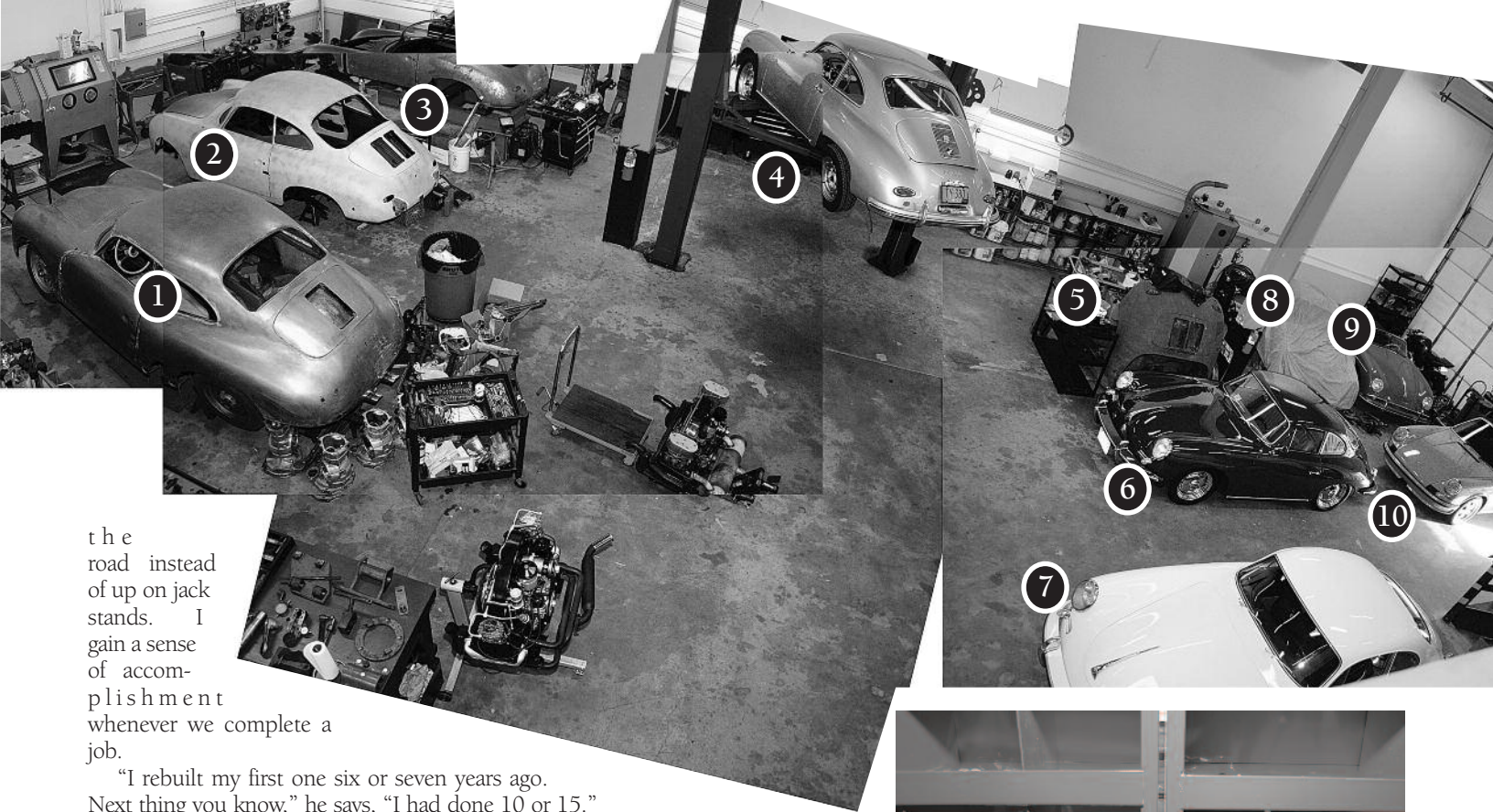
Both Eric and Ray went on to careers in information technology before moving fulltime into Wills Werks (www.willswerks.com). Although retired three years from his IT career, Ray remains active part time in Wills Werks focusing on metalwork on 356s. Eric focuses almost entirely in rebuilding early Porsche transaxles. He is assisted

by one employee, Kyle McBee. Kyle and Eric went to school together and have known each other for years.

As a young man, Ray learned bodywork and painting skills while in high school. He taught auto body work when he was still in his 20s while working in various professional body shops. Ray had the opportunity to work with several old-world Italian craftsmen to build his metalworking skills. The shop he worked in did not allow the use of body fillers so hammers, dollies, files and shrinking tools were used to repair body damage.

Eric turned sharply toward the mechanical end of Porsche repairs when he once had to wait almost a year for someone else to rebuild a gearbox. "I waited a year for a gearbox to be done, I had heard stories of others waiting years for a transaxle specialist to complete their job." a length of time he found too long. He discovered that there actually weren't that many mechanics interested in repairing transmissions.

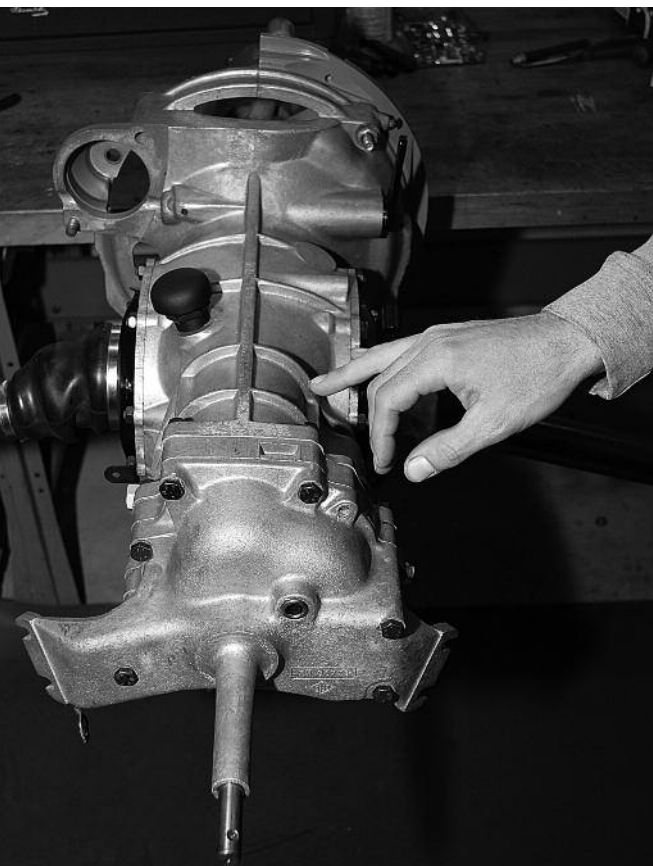
"I began rebuilding transaxles for others to fill a niche market," says Eric. "We can help keep these old cars on



the road instead of up on jack stands. I gain a sense of accomplishment whenever we complete a job.

