

der Vorgänger



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The monthly magazine of the Founders' Region, Potomac, Porsche Club of America.
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Photo on this page of the DE Awards Dinner in Tysons Corner, Va. on March 20. Photo by Tony Pagonis.

Cover photo of a reflection in a 356 fender at the 2009 Parade. Photo by Michael Madrid.



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Spring and Porsche fever busting out all over

Potomac is 55 years old, so mark the date of Oct. 9, 2010 on your calendars. We are planning an anniversary celebration to be held at River Bend Country Club, Great Falls, Va. Tentative plans include either a drive or a rally to the location. At the club, we plan a wash-and-shine type event with Porsches from as many years past as we can muster. Dinner will be an Oktoberfest theme. We'll also have a social event of some type in conjunction with the car display.

If any of you have information about our history you want to share, or some information relevant to our anniversary, please contact Starla or Fred Phelps at starla@pcapotomac.org.

We'll continue to provide updates as we move forward in the planning process and will publish articles about different aspects of the Region's history. What makes this special is the Porsche Club of America was founded by people from this area and Potomac is the first Region in PCA. We have a long, proud history of involvement in PCA activities. The first Parade was held in this area, and we now have the longest consecutive running Club Race. All of you who have been in Potomac for a long time, please share your experiences with us.

I'll remind you again that the PCA Parade is scheduled for July 3-9, 2010 at St. Charles, Ill. Registration opened March 9. The host site is the Pheasant Run Resort. If you have not attended a Parade, this is a great chance to experience PCA's premier event. Several of us are planning to attend, and we will convoy with some of the other Regions in Zone 2. For more information and to get a flavor of the many events, go to <http://parade2010.pca.org>. Hope to see you there.

We have submitted *der Vorgänger* for the PCA Newsletter Award for in the large region category. I hope to return from Parade with an award. Your comments and support of *dV* continue to be outstanding. We all have a magazine that is second to none. I also learned Starla Phelps will enter a handmade quilt in the art contest. I saw the not-yet-finished quilt and it is purely Porsche.

The Zone 2 president's meeting is scheduled for April 17 in Charles Town, WVa. Currently we plan on having presentations from PCNA about how to have a successful relationship between a region, PCNA and a region's Porsche dealers. We also hope to have a vendor provide a perspective about how to have successful relationships with vendors a Region. We will also discuss distribution of excess Zone 2 funds to the Regions. One of the main Zone issues from our last Open Board meeting was the motion passed requiring me to notify the Zone 2 representative and the

Zone 2 presidents that Potomac was in favor of the incorporation but wanted the Zone to be much more proactive in de-conflicting Zone and Region events. I want to reiterate that this information was provided to the Zone 2 representative and the presidents, and I'll raise it again.

The pace of activities has started to increase. I attended the DE Instructor Clinic a couple of weeks ago. Dirk Dekker and Bob Mulligan did a great job of pulling together a good program.



Tuffy von Briesen

This is the first time Potomac has sponsored this type of clinic and we intend to do more. It is a part of our continuing commitment to safety. I also attended the High Performance Driving Clinic April 3 at Summit Point. Again, the DE crew did a great job of putting together a fine day. Don Ruschman and John Brown provided some great support. Don does a good job in the classroom. It was the first time I had my daily driver on the track and was pleasantly

surprised at how well the 997 does. It is forgiving of an old guy like me. This was also a good opportunity to get a first-hand look at the paving operation going at Summit Point Main. And, yes, they are working on the track.

Sticking to news about DE, we are in the process of revising the DE website. This is something we have been talking about for some time. The website was designed by Linda Riley with help from Bob Novas. Linda's design is second to none. We have used some of the other registration websites that are available to PCA regions and I find ours by far the best. It gives us tremendous capability. Our goal is to have the website revisions done by January of next year. You won't notice any changes

Another upcoming event is our Spring New Members meeting at Tischer Porsche at 6:30 p.m., Saturday April 17. This is a great opportunity for new members to learn about what the Region has to offer. All the event chairs should be there to give short presentations about their programs. You can ask questions, talk to region officers or just listen and have a good time. Tischer should have some nice Porsches on display as well.

That's enough for now. Don't forget to attend a monthly breakfast if you get a chance. The Drive and Dine and Rally seasons will be starting soon. I also believe we will again have a Porsches and Bi-Wings event in May.

Really looking forward to seeing everyone this year. And with that I'll leave you for this time. Again, please let us here what you think, positive or negative. Email me at president@pcapotomac.org.

A good way to avoid Saturday chores

As club President von Briesen points out in his column this month, not only is the sap rising in the trees as the pollen falls unabated, but interest in all things Porsche is busting out as well.


Now that we've been fortunate to get through the winter virtually unscathed, these currently beautiful days gives us ample opportunity to enjoy our automotive passions while concurrently avoiding a lot of Saturday chores by attending any one of a number of car meet-ups. Is that's what's known as a win-win?

I witnessed some of that enthusiasm recently during a Saturday-morning informal meet-up of car enthusiasts at Odds & Ends Detailing/Exotic Car Specialties of Virginia in Sterling, Va. To say a "good time was had by all" is to traffic in cliches, but truly with the weather as gorgeous as it was and with hospitality to match, the event was a reminder of how the Porsche community is a fine bunch of folks, from all walks of life, of all ages, ethnicities, genders and car interests. Shop owners Darryl Nichols and Josh Hill were wonderful hosts, opening their shop (and life!) to fellow enthusiasts and—get this—by feeding everyone hot dogs and hamburgers, too.

I urge you to add to that passion by attending one of any number of informal car events (see partial listing on the next page) including the Potomac monthly breakfasts in Tysons Corner, Va. and Cabin John, Md. I'm sure you'll enrich your life by striking up some new friendships while renewing old ones.

Richard Curtis

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



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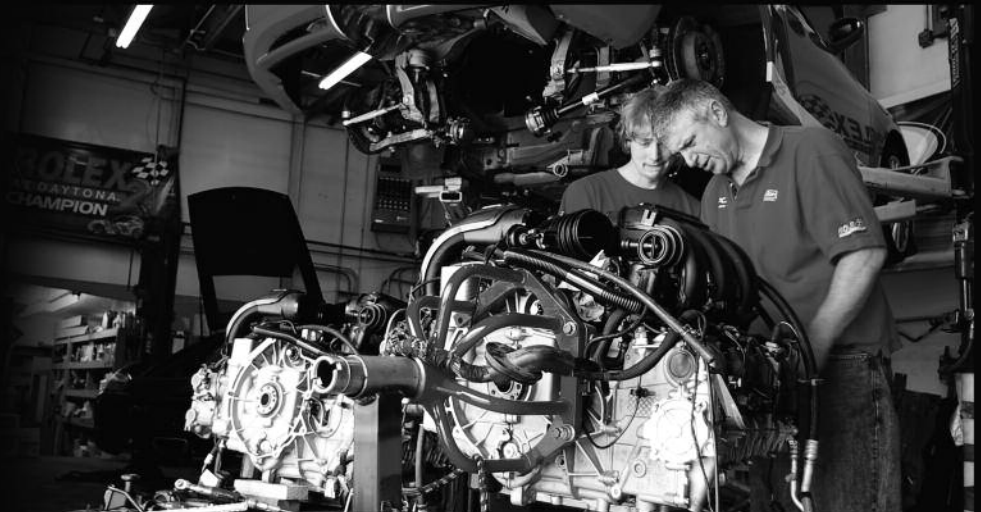
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Local meet-ups for car enthusiasts

Note: this listings are by no means complete. If you know of other meet-ups for car enthusiasts not noted here, please email the details at dveditor@pcapotomac.org

Fair Lakes (Va.) Saturday morning meet-up

The Fair Lakes (Va.) Starbucks on Sunday for breakfast is the site of a weekly Saturday morning group of car enthusiasts. There's plenty of parking. 8:30–10:30 at the Starbucks, 12599 Fair Lakes Circle next to the Dicks Sporting Goods and Kohls shopping center. On Interstate 66, take exit 55B to a right onto Fair Lakes Parkway to a right onto Fair Lakes Circle.

Katie's Cars & Coffee

Saturday morning meetings now at Katie's Cars & Coffee in Great Falls, Va. through the last Saturday in October. Invited are all classic car buffs in the greater metropolitan area. Scheduled time is from 7–9 a.m., weather permitting Katie's is located at 760 Walker Road, Great Falls, Va. (Katie's is located behind BB&T Bank and the post office off Georgetown Pike, next to The Old Brogue Restaurant.)

Katie's will reserve all the parking spaces

directly across from their entrance, for use by Cars & Coffee participants. There will be signage identifying the reserved spaces.

For those new participants, the concept behind the gathering is threefold: first, it's a pleasant destination on a Saturday morning; second, it's a chance to spend time with other car guys and gals while still being able to get home in time for weekend activities; and third, to have a good cup of coffee and view some cool cars. Stay as long as you want and, if you care to head down the road with others for a longer morning drive, that's great too.

One Porsche 996 owner, Ken Weiss, noted that during the Saturday, April 10 meeting, he spotted "30–40 cars. When I arrived there was a Shelby Cobra leaving. I saw at least a half dozen P-cars including a Boxster or two, a 997, a 993 with supercharger, 944, 911T and a '73 RS clone.

"There were a number of Ferraris both old and new, at least two Austin-Healeys, a '72 Pantera (for sale), two Corvettes and a smattering of other cars, too. There is different stuff there each weekend."

Street rods and others

A long-standing gathering for car folks is a

regular Saturday late afternoon-early evening car show at the Burger King in Manassas, 10991 Nokesville Road, Manassas, Va. 20110 (near the Manassas airport at the intersection of Route 234 (Prince William Parkway) and route 28). Only during good weather. Usually lots of street rods, muscle cars, customs, motorcycles, pickups, Corvettes and Mustangs. An occasional Porsche or other sports car. Very informal. Lots of parking. Lots of fun.

Exotic cars meet-up

These meetings are arranged through a website, www.6speedonline.com/forums/mid-atlantic.

These meet-ups tend to attract high-end exotics—Lamborghinis, Ferraris, Porsches, etc.—but still are low key and informal. They usually start around 10 a.m., always on a Saturday rotating between Tysons Corner, Va. and Rockville, Md. There are two venues, one at the Starbucks in Tyson's, 8520 D Leesburg Pike; Vienna, Va. 22103 (corner of Spring Hill road and Route 7 Westbound) on May 15, June 12, July 10, Aug. 7, Sept. 4, Oct. 2 and Oct. 30.

