

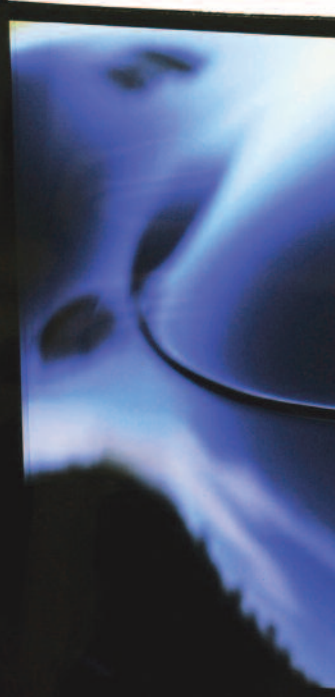
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derVorgänger

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

November 2008, Volume 54, No. 3

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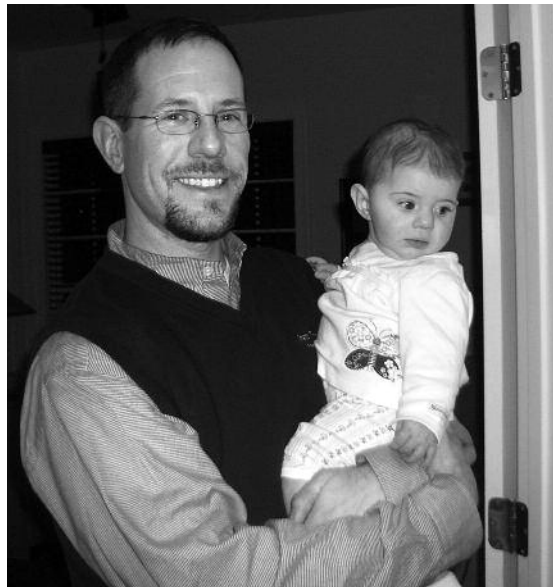


Photo by Willy Straubhaar

Sofia Henry, left, son Will, center, and husband Charlie Henry photographed during a break in the action of the Club Race weekend. Charlie has spent a couple of years doing Driver Education events but this was his first race. He drives a 1989 944 S2. Coverage of the Club Race weekend, pages 22-25.



Sydney Butler, a long-time Washington, D.C. resident, is spending time abroad with his family (above, from left: son Shane, Sydney, Julie and daughter Mallory). For this issue of *der Vorgänger*, Sydney has contributed a story from San Gusme, Italy, where he's found a colorful, independent Porsche mechanic. His story begins on Page 12.



Left: Steve Vetter and his then six-month-old daughter, Corrine. She's now 15 months. Vetter writes about the experience of installing a scissors-type lift in his home garage. Pages 10-11.

On the cover: Photographer Michael Madrid spent the better part of a day chasing Dan Rowzie around the West Virginia countryside with a large format *film* camera (and a 35mm digital) setting up breathtaking photos of Dan's fabulous Speedster that appear on the cover and on Pages 15-18.

derVorgänger

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

der Volunteers

Without a staff of fully engaged volunteers, this magazine would not exist. This month, I'd like to call special attention to the work of photographer Michael Madrid (below) who owns a beautiful white 911 Targa, in which he's put a lot of work. You've seen Michael's photographic genius now in the first three issues of the "new" *der Vorgänger*.

Now that you know what he looks like, please feel free to introduce yourself and congratulate him on his absolutely gorgeous photographs. Believe me, he works at it.



Also worth noting is the work of photographer Willy Straubhaar (who doesn't even own a Porsche and still volunteers!), who has thrown himself into this effort. He's produced to a high level already and has contagious enthusiasm for producing even more.

Sunny Reynolds popped onto my radar screen several weeks ago as someone who wanted to contribute to *der Vorgänger*, and her photographic work is strikingly original and imaginative.

There are other volunteers, of course, and we'll be calling attention to their work in a future issue.

If you would like to join their ranks — either as a photographer or writer — we would dearly love to hear from you via email at dveditor@pcapotomac.org

Richard Curtis, editor

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The president's page

Milestones

Next year marks the 55th anniversary of the Founders Region, PCA Potomac.

During the year 1954, a group of Porsche owners from the Washington metropolitan area got together to share not only the joys of driving a Porsche but also with the interest of helping each other out with the maintenance of these rather unique vehicles in the U.S. at the time.

After a couple of organizational meetings, they voted on the procedures for admission and membership dues, and in January 1955 the Porsche Club of America and the Founder's Region, Potomac were incorporated.

We are already planning some special events to mark this anniversary, and to celebrate the formation of the Porsche Club of America, which happened right here in Washington, D.C. those many years ago.

This year, the club held the 17th annual Potomac Club Race. For most of the 50 years since the PCA was formed, members who wanted to race competed in their Porsches in events sanctioned by SCCA and other racing bodies.

All this changed when a group of Potomac members including Allan Friedman, Bob Russo, Dan McChesney and others were instrumental in creating PCA Club Racing. The first PCA Club Race scheduled was our Summit Point event in 1992. Since then, regions all over the country have joined in to create a national calendar of some 28 races.

Club racing is thriving at Potomac, with 10 of our members earning their PCA National club racing licenses this season.

Management

Three years ago, the club's financial management was challenged. We set out to fix the problem, and thanks to some hard work by the executive, especially our then-Treasurer Starla Phelps, we established the kind of solid financial management reporting that the club needed. This work has been continued by our current

Treasurer Dick Seltzer, who has refined things even further and added cash forecasting. We can now balance current decisions during the year based on projected end-of-year outcomes.



Tony Kelly

The result of all this work is that we have been able to manage the club's finances with a high degree of confidence and to ensure that the club's cash reserves are strong.

