

# der Vorgänger







## **We put some new fire in the romance.**

Introducing the new 2009 Cayman and Boxster. Built around a proven mid-engine design, their balance and handling turn each corner into a tingle down the spine. The 2009 technological advancements like the quicker shifting Porsche Doppelkupplung (PDK) transmission have taken the basic notion of transportation and turned it into a way of life. Visit your local Porsche dealer and experience these two great models for yourself. Porsche. There is no substitute.

### **Experience the 2009 Cayman and Boxster.**

**Porche of Rockville**  
**Rockville, MD**  
**(301) 881-0900**  
[www.rockville.porschedealer.com](http://www.rockville.porschedealer.com)

**Tischer Porsche**  
**Silver Spring, MD**  
**(301) 890-3000**  
[www.tischer.porschedealer.com](http://www.tischer.porschedealer.com)

**Porsche of Arlington**  
**Arlington, VA**  
**(703) 684-6660**  
[www.arlington.porschedealer.com](http://www.arlington.porschedealer.com)

**Porsche of Tysons Corner**  
**Vienna, VA**  
**(703) 442-8200**  
[www.tysons.porschedealer.com](http://www.tysons.porschedealer.com)



**PORSCHE**

# Intersport

1524 Spring Hill Rd. Unit H,S  
McLean, VA. 22102

*\*Motorsports*

*\*Service & Repair*

*\*Pre-Owned Vehicle Sales*

*\*Performance Tuning*

*\*Factory Service*

*\*Free loaner with major service*



[www.intersportautosales.com](http://www.intersportautosales.com)

tel:703.242.8680 fax:703.242.0358







## der Vorgänger

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

May 2009, Volume 55, No. 5

### Features

We visit the new Porsche museum. 8-9

Profile of Ray & Geoff at ASG. 20-21

A fine day in the sun. 26

Lifts for Charities. 27

### Events

Porsches and Bi-Wings. 19

**Cover photo by Michael Madrid:** Given just an opportunity to aim his camera, Michael knocks another assignment for *der Vorgänger* out of the park. His wonderful photographic coverage, along with writer Kristin Brickley's words, grace pages 15-18.

**Back cover photo by Maggie Hall:** In a Northeast Washington, D.C., alley, you'll spy the scene above: A mural painted on a garage door depicting a blue 911.



**Team Building & Client Entertainment**


**Reward your employees or treat your clients to a unique event at Allsports Grand Prix!**

**Call us for details!**  
**Tel: 571.434.9566**

**45915 Maries Rd. Dulles, VA 20166**  
**www.allsportsgp.com**



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



ASG

Auto Sportsystems Group

SERVICE - REPAIR - HIGH PERFORMANCE  
2810-F Dorr Avenue Fairfax, VA 22031  
Tel: 703.876.2811 Fax: 703.876.9802  
www.autosportssystem.com

PaoloRaman Design - 305-447-1781

## The Porsche community

One of the benefits of being a newsletter editor is that you can get invited (or invite yourself) to a lot of events, including casual neighborhood get-togethers such as the one Potomac member Jim Kulbaski and his wife Laura put on for Audi, BMW and Porsche club car nuts in mid March.

It was a beautiful, early spring say, and Jim and Laura's hospitality was not wasted on the nice gathering of folks looking to bleed brakes, grind off low-hanging bolts, mount race tires or help trouble-shoot certain challenges. Some of us just stand around and watch.

Over morning coffee and donuts, and later pizza, there was much comradery where existing friendships were renewed and new friendships begun. There's just something wonderfully enabling about a bunch of folks watching someone else work on a car, or the conversation that starts to flow the minute a hood is raised and the intense inspection of engine parts begins that thrusts us into a sense of community. Jim's and Laura's hospitality is noted on page 26.

The same was true at a three-hour detailing seminar on March 29 arranged by Jim McWilliams of the BMW club, pointing toward the May 3 Deutsch Marque concours in Vienna, Va. (story on page 23).

These events might be easier for the more shy among us if we all wore nametags, but that would detract from having to introduce ourselves to our new friends. These and other opportunities (how about the monthly breakfasts?) for such casual (and usually short-notice) events are noted on various p-car forums and/or at [pcapotomac.org](http://pcapotomac.org). It's an easy way to get involved with others who share your interest in your favorite marque and help build that sense of community.

Richard Curtis, editor  
[dveditor@pcapotomac.org](mailto:dveditor@pcapotomac.org)

# Shah & Shah

Fine jewelers since 1930



Mike and Faith Shah

202 223 6001

[www.shah-shah.com](http://www.shah-shah.com)

Special pricing for PCA members



## Experience performance with confidence.

### THE ULTIMATE CHOICE FOR PEOPLE WHO KNOW PERFORMANCE



- Sought after by the world's best.
- Feel confident and in control during high-speed maneuvers.\*



Performance Sport

Michelin® Pilot® Sport PS2™

\*Exceeding the safe, legal speed limit is neither recommended nor endorsed.

**PCA POTOMAC DISCOUNTS**  
Porsche specialist tire advice  
Race, DE and Autocross tires  
Expert service and support

**Supporting PCA Potomac**  
for more than 20 years.

## Radial Tire Company

9101 Brookville Rd Silver Spring, MD (301) 585-2740

Please call for Directions  
[www.RadialTire.com](http://www.RadialTire.com)





*der Vorgänger* is the official magazine of the Founders' Region, Potomac, Porsche Club of America, Inc. <http://www.pcapotomac.org>. Contributions for *der Vorgänger* should be sent to editor Richard Curtis at least six weeks preceding the month of publication, preferably via e-mail to [dveditor@pcapotomac.org](mailto:dveditor@pcapotomac.org).

**Publisher:** Tony Kelly  
6726 Lucy Lane  
McLean, Va. 22101  
[dvpublisher@pcapotomac.org](mailto:dvpublisher@pcapotomac.org)

**Editor, designer:** Richard Curtis  
6032 Makely Drive  
Fairfax Station, Va. 22039  
[dveditor@pcapotomac.org](mailto:dveditor@pcapotomac.org)

**Contributing photographers:** Michael Madrid, Sunny Reynolds, Willy Straubhaar.

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

Questions about display advertising rates and placement in *der Vorgänger*, please contact (do not call) Tony Kelly at [dvads@pcapotomac.org](mailto:dvads@pcapotomac.org)

*der Vorgänger* (ISSN 0199-0667) is published monthly except in December by the Founders' Region, Potomac, Porsche Club of America at 11712 Blue Smoke Trail, Reston, Va. 20101-3702. Subscription is limited to members of the Founders' Region, Potomac, Porsche Club of America. Annual dues are \$42 (\$18 for *der Vorgänger* subscription alone). Periodicals postage paid at Baltimore, Md. and at additional mailing offices. Postmaster: Send address changes to *der Vorgänger*, 11712 Blue Smoke Trail, Reston, Va. 20101-3702. Statements appearing in *der Vorgänger* are those of the contributing authors and do not constitute the opinions or policy of the Founders' Region, Potomac, Porsche Club of America, its board of directors or the editors of the magazine. The Founders' Region, Potomac, Porsche Club of America neither endorses any advertisement nor warrants any product or services they may provide. Potomac Region reserves the right to cancel advertisements at any time, for any reason, in its sole discretion. For information regarding commercial advertising and rates, contact the advertising chairperson listed above.

**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.**

## Potomac activities begin to heat up

Things have started to pick up now that spring is here. Our breakfasts have continued throughout the winter. Attendance continues to be strong. I regularly meet new and interesting members who are starting to attend the breakfasts. Thanks, and keep on coming out.

Spring also is the start of a new season of Potomac events. We had our first High Performance Driving Clinic on April 4 and our annual autocross school on April 5.

Club Vice President Dick Seltzer and I attended the Zone 2 president's meeting in Charles Town, W.Va. on April 4. For those of you not familiar with the process, Zone 2 consists of 10 regions from Pennsylvania, Delaware, Maryland, parts of West Virginia and Virginia.

PCA Executive Director Vu Nguyen told the group about how the national office functions. PCA Vice President Manny Alban provided interesting data about PCA, including that the primary reason most members don't participate in a PCA function is because they don't know anyone in PCA. He also noted that tech information and having a newsletter/magazine were the most important benefits to members.

We covered a broad range of topics including Zone organization and financial status, proposed bylaws for the zone, risk management, member participation at region events, long-term planning, relationships with Porsche dealers and Porsche Cars North America and joint ventures between regions.

Another topic revolved around zone efforts to host zone events, and how the zone would handle the financial responsibilities that go hand-in-hand with hosting events. Zone 2 representative Tom Zafarrano provided a detailed financial statement for Zone 2. Tom said that Zone 2 is moving towards incorporation, and the first step is to approve zone bylaws. Tom provided the attendees with a draft set of bylaws modeled after the Zone 1 bylaws and asked for our suggestions/revisions. According to these proposed bylaws, the regional presidents will be the board of directors and will approve all zone activities.

There are zone events that conflict with region events, and it is essential we work together to minimize conflicts. Previously, the regional presidents met once a year. Under the new bylaws, the presidents would meet in person at least twice a year.

A constant theme throughout the meeting was risk management, not only at our track events, but at all our other events. PCA's blanket liability insurance provides broad coverage, but did you know that at any event where a car may move forwards or backwards or go up or

down (as on a lift) that PCA requires us to obtain an insurance certificate?

If you have questions about our Zone 2 activities, please email me at [president@pcapotomac.org](mailto:president@pcapotomac.org), and I'll do my best to answer them.

After the Zone 2 meeting ended, Dick and I accompanied Tom Zafarrano and several regional presidents to the High Performance Driving Clinic for a social hour. Alan Herod, Dirk Dekker,

Bob Mulligan and Miriam Schottland did their usual outstanding job of setting up the event. Thirty-six novice drivers were treated to great car-control instruction followed by lapping sessions on Summit Point's Jefferson Circuit. I always enjoy these events and look forward to the enthusiasm of those new to Potomac's track programs that are discovering the satisfaction of seeing what a Porsche was designed for. It was great to see the DE crew and talk with the instructors.