The Maryland meet-up will be at Starbucks, Mid-Pike Plaza, 11802 Rockville Pike, Rockville, Md. (near the Toys R Us parking) on May 1, May 29, June 26, July 24, Aug. 2, Sept. 18 and Oct. 16.

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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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New members, anniversaries

May 2010 anniversaries

40 years

Sydney J. Butler & Julie Butler
Ronald L. Carlberg &
Gwendolyn Jo Carlberg
Ivars Mellups & Kira Mellups
Frank W. Shap & Barbara Shap

35 years

Andrew B. Bellingham &
Dacy Bellingham
John W. Klish &
Susan Sawyer Klish
Joseph G. Poirier &
Elizabeth A. Poirier

30 years

Shawn Woodhead Werth &
Jeffrey D. Werth

25 years

David J. Osias & Tedi Osias

20 years

Philip Van Rooyen &
Rudy Rossoun

15 years

Richard C. Fletcher &
Sara Harland
Boris Glassow
Bill Newman & Mimi Newman

10 years

Bill Allerton
Louis G. Balla & Rosemarie Balla
Joel Scott Burton
Duane Fitzpatrick &
Betsy Fitzpatrick
Claro Gonzales &
Devon A. Hoskins
Philip Hartmann &
Lynette Hartmann
Dennis Larkin & Carole Denton
Trevor Lubbert &
Marion Lubbert
Margo D. Sheridan & Greg Plush
Eric Stratton

5 years

Derrick Boom & Jayna Boom
Shane M. Brown &
Megan Brown
Jack W. Clark &
Jan Stewart Clark

Jeffrey Dearth
Richard P. Dumas
John A. Fort &
Christina Overacre
Paul J. McElroy
Parichay Pande
Henry Power & Lori Power
Frank K. Spangler &
Christy Spangler
Steven M. Walters &
Janet McFarland

April 2010 new members

Roy F. Boivin & Grace Kim
Chris P. Bowen & Jack Bowen
Ernest P. Campana &
Rinaldo Campana
Michael K. Chung
Nick Davie &
Daine Morris-Davie
Niccolo D. Della Penna &
Diane Shih
Bob O. Eisinger
Jon L. Frank
Chris Frost & Catherine Neary
Josiah D. Gaffney &
Stephanie Gaffney
Scott Greene
Jim M. Griffin
Geoff R. Henton &
Tency Henton
Jonathan Hodor
Christopher W. Huff
Rajiv Khandpur &
Vanita Khandpur
Don Mattingley &
Birgitta Mattingley
Ray McDonald
John H. Mills
Eric Monterastelli
Brian Pagonis &
Jonathan A. Pagonis
Dreux M. Richard &
Eric Richard
Donnie Scott
Dimtry Sidorov
Charles Stringfellow
Rick Tepel
Peter Theunissen
Mike A. Usowski
Larry A. Webb
Kevin Wills
Rafi Zarookian



Prepping your car for the track season

Above: once the winter's cold weather was behind him, Steve Vetter went to work preparing his 944 S2 for the upcoming DE season..

Above right: Getting to the air filter in a 944 is a bit more complicated than in other cars, i.e., Step One is raising the headlights.

Right: Steve checks that the bearing cap on the front hubs is on tight after checking for loose front-wheel earings. The caps tend to pop off under the stress of driving on the track.

Story and photos by Steve Vetter for *der Vorgänger*

It seems that spring has taken far longer to get here than any of us would have liked. This has certainly delayed the planned projects for my 1990 944 S2 track car. Fortunately, Potomac's first event (not counting the March Zone 2 at VIR) isn't until May. Upon finally getting a nice weekend recently, I took an opportunity to go over the maintenance items. At the same time, I walked future PCA member and new 944 S2 owner Kory Whalen through these various projects.

Belt inspection. The 944 belt system is sort of like the valve job in an old 911; it's a nice way to get you coming back to the shop. I knew the belts had been replaced along with the water pump a couple of years ago, so I simply removed the upper cover and gave the belts a good spot check. The 944 is an "interference engine," which means that if the timing belt were to break, the pistons would collide with the valves and destroy the head.

Air filter replacement. This is self explanatory, but on the S2 the filter is under the nose (under the crest) and requires a convoluted process described in the owner's manual as "visit the dealer." The process is pretty easy: 1) raise the headlights; 2) remove the rubber trim with your hand; it's a bit tricky to get out—just pull hard; 3) remove the two 8mm nuts and the hidden 10mm screw (see photo upper right) on each side of the car; 4) remove the four Phillips screws in the center; 5) slide the whole unit forward and you have access to the air filter.

Oil and filter change. Again, self explanatory.

Brake-fluid flush. I use the Motive brake bleeder tool.

This unit allows you to pour brake fluid in the tank, connect it to the master cylinder, apply some pressure and focus on draining the fluid at the calipers. Shops sell DOT 4 brake in yellow and blue; the difference allows you to tell when you have run new fluid through the system.

On my 944, I only pressurize the tank to 8 psi, I have found anything higher will blow out from under the lid. Make sure to transfer the gasket from master cylinder to the cap of the Motive. Start bleeding from the passenger rear (farthest from the master cylinder) and continue: driver's rear, passenger front, driver's front.

I bleed the outer nipple on the brake caliper first and then the inner. When done, I flush the tank with a lot of water and set it upside down near the furnace to let it dry. (Thanks to Tony Kelly for the tip!)

Bearing inspection. The bearing caps on this car tend to pop off at the track when the grease heats up and the air expands. I typically have to tap them back on in between sessions. Because of this, I like to inspect to make sure nothing has gotten into hubs (see photo above).

Rotor inspection. Since the rotors are fairly new, I make a mental note of how much of a lip on the rotors has been created and how many track events these rotors have on them.



Big turnout for DE Awards dinner

By Tuffy von Briesen
for *der Vorgänger*

Every year Potomac honors the cadre of volunteers and instructors who make the Drivers Education (DE) program possible. This year was no exception when we hosted our annual DE Awards Dinner on March 20 at the Tower Club in McLean, Va.

Social Chair Jody Lagioia and her husband, Joe, graciously offered us the opportunity to piggy back off their business membership at the Tower Club to host the dinner. This year we decided to make the dinner even more special by inviting all our sponsors to attend. Our thanks to Jody for all her hard work in organizing the event.

Driver's Education is Potomac's largest program requiring the most volunteers and support. Potomac typically hosts 11 DE events at six different tracks including Summit Point's three tracks and tracks at Watkins Glen, Mid Ohio Sports Car Course and Virginia International Raceway.

In all, we host nine DE events, two Instructor Clinics and two High Performance Driving Clinics.

Our DE season starts in April and runs to November and usually totals 29 track days. We have one of the most active DE programs in all of PCA.

The DE committee is by far our largest volunteer group composed of 10 positions. The people holding these positions are busy throughout the season. Most of these positions require a daily commitment of time. These 10 are supported by an additional 15–20 other volunteers who support our Tech chairs for tech inspections, Track Registrar for at-track registration and Pit Out to stage cars prior to going out on the track. Add to this another 40–70 instructors for each DE event, and you have a large program requiring a lot from the volunteers.

We have other programs that span the same amount of time, yet none requires the manpower and time commitment that is required for DE.

The response was tremendous for the first dinner scheduled for Feb. 6, 2010. But we couldn't fool Mother Nature and had to reschedule due to 40–60 inches of



snow that fell throughout the area. However, Jody did her good weather dance, and March 20 turned out to be a beautiful day for the largest turnout for this event in several years. About 150 volunteers, instructors, sponsors and their guests joined one another for dinner.

Following dinner, Potomac sponsors who attended the dinner were recognized. Plaques were presented to Porsche of Annapolis, Auto Sportsystems Group (ASG), IMA Motorsports, Bill Scott Racing and the Association of the United States Army. 25 sponsors were invited and in the near future plaques will be presented to those who could not attend.

After recognizing the sponsors, DE Chair Alan Herod recognized his DE committee for their outstanding work during the year. The highlight of the evening was the presentation of the Instructor of the Year Award. Chief Instructors Dirk Dekker and Bob Mulligan presented this prestigious award to John Sullivan. John is a long time Potomac instructor and region supporter. John was recognized for always offering to help the chief instructors at Potomac events, his outstanding ability as an instructor and his commitment to contribute to Potomac's track-safety program.

Photos by Tony Pagonis

Above left: DE tech co-chairs David Riley, left, and Dave DiQuollo recognized the tech crew during the dinner.

Top: Club President Tuffy von Briesen recognized Lt. General (Retired) Thomas Rhame, vice president for finance, the Association of the U.S. Army for the association's sponsorship of Potomac's Vets on Track program.

Above: Potomac members Kevin Oyler, left, and Starla Phelps were presented with President's Awards for their work with the Club Race.

Help Potomac build membership

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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.

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| <input type="checkbox"/> Jagdwagen (Type 597) | <input type="checkbox"/> 924/931 (1976-1982) |
| <input type="checkbox"/> Porsche-Diesel Tractor | <input type="checkbox"/> D'Ieteren Roadster |
| <input type="checkbox"/> 944 TurboS/1989 | <input type="checkbox"/> RS America |
| <input type="checkbox"/> 944 Turbo | <input type="checkbox"/> 911 Speedster |
| <input type="checkbox"/> 944S2/944S | <input type="checkbox"/> Cayenne |

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

Potomac's anniversary photo contests

By Fred Phelps
for *der Vorgänger*

We are always seeking new ways to nurture Porsche Club members' natural inclination for competition. As part of the 55th Anniversary Celebration of the founding of the Porsche Club of America there will be two unique contests involving photographs of our favorite mar- que.

In the first contest, Bull's Eye, a picture of something Porsche will be presented, but difficult to identify. The subject in reality may be small, maybe very small or photographed from an unusual angle. For example, the photograph would not be a picture of a whole Porsche wheel, but of the valve cap of the wheel. Your challenge is to identify as completely as possible the subject of the photograph.

The second contest, Captions, gives you the opportunity to create a caption for a photograph. Here, imagination and humor are the roads to success. Use your unrestrained thoughts to give the viewer a new prospective to what is shown in the picture.

To provide a head start, the next issues of *der Vorgänger* will carry examples for you to

use to practice. These practice examples will not be submitted for scoring, but the answer to each Bull's Eye picture will appear in the following *der Vorgänger* issue. I will give you my idea for a caption for each of the Caption pictures in the following issues, too.