"I rebuilt my first one six or seven years ago. Next thing you know," he says, "I had done 10 or 15." Now, he says the total is well over 100. His shop has dozens and dozens of early transmission and transaxle cases plus internals stored in his shop. They are spectacularly clean and well organized.

"It took me several years to gather all the (transmission) tools necessary" for rebuilding transmissions, he says. "Now, I actually have two sets; one of them is hidden away." Why does he keep a set hidden away? "I learned some things about backups and disaster recovery when I was in the IT industry. I still practice many of those methods today," he says.



Eric was fortunate enough to connect with a noted transmission specialist, Mike Robbins of Indiana. "He took me under his wing, saying 'I need to get these parts and skills into the hands of a younger generation before it's too late.'" When Robbins retired a few years ago, Eric bought many parts and tools from him. "The total (amount of parts) over time would probably fill a truck or two," says Eric. "I think Mike likes the newfound space in his garage."

"There is a reason why some shops won't touch gearboxes," says Eric. "There are so many special tools and good used parts needed." Luckily, because of Robbins, Eric now has an increased inventory of necessary parts, all of which are specific to 356s.

Chasing down transmission parts that are nearly 50 years old, and then checking them for cracks, is time-consuming. The most difficult parts to find in good shape are ring and pinion sets and special gears.

A reasonable turnaround on repairs is another problem that early Porsche owners face. "They want it in weeks, not years," says Eric, remembering the first time he contracted out a 356 gearbox repair that took over a year. Another and more recent example was a recent customer from Pennsylvania who needed to have his ring and pinion replaced quickly; "We were able to do it in 2.5 long days. Most shops that work on Porsches can't do this specialized job that quickly," he says.

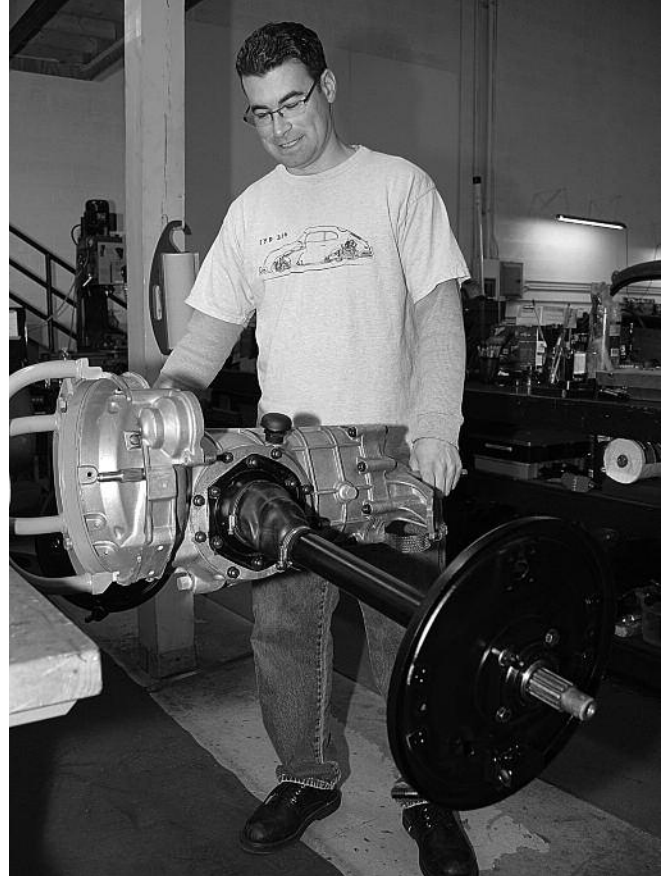
To help with that quick turnaround, "We keep an inventory of new and used parts," says Eric. While he specializes in 356 transaxles, he sees future business potential in 901 and 915 gearboxes.

For his part, Ray says, "I still have a store of NOS



Above: Parts bin containing new bolts for transaxles and other parts.

Top: The Wills Werks shop: (1) '57 356A Coupe; (2) '64 356C Coupe; (3) '59 356 Cabriolet on the Culette frame jig; (4) '59 356A Coupe in for a transaxle rebuild; (5) back half of a '356; (6) '62 356 Normal Coupe; (7) '60 356B Coupe; (8) early 356 Coupe awaiting restoration; (9) Ray Wills' '57 356 Speedster (see photos Pages 17-18); (10) '72 911E awaiting brake job.



Above: Eric's and Ray's Wills Werks shop includes a Celette jig for frame alignments. On the jig currently is a '59 Cabriolet.

Right: Eric specializes in rebuilding early Porsche transaxles. When the transaxles come into the shop, they're cleaned using abrasive walnut shells.


(New Old Stock) sheet metal parts (for 356s). I'm working with a fellow in N.C., trying to get some 3-D modeling done on these parts (in order) to make new parts."

One area of 356 restoration that cried out for a specialist was the need for reproductions of screwdrivers for early toolkits. Ray has been producing these screwdrivers for five years now, and Wills Werks now offers seven different screwdriver sets for the various 356 model years as well as an individual driver for '53-'63 model years.

While not a big part of the business, these screwdriver sets certainly fill a need. Ray started making them more as a hobby making all the necessary jigs, buy the steel blanks, forge the blades and shape the handles. "Nothing about them is off the shelf," Ray says. "Different years have different handles, shapes and sizes."

He puts the correct inscriptions on the blades and crafts the ferrules, then gets everything plated correctly. To

get the correct color and shade for the wooden handles, he mixes his own paint. The handles are turned on a lathe from European beech wood. He also has digitized the images used to make the correct decals.



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2010 track schedule

Doug Nickel
PCA Potomac Track Coordinator

Our 2010 schedule provides opportunities for drivers to improve their skills and enjoy the company of friends at the track, including two High Performance Driving Clinics (HPDCs). All events are on weekends, and the schedule includes a total of seven three-day weekend dates.

Schedule highlights

Potomac's traditional first DE event in mid-April at Summit Point will be deferred during 2010 so that the track can be repaved. For those of you seeking an early spring event, Zone 2's three-day DE event is scheduled for March 12-14 (see article on page 22).

Potomac has two Saturday HPDCs scheduled. The spring HPDC is April 3, and the fall HPDC is Sept. 25. 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 qualifies you to drive in Potomac DE events.

Mid Ohio is the second weekend of May. Our July DE event at Summit Point is a

week later during 2010...and we have added Friday to this weekend for our Instructor Training program.