On Sunday, I was back at Summit Point to visit Tony Pagonis, our autocross chair, during our annual autocross school. I am always amazed how well Tony runs these events. Of course, he has a lot of help from wife Cindy and son Brian Pagonis and all his autocross crew. There were about 40 cars on the new skid pad recently constructed by Bill Scott Racing at Summit Point. We also used this skid pad for the skid-pad portion of the HPDC.

The rest of the Potomac season will be in full swing by the time you read this. Gary Brindle, our rally chair, has the first rally of the season (Saturday, May 2) well organized and Ron Davis, our concours chair, is hard at work on the Deutsch Marque Concours (Sunday, May 3) along with Horses and Horsepower and Porsches and Bi-Wings, both also in May.

Our Long-Range Planning Committee recently held its first meeting. The committee will look at all Potomac programs and try to determine what works and what doesn't work. Their goal is to make recommendations to the club's Executive Committee later this year about how to maintain the continuity of our programs. The committee will also look at better ways to identify members who might eventually fill positions as event chairs. Then identify those persons who might be interested in holding an elected office. The problem of succession was also discussed at the zone president's meeting.

Our committee reviewing Potomac's bylaws is also hard at work. Among the topics covered at the zone president's meeting were region bylaws. We got good suggestions from various regions for things that could be included in our bylaws. The committee's goal is to have proposed bylaws ready for a vote this fall.



Tuffy von Briesen

## New members, anniversaries

### May 2009 Anniversaries

#### 40 years

Richard L. Knoblauch &  
Susan Knoblauch

#### 35 years

William B. Russell &  
Marilyn B. Russell

#### 25 years

Harold A. Gray &  
Donna R. Gray  
George Alan Klouda &  
Lynn A. Klouda

#### 20 years

Miriam Schottland

#### 15 years

Christopher M. Young &  
Nathan Young

#### 10 years

Ralph Erickson &  
Jan Erickson  
Christopher Fennell

Rand Folkman &  
Travis Folkman  
Sinclair B. Stewart &  
Susan D. Stewart

#### 5 years

Peter Belman &  
A.B. Belman  
Randy Gross &  
Wendy Gross  
Andrew R. Polott &  
Melissa Polott  
Brian Tringali

### New members in April

Michael H. Baddour  
Darren J. Casale  
Christopher M. Cline &  
Mary Beth Cline  
Andrew D. Donovan &  
Kate Donovan  
Jay C. Farrar &  
Deborah Kyle  
Diane I. Flynn  
Daniel O. Healey  
Karl K. Kindel &  
Carrol Benner-Kindel  
Ted Kratovil &  
Shane J. Tews  
Christine A. MacNulty &  
William Kirk Mac-  
Nulty  
Tomas Mansell &  
Dana Mansell  
Carl A. Marchetto &  
Angie Marchetto  
Dale E. Matthews  
David Glenn McIntyre  
Nathan Solomon

Peter J. Starnell &  
Ronda Starnell  
Ernie Stellings  
Mark Stemen &  
Chris Stemen  
Jeffrey A. Tassey &  
Noelle Tassey

## How you can help Potomac grow

You can help our region grow. Photocopy the application on Page 22 of *der Vorgänger*. Make a few copies and keep them in each of your cars. When you see a Porsche owner, hand them the flyers and invite them to join, or leave the flyer on the windshield. We are currently the second largest region in PCA. Help your club to become No. 1.

©2009 Porsche Cars North America, Inc. Porsche recommends seat belt usage and the observance of traffic laws at all times.



## Now receive 10% off Porsche Parts exclusively for PCA members at Porsche Annapolis.

Our team at Porsche Annapolis values our relationship with the Porsche Club, which is why we offer 10%\* savings on Porsche Parts to PCA members. Whether you're looking for a part for a DIY project, or bringing your Porsche in for service at Porsche Annapolis, you can count on preferred pricing on Porsche Genuine Parts.

### Porsche Annapolis

(443) 837-2600  
20 Hudson Street  
Annapolis, MD 21401  
Exit 23, Highway 50  
Annapolis.PorscheDealer.com



PORSCHE

\*Please present your Porsche Club of America membership card at time of purchase or service appointment. Offer may not be combined with other offers. No expiration.



# A visit to the new Porsche museum

The museum welcomes visitors with a monolith opening between the lower level and the street level to a height of almost 33 feet to enhance the broad open space of the area in front of the museum.

The museum is located at Porscheplatz 1, Stuttgart-Zuffenhausen, Germany. Hours are 9 a.m. to 6 p.m. Tuesday through Sunday. Admission is 8 euros for adults, children under age of 14 admitted free with paying adult.

By Ivars V. Mellups  
for *derVorgänger*

Daughter Kira got a contractor job with the U. S. Air Force at Ramstein Air Force Base in Germany, and dad (that's me) decided to fly over to help her get settled on the economy (that's military talk for those living off-base).

Having been stationed in Germany, oh so many years ago, and speaking some of the lingo, I figured I could add some value. The jury is still out on that thought. In any event an apartment was leased, furniture procured, cable and phone service connected and spare time developed. What to do now?

What else? A visit to the new Porsche museum in Zuffenhausen beckoned. Since my last visit to the grungy old one of some time ago, which was housed in an old warehouse with only a few cars on display, this was a prime opportunity to see what Porsche had achieved in the meantime.

The change is stupendous. The new building is a work of monumental art, towering above Porscheplatz like a massive Queen Mary about to crash down upon you from a "perfect storm" wave. Photos do not do it justice. It is an architectural tour de force. That being said,

from some angles the building looks like a large turtle about to squat on you. It's all in the perspective, I guess.

The interior of the new Porsche museum is equally impressive. It is brilliant white with perspectives both short and long, which give you views over some as well as a collection of the historic Porsches on display, depending on where you stand. You can stand next to a treasured Porsche or overlook it—and others—from a balcony. The explanations for each car are in German and English. In addition, there are many young and enthusiastic aides to help you understand the displays (and to keep you from pawing the machinery). One off-putting feature was that there was a bit too much adulation for the Porsche family in the textual material—but of course, that is to be expected in a proprietary museum.

The displays of Porsche art and engineering are a motor maven's dream. There are many historic Porsches on view in the flesh, so to speak, at least 80 or so. If you ever saw an iconic factory Porsche at full scream around a racetrack, you will likely see it here. Want to see the very first Porsche? It's there, in shiny aluminum body. Want to see the conquering 908s or CanAm 917s? They are there also, in profusion. Want to see the Le Mans and Daytona winners of the '80s and 90s? Sure.





Instead of a conventional, static exhibition, visitors are treated to a changing succession of rare cars.

The museum shows the development details of Porsche engineering from the beginning to the present. The displays are set up chronologically to show the development of the marque, with both street and racing cars in intimate nearness. That nearness is, in fact, what makes this museum special. You can get up close and personal with the machinery, and by extension, the racers, builders and engineers that put Porsche on the map.

Did you know that the 911 was originally meant to be a full 4-seater? You will see the first 911 model (originally known as a 901) with extended upper bodywork and two full seats in the rear. It was an ugly beast, all out of the proportion that we have come to love in the 911. Did you know that the first idea for the Boxster was something akin to an off-road VW? It is in the museum, alongside the Boxster model that eventually made it into production with relatively minor revisions.

When we visited, the operational details were still somewhat hazy. Not everything worked the way that it should: For example, the ticketing procedure is somewhat chaotic, as there did not seem to be any method to the madness—sort of akin to a German ski lift line. Also, the underground parking garage required a ticket to enter, but there was no one to collect the parking fee upon exit (I would not count on free parking in the future). Then, the downstairs buffet restaurant was dysfunctional to the extreme—they cook everything to order, but there was only one cook when we were there. We waited 20 minutes to get a bratwurst (a “Boxster Brat”). But they do



Photos by Porsche AG

Moving up an escalator, the visitor enters the exhibition area in the upper part of the building covering an area of approximately 53,800 square feet.

have an interesting take on payment—on entering you get a card that is swiped at each station as you load up on food and/or beer. You present the card upon exit and pay the total “imprinted” on the card.

There is an upscale “Christophorus” restaurant on the upper floor, but we didn’t have a chance to sample it.

A few practical notes if you get the opportunity to go to the museum:

- Get there early unless you enjoy lining up in the great outdoors waiting for entry.
- While the entry fee is 8 euros (roughly \$10.25 at current exchange rates), if you present your PCA card you will pay only 4 euros.
- Forget about parking in the neighborhood for free, there is little chance of that unless you are lucky. Go to the museum underground lot for the 2 euro fee.
- Avoid the downstairs buffet restaurant unless you have a lot of spare time.
- Be careful where you step. The floors and walls are bright white with graduated, smooth angles between them that are difficult to see. That can lead to a problem if, like me, you step back to take a picture, thinking that the floor is all level, while it is not. Like me, you might well make a sprawling spectacle of yourself in front of a substantial audience of Porschephiles.

The bottom line is that the Porsche museum is a must-see for anyone who appreciates Porsche’s history of street cars and racing achievements. Give it a shot, if fate or good fortune deposits you in the vicinity.

• • •

*Ivars V. Mellups has been a Porsche owner since 1965 and a PCA member since 1970. He was co-editor of der Vorgänger with wife Susan in the early 1970s. He’s owned, in order, a ’61 356B, a ’70 914-4 (which was autocrossed and raced in SCCA), another ’70 914-4 fully race prepared for SCCA, a ’79 911SC, an ’00 Boxster S and now an ’89 944S2.*

# 2009 track event schedule

By Doug Nickel  
PCA Potomac track coordinator

Our 2009 schedule provides many opportunities for PCA drivers to improve their skills and enjoy the company of friends at the track, including an Instructor Clinic, two High Performance Driving Clinics (HPDCs), our Club Race/Advanced DE at Summit Point and a Driver Education schedule that includes eight DE events. All Potomac track events are on weekends including seven three-day weekend dates. Again we will be driving Summit Point's main track and Shenandoah track, Mid Ohio, Watkins Glen and Virginia International Raceway.