At the 55th Anniversary Celebration event on Oct. 8, each registered guest will receive an Official Contest Form paper sheet containing a Bull's Eye and a Caption picture. The answers to these pictures will be scored and the winners announced at the evening dinner awards ceremony.

These contests are all in fun, but the element of competition is still present: just what we Potomac members enjoy. Look for the first practice pictures in the next issue of *dV*.

How you can help grow Potomac membership

You can help our region grow. Photocopy the application on Page 10 of *der Vorgänger*. Make a few copies and keep them in each of your cars. When you see a Porsche owner, hand them the flyers and invite them to join or leave the flyer on the windshield. We are currently the second largest region in PCA. Help your club become No. 1.

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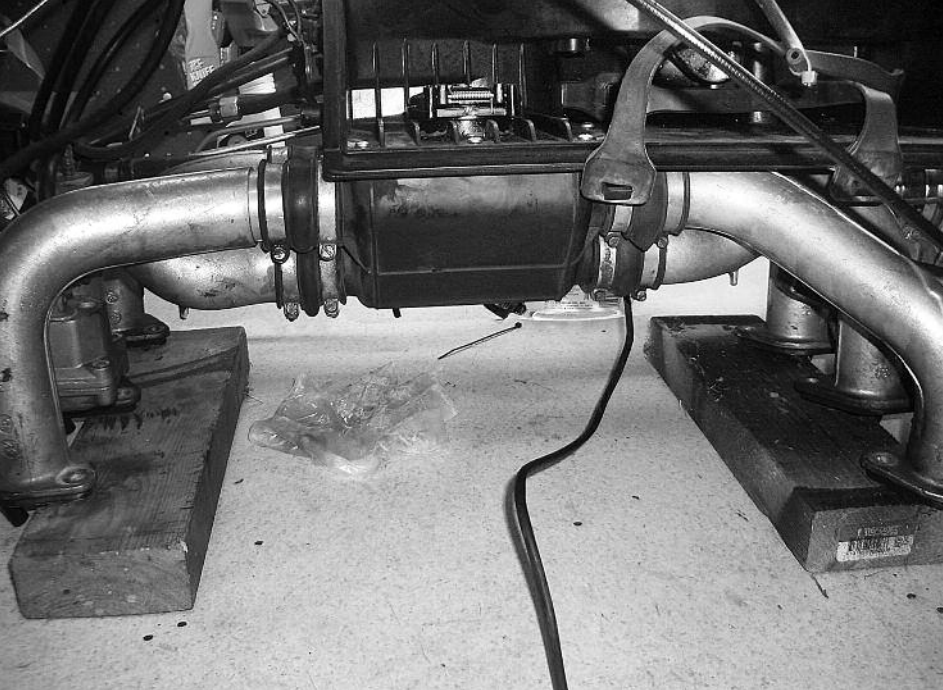
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Taking the mystery out of CIS vacuum leak repair

Above: Vetter's CIS injection system sits on the workbench after removal from his 911 SC

Top right 14mm and 12mm flare wrenches are used to remove the injectors from the intake manifold.

Middle right: Tools used, from left, indexable ratchet, centerpunch tool, flared wrench, pick (for electrical connections) and an awl.

Right: Arrow points to the rotted intake boot that was replaced.

Story and photos by Steve Vetter for *der Vorgänger*

Recently, the performance in my 1983 911 SC had degraded to such a point I took it to an expert to have a look. The idle speed had dropped significantly and the car was just not performing as I had been used to.

I took the car to Matt De Maria of Stuttgart Performance Engineering in Gaithersburg, Md. Matt went through the diagnostic checks such as compression and exhaust gas analysis. He determined that there must be a vacuum leak and tweaked the mixture and idle speed to compensate until I had time to address the issue.

I blocked out some time to remove the Continuous Injection System (CIS) fuel injection system and replace the six rubber boots between the airbox and the intake runners.

At the bottom of each runner is the actual injector, which is mounted in a plastic sleeve; both held in place with O-rings. This is also a potential source of air leaks so I had planned to address these as well. A few months prior, I actually had one of these sleeves pop out of the intake under the upward pressure of the metal lines! I suppose 25 years is a long time for these O-rings.

The CIS system can be removed from the car without removing the engine. It's not easy however, and you need to lower the engine on a jack—in effect, a “partial drop.”

The process is

- 1) disconnect the fuel lines on the left side of the engine,
- 2) remove throttle linkage and various wiring,
- 3) remove the 12 12mm intake runner nuts (the #6 intake nuts are the hardest to get to; use an indexable ratchet),

4) remove the breather hose from the case (may not be necessary on older CIS cars),

5) remove the hidden CIS support bracket next to the throttle linkage (very important).

Be careful, as the CIS system is heavy and awkward. Make sure you have labeled everything you have removed or disconnected. A nice collection of photos from two difference CIS cars can be found at: <http://preview.tinyurl.com/yeny9ya>.

The replacement of the parts is pretty straightforward. I took off each runner by loosening the boot.

To remove the injectors, I used a 14mm flare wrench and counterheld the injector with a 12mm wrench (see photo). The injectors came out without too much protest. One of the sleeves popped out nicely, the rest were a little more challenging. They are “staked” in where



Above: Although this repair can be accomplished without an engine drop, Vetter found it easier to remove the engine (with the help of a friend). At the least, you will have to lower the engine on a jack.

Right: O-rings and sleeve in which the injectors are mounted.



the factory deformed the metal slightly to hold them in place.

Some folks have used a Dremel on the stakes, but I found it more effective to flip the runners over, jam an awl into the side of the plastic and whack the awl with a hammer; they are going in the trash anyway.

Once they popped out, I cleaned the runners and the injectors and installed new O-rings on the sleeves and the injectors. I installed the sleeves with a little RTV (Room Temperature Vulcanizing) sealant to ensure they sealed up. They snapped right in to a point.

I used a Phillips screwdriver's rounded handle set on top of the sleeve and a gentle tap with a hammer on the tip of the screwdriver to snap them in the rest of the way. (Professionals are shaking their heads.) The injectors pop right in

without drama, and I used a centerpunch to re-stake the sleeves.

In the process of replacing the boots, I think I found the source of the vacuum problem. One of the boots was completely rotted away (see photo). I found this surprising since these were only five years old.

This article makes it sound simpler than it was. I actually ended up dropping the engine to reinstall the CIS system with a little more room. Many thanks to Dave Diquollo for the spare hands and eyes with the drop on short notice. By disturbing the system, I must have knocked some crud loose in the fuel lines. Thanks to John Lewis, Tito Dua and Matt De Maria for the assistance with testing and troubleshooting.

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Introducing Taste of the Track program

By Tuffy von Briesen
for *der Vorgänger*

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

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

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

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

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

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

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

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

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

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

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

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

Requirements:

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

How the TOTT program will work

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

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

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

Arrivals and TOTT Registration

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

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

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

Registered TOTT guests will require guest event registration:

- Form
- Waiver
- Arm band provided

TOTT general briefing

A 15-minute overview briefing will be provided to all registered TOTT participants for that track day.

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

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

Introduction to instructor

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

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

Pre-ride briefing

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

adjust their driving speed or return to the pits.

The ride

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

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

De-briefing

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



How Porsche lost the #23 917

By Paul Amico
for *der Vorgänger*

Some of you have seen pictures from the Porsche museum showing a red 917K #23 and thought it was the actual 1970 LeMans winner. It's not, as that car is in the Palmaz collection in California. Here is the story of how Porsche lost the car, and what is really in the museum.

For 1970, Porsche Salzburg used three Type 917K coupe cars—chassis 019, 020, 023 and, for the Le Mans 24 Hours race, a 917LH 045. This team was not “officially” the Porsche factory team, which was run by John Wyer, but a second team owned by Louise Piech, to whom Porsche sold the cars.

For 1971, Porsche Salzburg again ran these 917Ks for Martini International, repainted in Martini Racing livery. After changed regulations left them obsolete by 1972, they were offered to trusted long-time Porsche associate, Vasek Polak. Polak purchased them all, sold 019 to a private American collector, and retained the Sebring-winning car (020) and the Le Mans winner (023). They wore Martini Racing's 1971 silver livery, but subsequently the Le Mans-winning 023 was re-sprayed in Gulf-JW colors for a television commercial.

In 1982, a prominent Japanese collector then approached Polak to purchase one of these two 917s, favoring serial 020 but wanting it in Gulf livery. Polak instructed his staff to swap chassis plates between the two cars, the repainted Le Mans winner having plate 020 applied, while the real, still silver-painted, 020 was retained, fitted with the Le Mans-winner's chassis plate 023. The Gulf-liveried car thus went to the Matsuda Collection in Japan as the Sebring winner. Not a bad deal;

they got the first Porsche to win overall at LeMans for the cost of a paint job.