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

VIR again falls on Labor Day Weekend allowing for a less stressful trip home Sunday evening, or an opportunity to stay at VIR for a leisurely return home Monday.

The three-day Club Race / Advanced DE in early October has been extremely well received.

Lastly, we'll be running an invitational In-

structor/Volunteer driving day on the Friday of our last Summit Point event. SP has long been Potomac's home track, and we're proud to wrap up our season at home.

We will include skid pad instruction at many of our Summit Point circuit events.

We continue to look at moving our Mid Ohio date to later in the season. We may have an event at New Jersey Motorsports Park, and we are also looking into other new, yet-to-be built facilities in Pennsylvania and outside of the beltway in Maryland.

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

2010 track schedule*

Event	Date	Days	Track
HPDC	April 3	Sat.	Jefferson Circuit
DE	May 7-9	Fri.-Sun.	Mid Ohio
DE	June 5-6	Sat.-Sun.	Shenandoah Circuit
DE	June 25-27	Fri.-Sun.	Watkins Glen
Instructor/Training	July 16	Fri.	Summit Point Circuit
DE	July 17-18	Fri.-Sun.	Summit Point Circuit
DE	August 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 (by invitation)	Oct. 29	Fri	Summit Point Circuit
DE	Oct. 30-31	Sat.-Sun.	Summit Point Circuit

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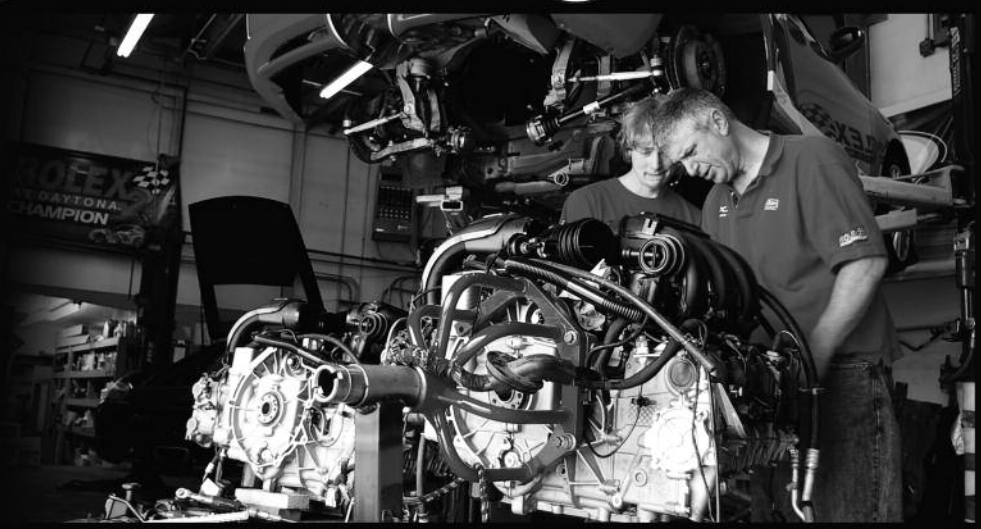


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Fast lane friends

For Scott Bresnahan, Hunt McMahon Porsches, track time are obsessions

Name: Scott Bresnahan
Occupation: Allstate agency owner
Location: Purcellville, Va.

Porsche(s) currently owned: I'm a proud owner of three Porsches. First came the 1988 911 Carrera in the year 2000. I bought it from a gentleman in Potomac, Md. and kept it as a garage queen until about four years ago when I got bit by the racing bug. Thousands of dollars later, I've transformed it into a race car. It is now my obsession, and I spend all my time and most of my money figuring ways to make it lighter, faster and generally more competitive.

Next came my 1999 996 cabriolet. After months of research, I purchased it in 2004 from an owner in Texas. It's Guards Red (like my 911) with black interior and BBS wheels and was exactly what I was looking for. I remember the day the carrier showed up to my door and delivered it. I was hoping it looked as good as the pictures and was very happy when it did. Last but certainly not least is my 2005 Cayenne (wife's car). When my wife, who is a real estate agent in Virginia, needed a car she said that she wanted a Porsche too so we purchased the Cayenne. My wife loves the way it drives and actually now understands why I love driving Porsches.

Other vehicles: Lincoln Navigator (Porsche support vehicle).

Interesting vehicles owned in the past: '80 Lancia Beta, '69 Saab Sonett, '70 Fiat 850 Spider, '69 VW bug (first car)... My father, who I credit for giving me my passion for cars and racing, owned an incredible collection of great vehicles over the years including: Abarth Zagato, AC Bristol, Triumph TR4, Alfa Romeo Guilietta, Fiat 124 sport, Saab Sonett, Dellow Mark II, Crosley Super Sport.

What do you like best about your current Porsche(s)? The sheer driving enjoyment and the way they are built. So solid and well engineered. I can't imagine there is a car more challenging and fun to drive on the track than an older 911. The 996 is a much more docile vehicle and actually has working air conditioning that makes it the perfect daily driver for me.

Like least? The cost to repair them.

What modifications, if any, have you done to your Porsche(s)? The 911 has 23/30 torsion bars, Smart sway bars front and rear, full cage, Sparco Evo seats, custom valved Bilsteins, Delrin bushings, limited slip, BBS wheels, Sparco steering wheel,

And some other things I can't tell you about or Hunt McMahon (see opposite page) will try to copy them.



If you could change anything about your favorite Porsche, what would it be?

I wish I could have owned one sooner.

How long a PCA member? 11 years

In which Potomac events (DE, autocross, concours, Drive 'n Dine, Rally, breakfasts, social) have you participated? Could you describe your experiences?

Most of my interaction with the club is at the DE and PCA racing level. I have met so many fantastic people who are so willing to help you in so many ways. Whether it's becoming a better driver, helping with projects, or repairing a problem at the track, everyone is willing to do what they can to help. The entire DE program as well as PCA racing is like a big fraternity. I met my best friend and arch nemesis, Hunt, in PCA four years ago and even though my driving skills have outpaced his we still remain very close friends.

Describe any do-it-yourself projects: I am an admitted check-book mechanic although I do change my own brake pads, bleed brakes, change fan belts and change oil. When in real trouble I call on my ace DIY mechanic, good friend and fellow DE enthusiast Jeff Shorey. (It doesn't hurt that he has a lift in his garage either)

Next Porsche? GT3 cup car if I hit lotto ;>)

Photo by Angie Bresnahan
Scott Bresnahan, left, and Hunt McMahon met at a Potomac autocross event and became fast friends. Now, they hang out together at Potomac DE events and PCA Club Racing. Both drive Guards Red 911 Carrera track cars.

Why I love my Porsche

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



An addiction that just gets worse

Name: Hunt McMahon
Occupation: New home construction
Location: Leesburg, Va.