## Highlights in the schedule:

Potomac's first DE accommodates the change to the Zone 2 VIR event date. Rather than opening our DE season at Summit Point in March, we'll be going in mid April.

Potomac has two Saturday HPDCs scheduled. The spring HPDC is April 4 and the fall HPDC is Sept. 26. HPDC can be the single best day you'll have in your car, with emphasis on awareness and car control in a safely controlled environment and with an instructor in the car. HPDC also qualifies you to drive in Potomac DE events.

Our annual trek to Mid Ohio is the second weekend of May.

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

We have again scheduled three days for the Potomac Club Race/Advanced Drivers' Education event in 2009.

Lastly, we'll be running an invitational Instructor/Advanced driving

Event	Date	Days	Track
HPDC	April 4	Saturday	Jefferson Circuit, SPR
Instructor clinic	April 10*	Friday	Summit Point Raceway
DE	April 11-12	Sat-Sun	Summit Point Raceway
DE	May 8-10	Fri-Sun	Mid Ohio
DE	June 6-7	Sat-Sun	Shenandoah Circuit, SPR
DE	June 26-28	Fri-Sun	Watkins Glen
DE	July 11-12	Sat-Sun	Summit Point Raceway
DE	August 14-16	Fri-Sun	Summit Point Raceway
DE	September 4-6	Fri-Sun	Virginia Inter. Raceway
HPDC	September 26	Saturday	Jefferson Circuit, SPR
Club race/Advanced DE	Oct. 2-4	Fri-Sun	Summit Point Raceway
Instructor/Advanced DE	Oct. 30*	Friday	Summit Point Raceway
DE	Oct. 31-Nov. 1	Sat-Sun	Summit Point Raceway

\* By invitation only  
SPR = Summit Point Raceway HPDC = High Performance Drivers' Clinic DE=Drivers' Education  
\* Zone 2's VIR DE is scheduled for March 6-8, 2009  
\*\* Zone 2's VIR Club Race is scheduled for June 26-28, 2009  
\*\*\* Please note that track dates are considered firm but are subject to change.

day on the Friday of our last Summit Point Raceway event.

While the event schedule for 2009 is generally cast in stone or maybe carbon fiber and ceramic composite material, things may change during 2010. Our Mid Ohio date may be later in the year, we may have an event at New Jersey motor sports Park (Millville, N.J.) on either the Thunderbolt Circuit or Lightning Circuit, and we are also looking into a three-day event at High Rock Raceway, in Spencer, N.C.

\*Check Founders' website for information [www.pca@potomac.org](http://www.pca@potomac.org).

## 2009 Potomac PCA Club Race needs volunteers for the event

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

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

Volunteers are especially needed to serve as corner workers for the race. Excellent training is available for anyone who wishes to become a flagger. The school for novice flaggers will be held in conjunction with the SCCA, and is scheduled for March 28th and 29th. An advanced flagging course for veteran flaggers is also available through SCCA, and is scheduled for March 14th. Both courses will be held at Summit Point Raceway. There is no cost to register. The novice school is the only flagger training planned prior to the 2009 race, and is mandatory for any volunteer who has not worked as a corner worker before.

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

Please send your name, contact information, school or area of volunteer interest to Kevin Oyler at [clubrace@pcapotomac.org](mailto:clubrace@pcapotomac.org). Volunteering for club race is an excellent way to meet fellow club members and get involved in Potomac club activities. Hope to see you at the races.

Routine Maintenance	Repair Services
Alignment/Corner Weight Balancing	Sales
Tire Mount and Balance	Track Preparation
Performance Upgrades	Chassis Upgrades

All vehicles securely stored indoors during servicing



**funktion auto** 703.544.0015 | [www.funktionauto.com](http://www.funktionauto.com)  
44264 Mercure Circle #140, Dulles, VA 20166



# PCA Potomac 2009 calendar

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

## Drivers' Education

DE and track schedule, facing page

## Tech inspections

Saturday, May 2 at Autobahn

Saturday, May 30 at IMA Motorsport

Saturday, June 20 at Intersport

Sunday, July 5 at HBL-Porsche of Tysons

Saturday, Aug. 8 at Tischer Auto Park

Saturday, Aug. 29 at AutoTherapy

Saturday, Oct. 24 at Auto Sportsystems Group

## Autocross

Sunday, May 24 Autocross #2 at Baysox Stadium, Bowie, Md.

Sunday, June 21 Autocross #3 at Washington Circuit

Sunday, July 19th: Autocross #4 at Baysox

Saturday, Aug. 15th: Autocross #5 at Summit Point at Washington Circuit

Sunday, Sept. 27th: Autocross #6 at Baysox

Sunday, Oct. 18th: Autocross #7 at Baysox

## Drive 'n Dine

Saturday/Sunday, May 16-17—Porsches and BiWings—Zone 2 event hosted by PCA Potomac (overnight optional)

Sunday, May 31—Club picnic, JR Lakes, Leesburg, Va.

Saturday/Sunday, June 13-14—Fallingwater (overnight)—Zone 2 event hosted by PCA Potomac \*\*

Saturday, July 4—Weather permitting drive, leave from the Virginia breakfast site (see below)

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

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

Saturday, Aug. 29—Drive 'n and Dine \*

Saturday, Sept. 12—Horses & Horsepower, Charles Town (W.Va.) Races & Slots \*

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

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

Saturday, Oct. 2—Fan Drive to Club Race

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

Saturday, Oct. 24—Fall Foliage Run

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

\* Registration preferred to guarantee a spot

\*\* Registration required

## Rally

Saturday, May 2—Spring Fling Rally

Saturday, June 20—The Summer Fun Rally will be held on 20 June. The drivers meeting is 12:30 at the Sears parking lot in Warrenton Va. (US Route 29 Business). This Rally will have something for everyone. Photos, questions and a little bit of time-and-distance, but not at the same time. This will be a multi-stage rally so it will be great for beginners or the more experienced. There will also be some extras to add to the fun. Cost will be \$30 and there will be ice cream. Register online or by email to rally@pcapotomac.org. Check the web site for more details and bring a digital camera.

Sunday, Aug. 2—Camp Friendship Rally

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

## Concours

Sunday, May 3—Deutsche Marque, Nottaway Park, Vienna, Va.

May 17—Porsches & Bi-Wings, barbecue and People's Choice car show. Details on Page 19.

May 31—PCA Picnic/People's Choice car show at JR's Festival Lakes, Leesburg, Va.

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

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

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

## Community service

Saturday, July 11, Laps for Charity

Sunday, Aug. 2, Camp Friendship

## Monthly breakfasts

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

**The Virginia breakfast is the first Saturday of each month** at Chutzpah Deli & Restaurant in Tysons Corner from 9-11:00 a.m. There is a parking lot with plenty of space for displaying cars. Chutzpah is located at 8100 Boone Blvd., Tysons Corner, Va. 22182 behind McDonalds on Rt 7.

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

## German Auto Group

your



## Porsche Service Specialists



✓ Sami Fakhouri

✓ Taylor Chapman  
Chief Mechanic

20 years of experience

- ✓ Free local shuttle service
- ✓ Free oil change / 10% off service for new customers
- ✓ All repairs preserve 100% factory warranties
- ✓ Free loaner car - 24 hrs



We also serve:  
**BMW, Mercedes, SAAB  
VW, Audi & Volvo**

- ✓ Competitive prices
- ✓ Excellence in service
- ✓ 28 years of German Car Experience

Conveniently located:

**7520 Backlick Road  
Springfield, VA 22150**

**Call today: 703.440.6777**

**www.germanautogroupva.com**



# A novice's first DE event

Photo (above) by Tim Atkinson

**Above:** Porsches stream through Summit Point's Turn 10 during the Potomac DE event over Easter Weekend.

Photo (right) by Dan Kunsman

**Right:** Cars line up on pit road prior to a rain-soaked on-track session; the waiting there can be nerve wracking for the Summit Point novice.

By Dan Kunsman  
for *der Vorgänger*

It's easy to let your imagination get the best of you. Daydreaming about your first day on the race-track with your Porsche.

So it was inevitable. I woke early Saturday morning for the short trip to Summit Point (W.Va.) Raceway for my first Potomac PCA High Performance Driver Education event with visions of true greatness.

In my mind, it was all mapped out. I would soon be lapping the field, wheel-to-wheel with some of the East Coast's best club racers. Unveiling heretofore my never seen skills for the entire performance-driving world to watch and marvel.

Reality? Not so much.

While PCA Driver Education (DE) is not racing, that said, DE can be FAST. It's exhilarating. It's challenging and humbling. And, DE is about the most fun you're going to have legally in this country in your racing bred Porsche.



Potomac Region PCA does it right, with a congenial group of fellow drivers, meticulous safety and program organization, and practiced instructors who volunteer their time and expertise so that you can experience the full capabilities of your high-performance car on a closed circuit road course.

The idea behind DE is simple: Take your stock or modified Porsche of any model (I was passed by all of them, everything from 944s to twin turbos) get it safety inspected, then take it out on one of several area race-tracks and turn fast laps.

Potomac PCA conveniently schedules a technical in-





Photo by Dan Kunsman

Left: Above the only dry spot in the paddock on a rainy day, the tech shed offers (a) the classroom; (b) refuge from the rain; and (c) proximity to the restrooms and Chez Summit, the track's on-site cafe.

spection two weeks prior to each driving event at an area Porsche dealer or independent shop. In my case, I missed the scheduled inspection at Arlington Porsche, but the guys at ASG in Fairfax, Va. were happy to peek under my daily driver—a 2007 997S—a few days prior to the Summit Point DE. Check the Potomac PCA website for additional detailed information and schedules ([www.pcapotomac.org](http://www.pcapotomac.org)).