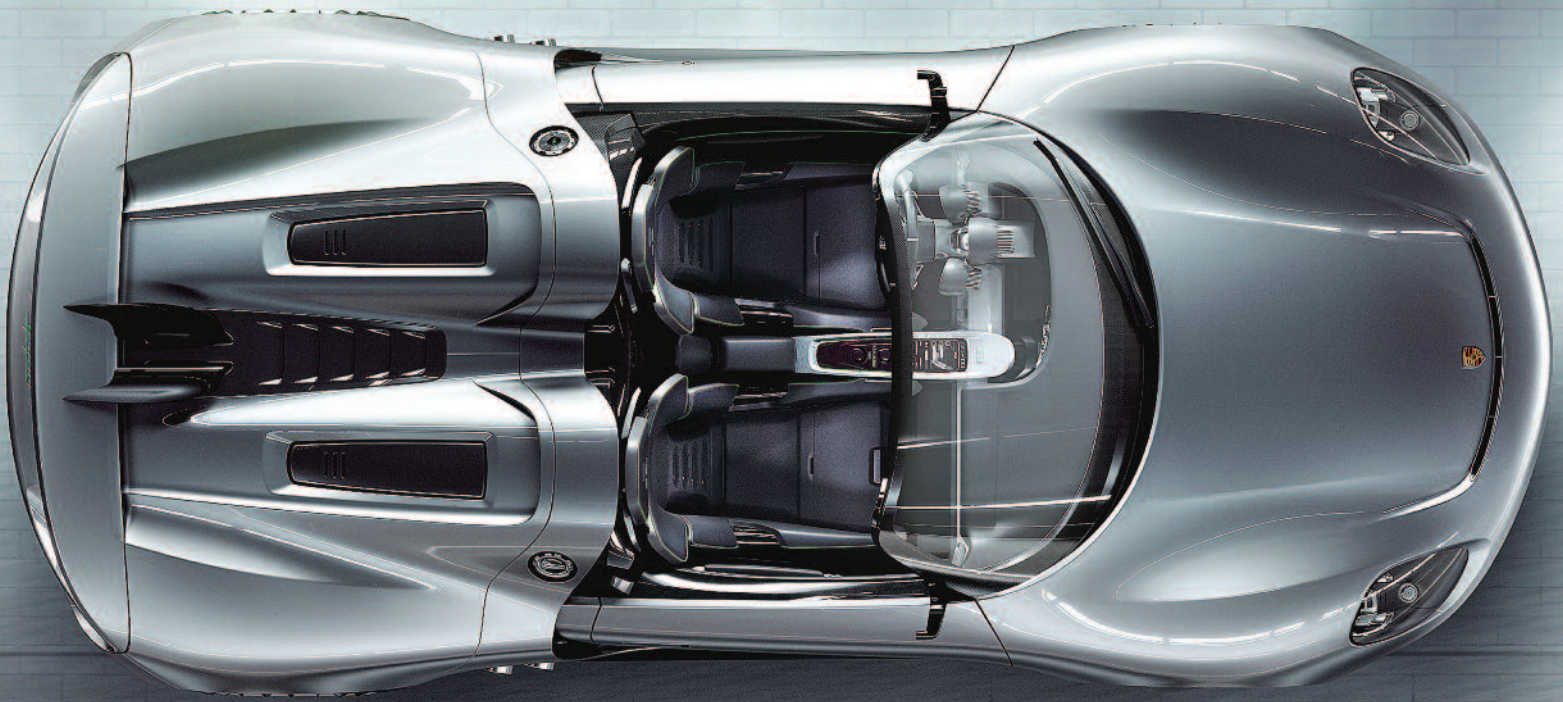
The impression thus was that the Polak Collection retained the Le Mans-winning car. In fact, the reverse was true, as verified today by the Polak Collection staff that was involved in this identity swap.

In 2000, Dr. Julio Palmaz bought this car. The chassis number swap was reversed, and the car returned to its original designation as chassis #023. This “swap reversal” has been fully documented and determined to be an accurate assignment of the chassis number.

The car in the Porsche museum is actually chassis #001 (although there is a bit of a mystery in that it is also designated #009, so it is sometimes referred to as “built from” #001). This car was built in 1969 as a 917LH, but was never raced. It was used as a test and show car only, and for homologation. It was homologated in Stuttgart as car #917 on May 1, 1969 in white with a green nose with no mustaches on the nose in the famous display of the 25 new 917s built for homologation for Group 5. Subsequently, it was shown at the Geneva show the same way, but with mustaches on the nose. It was converted into 1970 “K” specifications and was subsequently painted with the same color scheme as the 1970 Le Mans winner. However, if you compare pictures of the winning car from the actual race to the one in the museum, you will notice various missing and different decals, likely Porsche's attempt to subtly differentiate the car from the actual winner. Also, it is not lined up with the rest of the 917s in the historic 917 display, but is in another part of the museum.

No doubt Porsche would love to get the actual winning car back. It's not for sale.

Donna and Paul Amico, above, with the 917 chassis #023 that's in the Palmaz collection in California. The car was built in 1969 as a 917LH (*Langheck* or “long-tail”) model but was converted to a 917K (or KH – *kurzheck* “short-tail”) for 1970 and sold to the Porsche Salzburg team.



New vision in an old setting

Above: The 918 Spyder concept car, featuring high-tech racing features and electro-mobility to offer: An emission level of just 70 grams CO₂ per kilometer on fuel consumption of 112 gpm U.S. This combines with acceleration from a standstill to 62 mph in just under 3.2 seconds and top speed of 198 mph plus. A 918 prototype did a lap on the Nürburgring *Nordschleife* in less than 7:30 minutes, faster than the Porsche Carrera GT.

Right: The new Porsche GT3R hybrid features two electric motors driving the front wheels plus a 480-bhp four-liter flat-six at the rear. An electrical flywheel power generator fits next to the driver supplying energy to the electric motors. See diagram on Page 18.

By Sydney Butler
for *der Vorgänger*

Often called the City of World Peace, Geneva, Switzerland is home to 56 international organizations and 40,000 diplomats.

It rivals New York City as the world's center for multilateral negotiations, and so close are its ties to Washington that daily non-stop flights link the two cities. Its well-deserved reputation can, however, overshadow its Old World charms, natural beauty, renowned restaurants and one of the world's foremost automobile shows.

Those are the charms that each March draw me back to this captivating Swiss destination. Just over seven hours after boarding United's flight at Dulles, my traveling buddy and I were clearing customs in Geneva. A small but boisterous band of flag-waving fans were welcoming Swiss athletes home from the Vancouver Olympics, and Mercedes taxis waited at the curb.

Within minutes we were alongside Lake Geneva and marveling at the "Jet d'Eau," the spectacular geyser fountain that rises 450 feet from the lake's placid surface.

Snow still covered the Alpine peaks in the background, but the sunny weather was far superior to the wintry conditions we had left behind in Washington. We arrived two days before the opening of the 80th Geneva International Motor Show, www.salon-auto.ch. The show would be exciting and exhausting, so we spent the next two days walking off our jet lag off along the lake, enjoying fondue at Auberge de Saviese (20 Rue des Paquis), curry at Little India www.littleindia.ch,

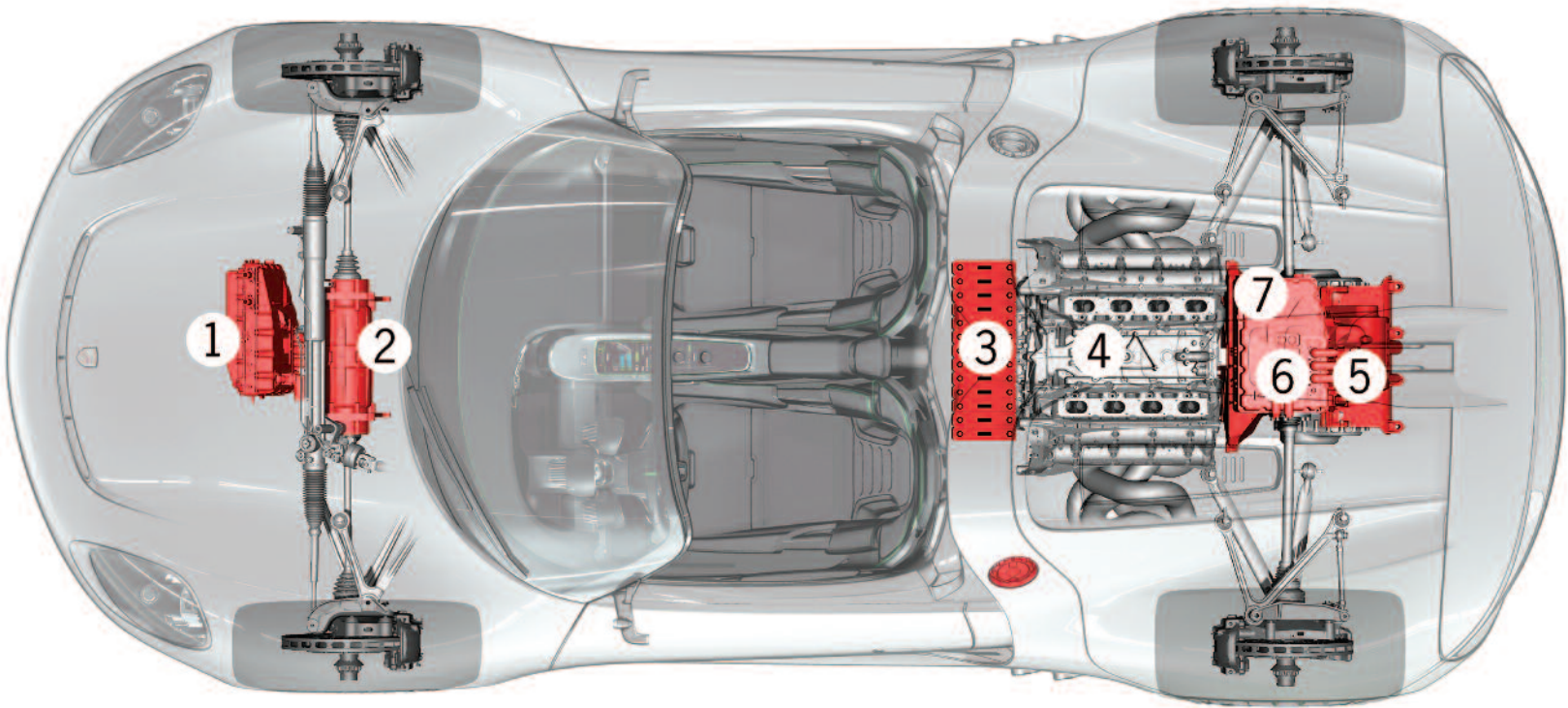
and relaxing in the Hotel Anglettere www.hoteldangletere.ch.

Since walking is easy and safe in Geneva, there's no need for a rental car unless you want to visit nearby ski resorts (Villars, for example, is 60 miles north). If your culinary tastes (and wallet) draw you to haute cuisine, Geneva offers such pleasures as Patara www.patara-geneve.com for exquisite Thai dining, and Domaine de Chateauvieux www.chateauvieux.com for French delicacies.

Our relaxations behind us, we were ready for automobile indulgence. Like the city itself, the show is well organized and accessible. Located next to the airport and minutes from the heart of the city, the two major display halls are moderately sized and easy to navigate (compare Frankfurt's eight cavernous pavilions).

International manufacturers take advantage of the show's heart-of-Europe setting





1 Power electronics. 2 Electric drive. 3 Lithium ion battery. 4 V8 high-rpm engine. 5 PDK transmission. 6 Electric motor. 7 Electronics.

to present their newest and most dazzling models (both automotive and feminine).

With Zuffenhausen scarcely three hours away, Porsche has always been an enthusiastic show exhibitor. This year was no exception, with press materials promising first-time public viewing of the third Cayenne iteration, the 997 Turbo S and the GT3R Hybrid. I should have been filled with excitement and anticipation, but I was anxious and worried. Would Porsche—now engulfed by the VW whale it sought to swallow—be different, muted, bereft of its unique family spirit and independent tradition? Would VW loom behind its new subsidiary, stifling technology and exacting a heavy ransom for the bitter power struggle so spectacularly lost by Wendell Wiedeking? To me, a Porsche owner since 1966, would Porsche be “the same”?