Porsche(s) currently owned: My first Porsche was a 2001 Boxster. It's silver. I bought it in 2005. It's a fantastic car but there is absolutely nothing unique about a silver Boxster.

My second Porsche is a 1986 911 Carrera. It's red. This is the car that grabbed my attention in my youth. This was Bruce Dobb's car. We all know Bruce from his service to the Potomac chapter over the years. Bruce built a nice track car. He bought a new car, and this one was on the market for a coupe to go racing. I currently run it as an E Stock car in Club Racing.

Interesting vehicles owned in the past: Before I could drive, I encouraged my father to buy a 911. He ended up buying a used 1984 Carrera cab, white

with a black top. It wasn't fast enough so he bought a new 1988 911 Turbo cabriolet, white with a black top. His theory was that Mom wouldn't know the difference as long as he bought the same color car. That didn't work out as planned. He still has that car, and I think it only has 35,000 miles on it. Oh, he still has Mom too.

What do you like best about your current Porsche(s)? The Boxster is easy to drive and nimble. It's really a lot of car for the money.

The 911, on the other hand, is like riding on an angry animal. It's loud. It's hot. It's twitchy. It's hard. It's communicative. It's awesome.

Like least? The only time I wish I had bought a Spec Miata is when I buy wear items like brake pads, etc.

What modifications, if any, have you done to your Porsche(s)? I tracked the Boxster for a few years so I put a roll bar extension on it. Otherwise it's stock.

The 911 has a long list of modifications: safety items like a roll cage, fire extinguisher, kill switch, window net, Sparco seats, harnesses, etc. In its track life it has been upgraded with adjustable sway bars and shocks, upgraded torsion bars, engine mounts, a Robotec, a cool shirt and a supercharger. OK, just kidding about the supercharger.

If you could change anything about your favorite Porsche, what would it be? I need an limited-slip differen-

tial, new or re-valved shocks and a supercharger

How long a PCA member? Since 2005

In which Potomac events (DE, autocross, concourse, Drive 'n Dine, Rally, breakfasts, social) have you participated? Could you describe your experiences? My first PCA events were autocrosses in the Boxster. My friend Tan encouraged me to go with him and the slide (down the slippery slope) began! Autocross is such a terrific introduction to what these cars can do. Autocrossing is also how I met Scott Bresnahan (see story on facing page). We've been great friends ever since. In fact, egging each other on is basically how we moved from the parking lot to the racetrack.

I moved to the DE program the following season. The DE program was like a dream come true. I never knew how easy it could be to take a Porsche, my Porsche, to a racetrack and drive as fast as I could. I did a few seasons of DE and got a fantastic education on driving these cars at speed. DE has been one of the greatest experiences of my life. Being at the track, the people, the cars and the speed. Just fantastic.

But, as with any addiction, it just gets worse, right? After a few months of calling each other "chicken," Scott and I entered our first PCA Club Race at Summit Point. I should have purchased stock in Tums that weekend I ate so much of it.

Unbelievably, each session got more intense. Practice seemed like a Sunday drive next to the qualifying session, and as we got ready to race, the demeanor of the whole paddock seemed to change.

Everything got much more serious. The queasiness sent me looking for my bottle of Tums. The atmosphere positively cracked. I got in the car and there was no turning back. The formation lap seemed like an eternity. We came around Turn 10 as the green dropped and that was it. I was racing. The jitters were gone; I forgot about my stomach, the survival instinct took over, and I could only focus on Turn 1 and getting through it cleanly.

Afterwards, when I got back to the paddock and pulled myself out of the car I felt absolutely bulletproof. I have a lot to learn about race craft, but the thrill of wheel-to-wheel racing is like nothing else.

Any do-it-yourself projects: I don't do anything without Jeff Shorey. I can reliably change brake pads and flush brake fluid, but I don't tackle anything bigger than that without Jeff. Everyone needs a friend like Jeff.

Next Porsche? Whatever I get next will be faster than whatever Scott gets next. I can buy lap times, too!



Photo by Richard Curtis

Hunt McMahon changes tires on his '86 911 Carrera during a DE in August 2009. He describes the 911 as "loud, hot, twitchy, hard, communicative, awesome."

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“Goodie Store” returns for shirts, etc.

The Potomac Goodie Store is back. 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. In fact, Potomac receives a small profit for every Potomac item ordered. Check out Potomac's goodie store website at: <http://pcapotomac.webstore.us.com/>

Please note that because Charlton Commerce does this for a variety of clubs, 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. For example, I just ordered two shirt with the logo on the right just above the pocket.

Snow causes reschedule for DE instructor class

The Drivers Education Instructor Training that was to be held Saturday, Feb. 6 was rescheduled due to the threat of a major snowfall in the area

on Feb. 6. The event will be held March 20, 2010 from 11 a.m. until 5 p.m. at PJ. Skiddoos in Fairfax, Va. Participants will be notified by email of the details.

PCA's 2010 Parade in July set for St. Charles Ill.

The Porsche Parade, the PCA's annual convention July 3 through 9, 2010 in St. Charles, Ill., is a week long extravaganza of car events, tech sessions, social events and fun.

Whether you like to autocross, rally, tour or concours, there is plenty to do and see.

Attendance is expected to be approximately 2000 people.

In addition to the traditional car-related activities you can enjoy a golf tournament, a 5K Run/Walk, RC Car racing, the Zone Challenge and the Tech Quiz. PCA will offer numerous tours to local attractions to introduce participants to the greater Chicago area, as well as give a little free-time to relax and enjoy it.

For more information, please see www.pca.org or www.pca.org/Activities/Parade.aspx

The picturesque town of St. Charles is located on the Fox River 35 miles west of Chicago. Parade

headquarters is the Pheasant Run Resort, a large entertainment resort, with luxurious guest rooms, two championship golf courses, spa, dining and entertainment, three pools, two theaters, a comedy club and meeting and conference facilities. The resort has just finished a six-year, \$35 million renovation. By taking over the resort, PCA and its members will enjoy the luxury of an all-Porsche-all-the-time Parade week.

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., Feb. 1 for the issue dated March. 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, contact information and identifications of any persons in the photo..