Once arriving at the track, new and novice drivers attend a short classroom session and are then assigned an instructor who will walk you through some of that day's goals and expectations. My instructor was Eric Stratton.

To say that Eric is a thorough driver and coach would be like saying Porsche has a decent racing history. Eric is a scrupulous teacher. And as I would later find out, he's a well-known fixture of Potomac and other region PCA



Photo by Isabel Kunsman  
Dan Kunsman with his  
2007 997 S.

DE and club race events.

As an instructor, he is full of helpful advice delivered in calming haiku. "Late is safe," "Your passing signal is a contract between you and your fellow driver," and "Smoothness, consistency, accuracy, judgment."

That first lap feels a little bit like trying to take a drink from a fire hydrant. Things happen quickly and inputs range from subtle to full-scale alarm. But with an unruffled co-pilot, I

never felt overwhelmed or unsafe. It helps, too, that run groups are broken down based on driving experience and on-track skill.

My first day started out wet. Rain fell for most of the morning, but that didn't put much of a damper on fellow drivers. Most, if not all, lined up for their morning runs under a steady pour and a soaked track.

Cueing up on the grid, awaiting the signal from a team of flaggers to wave us on to the track, is a thrilling moment. Despite the wet conditions, with Eric's help I lapped Summit Point at speeds that might embarrass an F1 pilot, but took all the best skills I could summon on my first track morning.

Later that afternoon, the sky cleared and track conditions improved dramatically, as did the pace of the ex-

pert drivers. My laps improved, too. My driving line became more consistent, and I became more and more comfortable with higher speeds.

That doesn't mean I was setting any course records. One thing DE quickly teaches you is that going fast has far less to do with the horses under the hood than the driver behind the wheel. I waded by plenty of cars with nearly half the displacement of my 911.

Despite that, by the end of the day I made a few good passes, and my ego survived to drive another day.

The afternoon ended with a social hour among all the drivers, instructors and volunteers. That is when you begin to understand the wealth of experience in the paddock at a PCA event and the willingness to share it with new drivers.

So, after my first Potomac PCA DE event am I destined for the American Le Mans Series? No. And that's just fine. My wife would say, "so much the better."

As a DE rookie, I was a decidedly average driver, benefiting mainly from a purposeful Carrera S covering up a multitude of most obvious errors as well as patient mentoring from a terrific PCA instructor. What I did learn is that DE is another exciting way to enjoy your Porsche, fellow Porsche owners and gain a tremendous appreciation for what these cars were meant to do.

• • •

*Dan Kunsman is on his second 911 and has been a PCA member for three years. Dan works in public relations and owns Brimmer Kunsman Communications with offices in D.C. and Jackson Hole, Wyo. You can pass him again at Summit Point in June.*

# Cayman S & Boxster S Turbo Kits

486 hp!

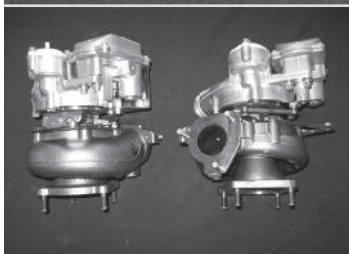


8040 Washington Blvd.,  
Jessup, MD 20794  
Phone - 410.799.7223  
info@tpcracing.net  
www.tpcracing.net

Also available:



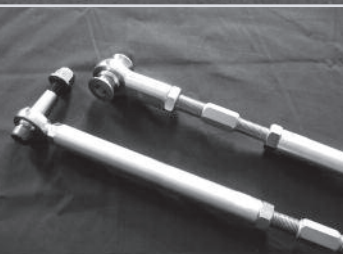
- Custom in-house dyno tuning
- 997 Turbo:
  - Stage I - 575hp
  - \* software tuning
  - Stage II - 598hp
  - \* software, exhaust, air filter, spark plugs
- Supercharger kits for: 964/993/996/997
- GT3 Cup custom engine rebuild program



997 Turbo Stage 3:  
Custom Variable Vane  
Turbos - 690hp



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



Rear toe links for  
996/997/Cayman  
& Boxster





# A love affair with concours

Photos by Michael Madrid  
Story by Kristin Brickley  
for *der Vorgänger*

Despite the fact that Howard Byron owns one himself, he still does a double-take whenever he sees a 356 Speedster drive by. At 73, this self-proclaimed “Porsche nut” has been a car aficionado and a collector for over 20 years. His pride and joy is his 1957 356 Speedster.

Byron had always been interested in 356s, so when he saw this one advertised in the 356 Registry in 2003, he flew from Chevy Chase, Md. to Iowa to see it. Once he bought it, he began competing in concours immediately and experienced great success, winning in almost every event he entered. Aside from being meticulously clean and well-maintained, the Aquamarine Blue Metallic paint makes the car a standout among the competition.

Ironically, when Byron first bought the Speedster, the paint was the weakest part of the car. Though it had been repainted by a previous owner in 1990, after nearly 15 years, the paint had begun to shrink and sanding marks were visible underneath.

So Byron turned to Ken Windle, an expert painter in Claymont, Del. He and Windle worked together to ensure the eye-catching color was perfect. Byron, a retired engineer, wanted to ensure that the paint color remained true to the original, so he reverse engineered the color.

“The color is still available from major suppliers, but because of [Environmental Protection Agency regulations] the whole chemistry of how paints are made was changed. Ken helped me reverse-engineer the color by taking out the modern metallics and replacing them with the . . . original style metallic, which was a fine aluminum powder, almost a dust.”

The effort was successful, and it rendered the Speedster in truly pristine condition, perfect for Byron to continue to compete in concours. In the next few months, Byron will attend two major concours. First, he’ll compete in the Deutsche Marque in Vienna, Va. on May 3, and then the 20th Concours d’Elegance of the Eastern U.S. (May 29–31). As a previous winner, Byron has been specially invited to attend this 20th anniversary concours held in Lehigh, Pa.

These days, preparing his Speedster for concours in-

Porsche enthusiast and 356 Speedster owner Howard Byron at the wheel of his 1957 model 356 that he’s owned for six years.





**Above:** Byron at the wheel of his 1957 Speedster that he drives and enters in concours. Although concours are his favorite Porsche activity, he does admit to getting pulled over and ticketed once for driving 103 mph. He says the rush was worth it.

**Right:** Pristine conditions exist in the Speedster's cockpit. Byron says he enjoys the Speedster's racing seats, even though they're not as comfortable as some aftermarket seats. The dash of the 1957 car features the tachometer-front and center, typical of all Porsches.



involves getting the car professionally detailed. When he was younger, however, Byron did all the preparations himself in his own garage. Byron's home, which he explains was "built more for cars than for people," can accommodate seven cars between the three-car garage in the front of the house, and the two-car garage under the

back deck, which is equipped with two hydraulic lifts.

Along with the lifts, Byron uses a collection of polishes and cleaners to make each part of the car shine, from plastic and glass to engine parts.

While concours are Byron's favorite events, this five-year member of PCA also enjoys rallies and hill climbs, "anything but racing," he explains. However, Byron admits to having floored it on occasion. Once, while driving a 356 coupe in New York, Byron was pulled over and ticketed for driving 103 mph. But, he says, the rush was worth it.

Much like he has a penchant for the occasional

burst of speed, there are many elements to Howard Byron that are not apparent on the surface level.

**His first car was not a Porsche:**

Byron's first car was an MG TD that he used to commute between Jersey City and his alma mater, the Stevens





Institute of Technology in Hoboken, N.J.

**Since college, he has always owned at least one P-car:**

Byron bought his first Porsche, a 1962 356B coupe, after graduating from college. The coupe was his daily driver, and he enjoyed it enough to trade up to a 1964 356C Coupe a few years later. Since then, Byron has always owned at least one Porsche. Recently, he has begun what he describes as a transition phase during which he's selling off his other collector vehicles and looking to buy more Porsches.

**He used to race 1950s two-seater sports cars:**

Byron admits to entering some races known as

gymkhanas in his younger days. He didn't race Porsches then, preferring to drive Volkswagens and MGs. These days however, as he participates in a concours, the Porsche Speedster takes the spotlight.

**His favorite features of the Speedster are the seats:**

While the Aquamarine Blue Metallic paint is a special feature, Byron's favorite part of the car is the racing seat. He likes the racing seats that came standard on the Speedster, he says, because you get a nice, snug feel that makes you feel as though you're a part of the car.

**He helped get a man on the moon:**

He spent much of his adult life in the engineering field, working for large companies such as RCA and East-

**Above:** Besides the 356 Speedster, Byron also owns a 1963 concours quality Mercedes 300SL roadster (background). He says he built the house more for the cars than for the people; it features garages for seven cars.

**Left:** A clean engine compartment is key to winning multiple concours, as Byron has done. As a past winner, he's been invited back this year to the 26th annual Concours d'Elegance of the Eastern U.S. in Lehigh, Pa. in late May. He will also show the Speedster at Potomac's Deutsch Marque concours on May 3 in Vienna, Va.





## 356 history

Porsche's 356 model, the first of which was built in 1948 with production continuing through 1965 until the 911 model was introduced, is a 2+2 model powered by a 4-cylinder horizontally opposed, air-cooled engine with a 4-speed manual transmission. Over the years the model came in coupe, cabriolet, roadster, convertible, notchback and Speedster body styles. The Speedster variation was first offered in late 1954. An excellent source of information on the 356 can be found at <http://www.356registry.com/>, and in various books.

**Top:** The dice from the mirror adds just the right touch.

**Above:** Byron peeks beneath the cover at his 1963 300 SL roadster.

em Airlines. When President Kennedy promised that the U.S. would put a man on the moon before the decade was out, Byron was in the fray, building satellite equipment while employed at RCA.

**Despite the economic downturn, he's got a sure-fire retirement plan:**

Byron is quick to say that he's "a person who really shouldn't afford... and shouldn't be buying these expensive cars." However, he's nothing if not pragmatic when it comes to these purchases. "I rationalize that they will be part of my retirement funds some day, he says. "And, as it turns out, I think they're going to be better than I thought because everything else has done so poorly."