As I approached the Porsche stand, I noticed immediately that it was certainly not the same as in previous years. Mini bleachers had been constructed, facing a huge flat screen, and overlooking three ghostly shrouded shapes. These were

not preparations for uninspired stand-behind-the-lectern announcements of fuel efficiency and budget numbers.

Some sort of marketing drama was about to be played out. And while one could easily guess that two of the shrouds covered the new Cayenne and the GT3R hybrid, the third shroud, draped over a low-slung and unfamiliar shape, was a mystery.

The guesswork was clipped short by the precisely timed appearance of Michael Macht—Porsche’s recently named CEO—who moments later unveiled a car that simultaneously stunned its audience and obliterated any doubts about Porsche’s prominence and future. Amidst camera flashes and gasps of astonishment the silver-skinned, lime green accented 918 Spyder proclaimed that Porsche was alive, well and fiercely determined to envision and construct extraordinary sports cars.

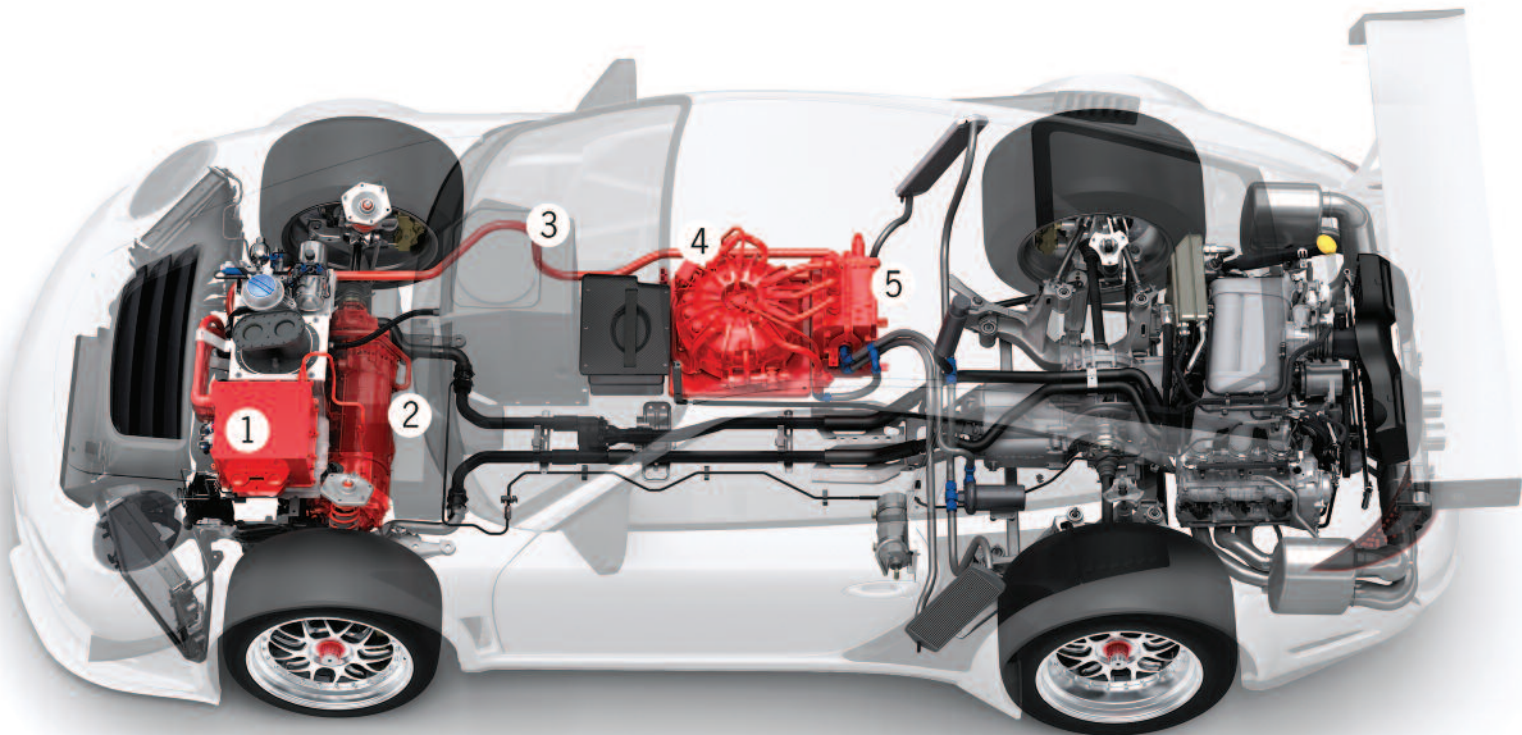
At first glance, the Spyder strikes one as a fabulous combination of the Carrera GT and the classic RSKs and 550 Spyderys. If the produced version is anywhere near the concept, the Spyder will both knock any Ferrari off the exotic design pedestal and introduce a dynamic hybrid technology that will set benchmarks for economy, drivability and power.

With its 718 hp (218 of which is produced from brake rotor generated electric power), this hybrid missile will streak past 60 mph in three seconds on its way to 200 mph and beyond. Want to satisfy your green conscience? No problem—you can drive your Spyder 16 miles on battery power alone.

Alongside the Spyder on the Porsche platform, the GT3R hybrid moves from hybrid concept to real-life race car. An example of what Porsche engineers call

Above: The 918 Spyder concept car is a two-seater powered by a V8 developing more than 500 bhp at 9,200 rpm as well as electric motors on the front and rear axle with overall mechanical output of 218 bhp (160 kW). The V8 combustion engine is a further development of the 3.4-liter power unit featured in the RS Spyder racing car. Power is transmitted to the wheels by a seven-speed Porsche-Doppelkupplungsgetriebe (PDK) also feeding the power of the electric-drive system to the rear axle.





- ❶ Power electronics.
- ❷ Portal shaft with two electric motors.
- ❸ High-voltage cable.
- ❹ Electrical flywheel battery.
- ❺ Power electronics.

“the future of sports engineering,” the GT3R combines its 4.0 liter (480 hp) rear-mounted engine with two electric motors sitting on the front axle.

Upon braking, the two motors generate kinetic energy that is then stored in a third electric motor next to the driver. That third motor, in a reverse principle, can then generate and transfer stored power to the two front motors, providing extra power for the front axle.

This is all pretty complicated stuff, but we need not worry. Porsche is testing the GT3R hybrid under racing conditions (one recently placed third behind major competition at the Nurburgring), and we can just sit back and watch the progress.

Though not as spectacular, the Cayenne S hybrid is no less a major new direction for Porsche. For the first time, Porsche owners can drive and enjoy a true hybrid, with all its fuel-saving, emission-reducing advantages. The interplay of combustion engine, transmission decoupler and electronic management system is complex, but performance is direct and measurable.

Proud drivers certainly won't be embarrassed at the spotlight, as this remarkable creation has 380 hp, 580 Nm of torque and a 0-60 time of just over six seconds. If neck-snapping speed is your thing, sample the new Cayenne Turbo with its 500 hp and 0-60 time of 4.4 seconds.

Whether your choice is hybrid or combustion, all Cayennes have undergone major restyling. On the exterior, the front cowl and fenders are raked more dramatically downward from the windshield, the side doors are scooped inward more at the sill level and the rear hatch is more convex. The front lights now mimic the other sport models' clean design and the noticeably larger rear light assemblies wrap far more around the rear fenders into the rear hatch.

As the rear lights had been criticized by some arm-chair Board surfers, I asked Michael Mauer (Porsche's

chief designer) to comment on his creation. His answer—so typical of Porsche philosophy—was that he wanted to incorporate the new LED and other light functions into one unit first, then design an appearance that integrated the more dynamic and rounded appearance of the overall car.

While the new Cayenne's exterior is somewhat different, the interior is strikingly and completely different from the current version. The Cayenne now has many of the Panamera's elegant and luxurious appointments, which transform a functional and somewhat stark interior into an opulent cabin worthy of any luxury sedan on the market. Sitting inside, the driver feels as if he is in a fashionable private jet, with brushed aluminum, padded leather, and logically arranged controls all around. Trust me folks, this is without question the finest interior Porsche has ever produced—“top shelf, no dust” as my old Marine gunnery sergeant would say.

Hybrid 918 Spyders, GT3Rs and Cayennes—pretty heady stuff at Porsche's Geneva stand. Throw in the new Turbo S and Boxster Spyder, surround them with Panameras and Carreras, and you have a spectacular display of automotive machinery, engineering and performance.

I didn't need much more convincing that Porsche was alive and well, but when I saw Hans Peter Porsche standing alone by the splendid Basalt Black Cayenne Turbo on display, I couldn't resist the opportunity. I thanked him for his years of PCA support and his dedication to the marque, and pleaded with him to please, please keep the Porsche family spirit and enthusiasm alive.

He put his hand on my shoulder, flashed his boyish smile, looked straight into my eyes and said “Never, never worry about that. We have new energy and vision, and are stronger and more excited than ever.”

New visions amidst Old World charm, good news for Porsche and Porsche enthusiasts, and happy memories for me on my flight home ...

When it pays to be a Porsche owner

By Jim Pauli
for *der Vorgänger*

Last week I traveled on business from my home in Woodmoor, Md. to Victoria, British Columbia.

On long flights, I usually bring some fruit as a snack. When I arrived in Victoria, I had a few apples and oranges left over. While I waited to go through Canadian Immigration and Customs, I asked the immigration officer what to do about the fruit. He said keep the oranges but give him the apples. This was all pleasant. I sailed smoothly through Canadian customs.

My return flights were Victoria to Toronto and Toronto to National Airport. At most Canadian airports with major U.S. traffic, U.S. immigration and customs is located in the Canadian airport. This is the case in Toronto. Additionally, most U.S.-based airport immigration and customs facilities have signs and large trash containers before you enter immigration to throw out things that require inspection—fruits and vegetables—or that are prohibited—Cuban cigars. The U.S. immigration facility in the Toronto airport had neither signs nor trash bins before entering the facility.

On my flight from Victoria to Toronto, I

again brought some apples and oranges. Again at the end of the flight I had a few left over. As I didn't see any trash bins and because the Canadian Customs official was so friendly, I thought I would repeat my Victoria approach—just ask the immigration officer what to do. After waiting in line a half hour to go through U.S. immigration, I asked the official what to do with the fruit. He pointed me to another office and said I could throw them out there. Little did I know I was being sent to purgatory.