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

Drivers' Education

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

Programs

Autocross: Tony Pagonis autocross@pcapotomac.org
Drive 'n Dine: John Eberhardt driveanddine@pcapotomac.org
Club Race: Kevin Oyler, Starla Phelps: clubrace@pcapotomac.org
Concours: Ron Davis, Mike Sarli concours@pcapotomac.org
Historian: George Whitmore historian@pcapotomac.org
Legal officer: Todd Daubert legal@pcapotomac.org
Meetings: Starla Phelps meetings@pcapotomac.org

Membership: John Magistro membership@pcapotomac.org
Public relations: Scott Mayster publicrelations@pcapotomac.org
Public service: Scott Mayster publicservice@pcapotomac.org
Rally: Craig and Linda Davidson rally@pcapotomac.org
Safety: Pete Kauffman safety@pcapotomac.org
Social: Jody Lagioia social@pcapotomac.org
Sponsor: OPEN sponsor@pcapotomac.org
Zone 2 Rep: Tom Zaffarano zone2rep@pcapotomac.org
Webmaster: Tony Kelly and Pete Kauffman webmaster@pcapotomac.org

derVorgänger

Publisher: Tony Kelly dvpublisher@pcapotomac.org
Editor: Richard Curtis dveditor@pcapotomac.org
Calendar: Kermit Kidwell calendar@pcapotomac.org
Advertising: Tony Kelly advertising@pcapotomac.org
Model Experts
Cayenne: OPEN cayenne@pcapotomac.org
356 & 912: Tim Berardelli 356@pcapotomac.org
911 (older): George Whitmore 911@pcapotomac.org
930, C2 & C4: Roger Bratter 930@pcapotomac.org
993 ('95-'98 911): OPEN 993@pcapotomac.org
986 (Boxster): Geoff Thompson boxster@pcapotomac.org
914 & 914/6: Ray Plewacki 914@pcapotomac.org
944 & 968: Ivan Arzola 944-968@pcapotomac.org
924: John Brown 924@pcapotomac.org
928: Kevin Lacy 928@pcapotomac.org
993: Jose Herceg joseherceg@yahoo.com

Flagger training for 2010 Potomac PCA Club Race

Although it is still wintry outside, it is time to begin preparing for the 2010 Club Race. Flagger training for interested Potomac Region members is available through the Washington Region of the Sports Car Club of America (SCCA). As they have for the past several years, Washington Region SCCA has graciously offered this training to our region's members at no cost.

For Potomac members with flagging experience who want to continue or refresh their flagging training, the SCCA is holding an Advanced Flagging School at Summit Point on March 6, 2010. For new or beginning flaggers, an Introductory Flagging School is scheduled for March 20–21. The introductory school includes classroom training combined with hands-on flagging experience at the SCCA race being held that weekend. Flagging is also an excellent way to get more involved with the club and make new friends.

Contact Kevin Oyler at kevinoyler@aol.com or call 301-846-7936 before 10 p.m. to register for either school. Please include your name, phone number and address, and indicate which school you are interested in attending if you respond by email.

2010 schedules

Autocross:

Sat., April 10, Autox School (will be held jointly this year with Chesapeake Region; at the MD State Police facility in Sykesville, Md.)

Sat., May 22, Autox at Baysox Stadium, Bowie, Md.

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) Porsche-Fest 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:

April 17, The "Amazing Race" 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

May 22, 2010, Polo Opener at Great

Meadows

June 11–13, Fallingwater Trip

Sept. 25, Lovettsville Oktoberfest

Aug. 14, PorscheFest Fun Run

Oct. 2, Fun Drive to Club Race

Contact John Eberhardt at driveanddine@pcapotomac.org

Concours:

Sunday, 2 May, Deutsche Marque Concours d'elegance at Nottaway Park, Vienna, Va.

TBD Camp Friendship Rally/Car Show, Md.

TBD 55th Anniversary celebration of PCA and the Founder's Region club to include a car show

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

Saturday, 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

The DE event schedule is on Page 23.

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Our excellent holiday adventure

Photos and story
by Glenn N. Havinovski
for *der Vorgänger*

Above left: Nancie and Glenn Havinovski enjoy a mega-pretzel with their beer.

Above right: The fabled and storybook Neuschwanstein castle built in the late 1800s.

Right: The Porsche Museum in Zuffenhausen. Entry fee is \$12 U.S.

Usually the week between Christmas and New Year's is pretty quiet. Some shopping, of course, and usually a movie or two. Occasionally, we go out or away on New Year's Eve.

Over the years, I'd traveled so much on business that the holidays are usually a time to stay put and let others have fun at the airport.

The last couple years, though, the travel schedule had let up and the frequent flier miles were sitting dormant. Plus, at my new job, the company closes during holiday week. Being tempted by the rave reviews of the new Porsche Museum in Stuttgart-Zuffenhausen, I began assembling an auto-lovers' itinerary for the week, a tour of the big three auto museums in Germany: BMW, Mercedes and, of course, Porsche.

My wife Nancie and I settled on a holiday trip to Munich with a day over in Stuttgart to see Porsche and a day at the castles of Schwangau in the Bavarian Alps near the Austrian border.

That settled, I found some great hotel prices during the holiday week, reserved a rental car for our autobahn adventures and purchased one airline ticket with my miles and another one reasonably.

Munich

This was my fourth time to Munich but the first purely

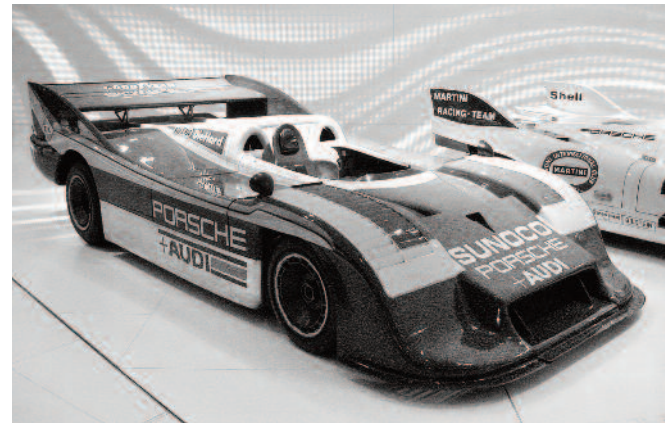


as a tourist, and the first time Nancie had been there. I have been a longtime fan of Oktoberfest, their local brews (especially their Weissebier, made with wheat instead of hops), and, of course, their endless varieties of *wursts*. But I'd never come in winter.

Beer and hearty food from four-legged animals are indeed specialties here, although some restaurants have quietly created vegetarian menus. No visit to Munich is complete without enjoying a beer, oversize pretzel and home cooking at the Hofbrauhaus, along with several hundred of your closest friends, all sitting at communal tables. (Certain companies, families, or distinguished individuals have their own reserved tables complete with their own signs.)

Big restaurants and beer halls are pretty much the norm here. Another famous place, actually typical of Bavarian cities, is the public Ratskeller, located in the basement of the Rathaus, or City Hall. The Munich Ratskeller has countless entrances and dining rooms. Both great food and suitably surly waiters.

Stores were pretty much closed all Christmas week-end (no "Boxing Day" or day-after-Christmas sales here) so we did on-foot tours and rode up to the top of the



Above: Mark Donohue raced the Penske 917/30 with its 1,200 hp turbocharged flat 12.