Photo by Michele Carter

Steve Carter in his Targa last year at the air show in Bealeton, Va.

## Porsches + antique bi-wings = recipe for a fun weekend

Can you think of a better experience than watching World War I-era biplanes from a well-engineered Porsche? There is no better experience than the Flying Circus Air Show in Bealeton, Va.

Zone 2 and the Potomac Region invite you to attend Porsches and Bi-Wings on May 16–17. Last year, 46 Porsche owners and their spouses, friends and associates in 24 Porsches were treated to aerial wizardry and great food from Smokey Joe's Cafe when First Settlers Region hosted the event.

This year, the event will be over two days that will begin with a tour of the Udvar-Hazy Center of the Smithsonian National Air and Space Museum in Sterling, Va. as well as the air show the following day.

The weekend begins with a tour of the museum (admission is free but parking is \$12/car), followed by a drive through the Virginia countryside to Warrenton, Va. for dinner at Smokey Joe's Cafe (\$25 per person, pay at the door). If you want to stay overnight, discounted rooms are available at the Comfort Inn in Warrenton.

The main event will be Sunday when everyone heads to Bealeton for the air show (admission: \$10). The air show offers parachute jumpers, wing walkers and barnstormers.

The gates open at 10 a.m. and the air show starts at 2:30 p.m., so you don't have to get up early. Lunch will again be provided by Smokey Joe's (\$25 per person for air show admission and lunch at the airfield). There will be dedicated parking for Porsches and an informal wash-and-shine concours at the airfield.

Please contact Steve or Michele Carter to register for the event (information below). Contact the Comfort Inn at 540-349-8900. Mention the Porsche Club to get the discounted rate.

For questions, please contact Steve or Michelle at 540-428-3909 or by email at [Dutchmansetter@yahoo.com](mailto:Dutchmansetter@yahoo.com)

Information: Flying Circus Air Show [www.flyingcircusairshow.com](http://www.flyingcircusairshow.com)  
 Information: National Air and Space Museum Udvar-Hazy Center [www.nasm.si.edu/UdvarHazy/](http://www.nasm.si.edu/UdvarHazy/)

To register, call or email Steve and Michelle immediately and provide a check in advance to cover the Sunday entry and lunch cost. Please make your check payable to PCA Potomac and mail to:

Steve and Michele Carter, 7618 Opal Road, Warrenton, VA 20186

### PORSCHE AND BI-WINGS REGISTRATION

Name: \_\_\_\_\_

Address: \_\_\_\_\_

City/State/Zip: \_\_\_\_\_

Telephone: \_\_\_\_\_

email: \_\_\_\_\_

PCA region: \_\_\_\_\_

\_\_\_\_ Number attending Udvar-Hazy tour, drive to Warrenton and dinner at Smokey Joe's (\$25/person; pay for dinner at the restaurant) May 17.

\_\_\_\_ Number attending Flying Circus May 17

\_\_\_\_ Number attending Smokey Joe's for lunch May 17

**RPM**  
**PORSCHE**  
**Audi**  
**Volkswagen**  
**SPECIALISTS**

*New and vintage car maintenance / repair*  
*Engine / trans rebuilds and upgrades*  
*Suspension and safety systems*  
*Precision 4 wheel alignments*  
*Full track preparation*

30+ years Porsche experience  
 20+ years racing experience

**STAN FOX**

8210 B. Cinder Bed Rd. t: 703.550.8240  
 Lorton, VA 22079 f: 703.550.0069  
 5 minutes from Springfield Metro  
[www.rpm-performance.com](http://www.rpm-performance.com) [rpm@vacoxmail.com](mailto:rpm@vacoxmail.com)

**AUTO-THERAPY**

INDEPENDENT SERVICE FACILITY FOR

- PORSCHE
- BMW
- AUDI

33 YEARS OF EXPERIENCE

Convenient Maryland Location

Mon-Fri, 8am-6pm  
 8027-A Snouffer School Road  
 Gaithersburg, MD  
 (301) 417-7111

from **STREET TO TRACK**  
 we meet **all** of your  
 AUTOMOTIVE NEEDS

Call Today to  
 Schedule your **FREE** Track Inspection

- Routine Maintenance
- Complete Race/Track Prep
- Track Support to Drivers/Owners

**[www.autotherapy.net](http://www.autotherapy.net)**

Transportation available to/from  
 Shady Grove Metro Station



Photo by Richard Curtis

Ray Plewacki, left, and Geoff Schwarz with Geoff's 1970 911 track car. Ray and Geoff own Auto Sportsystems Group, which they started in 1995.

# For Ray, Geoff, it's all Porsches

By Starla Phelps  
for *der Vorgänger*

In 1978, Ray Plewacki was working at the Bike Exchange in Fairfax as a mechanic when Geoff Schwarz was hired as a sales manager, and the two of them became friends. When Ray left the bike shop to work at Autothority under the tutelage of the famous Al Collins, Geoff married and returned to Virginia Beach to attend Old Dominion University where he received his degree in finance with a minor in MIS. After college, Geoff joined Ray at Autothority.

“Ray and Geoff believe the best thing that a Porsche owner can do for their car and themselves is to read the owner's manual and to be familiar with their car.”

Ray and Geoff opened Auto Sportsystems Group in 1995 and after only four years, they were chosen by Porsche as one of only seven independent shops in the U.S. to pilot a program for direct parts sales and certification of independent shops. Independent Porsche shops were all subjected to a vigorous scrutiny by top Porsche representatives from Germany and the U.S..

Unlike some independents, ASG specializes only in Porsches. They maintain the latest equipment in their organized and clean 7,500 sq ft facility with six bays. Ray and

Geoff believe that by concentrating on one marque they've gained valuable experience that's passed along to their customers.

Earlier, Ray had rebuilt engines for Electrodyne's IMSA race team in their 934/935 race car.

For Geoff, it was the combination of his experience

and skill as a chief mechanic along with Bob Miller's driving skills that produced a 2001 Rookie Of The Year award in SCCA's Pro Racing Speed World Challenge.

When the German-based Farnbacher Loles race team decided to begin racing in the U.S., Geoff became one of their crew chiefs. Geoff has also served as a crew chief in the Grand Am Rolex 24 Hours of Daytona and the IMSA GT3 Cup Challenge with Farnbacher Loles as well as crewing with the team in Porsche Supercup and American LeMans events.

Geoff said he had the thrill of his life when he was crew chief for Patrick Long at the Mosport World Challenge race in 2005, which produced a podium finish for the Farnbacher Loles team. In Geoff's opinion, Patrick is the ultimate driver and has a mind-blowing feel for the car. Due to Geoff's close association with Horst Farnbacher, he and customer Ray Williams have traveled to Germany to purchase GT3 Cup cars.

For Ray, it was early in his life that his infatuation with Porsches began. While he and his mother were at the grocery store in 1975, he picked up a *Road and Track* magazine and saw a white '75 911. Inspired by the photo, he decided then and there that his goal was to work on Porsches. (Ray actually has had a customer with a white 1975 911!)

At 16, Ray found his first Porsche—a rusty 914. He had the car for a year or so, but while working on it, he hit a fuel line, the car caught fire and almost burned down his parents' house. To this day, Ray continues to own and love 914s.

While working at Autothority, he highly modified a



Volkswagen Beetle and street raced it all over Northern Virginia.

He began driving in driver education events in 1984. His last event was the 2005 Club Race at Summit Point. His car was hit at the beginning of the race coming out of turn one. (Your author remembers it as she was behind the accident!)

After the accident, Ray decided to return to bicycle racing. He is a member of Evolution Cycling Team, and races in road-race events and time trials sanctioned by USA Cycling. He rides 25 hours a week. From November 2008 to Feb. 16, 2009 he logged 3,800 practice miles! The longest races that he enters are three-day events.

Ray's wife Karen drives a new Shelby GT500 Mustang and works at Fairfax INOVA Hospital as a nurse. They also raise a small number of Maine Coon cats (one of the largest of domestic cat breeds).

When Geoff was around 7 years old he went with his father to purchase a second-hand MGB. Instead of being excited with the MGB, he spied a Porsche 912 and decided that it must be a faster car because of the "high" number! He has been enamored with Porsches ever since.

When in high school, his uncle gave him his first car, a 1965 Buick Special V8. Geoff bought his next car, a 2-liter 914 (limited edition, white and orange).

While working at Autothority, Geoff purchased a VW Beetle and modified it in order to join Ray and others in their surprisingly fast little cars.

Geoff joined PCA in 1984.

When he is not working on cars, or driving or attending or watching races, he loves riding his '06 Ducati Multistrada motorcycle. His wife, Cindy, is seriously thinking about joining him in riding motorcycles. Cindy is a dental hygienist and has raised and showed the Weimaraners they have owned over the years. Cindy spends her free time in the field training their current Weimaraner, Lucy, for agility competitions.

Ray was reared in Buffalo, N.Y., and Geoff, whose father was in the Navy, has lived in many locations. They both were young when they became entranced with Porsches, and then they ended up in Fairfax working in the bike shop. They have been friends and successful business partners for 31 years.

Ray and Geoff love their work and invite PCA members to visit ASG. They believe the best thing that a car owner can do for their car and themselves is to read the owner's manual and to be familiar with their car. It is important, they say, that the car owner be able to explain what, when and at what speed a car problem happens.

Geoff and Ray agree that persistence and patience are vital to running a successful business in addition to a good sense of humor in all aspects of life. These attributes served them well in 1997 when a freak accident presented them with their greatest business challenge.

A major storm and heavy winds hit their building and literally blew down the concrete block wall in their back bay area. Thankfully, Ray had just left the area, but the wall crushed three Porsches and damaged three others. It was a horrible occurrence, which was made worse because they had to notify the Porsche owners of the loss.