Arriving there, I gave the officer my passport. I asked him about throwing out the apples. He said there was a line, and I would have to wait. Even though there were only four passengers in the room and there were four officials, it took at least five minutes before the officer called anyone. It appeared one passenger had some fragrant oils that launched a long discussion between all the officers.

A woman who was waiting asked to speak to the supervisor to plead for expedited handling. The supervisor was stern, telling the woman it was all her fault that she was at the secondary inspection station. I then noticed a Customs Bureau poster stating how it was the Bureau's mission to be helpful and friendly.

A few minutes after the supervisor finished speaking with the woman, I thought I might as well plead my case with him. The supervisor said how the inspection was top priority, how they needed to search all my luggage and that it is all my fault I was there. Great!

After 30 minutes, I was becoming quite anxious. My flight was to leave in 20 minutes. At this point, another customs officer who was in the room retrieves my passport and calls me over. He asks whether I bought the fruit in the U.S.? Yes for the oranges, no for the apples. He looks at the fruit; the apples had Washington state stickers. He let me keep them and took the oranges that had no U.S. sticker. Because I had on a PCA shirt the officer asked if I had a Porsche. I enthusiastically described my 2000 C4 cabriolet. I then asked him if he had a Porsche? "Yes," he said, a 1988 911 Turbo. He passed me through secondary in 90 seconds, with no luggage inspection.

I was convinced he intervened because he saw my PCA shirt. Hail the Porsche Fellowship!

Epilogue: I made it to the gate in time to board my flight, unfortunately my luggage did not, so I had to take the next flight.



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POG holds Q&A tech session

The Potomac Owners Group (POG) periodically holds informal technical sessions. Ray and Eric Wills hosted the February session that attracted about 40 Porsche enthusiasts. Several experts were on hand to answer questions offered from the floor.

POG is an informal group primarily of Porsche 356 owners. Their website—which contains a calendar of POG and other events—can be found at:

<http://www.pog356.com/>

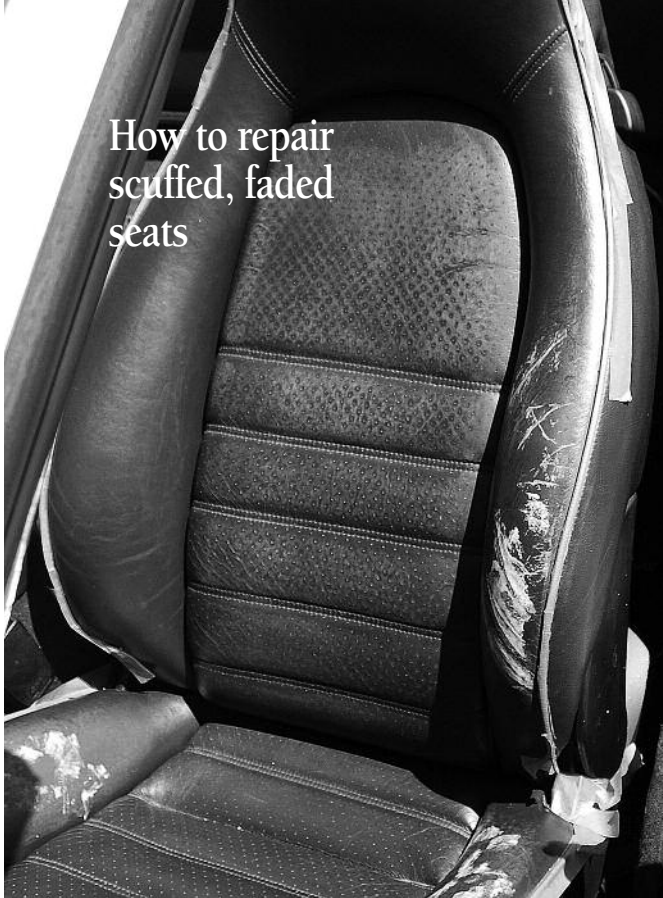
Photos by Richard Curtis

Top: An estimated 40 people showed up at WillsWerks in Fairfax, Va. on a warming February Saturday for a Potomac Owners Group tech session. Questions ranged from zinc additives in motor oils to panel gaps, the correct glue for carpets, windshield replacements, proper spark plugs and how to replate dash script.

Above left: Noted Porsche engine builder Tim Berardelli of Tim Berardelli Racing, describes a cam's interaction with a tappet.

Above: In addition to the Q&A technical session, guests had ample opportunity to explore WillsWerk's shop, drink coffee and eat donuts.

How to repair
scuffed, faded
seats



Photos by Richard Curtis

Left: The leather driver's seat in Darryl Nichols's 968 cabriolet during treatment by Michelle Williams, owner of Miss Interior Leather & Vinyl Reconditioning. Before repair, the bolster had holes in it. In this photo, she had already taped off the welting and filled the scuffs and holes.
Right: After treatment, which took about 3–4 hours, the holes and scuffs were gone and the dark blue color restored to the seats. Williams also repaired a hole in the driver's side vinyl door card and color-matched it.



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What is rallying?

By Craig & Linda Davidson
for *der Vorgänger*

If you get the Speed Channel, perhaps you have had the opportunity to watch their road rally series. If you have seen the series, a PCA Potomac Rally is nothing like that.

Our rallies focus on driving our Porsches on paved streets in a socially competitive spirit. The fun is getting from the starting point to the finish line in a safe and controlled manner.

What will I need to be in a rally?

You need to be a member of PCA and register on our website. You will need a navigator to help with the directions and clues. This can be a great opportunity to spend some quality time with a new friend or significant other. Clipboards with a highlighter and pencil and, of course, your clean and shiny Porsche.

What happens at a rally?

Potomac holds our rallies on Saturday or Sunday (see schedule on next page). If we did a good job of scheduling, the sun will be shining. We meet at a location, usually a shopping center that has a large parking lot and facilities. We usually gather approximately 30 minutes before the scheduled starting time. This gives us a chance to handle the required paperwork

and admire the other Porsches you will be competing against.

At the predetermined starting time, navigators will be given an envelope with the rally directions and clues that will be answered by something you will see along the rally route. All competitors open their packets at the same time so that no one gets an unfair advantage.

Cars will then line up and the rally begins. One car leaves at a time. We send the next car 2–3 minutes after the first car is gone. This continues until all cars are on the course.

At the rally's end, competitors will turn in their filled in questionnaire to the rallymaster for scoring. Trophies go to both the driver and navigator of cars finishing 1, 2 and 3.

In September, at our "Oktoberfest Rally," in addition to awarding that rally's top three finishers, an overall season champion is crowned.

How long does the rally last?

We try to keep our rallies to 2–3 hours once a car is on course. Usually this is 60–65 miles in length. Our rallies always end at a restaurant or special event that involves food.

The Camp Friendship and Lovettsville Oktoberfest rallies both include a car show.

Four rallies are scheduled in 2010

Our first rally of the year is scheduled for

Saturday, April 17. The rally begins at noon. Our starting point will be The Irish Inn, 6119 Tulane Avenue, Glen Echo, Md. The rally will start after our monthly Maryland breakfast. The finish line will be Branded 72 (formally O'Brien's Pit Barbeque) on Gude Drive in Rockville, Md.

There will be two rallies over the summer and one in the fall. The first scheduled summer rally will take place Sunday, July 11. This is our annual Camp Friendship Rally benefiting The Carol Jean Cancer Foundation.

The second summer rally will revolve around getting somewhere to participate in a crab feast. Oktoberfest in Lovettsville, Va. will be our fall rally.

Will I have fun on a rally?

That is definitely the purpose and intention we have in mind. A day spent cruising winding country roads in our Porsches, with a chance to win spectacular trophies. Enjoy a day socializing with others that have the same automotive passion while eating some good food somewhere different.

How do I sign up for a rally?

Registration opens 30 days before the scheduled event. Check the PCA Potomac website for details. If you have any questions, please contact me at rally@pcapotomac.org.

We are looking forward to a great rally program this year. Give rallying a try, you may get hooked!

Season's first rally will be 'Poker Rally'

By Craig & Linda Davidson
for *der Vorgänger*

The Amazing Race Poker Rally
12 noon, Sunday, May 16
Fallsgrove Village Shopping Center
14955 Shady Grove Road
Rockville, Md.

Meet between the Krispy Kreme Donuts and the Chevy Chase Bank for the first rally of the 2010 season. Registration will begin at noon followed by a driver's and navigator's meeting at 12:15. First car will depart Fallsgrove Village Shopping Center no later than 12:45.

Our first rally will be simple and entertaining. Cars will leave 2–3 minutes apart with directions to their first stop. At each stop cars will be directed where to retrieve a poker card and directions to the next stop. There are several stops.

Teams will keep track of their driving times between stops. Each team is responsible for turning in their total elapsed driving time for all the stops to the rallymaster, Linda Davidson.

We have driven the rally route several times and have an average total elapsed driving time that teams will try to match. Teams will be expected to drive at a safe and controlled speed, remembering we are on public roads. We have chosen less traveled roads, but caution is always the number one priority.

Scoring will be based on the difference between total elapsed driving time and what we have determined to be the target time. Since teams want to be as close to the target time as possible, the lower the score, the better.

The poker hands also will have point values (the better the hand, the more points) that will be deducted from a team's time score to get the team's final net score. Zero is the ultimate goal.

Trophies will be awarded to both the driver

and the navigator for the first three places, i.e. the teams with the lowest scores.

The rally will travel through Montgomery, Frederick and Howard Counties. We have discovered some great Porsche roads that you will enjoy driving.

The rally will conclude at Branded 72, formally O'Brien's Barbeque on Gude Drive in Rockville. If you like Texas-style barbeque, this is the place.

Cost for the rally is \$40 per car, which includes dinner for driver and navigator. Please send us an email (rally@pcapotomac.org) to register for this great day of driving and eating barbeque.

2010 event schedules

Autocross:

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:

May 16, 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 15, Porsches and Bi-Wings (rain day is May 30)

May 22, Polo Opener at Great Meadow

June 11-13, Fallingwater Trip

July 24-25, Homestead/Va. Highlands Tour
Aug. 14, PorscheFest Fun Run
Aug. 28, Drive-In and Dine
Sept. 18, Potomac Region 55th Anniversary Fun Run

Sept. 25, Lovettsville Oktoberfest
Oct. 2, Fun Run to Club Race
Oct. 23, Fall Foliage Run to the Ashby Inn
Dec. 4, Antietam Luminary Tour

Contact John Eberhardt at driveand-dine@pcapotomac.org

Concours:

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

TBD Camp Friendship Rally/Car Show.