Left: The Hard Rock Cafe offers a familiar face to U.S. tourists.

Olympic tower.

Even with the stores closed all weekend, the old city center was busy and filled with people strolling up and down the Marienplatz (in America, strolling seems such a quaint activity...).

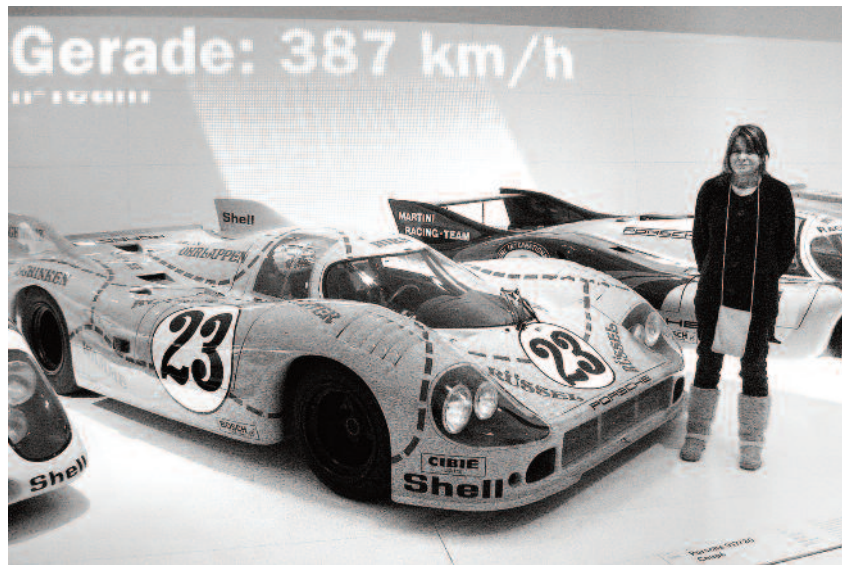
A mid-town ice-skating rink and outdoor pub was set up at another main square, Karlsplatz. In addition to the usual bratwursts and beer, the outdoor pub offered a famous winter specialty, *Glühwein* (hot mulled wine), and for the kids and teetotalers (a lonely bunch in Munich), hot “punsch.” We enjoyed our hot beverages in cool ceramic holiday cups while standing in the square and enjoying the scenery and the skaters.

But the biggest surprise was seeing everyone finishing their drinks, then returning the ceramic cups and getting money back. Combined with the escalators in the train stations that only activate when you approach them and the hotel hall lights that automatically turn on when someone enters, Germany has clearly bought into “Green is Good.”

All that said, some *Glühwein* would have been good back home after shoveling my driveway out following the big December snowstorm.

Despite the cold, outdoor pubs were set up in the east gate to the Old Town area (Isartor), in which we saw a man buy a glass of beer and then put it in his pocket for the walk home.

On Sunday we took a suburban train out to Dachau to visit the infamous concentration camp (no description possible to describe the horrors at this, the first camp to be built by the Third Reich and the model for dozens of



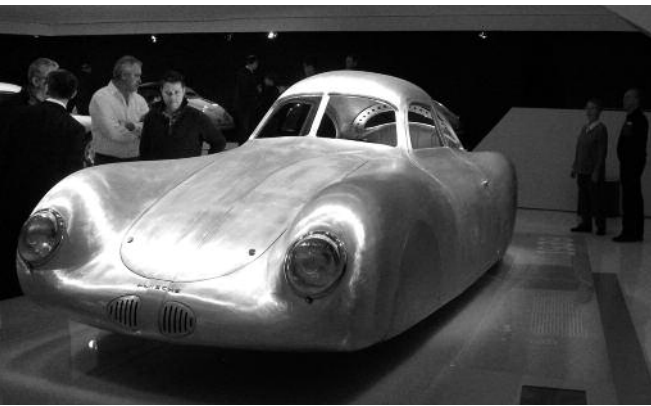
Left: The “pink pig” long-tail 917 is the unofficial mascot of the Porsche Museum that raced at Le Mans in 1971.

others that would be built by 1940).

On Sunday night we hooked up with some local friends whom I’d worked with in the past in Dubai, and they managed to reserve us a table in a small, homey restaurant (30 seats), the Glöckl am Dom, in the center of town, which offered platters with every kind of sausage, roast goose and of course, outstanding local beer.

We got good deals the Christmas weekend at the 5-star Westin Grand Arabellapark northeast of the city center (\$120/night for a deluxe room on a high floor with king bed and nice view) for the first three nights before going off to Stuttgart. Their pool, spa and gym are impressive. Of course, \$40 each for a breakfast buffet is a bit steep, though typical of good hotels in Germany. And it was good, but of course walking down to the store for bread and coffee instead will save you loads of cash to go and spend elsewhere.

Later in the week after returning from Stuttgart and the castles, we stayed a couple nights at a trendy little 4-star hotel—Fleming’s—with glass-enclosed bathrooms (shower fully visible from rest of hotel room) near the



Top: Porsche Type 754.

Middle: An early 1911 prototype with a much larger rear seat. Note stretched wheelbase.

Above: 1938 Type 64 Berlin-Rome streamliner

central train station. This one actually included breakfast for the \$170 per night rate, and would allow us a quick getaway to the airport in the morning via trains leaving every 20 minutes.

In a Porsche magazine, it may seem unusual to praise public transport, but Munich's deserves special attention. The somewhat pricey national service (Deutsch Bahn), electrified suburban rail (S-Bahn), subways (U-Bahn) and light rail lines go just about everywhere. Imagine a city like Richmond, Va. having six lines of subways, five lines of commuter rail, and about 10 streetcar lines, and you have some idea of transit services in just about any city in Germany.

The Porsche Museum

A two-hour ride up the rainy autobahn A8 and we were in Stuttgart, a hilly, vineyard-filled town that is the cradle of Germany's auto industry and essentially the birthplace of the automobile as we know it thanks to Karl Benz (whose gasoline-powered auto predated Henry Ford by about 11 years), Gottlieb Daimler, and of course, in later years, Ing. Dr. h.c. F. Porsche (both Ferdinand and son Ferry).

Of course, the central highlight of our trip was the Porsche Museum that hovers like a spaceship

over Porscheplatz in the industrial Zuffenhausen neighborhood, adjoined by the Porsche Zentrum Stuttgart (world's largest Porsche dealer and pick-up point for European Porsche delivery) and the sharply rectilinear Porsche factory complex.

Upon entering the museum, passing the requisite gift shop, which you will want to visit at the end, and paying your \$12 per person to enter, one encounters a glassed-in workshop next to the snack bar, where you can see all sorts of old and classic vehicles being prepared either for the museum itself or the "Museum on Wheels," where selected classic Porsches travel to historic vehicle races and Porsche events across the world.