## Questions for Ray and Geoff

	Ray	Geoff
<b>Favorite singing group?</b>	U2	U2
<b>If you could meet one person in the world alive or dead, who would it be?</b>	Abe Lincoln	Barack Obama (to change his mind on certain things)
<b>Which sport would you like to excel at?</b>	Cycling	Rowing/crew/sculling
<b>What turns you on creatively, spiritually or emotionally?</b>	Challenges	Motorsports
<b>What turns you off?</b>	Idleness	Arrogance
<b>Favorite curse word?</b>	Shoot	Scheisse
<b>Which sound do you love?</b>	Wind	Flat 6
<b>Which sound or noise do you hate?</b>	Ringing phone	Anyone or anything in pain
<b>Another profession you'd like to attempt?</b>	Aborist, forester	Pro driver or MotoGP rider
<b>One you wouldn't like?</b>	Politician	Plumber
<b>What would you like to hear God say when you arrive at the Pearly Gates?</b>	"Come on in!"	"We have a place for you!"
<b>Favorite book?</b>	"Into the Night"	Not an avid book reader
<b>Favorite movie?</b>	"Lord of the Rings"	"Waking Ned Devine"
<b>Least favorite movie?</b>	"Defcon 4"	"Trainspotting"
<b>Favorite Porsche?</b>	914-6 GT	917 K
<b>Of what are you most proud?</b>	25 years of marriage & our Porsche recognition	Building the business, competing in motor sports at pro level and, of course, 28 years of marriage
<b>Funniest thing you remember at a PCA event?</b>	A new driver was walking to his car for his first session with his open-face helmet on backwards!	A guy accidentally set off his hand-held fire extinguisher in the car. Looked like it had snowed inside.

Luckily, no one was hurt, and the owners, after the shock subsided, were understanding. The building owner quickly reinforced the walls of the building.

ASG has been a long time sponsor and supporter of The Founders' Region PCA for 13 years. They have donated money for the Club Race shirts for 11 years.

ASG has sponsored many events for the club at their facility including Tech inspections prior to DE track events, the 928 Shark Frenzy, Lifts For Charity events and several informative tech sessions. They also continue to provide assistance to drivers when they experience car problems at the track or other events they attend.

# Help Potomac build membership

## Join the club in a membership drive to increase our club's numbers

You can help our region grow. Photocopy this page to include the PCA appli-

cation below. Make a few copies and keep them in each of your cars. When

you see a Porsche owner hand them the flyers and invite them to join, or leave

the flyer on the windshield. We are currently the second largest region

in PCA. Help your club to become No. 1.

### 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 a subscription to *Panorama*, PCA'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.

Annual national convention (Porsche Parade gathers in a different location each year. Over 600 Porsches and 1,500 folks.)

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 or 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

Name \_\_\_\_\_

Address 1 \_\_\_\_\_

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.*

### Payment Information

Term of Membership:

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

Check Enclosed (payable to: Porsche Club of America)

Visa  Mastercard  American Express

Card Number \_\_\_\_\_

Expiration Date \_\_\_\_\_

Cardholder Name \_\_\_\_\_

Signature \_\_\_\_\_

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

### How did you learn about PCA?

\_\_\_\_\_

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

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

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



# 26th Deutsche Marque concours scheduled for Sunday, May 3

It's still chilly out, but trees are budding and spring and the Deutsche Marque car show are just around the corner. This is the areas premier German car show featuring the sharpest Porsches, Mercedes, Bimmers and Audis. We will again be at Nottaway Park in Vienna, Va. So start polishing and on May 3rd start your spotless engines and point the car toward Vienna.

Each of the four clubs organizes its own concours event and judging. The Porsche part of the show will again be a "Top-Only" concours—meaning no one will be peeking at your fender wells or tranny! Only those entering the "Concours" class will be judged, and scoring will be based on cleanliness and overall appearance of interior, exterior, engine and trunk compartments. There will also be a "Wash & Shine" (people's choice) category, so there is no excuse for not entering.

We have again selected "high-class" trophies to be presented at the wine & cheese reception at about 3 pm in the garden of the adjacent Hunter House. The registration fee for this event is \$30 per car regardless of class. Registration fee includes one ticket for the reception; additional tickets are available at \$10 each. Children under the age of 12 attend free. There is no charge for spectators.

## PCA upcoming events in May

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

**May 2** – Virginia breakfast, Chutzpa Deli, Tysons Corner, Va. [johne@pcapotomac.org](mailto:johne@pcapotomac.org)

**2** – Great Grape Escape Rally, contact Gary Brindle at [garyb@pcapotomac.org](mailto:garyb@pcapotomac.org) (details on page 25)

**2** – Tech Session at Autobahn, 3158 Spring St., Suit A, Fairfax, Va. 22031. [tech@pcapotomac.org](mailto:tech@pcapotomac.org)

**3** – Deutsche Marque Concours "Ron Davis" [rond@pcapotomac.org](mailto:rond@pcapotomac.org) (see story above)

The exact number of classes for the "Judged" concours cars or for "Wash & Shine" will be decided based on how many models of each year register. But we will have a good number of classes including for 356s, early 911s & 914s, late 911s, Boxsters and 928s/968s/924s/944s and likely an "outlaw" class. Last year, the 356 turned out in big numbers and made the show a big hit.

Potomac's concours Chairman Ron Davis will be looking for judges and helpers come April, so let him know if you are interested. Last year's judges/helpers did a fantastic job and made this event run like clock-work. So if you would like to help judge, place cars, tally up score sheets, etc, please contact Concours Chair Ron Davis at [concours@pcapotomac.org](mailto:concours@pcapotomac.org) or at (703) 280-4561 or cell: (703) 409-0513

**Directions:** From the Beltway, exit onto Interstate-66 West to the first exit (about 1 mile), Nutley St. Head north towards Vienna. You will pass the Vienna Metro station on your left. Go two stop lights on Nutley to a left onto Courthouse Road. Drive about two blocks to Nottaway Park on your left. If coming on I-66 from the west, take the Metro-Nutley Street exit and follow above directions.

**8-10** Drivers Education at Mid Ohio [dechair@pcapotomac.org](mailto:dechair@pcapotomac.org)

**16** – Maryland brunch at the Irish Inn [johne@pcapotomac.org](mailto:johne@pcapotomac.org) (see details on page 25)

**16-17** – Porsches and Bi-Wings air show and dinner, Bealeton, Va. [johne@pcapotomac.org](mailto:johne@pcapotomac.org) (see story on Page 19)

**24** – Autocross #2 at Baysox Stadium, Bowie, Md. - [tonyp@pcapotomac.org](mailto:tonyp@pcapotomac.org)

**30** – Tech Session at IMA Motorsport, 25354 Pleasant Valley Road, Suite 155, Chantilly, Va. 20152. [tech@pcapotomac.org](mailto:tech@pcapotomac.org)

**31** – Club Picnic and Car Show at JR Festival Lakes.

Installation at home? At work?  
All brands of tires?  
For less money?

# TireVan

Our fully certified Hunter installers can Road Force balance your new tires, guarantee no scratches, all at your place. and, seriously... **save you money**

and...

**time**

Call us today...

Challenge us to prove we're the best.

**877 847 3826**  
**[www.TireVan.com](http://www.TireVan.com)**



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

## Founders' Region officers

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

## Drivers' Education

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

## Programs

Autocross: Tony Pagonis [autocross@pcapotomac.org](mailto:autocross@pcapotomac.org)  
Drive 'n Dine: John Eberhardt [driveanddine@pcapotomac.org](mailto:driveanddine@pcapotomac.org)  
Club Race: Kevin Oyler, Starla Phelps: [clubrace@pcapotomac.org](mailto:clubrace@pcapotomac.org)  
Concours: Ron Davis, Mike Sarli [concours@pcapotomac.org](mailto:concours@pcapotomac.org)  
Historian: George Whitmore [historian@pcapotomac.org](mailto:historian@pcapotomac.org)  
Legal officer: Todd Daubert [legal@pcapotomac.org](mailto:legal@pcapotomac.org)  
Meetings: Sheri vom Breisen [meetings@pcapotomac.org](mailto:meetings@pcapotomac.org)  
Membership: John Magistro [membership@pcapotomac.org](mailto:membership@pcapotomac.org)  
Public relations: Scott Mayster [publicrelations@pcapotomac.org](mailto:publicrelations@pcapotomac.org)  
Public service: Scott Mayster [publicservice@pcapotomac.org](mailto:publicservice@pcapotomac.org)  
Rally: Gary Brindle [rally@pcapotomac.org](mailto:rally@pcapotomac.org)  
Safety: Pete Kauffman [safety@pcapotomac.org](mailto:safety@pcapotomac.org)  
Social: Sheri von Breisen [social@pcapotomac.org](mailto:social@pcapotomac.org)  
Sponsor: OPEN [sponsor@pcapotomac.org](mailto:sponsor@pcapotomac.org)

Zone 2 Rep: Tom Zaffarano [zone2rep@pcapotomac.org](mailto:zone2rep@pcapotomac.org)  
Webmaster: Michael Johnson [webmaster@pcapotomac.org](mailto:webmaster@pcapotomac.org)  
*derVorgänger*

Publisher: Tony Kelly [dvpublisher@pcapotomac.org](mailto:dvpublisher@pcapotomac.org)  
Editor: Richard Curtis [dveditor@pcapotomac.org](mailto:dveditor@pcapotomac.org)  
Calendar: Kermit Kidwell [calendar@pcapotomac.org](mailto:calendar@pcapotomac.org)  
Advertising: Tony Kelly [advertising@pcapotomac.org](mailto:advertising@pcapotomac.org)

## Model Experts

Cayenne: OPEN [cayenne@pcapotomac.org](mailto:cayenne@pcapotomac.org)  
356 & 912: Tim Berardelli [356@pcapotomac.org](mailto:356@pcapotomac.org)  
911 (older): George Whitmore [911@pcapotomac.org](mailto:911@pcapotomac.org)  
930, C2, & C4: Roger Bratter [930@pcapotomac.org](mailto:930@pcapotomac.org)  
993 ('95-'98 911): OPEN [993@pcapotomac.org](mailto:993@pcapotomac.org)  
986 (Boxster): Geoff Thompson [boxster@pcapotomac.org](mailto:boxster@pcapotomac.org)  
914 & 914/6: Ray Plewacki [914@pcapotomac.org](mailto:914@pcapotomac.org)  
944 & 968: Ivan Arzola [944-968@pcapotomac.org](mailto:944-968@pcapotomac.org)  
924: John Brown [924@pcapotomac.org](mailto:924@pcapotomac.org)  
928: John Lewis [928@pcapotomac.org](mailto:928@pcapotomac.org)

**Lap-top needed:** The auto cross program is need of a lap-top computer. If you can donate a working computer please contact Tony Pagonis at [autocross@pcapotomac.org](mailto:autocross@pcapotomac.org).