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

Sept. 18 55th Anniversary celebration of PCA and the Founder's Region club.

Sept. 25 rally and People's Choice car show, Oktoberfest, Lovettsville, Va. TBD October German Car Show, Middleburg, Va. area

Contact Ron Davis or Mike Sarlis at concours@pcapotomac.org

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	Sat.-Sun.	Summit Point Circuit
DE	Aug. 13-15	Fri.-Sun.	Summit Point Circuit
DE	Sept. 3-5	Fri.-Sun.	Virginia International Raceway
HPDC	Sept. 25	Sat.	Jefferson Circuit
Club Race/Advanced DE	Oct. 1-3	Fri.-Sun.	Summit Point Circuit
Instructor/Volunteers	Oct. 29	Fri	Summit Point Circuit
DE	Oct. 30-31	Sat.-Sun.	Summit Point Circuit

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

2010 tech schedule

Date	Location	Event	Contact
Sat., April 3	Summit Point Jefferson Circuit	HPDC	Marvin Jennings (tech chairman)
Sat., May 1	Autobahn 3158 Spring St. Fairfax, Va.	Mid-Ohio DE May 7-9	Jose Herceg (shop owner)
Sat., May 22	InterSport 1524 Spring Hill Rd. McLean, Va.	Summit Pt. Shenandoah Circuit May 5-6	Charlie Murphy Omar Hilmi (shop owners)
Sat., June 12	AutoTherapy 8027-A Snouffer School Road Gaithersburg, Md.	Watkins Glen June 25-27	Roger Bratter (shop owner)
Sun., July 11	Porsche of Tysons 8598 Leesburg Pike Vienna, Va.	Summit Point July 17-18	Kurt Mickelwait (facilities mgr)
Sat., Aug. 7	Porsche of Arlington 3100 Jefferson Davis Arlington, Va.	Summit Point Aug. 13-15	Chad Morrison (service mgr)
Sat., Aug. 28	Tischer Auto Park 3211 Automobile Silver Spring, Md.	Virginia Inter. Raceway Sept. 3-5	Chas Conklin (sales mgr)
Sat., Sept. 25	Summit Point Jefferson Circuit	HPDC Sept. 25	Marvin Jennings (tech chairman)
Sat., Oct. 23	AutoSportsystems 2810-F Dorr Ave. Fairfax, Va.	Summit Point Oct. 30-31	Geoff Schwarz Ray Plewaki (shop owners)

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

Founders' Region officers

President: Tuffy von Briesen president@pcapotomac.org
Vice president: Dick Seltzer vicepresident@pcapotomac.org
Treasurer: Evan Close treasurer@pcapotomac.org
Secretary: Gary Brindle secretary@pcapotomac.org
Past president: Tony Kelly pastpresident@pcapotomac.org

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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
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Deutsch Marque concours set for May 2

By Ron Davis
for *der Vorgänger*

Sitting here with 26" of snow in my yard its mighty hard to write an article about the Deutsche Marque Concours. But just think, while we were getting cabin fever, our Porsches were getting garage fever. They are dreaming about spring and how good they will look at the area's premier German car show featuring the sharpest Porsches, Mercedes, Bimmers and Audis. Nottaway Park in Vienna, Va. will again be the show's location on May 2.

As is our tradition, each of the four clubs organizes its own concours event and judging.

The Porsche show will again be a top-only concours, meaning no one will be checking 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.

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. For example, last year's show was especially difficult as our rain date was also kind of soggy and establishing classes for fewer cars than normal was challenging. But we are counting on great weather this year so there will be many classes including ones for 356s, early 911s & 914s, late 911s, Boxsters and 928s/924s/944s and likely an outlaw class.

Trophies will be presented at the traditional wine/beer/soda & cheese reception at about 3 p.m. 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 to the reception, additional tickets are available at \$10 each. Children under the age of 12 attend free. There is no charge for spectators.

I will be looking for judges and helpers, so let me know if you are interested. Last year's terrific judges/helpers made this event run like clock-work. If you would like to help judge, place cars, tally up score sheets, etc., please contact Concours Chair Ron Davis at concours@pcapotomac.org or at (703) 280-4561 or cell: (703) 409-0513

Directions: From the beltway take the exit for Rt. 66 West and go about 1 mile to the Nutley St. exit which is the 1st exit after you leave

27th Deutsche Marque Concours Registration

Event date: Sunday, May 2, 2010
Location: Nottaway Park, Vienna, Va.

Name: _____

Porsche year: _____ Model _____

Address: _____

Phone: (home) _____ (work) _____

email: _____

Category: Judged _____ Wash&Shine _____

Registration fee (all classes) \$30

Extra reception tickets @ \$10 each _____

Total: _____

Make checks payable to PCA Potomac
Mail to: Ron Davis
8508 Browning Court
Annandale, Va. 22003

the beltway. Head North towards Vienna. You will pass the Vienna Metro station which will be on your left. Go two stop lights on Nutley to Courthouse Road. Take a left onto Courthouse Road, go about two blocks to Nottaway Park on your left. If coming on Interstate 66 from the west, take the Nutley Street exit and follow above directions.



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Meet Potomac's sponsors

For Mike Shah, a jewel of a birthday present

Mike Shah on the track in his '90 964 C4 cabriolet that he received as a surprise birthday present from his wife, Faith.

By Starla Phelps
for *der Vorgänger*

Potomac member and club sponsor Mike Shah virtually bursts with enthusiasm when he describes his love of Porsches, particularly a certain midnight blue 1990 C4 Targa that was parked outside a restaurant where friends were preparing to celebrate his 60th birthday in January 2002.

At Faith Shah's request, friend and fellow Porsche Club member, John Jordan, had picked out the car for Faith to give to her husband as a 60th birthday present. Jordan and his son had driven to Delaware to pick up the car, drive it back to D.C. and park it in front of the restaurant prior to the party. Imagine Mike's surprise during the dinner when he opened a gift box from Faith that contained the car's keys.

Mike wasted no time in maximizing all aspects of enjoying his first Porsche. He asked everything about the Porsche Club and the events in which he could get involved.

Mike's excitement and passion for his Porsche continued to grow as he participated in 35 track days that first year (PCA events and driving schools). He progressed from the green group to white, catching the Driver Education (DE) bug in the process. By May of 2002, Mike purchased a second Porsche (1996 993 C4S) for the

track and the modifications he made to the "track car" continue!

When asked what he most liked and disliked about his Porsches, he said, "First and foremost, I like driving FAST on the track with other experienced drivers. I like the challenge of driving as fast as possible for the day, the time, the track and the tires. I like the camaraderie with the other drivers on the track and in the paddock. What I do not like is the drive home!"

Faith added "I love how happy it makes Mike and me to enjoy all the wonderful people we meet through Mike's involvement." She said that her friends ask her if she worries about him driving on the track. She said that she believes that it is safer for him on the track with other skilled club members than driving home with the many road idiots.

Faith attended the High Performance Driving School several years ago in her Mini Cooper convertible and occasionally drives the Targa. Mike has encouraged her to join him in DE, but even though she is competitive, she would rather take a hike than drive on the track.

He and Faith attended Potomac social events, and in December 2003, Mike was awarded the Enthusiast of the Year award (the first time that a first-year member had received that honor). In addition to the DE program, Mike is now competing in PCA's Club Race.

Through their company, Shah & Shah Appraisers,

Inc., Mike and Faith began supporting the Potomac Region. In addition to their *der Vorgänger* advertising (the only advertising they do), Shah & Shah provides sponsorship donations for Club Race and has donated jewelry for Potomac auctions to support the club's charities.

Mike's grandfather, Isadore Schach and his two cousins each were sons of jewelry merchants in Warsaw and Krakow. They left Poland in 1917 for a new life in America. They had little luggage and knew no English.

At Ellis Island, Isadore's name was changed to Isidor Shah; immigration officials at Ellis Island routinely changed the names of many immigrants.

His uncle lived in Washington, D.C. and owned a jewelry store there. Isidor pawned the single gem that he carried from Poland to buy new clothes, and he worked hard to learn the jewelry trade, learn English and become an American citizen.

In 1925, Isidor and one cousin opened their own jewelry store, Oppenheimer and Shah. Five years later, Isidor married Emily and opened his own jewelry store "Shah and Shah" on F Street. Then 20 years later along with his son, Frank, (Mike's father) who opened a second store on 15th Street. For a while all three cousins had successful jewelry stores operating within one block. Sadly, Shah & Shah closed its doors in the wake of the 1968 riots, but they kept the commercial name.

Mike began working at the age of 12 with his father and grandfather. His grandfather's guidance and encouragement have been the major influences in his life. Mike and Faith married in 1978. Michael was involved in several successful enterprises, but he always knew that jewelry and designing was in his blood.

In 1986, he and Faith resurrected Shah & Shah in memory of his grandfather, Isidor. Instead of a traditional ground-level-retail store, they chose an office on the sixth floor of 1001 Connecticut Ave., NW, Suite 607. This was a daring move since Shah and Shah had been closed for 18 years and in an office they would not have walk-in traffic.

"We prefer to choose their clients and we are comfortable flying under the radar!" Faith said. "We figured that we both knew enough people. I immediately began calling my contacts made when I was a head hunter specializing in attorneys.

"I called; they came and continue to come," she says. Faith joined the business full time in 1989, and Mike and Faith have never looked back. If business gets slow, Faith gets on the phone.

Their business is about beauty. Making the client's dream happen is the goal whether with a new piece of jewelry, or designing something for them, or reworking an old piece. "Nearly every day, someone comments that they don't like a piece of their jewelry," Mike says. "If it has value and the gemstones can be reworked, we get a sense of their style, budget, and timeline. We make suggestions and draw up a new incarnation. Intuition, skill, creativity play a very big role in our success, but also we have been doing this for so long and have worked with so many people that we have developed a reputation for making beauty happen."

"It is an extremely satisfying process and now it is called 'green' to reuse previous jewelry," Faith adds.

Both Faith and Michael are both graduates of the Gemologist Institute of America and are skilled jewelry



designers. As a service to their clients they provide appraisal services (identification, description and determination of replacement/estate value of fine jewelry).

Mike and Faith own a farm in Eureka Springs, Ark. They travel there as often as they can. The farm is their refuge and brings them peace, they say.

The farm has also given them a whole new avenue for Faith to express creativity with river stones. Faith found rocks in the river bed that have perfect holes and immediately thought they could be made into cool pendants. She proceeded to add some bling to one and people were so intrigued that the first pendant was sold right off her neck.