Up the escalator to the main exhibition level, you are greeted by the Type 64 (Berlin-Rome) car body from 1938

that seems to be suspended in the air, its shape lighted ethereally and portending every Porsche sports car that came after.

Ferdinand Porsche's works for Daimler and Auto Union are featured, right up to a black Volkswagen Beetle that represented his most famous achievement.

From here, Ferry's singular achievements are presented, starting with the 1948 356 Type 1 built in the horse stalls at Gmünd, Austria with an engine in front of the rear axle. With numerous modifications to the aluminum body and relocation of the engine to behind the axle, the first 500 aluminum-body Gmünd coupes and convertibles (known as Type 356/2) were built, and examples of the first coupe and convertible appear, very tubby and plain compared to the wildly competent vehicles that came later. By 1950, production had shifted to Zuffenhausen, the bodies became steel, and the modern Porsches evolved.

In addition to the main "timeline" exhibit of Porsches along the wall that lead to today's 987, 997 and Cayenne models, separate exhibits highlight groups of vehicles. There are exhibits devoted to the early racers (the 904, the '62 Carrera GT and two 908s are grouped in a "Targa Florio" exhibit), as well as engineering exercises including the 1958 Type 754 that served as a precursor for the 911, a strangely proportioned 911S coupe from the early '70s with a cavernous rear seat, the truly weird Panamericana dune-buggy-like vehicle, and finally, the first Boxster show car that is much smaller than the one that eventually saw the light of day.

Two other highlights are the 917 area, featuring the evolution of the infamously fast and difficult-to-handle champion race car, and the one-two punch of the 911 GT1 and Carrera GT. Just about every LeMans-winning Porsche and, of course, the monstrous 1,200 hp Can-Am 917/30 of Mark Donohue can be found at the Museum. And along with the original 356/1, the unofficial mascot of the museum is the famous long-tail "pink pig" 917 that ran LeMans in 1971. The kids all seem to like it and it looks to be the most popular toy model in the gift shop.

Certainly the photos in this article cannot provide an exhaustive view of everything at the museum, but it was everything I expected and more, save for the Panamera exhibit. I thought that was somewhat underdone (one Panamera Turbo and far away, a cutaway of the same car). The space could have been used to show more cars.

That said, Zuffenhausen is indeed a shrine for Porsche owners and lovers and should be required travel at least once in a lifetime. Certainly the day we were there, thousands from all over the world—many from Russia—were roaming through the museum, stopping to view the different autos as though viewing fine works of art.

If you go during the rest of the year, you can book a factory tour as well. They were on holiday just like we were that week.

As for the rest of the short Stuttgart visit, it was raining heavily almost the entire time. But this is a pretty and hilly city, though not as charmingly provincial as Munich. The buildings are more modern (nicer at night than during the day) but still lots of upscale shopping as with Munich. Their yellow U-Bahn trains are filled with younger, more student-like passengers than those of the more aristocratic Munich.

Most high-end restaurants seemed to be Italian, and fast-food consisted of zillions of doner-kebab stands. We enjoyed excellent shish-kebabs at a small joint one night and American-style steaks from the Block House across the street the following night. Again, we got very good holiday week rates for a 5-star hotel (about \$150/night), this time at Le Meridien in the center of Stuttgart.

Mad King Ludwig's castles

In southern Bavaria is one of the most popular attractions, the Neuschwanstein castle, along with its older cousin Hohenschwangau. The arrival into the Füssen/Schwangau area on autobahn A7 is preceded by an eye-ful of snowcapped mountains as the road turns into a winding two-lane. Parking the car outside the tourist village at the foot of Hohenschwangau, we bought the 35 Euro "royal" tickets that allowed us to visit both castles.

Schloss Hohenschwangau, which is the less famous of the two castles in Schwangau, is probably the more historic of the two, beginning as a 14th century fortress that was destroyed in the Napoleonic wars and then rebuilt in the early 1830s by Prince, later King, Maximilian II of Bavaria for his family, including wife Queen Mary of Prussia and their kids Ludwig II and Otto. Otto would die young and insane, while Ludwig II would become king by the later 1800s, spending Bavaria into bankruptcy with his lavish palaces all over Bavaria.

Ludwig II, inspired by his friend Richard Wagner, would build his masterpiece castle, Schloss Neuschwanstein, up the mountain from Hohenschwangau. It is accessible either by a 45-minute hike up the mountain or in a horse-drawn wagon, which is a slightly better alternative in cold weather. Only one-third of the rooms were completed by the time of Ludwig II's drowning death in 1886, but they were incredible flights of fancy, including his cave room. He was sort of the Michael Jackson of his day. The monumental towers and turrets are said to be the model for the Disneyland castle. I can believe it.

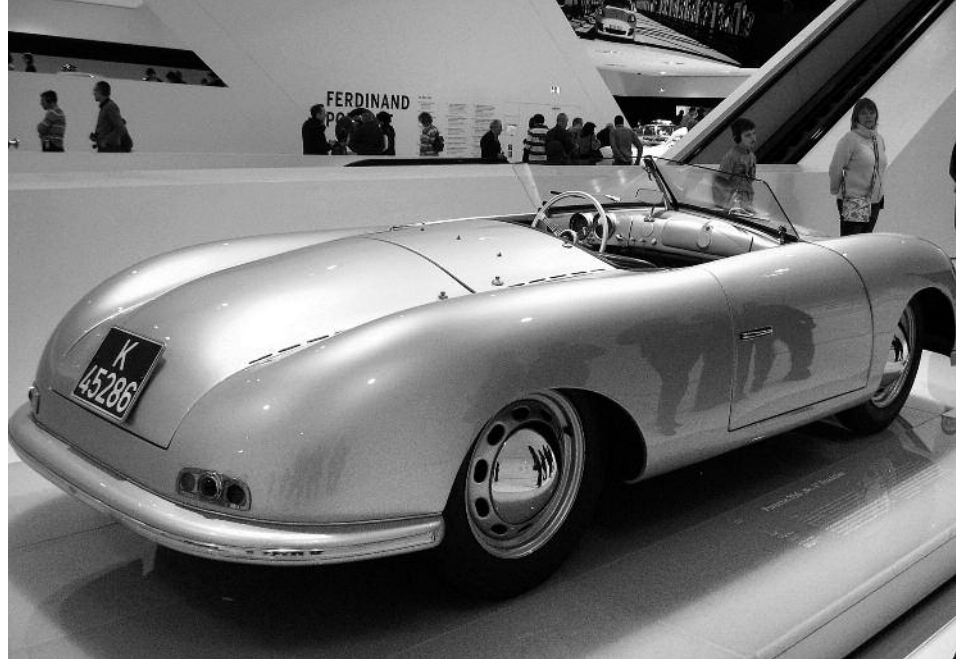
Driving the autobahn

For a Porsche fanatic, what better experience could there be than a road with no speed limit? However, I skipped the offer from Avis on renting a Panamera, which would have wound up being over \$800 for 3 days. With the train being over \$300 to cover the same territory and other auto rentals available for quite a bit less, we explored our options some weeks prior to the trip.