## dV on the Internet

*der Vorgänger* is on the web under "About Us." If you are not being mailed your dV please go to [www.pca.org](http://www.pca.org) and update your profile to give us your current address.

## AUTOBAHN SERVICE, INC.

*porsche specialists*

*Over 1,200 cars serviced a year*

- |   |                                       |
|---|---------------------------------------|
| • Full Service Shop - Factory Equipment | 24 Months Warranty                    |
| • New Car Maintenance                   | Quality Work with an Eye On Details   |
| • Electronic System Diagnosis & Repair  | Free Transportation To and from Metro |
| • Engine & Transmission Rebuilding      | 30+ Years Experience                  |
| • Performance Modifications             |                                       |
| • 4-Wheel Alignment                     |                                       |

[www.autobahnserviceinc.com](http://www.autobahnserviceinc.com)



3158 A Spring Street • Fairfax, VA 22031 • (703) 691-1771

STUTTGART  
PERFORMANCE  
ENGINEERING  
.com  
30+ years experience  
by appointment  
only  
Matt  
De Maria 301-948-6762  
Gaithersburg, Md

## Article deadliness for *der Vorgänger*

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



## New location for Md. breakfast

We are trying a new location and format for the third- Saturday-of-the-month breakfast in Maryland on Saturday, March 21.

We are going to have a Third Saturday Brunch at the Irish Inn in Glen Echo, MD at 11AM on Saturday. We will have a private room upstairs, so just head upstairs.

The Irish Inn is at 6119 Tulane Ave in Glen Echo, Md., just off of MacArthur Blvd., and can be easily accessed from I-495 at the Clara Barton Parkway exit south toward Washington, and then the Washington/Glen Echo exit off the parkway. From the Glen Echo exit, make a left at the stop sign onto MacArthur Blvd. northbound, and the Irish Inn is immediately on your left. There is parking in front and behind the inn, and there is additional parking up the road in front of Glen Echo Park.

The Irish Inn website is <http://www.irishusa.com/irishinn/> and their phone number is (301) 229-6600

## First rally of 2009 set

Rally season will be on us soon. We have four rallies on the calendar for 2009. The first will be the Great Grape Escape Rally on Saturday, May 2.

The rally route covers about 84 miles, starting at the Manassas (Va.) Battlefield Visitor's Center and ending at Barrel Oak Winery near Marshall, Va.

The route passes several vineyards—sorry, no samples on route—and on some delightful roads. We will start at 12:30 p.m. to have everyone finish by 4:00 p.m. at the winery, where participants will be served wine and snacks.

A rally questionnaire will consist of an-

swers and mileage for each observation. Registration is \$30 per car. You can also do a wine tasting and tour as you like. Contact [rally@pcapotomac.org](mailto:rally@pcapotomac.org) for more information. It will also be posted on the Web site.

This is the same date as the May breakfast in Virginia, so come to the breakfast, and we will have a group drive over to the start line and tour the visitors center at the battlefield before the Rally. To register send your name, navigator's name, model of car and insurance company to [rally@pcapotomac.org](mailto:rally@pcapotomac.org).

— Gary Brindle, rally chair and Jim Pugh, rally coordinator

## Grand-Am PCA Porsche Corral

Porsche owners will have a number of behind-the-scenes Grand-Am Racing experiences at New Jersey Motorsports Park on May 2-3. For those who attended last year's race, grass has been planted, the dust is gone and the paddock will be less congested.

Three races on Saturday including a 2.5 hour Koni Challenge Race

Two races on Sunday including a 2.75 hour Rolex Series Race

Registration for drawings, parade laps, tours and lunch will be at the PCA Corral. Participants must be registered and present to win. Parking in the PCA Corral will be for Porsche vehicles only.

Cost: \$70.00. Tickets can be ordered only by calling the NJMP Premium Guest Service Line at 856-327-7217. Reference the ticket code PCA. Not available online.

For more information contact Botho von Bose Zone 1 Rep at [bvonbose@lomltd.com](mailto:bvonbose@lomltd.com) or 416-509-6661 or Tom Zaffarano Zone 2 Rep at [tzaffarano@gmail.com](mailto:tzaffarano@gmail.com) or 610-644-7588.

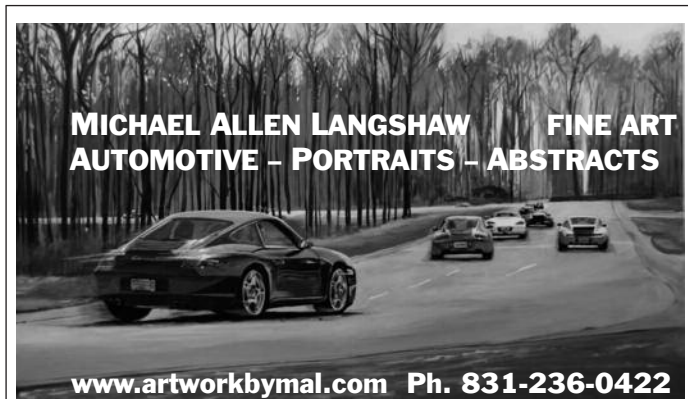
## Advertiser's index

Advertiser	Page
Porsche North America	2
Intersport	3
Allsports Grand Prix	4
Auto Sportsystems Group	4
Shah & Shah	5
Radial Tire Company	5
PorscheAnnapolis	7
FunKtion Auto	10
German Auto Group	11
TPC	14
RPM	19
Auto-Therapy	19
TireVan	23
Autobahn Service, Inc.	24
Stuttgart Performance Engineering	24
Re/Max100	25
Michael Allen Langshaw	25
Curry's Auto Service, Inc.	26
OG Racing	27



**Offered at \$995,000**  
**RE/MAX 100**

**Office: (800) 493-4545**



**MICHAEL ALLEN LANGSHAW FINE ART**  
**AUTOMOTIVE – PORTRAITS – ABSTRACTS**

**www.artworkbymal.com Ph. 831-236-0422**



## A fine day in the sun

Potomac member Jim Kulbaski and wife Laura hosted a DIY gathering for Porsche and Audi club members at their Fairfax Station, Va. home in mid March. Tires were mounted and balanced, and brakes flushed and bled. There was also pizza.



Jim's garage has space for three vehicles, not counting putting one beneath the four-post lift. The 14-foot ceilings allow ample overhead room, even accommodating big trucks. Jim's and Laura's daughters also participate in kart racing.

Story and photos by Richard Curtis

**Above left:** Auti Club member Dejan Neskovis and host Jim Kulbaski discuss, what else?, cars while admiring the engine of Jim's 944 Turbo track car.

**Above:** Sparks were flying as Tom Klimek of Alexandria, Va., helped cut off some low-hanging bolts on Herndon's Rob Telastas's 911.



[www.currysauto.com](http://www.currysauto.com)

# Quality Care

for Your Cars







**Check it out!**  
New location serving  
Reston, Great Falls  
and Vienna!  
New website:  
[www.currysauto.com](http://www.currysauto.com)

# Honest Advice

for Our Customers



**Chantilly**  
4003A Westfax Drive  
Chantilly, VA 20151  
703-502-0400

**Falls Church**  
105 Falls Avenue  
Falls Church, VA 22046  
703-533-1107

**Dulles/Ashburn**  
1510 Moran Road  
Sterling, VA 20166  
571-522-1002

**Reston / Great Falls**  
1202 Downey Drive  
Vienna, VA 22182  
703-759-4610

5% Discount on All Parts & Labor  
for All Club Members  
GIAC Engine Performance Software  
2WD/AWD Dynamometer  
Complete Auto Detailing

Toll Free: 1-888-8CURRYS  
Visit Our Website at [www.currysauto.com](http://www.currysauto.com)

## **CURRY'S AUTO SERVICE INC.**

complete automotive service



# Tech, Lifts for Charity bring out members in big numbers

Story and photo by Scott Mayster  
PCA Potomac Public Service Chair



On Saturday, March 28, Porsche of Arlington hosted a combined tech inspection and Lifts for Charity event that brought members out in droves.

The dealership rolled out the welcome mat for PCA Potomac and gave us full access to their service department for the day, providing eight lifts, a team of Porsche-certified mechanics, and access to their parts department.

Clearly the rain did not keep our members from taking out their prized P-cars, as the garage was packed all day with DEers getting teched for the first DE of the season, DIYers looking to get some projects completed before the season kicks off, owners interested in seeing the underside of their cars for the first time and new members eager to see what the buzz is all about. Approximately 65 cars were inspected by the tech committee (a record) and 13 different members rented 15 hours of lift time by donating to our region's charities.

PCA Potomac's new tech chairman, Marvin Jennings said, "This being my first event in my new role, it was a real experience, but I learned a lot during the transition from Kevin Oyler and Andy Clements (former tech chairs)."

The tech committee was kind enough to set aside two lifts for Lifts for Charity. It was by far the best-attended

Lifts for Charity event our region has held in years, raising over \$500 for the Carol Jean Cancer Foundation and the SPARC Foundation, PCA Potomac's two main charities. On the lifts, it was easy to complete routine maintenance jobs such as oil changes, brake system flushes, brake pad/rotor swaps and transmission oil changes.