"I was certain that they would be too weird for D.C.," Faith says, "but happily there are lots of rock hounds like myself. We have done quite well and Michael has designed several pieces that incorporate arrowheads verified to be 5,000 to 20,000 years old. My favorite quote is a husband who said, "you should see the ROCK I bought my wife ..."

Mike loves to work with wood so he is re-learning woodworking with plans to make furniture. In addition to supporting PCA Potomac, Mike and Faith are active in supporting inner-city charities. Together Faith and Mike plant trees, garden, do yoga, weight train, take long nature walks, play with their grandchildren and repaint the same bathroom over and over.

Faith and Mike Shah are involved in several inner-city charities in addition to their support of Founders Region, Potomac. Although Faith has taken Potomac's HPDC course, she says she has no interest in driving her Mini Cooper on the track.

FAQ about Drivers Education

Drivers Education, also known as “DE,” is a driving program sponsored by selected Porsche Club of America Regions to enable members to develop their driving skills. The DE program provides a safe and controlled motorsports park environment to learn and develop advanced driving skills.

First and foremost, DE will make you a safer driver by teaching driving skills and techniques that enhance accident avoidance capabilities through improved situational awareness and car control.

Second, DE provides an excellent opportunity to learn about your car and enjoy its performance potential.

Lastly, DE will allow you to socialize and have fun with other individuals of incredibly diverse backgrounds who share at least one common interest and passion: Porsches.

DE events are non-competitive events. DE is not a racing venue. This means there is no timing and scoring and no one charges admission to watch. DE events are closely regulated and impose strict non-racing rules on the participants to insure the safety of the cars and drivers.

The universal philosophy of DE is to be safe, learn and have fun.

It is expected that all DE participants will be familiar with the operation of their car and possess adequate skills to drive comfortably in normal day-to-day traffic. For example, DE is not the place to learn how to drive a stick shift for the first time, or put the first hour on a first Porsche ever owned.

Many PCA regions offer introductory driving or alternative driving activities, such as high performance driving clinics (HPDC), skid-pad schools and autocrosses. All of these activities are excellent opportunities to develop a sound foundation for high performance driving prior to entering the drivers’ education program. There are also many well recognized driving schools, such as Bob Bondurant or Skip Barber, which can provide good basic knowledge and skills. These schools supplement, but do not replace, the DE experience.

1. Do I need special equipment for my car?

If you are in the Green Run Group you should drive your street Porsche without modifications, such as special brake pads or tires. As a new driver, the greatest improvement will come not from modifying your car but from developing skills and simply gaining experience.

The first consideration for investments in

DE should be focused on your safety. Helmets, restraint systems, roll bars, racing seats are all good investments.

As you move up to more advanced run groups, such as the Blue run group limited modifications will improve your car performance while minimizing wear and tear on street components such as brakes and tires not meant for continuous and aggressive high performance driving.

Other modifications, such as suspension and engine, should be carefully considered only after you have reasonable track experience, i.e., White run group). Not only are these modifications expensive they can substantially affect street performance and car value.

2. Will I learn how to race?

The answer is no. While you will learn one of the basic critical skills of racing, that is high performance driving, you will not learn aggressive positioning, passing and other racing skills. There are a number of outstanding racing schools and venues where you can learn to race; PCA DE is not one of them.

3. Will I be forced to drive too fast or too slow?

As you begin your DE experience you will be assigned experienced Porsche driving instructors. These instructors can assess your skills and your car’s potential very quickly. This will establish what is hopefully two comfort zones, yours and your instructor’s. Staying within these overlapping zones will insure that both you and your instructor will enjoy the DE experience regardless of the speed you drive the car.

4. Can I bring family and friends?

Absolutely, PCA is a family organization and encourages participation and attendance by family and friends. While there are no spectator entry fees for DE events, you may want to check and see if there are extra costs for meals, etc. associated with any event attended by family or friends. You should be aware that some PCA regions discourage non-participants in pit and paddock areas due to safety concerns, so be sure and check in advance if there are any special rules.

5. Can I bring children and pets?

While there is no prohibition on children

and pets, you should give careful consideration to bringing them. Open areas with many car movements, tools and equipment are not a safe environment for children or pets, therefore both children and pets must be closely monitored and controlled. This will require pets to be on a leash or in a confined space at all times. Secondly, since these are basically outdoor events weather conditions can be uncomfortable for all and in the case of pets and children potentially dangerous, especially if children or animals are confined in vehicles.

6. Is there any material I can study prior to coming to the track?

There are many outstanding books and videos that can provide outside background information to enhance the DE experience and accelerate knowledge. Just be aware that there are many different approaches to teaching high performance driving, and one is not necessarily right and another wrong. Also, sometimes you will hear or read information that is either incorrect or can be easily misinterpreted. Therefore, do not become too opinionated or too argumentative too early in your high performance driving experience. Listen and learn different reasonable approaches and techniques and adopt the ones that work best for you during your track tenure.

7. What are the waivers I will be asked to sign?

When you come to the track you will be asked to sign liability waivers both by the track ownership and PCA as a precondition to admittance and participation. This simply acknowledges that you are aware of the environmental hazards and will hold the venue and PCA harmless should damage or injury occur. If you have any reservations about signing these standard waivers of liability, please consult your lawyer.

8. Is there something I can practice before I come to the track?

There are many driving techniques that you will learn that could and should be used and practiced on the street. These include vision and situational awareness, shifting, braking and turning. All of the techniques learned at DE, if integrated into your day-to-day driving style, will make you a safer, smoother and more proficient driver.

For Jim, Porsches are about camaraderie

By Jim Pauli
for *der Vorgänger*

Camaraderie! As a newish PCA member, that was my first impression of and strongest memory from my first PCA Potomac High Performance Driving Clinic (HPDC) last month at Summit Point.

The camaraderie actually began before the course. I have attended two PCA breakfasts at the Irish Inn at Glen Echo and the HPDC. At the breakfasts, Potomac members were welcoming with quick smiles and shared experiences.

The camaraderie continued on the road to the track. I have not been to Summit Point for 30 years and didn't remember the roads. I spent Friday night in Winchester so I would have a quick jaunt over to the track in the morning. I left for Summit Point at 6 a.m. expecting a 20-minute trip. Old Charles Town road curves generated lots of driving fun. All of a sudden, I noticed I was no longer on Old Charles Town Road. I had missed a turn and had to backtrack. By 6:30, the track was still not in sight. Then I turned a corner and through the fog I saw a caravan of four Porsches. There were my comrades!

Arriving at Summit Point, we parked on the grass and unloaded our cars. The coaching began. The experienced PCA members had no sooner parked their cars that they put down tarps and unloaded everything in their cars onto the tarps. I was a little surprised by the suddenness of the unloading. But it was becoming clear that I wasn't at a traditional course with someone telling you what to do every second. It was a group of friends working together to have fun. Then it was off to the classroom for registration, coffee and donuts.

We lined up our cars for a quick technical inspection and were off to our first classroom session. I immediately recognized another new member I had met at a Saturday breakfast. We sat across from each other and reconnected throughout the day.

I enjoyed that the clinic was kicked off by the man behind the picture in the monthly issue of *der Vorgänger*, our President, Tuffy von Briesen. The classroom session was friendly,



Jim Pauli with his 911 C4 cabriolet after arriving home from his first HPDC event at Summit Point.

simple, to the point and informative. The emphasis on smooth driving was clearly something I needed to hear.

Then we were off to the track and the camaraderie became infectious. Everyone was pumped to get out and drive. I enjoyed seeing all of the other 996s and cabriolets. People were friendly, comparing cars and asking questions.

And then the instructors arrived. Through the skid pad, braking and slalom events I must have had at least 10 different instructors. They had different perspectives, different ideas and all were friendly and eager to share.

As a member of the novice green class, I was happy we started with the skid pad. And I, like everyone else, my first reaction to oversteer was to turn in the steering wheel, not relax the turn. It was a counterintuitive and a little scary to lessen the angle of turn.

Next stop was the braking exercise. It is amazing how responsive and powerful the brakes are in a Porsche. I felt like I did not approach the limits or reach anywhere close to mastery of the brakes.

The diversity of instructors' approaches to the slalom course resulted in lots of learning. Some instructors wanted big side-to-side loops through the cones. Others wanted drivers to come as close as possible to the cones with the minimum turning.

The afternoon track sessions got the blood

flowing. Everyone enjoyed driving. I learned so much from my instructor, Dan Proctor. I liked how the driving for the three sessions were arranged—student, instructor, student. It allowed the students to develop a feel for the course and its challenges before getting in-depth coaching. After watching my instructor drive – both where on the track he drove and actually watching where he looked and how he turned the wheel – in the second session, I greatly improved my smoothness, my braking and my line.

The afternoon track sessions continued to increase camaraderie. After each run we would share the thrill of the course, highlight difficulties, and revel in successes. I greatly enjoyed watching other students drive. Those who were not driving would analyze the successes and techniques of the drivers. By then we were knowledgeable enough to know what the drivers should do and experienced enough to know it how hard it was.

Now that it is over and reflecting on the event, I realize that the Potomac PCA region is a community that encourages camaraderie among members. Just the type of organization I like to belong.

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Jim Pauli lives in Woodmoor, Md. He bought his first Porsche and first convertible in November 2008 in Houston.



Photos by Richard Curtis

Top left: Mike Avon of Bristow, Va., with his spotless '08 black turbo that he's owned since Sept. 2009. It's his first Porsche.

Readers and their cars

Above: Peter Kauffman, of Potomac, Md., wrestles with rerouting fuel lines in the 911 track car that he and friends are building in his home garage.

Left: Mt. Vernon, Va. resident Dave Simon with his '07 GT3. Before this, he owned a Boxster for eight years.

Above left: Barry Pitkin, Alexandria, Va., owns this '01 midnight blue turbo with upgraded K-24 turbos.

Readers and their cars



Photos by Richard Curtis

Top: John Deford of Owings Mill, Md, with his '73 914 6-cylinder 2 liter turbo that he's owned for seven years.

Above: Berk Buckukoglu, right, demonstrates his breathed-on twin turbo 911 to Clark Chitty and daughter Chloe, 4½, during a recent Saturday morning get-together in Bristow, Va..

Chris Ramos of Fairfax, Va. with his '02 turbo that he's owned for three years. It is his first Porsche.



Step 1: Grind off old paint. Step 2: Build new fender. Step 3: ... *der Vorganger* will be following the complete restoration of this 1953 Porsche 356 coupe now in Lewis Hauser's shop. Photo by Richard Curtis