So for traveling to Stuttgart from Munich, and then to Schwangau, we rented a car from with winter tires, which turned out to be a 2010 Subaru Forester with a diesel boxer engine and 6-speed. It had a Garmin navigation system built into the left side of the rear-view mirror!

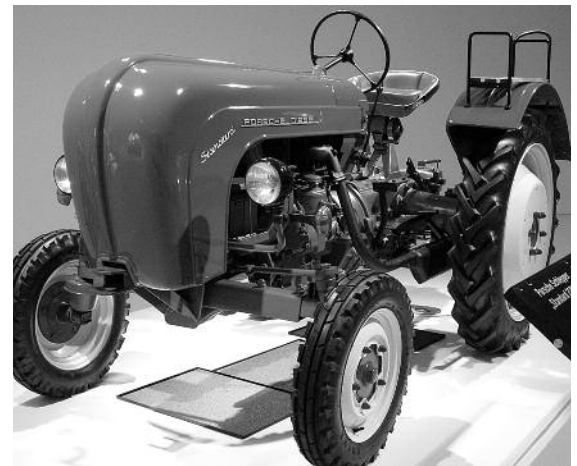
Handling was a bit squirrely compared to my Cayman, but I was impressed with the torque and the quiet engine. Enough to peg 180 kph on the speedometer pretty regularly when not in traffic or work zones.

Of course, being on an autobahn in Germany, you are passed at 100 mph not only by BMWs, Mercedes and Porsches, but also Golf diesels and Renault minivans. The active traffic management systems along the autobahns (actually a professional specialty of mine thanks to my overseas work) consist of electronic signs that apply



speed limits to match downstream traffic conditions such as weather, congestion, road work, etc.. If conditions are okay, then there is no speed limit and the signs are blank.

The Germans are far from perfect drivers in the cities, but on the autobahn there is a definite pecking order; amazingly, I saw the drivers who were traveling fastest when no speed limits are in force are the first ones to slow down. Try that in the U.S. with the slow-moving left lane hogs and the 80 mph right lane passers.



Top: The first Porsche 356/1, an original.

Above: A Porsche tractor.

Happy New Year

The vaunted Teutonic discipline is also evident, ironically enough, on New Years Eve. We decided to spend it at the Hard Rock Café (to prepare us for our return home the next day), enjoying food and drink with an excellent dinner and dessert buffet. But at 11:45 p.m., people began making their way outside, hats and noisemakers in hand, walking toward the central Marienplatz in time for the midnight celebration.

What we saw was impeccably organized bedlam, with tens of thousands of people converging on the square in front of the *Neue Rathaus* (New City Hall), firing off fairly elaborate fireworks and waving champagne bottles.

I would have a hard time imagining in someplace like Washington that thousands of people could bring their own fireworks to downtown D.C., set them off at midnight surrounded by dense crowds of people of all ages and races, and everyone gets along with few or no injuries (just a few drunks running around). And hardly any cops to boot. Sounds highly unlikely? Then try Munich. Absolutely amazing. My video of this is at <http://www.youtube.com/watch?v=iXlDELXcCoY>.

In the end, it was quite a vacation.

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Porsche driving schools

By Porsche North America

Porsche is challenging drivers in 2010 to hone their performance skills on an array of new and established locations that include the Porsche Driving School at the challenging Barber Motorsport Park in Birmingham, Ala., as well as other locations around the globe.

Internationally, Porsche has plans for special hands-on driver training, as well as travel and driving experiences at locations worldwide. Interested participants can begin booking through Porsche Sport Driving School and the Porsche Travel Club 2010.

At this time of the year, the first event is Winter Training as part of the Porsche Driving Experience. Two events for beginners are Porsche's Precision Training Camp in Austria and

Camp 4 in Finland. For more experienced winter drivers, Porsche is offering snowbound tracks and ice lake driving courses prepared exclusively for the German automaker at the Porsche Driving Experience Center in north Finland, opened in 2009. Here, several Winter Training Sessions are being offered on this frozen tundra until the end of April.

The Porsche Sport Driving School operates year round and offers courses for beginners, intermediates and advanced drivers, including programs tailored to specific groups of drivers. Porsche Classic Training with historical sports cars, for example, is now being held for the second time. Super Sport Training, in turn, thrills drivers with high-performance Porsche sports cars.

The "Women Only," program, as the name indicates, is

targeted specifically at women with a penchant for driving in sporting style.

The Porsche Sport Driving School has been a part of Porsche's special events for many years. In the U.S., Porsche operates one of the country's top Sport Driving Schools anywhere. Guest drivers of all skill levels receive personal instruction in Porsche sports cars from 28 professional drivers. Various programs include beginning, intermediate and advanced race instruction. Programs can be booked for one, two or three days. All in all, some 250 instructors working for Porsche offer optimum support and know-how for participants — on national and international race tracks, both off-road and on ice. Participants have the opportunity to acquire a motorsport license in order to join in customer races such as the Porsche Sports Cup.

The activities offered by the Porsche Travel Club subdivided in 2010 into four specific themes: Porsche Behind the Scenes, Porsche Weekends, Porsche Adventure Tours and Porsche Camps. Apart from day and weekend excursions to popular destinations in Germany, Porsche Travel Club also offers tours to places both near by and far away. Driving a Porsche, a Cayenne or the Panamera, for example, guests have the opportunity to discover both Provence and the Côte d'Azur, the Alps or the Pyrenees.

The various courses and sessions offered by the Porsche Driving Experience may also be booked by companies wishing to give employees a special gift. For further information on both U.S. and international programs, please visit Porschedriving.com or call 888 204-7474.



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Rich Franco, Burke, Va., 2000 Boxster S



Rick Villwock, Scottsville, Va., '97 Boxster, '02 Mercedes C240, '86 Dodge Power Wagon



Ed Devinney, Purcellville, Va., 1996 911



Rally chairs Craig and Linda Davidson, North Potomac, Md., '08 Cayenne S; their 2000 Porsche 996 is visible in the garage.



Concours chair Ron Davis, Annandale, Va., 2007 Chrysler PT Cruiser



Casey Parkin, Arlington, Va., '87 944 2.7 liter



A 19-inch centerlock wheel for a new GT3 whose wheel bolts are in forged aluminum and finished in red epoxy plating. Photo provided by PCNA