Throughout the day, Porsche of Arlington's service manager, Chad Morrisson and his mechanics were available for assistance. Their expertise, patience and eagerness to help were remarkable. In addition, one of their mechanics doubled as grillmeister and prepared bratwurst for everyone. In addition, the dealership brought in items from a German food specialty caterer, including sauerkraut, German potato salad and other delicacies. Many thanks again to Porsche of Arlington for their hospitality.

Porsche of Arlington opened its doors for the March 28 tech inspection and Lifts for Charity day. In all, 65 cars were inspected and 13 different members rented 15 hours of lift time. Lifts for Charity raised over \$500 for the club's charities.

## Future tech inspections, Lifts for Charity

The next tech inspection will be held at Autobahn in Fairfax, Va. on May 2. These events are great opportunities to get to know other members and your car. The next Lifts for Charity will be held in conjunction with the May 30 tech inspection at IMA Motorsports in Chantilly, Va.

# OG RACING

Your Source for Motorsports Safety Equipment

Supporting PCA Potomac Members  
Since 1990

•  
Same Day Shipping or  
Local Pick-up

•  
Knowledgeable Staff

•  
Competitive Pricing

•  
Over 60,000 Customers  
can't be wrong!



National Sponsor



Sign up for the  
OG Racing E-mail  
Newsletter to receive  
up-to-date product news,  
SALES, CLOSEOUTS &  
SPECIAL OFFERS!  
Visit  
[www.ogracing.com](http://www.ogracing.com)  
today!

© 2008 OG Racing - All Rights Reserved

online catalog: [www.ogracing.com](http://www.ogracing.com) toll free: 1.800.934.9112  
visit our showroom: 22585-D Markey Ct. Sterling, VA 20166

# 917 celebrates its 40th birthday

**A long-tail 917 coupe set a record at Le-Mans in 1971 of over 240 mph down the Mulsanne straight.**

Forty years ago on March 13, 1969 at the Geneva International Motor Show, Porsche unveiled the 917, one of the fastest and most successful racing cars of all time. Project 917 had begun in June 1968, after the FIA had announced a class of “homologated sports cars” with engines up to five liters with a minimum weight of 800 kilograms. The stipulated minimum of 25 units of the new model were built by April 1969 so that the 917 could begin its racing career that year. Technical problems caused the new car to DNF in its first three races. However, the 917 success story began in August at a 1,000-kilometer race at the Österreichring with a victory by Jo Siffert and Kurt Ahrens.

The 917’s engine configuration was just as unusual as its different car body versions: Behind the driver’s seat lived an air-cooled, 12-cylinder engine with horizontally opposed cylinders. The 520 hp engine initially was 4.5 liters. The tubular frame was made of aluminum, the body out of glass-fiber reinforced synthetics. Porsche engineers developed different car body models to meet the demands of different racetracks. The so-called short-tail model was designed for tracks in which high downforce was necessary for fast cornering. The long-tail model was designed for fast racetracks and a high final velocity. Then came the open 917 Spyders, which were used in the Can-Am and Interseries races.

At the end of the 1970 season, Porsche confirmed its superiority with the 917 and 908/03 models, winning the Racing Series World Championship by taking nine out of 10 events. This series of victories began in Daytona and continued in Brands Hatch, Monza, Spa, on the Nürburgring racetrack, at the Targa Florio, at Le Mans, Watkins Glen and the Österreichring. However, the season’s high point was the long-desired overall win of the Le Mans 24-hour endurance race by Hans Herrmann and Richard Attwood in June 1970.

As in the previous year, the 1971 season was dominated by the 917 model so that the World Championship went to Porsche again, winning eight out of 10 races. And again, a 917 won the Le Mans 24-Hour race, this time with Gijs van Lennep and Dr. Helmut Marko who set a world record with an average speed of 222 km/h and 5,335 kilometers driven, a record that still stands.

One special feature of their 917 short-tail model, visually characterized by its shark fin bodywork, was the



Photo by Porsche

Porsche type 917s lined up at Zuffenhausen in 1969. In all, Porsche built 44 917s including two spyders and 19 cars as Can-Am and Interseries Spyders.

tubular frame made of magnesium.

A 917 long-tail coupe set another record at LeMans in 1971 by running 387 km/h (over 240 mph) on the Mulsanne straight. Another Le Mans racecar achieved major recognition: The Porsche 917/20 was a mix between the short-tail and the long-tail models and was notable for its broad proportions. Although the pink colored car, “the Pig,” dropped out halfway through the race, its unusual paint color made it one of the most famous 917 models.

When the European FIA regulation for the “five-liter sports car” expired at the end of the 1971 season, Porsche decided to enter the Canadian American Challenge Cup (Can-Am). In June 1972, the private Penske team used the turbocharged Porsche 917/10 Spyder for the first time. With up to 1,000 hp the Porsche Spyder dominated the race series and won the Can-Am championship with victories in Road Atlanta, Mid Ohio, Elkhart Lake, Laguna Seca and Riverside.

In the following year, the 1,200 hp 917/30 Spyder premiered. The superiority of the monster car driven by Mark Donohue was so obvious that the regulations of the Can-Am series were changed to exclude the 917/30 from further competition in the 1974 season.

To date, the reputation of the 917 is legendary. Therefore, 50 international motor sports experts from the famous British trade magazine “Motor Sport” nominated the 917 as the “greatest racing car in history.” All in all, Porsche built 65 units of the 917: 44 sports cars as short-tail and long-tail coupés, two Spyders as well as 19 sports cars as Can-Am and Interseries Spyders with up to 1,400 hp turbo engines. Seven of the most important 917 models—among them the Le Mans victory cars from 1970 and 1971 and the 917/30 Spyder—are currently on exhibit in the new Porsche museum in Stuttgart-Zuffenhausen.



## An enthusiast's profile

# 'Highway ramps now are a lot more fun.'

**Name:** David DiQuollo

**Occupation:** Civil engineer

**Hometown:** Alexandria, Va.

**Porsche(s) and for how long, where you got it, etc.:** 1987 911 Targa. Purchased around 1997 off a used car dealer lot. I was looking for an early '80s vintage convertible Mercedes as a second car when I was offered a test drive in the 911. It was the first Porsche I had ever driven.

**Previous Porsches:** The '87 is the first and only Porsche I have owned. I know I'm behind the curve a little here, as most own a couple after a few years!

**What do you like best about your Porsche?** It handles well and is fairly quick for around-town use. And the targa top is great when the weather is nice.

**Like least?** It's not fast enough and doesn't handle well enough when I'm at the track. But the 'fast enough' is largely a function of the driver, and I am working on that.

**Modifications:** No power or braking system modifications, but the suspension was replaced/ upgraded about two years ago with bigger torsion bars, revalved shocks/ struts and polybronze bushings. And new adjustable sway bars will be debuting for the '09 track season. Safety upgrades include a bolt-in roll bar, harnesses and 'racing' seats. I have not done much to lighten the car either, but the air conditioning system was removed while the car was in the shop.

**If you could change three things about your favorite Porsche, what would they be?** It would be a bit lighter, have less targa-top-related wind noise and it would come with a two-car garage with a lift, big compressor and fully stocked tool chests.

**How long a PCA member?** Coming up on 10 years.

**In which Potomac events (DE, autocross, concours, drive 'n dine, rally, breakfasts, social) have you participated? Could you describe your experiences?** The main type of event is the DE program — I've participated in that for eight or nine years. Besides driving, I've been an instructor since 2007, and I've worked as a Tech Inspector for the last 4 years.

I've done a handful of autocrosses, and I find them to



**Above:** Dave DiQuollo, a fixture at most Potomac DEs and tech sessions, celebrates getting his '87 Targa back from Euro Pros Collision Center. DiQuollo "tweaked" his chassis at the last DE event of 2008 and had Euro Pros straighten it.

**Left:** Jack Ford of Euro Pros, located in Gaithersburg, Md., worked on DiQuollo's car between the end of the '08 DE season and the beginning of the '09 season. The Targa was secured to a Celette frame fixture bench, used to straighten unbodies.

be fun. But I have not participated on a regular basis.

**Other:** My PCA membership has been great, as it provided me with the opportunity to interact with a lot of interesting people I may never have otherwise met. I've also learned a lot about car repairs, and about driving. Highway ramps are a lot more fun than they used to be!





## Readers and their cars

**Above:** The red run group lines up on the grid prior to their early morning session Sunday, April 12 at Potomac's first Driver Education weekend of the 2009 season.

**Below:** John Groesbeek, originally from Amsterdam but now living in Bethesda, Md., checks the air pressure in the tires of his 2002 Boxster. This was Groesbeek's first DE weekend. He's owned the Boxster since new, "Ordering it was the first thing I did when arriving in D.C. from Amsterdam. Then I got an apartment. With a garage!" he says..

Photos by Richard Curtis



**Left:** Potomac historian George Whitmore and club president Tuffy von Briesen unfurl a banner presented in 1989 to the club upon the club's 35th anniversary. Seen in the lower left of the banner is an applique added to recognize the club's 40th anniversary in 1994. The Porsche Club of America was founded in the Washington, D.C. area in 1954.







Top and above: Carolyn Hill-Fotouhi checks air pressures in her '93 C2 that she's owned for two years while her husband, Nader, wrestles with a coolant hose on his 944. They're from Ringoes, N.J.

Left: Dennis Howard of Eldersburg, Md., swaps rear tires from left to right just prior to his run group on Sunday.





Garage door painting by artist Mark Walker; photo by Maggie Hall; reprinted with permission

On an alley in northeast Washington, D.C., there's a garage door painted by muralist artist Mark Walker. His work was inspired by longtime Capital Hill residents, Karl and Carroll Kindel, longtime Porsche enthusiasts. The mural depicts the Kindels' first-ever Porsche, recently replaced by a 997.