I am confident that this legacy of strong financial management gives the club a solid foundation for growth in the years ahead.

Moving on

The *der Vorgänger* team will be taking a well earned rest in December, so this will be my last president's page.

This year has seen some major initiatives achieved, and some new programs launched. The new web site and discussion forum, the new magazine, a new partnership with the Porsche dealerships, and other less obvious projects have meant a lot of work for some dedicated volunteers.

The comments and emails I've received suggest that you like what we have been doing, and that is very much appreciated. The monthly Porsche breakfasts in Tysons Corner and Bethesda and the Drive and Dine Program have attracted many members to their first Potomac events. These events have introduced them to the life of the club. These new additions to the club's large range of programs have added even more opportunities for members to meet and enjoy their cars with fellow enthusiasts.

• • •

It has been my pleasure to work with a great executive team and the truly dedicated group of volunteers that run our programs and make it all happen. With even better things planned for 2009, I'm looking forward to working with incoming president Tuffy von Briesen to make next year even better. Thank you for the opportunity and for your strong support this year. It has been an honor to serve the club.

Holiday party and 2009 Potomac officer elections

Save the date:

• Potomac's holiday party will be at 7 p.m., Friday, Dec. 12 at the McLean Community Center. Dress will be business casual.

You are cordially invited to the club's holiday party, which will be a great opportunity to celebrate the season and to enjoy an evening of great food and fun with your fellow Porsche enthusiasts.

We will be making some important annual awards at the party. You'll find details of the menu and directions to the McLean Community Center on the PCA Potomac website later this month, but please mark the date in your calendar now.

2009 Potomac officer elections

• Saturday, Dec. 13 at the Marriot Hotel at Route 7 and the Beltway (I-495) in Tysons Corner, Va. Starting time: 10 a.m.

You are cordially invited to our final Open Board Meeting of the year and 2009 Officer Elections. Continental breakfast will be served, and promises are being made that the meeting will be short and sweet!

The officer candidates standing for election are:

For treasurer: **Bruce Dobbs.**

For secretary: **John Magistro**

In accordance with the Clubs' by-laws:

• 2008 President Tony Kelly will become past president for 2009

• 2008 Vice President Tuffy von Breisen will become president for 2009

To read more about the officer candidates and the election meeting, please visit www.pcapotomac.org and click About Us/2009 Elections

Candidate details

For more biographical details and pictures, please visit: www.pcapotomac.org/aboutus/ 2009 elections

Election meeting

The elections will be held at the Tysons Corner Marriot hotel on December 13, starting at 10 a.m. All members are welcome.

No December issue

der Vorgänger is published only 11 times a year. There will not be a November issue, but we're already making plans for a strong January issue with features and news about Potomac and its members.

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(featured in April 2007 *Excellence*)



The building was built on one acre of land with a 35-space parking lot on the roof.

New dealership arrives in Annapolis

Brings to five the number in the D.C. metropolitan area

For the past year, people driving along U.S. 50 between Annapolis and Washington, D.C., have watched a silver building rise from the ground between a Harley-Davidson dealership and the armory. That building is now the home of Porsche of Annapolis.

The design of the building with its rooftop parking deck, minimalistic décor and service center reflects the Porsche lifestyle.

The Porsche of Annapolis team features several

Porsche veterans.

General Manager Scott Heishman, with over 20 years experience, says he grew up with Porsche as his family had operated a Porsche dealership in Arlington, Va.

Gregg Wilson, a certified technician, has worked with Porsche cars for more than 30 years; Frank Donatoni, general sales manager, was part of the team that launched the U.S.'s first corporate-image compliant Porsche store in 2000. Parts manager Gill Johnston, service manager Rick Brewer and dealer principal David Johnson together offer more than 30 additional years of combined Porsche experience to the team.

The new dealership is located at 20 Hudson Street in Annapolis. For more information, visit PorscheOfAnnapolis.com or call (443) 837-2600.



The dealership's team: (from left) Toni Gaines, Gregg Wilson, Scott Heishman, Gill Johnston, Rick Brewer, Frank Donatoni and Todd Droege Meyer.



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Test your car knowledge

1. How much horsepower did the 1955 Chrysler 300 produce?
2. In which year was the first GTO produced? Name the car.
3. What is the wheelbase of a Porsche 356?
4. Name the manufacturer of the following displacement V8s: 265 ci., 221 ci., and 273 ci.
5. In which year was the first speeding ticket issued?
6. In which year did the first fuel gauge appear?
7. When was the first car radio?
8. In which key do most American car horns beep?
9. How did the first gasoline-powered car built in the U.S. stop?
10. In 2007, how many Porsche 911 997 models were sold in the U.S. : (a) 13,370; (b) 13,153; (c) 6,249; or (d) 3,904?

Answers:

1. 300 2. 1964, Ferrari 250 GTO 3. 82.7" or 2,100 mm 4. Chevrolet, Ford and Dodge/Plymouth 5. 1902 6. 1922 7. 1929 8. F 9. In 1893, the Duryea Brothers "motor wagon" was stopped by driving it into a curb. 10. (b) 13,153. The Cayenne actually outsold the 997 in the U.S. in 2007 by selling 13,370. Porsche sold 6,249 Caymans and 3,904 Boxsters in the U.S. in 2007.



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New members, anniversaries

November 2008 anniversaries

35 Year

Melvin L. Jones & Dorothy Jones

30 Year

Dougal M. Casey & Kit Casey

25 Year

Walter L. Sadowski & Andre Sadowski

15 Year

Charles J. Landy & Roslyn S. Landy

10 Year

Gil Boahene & Catherine Swaniker

Steven A. Inkellis & Barbara Inkellis

Jonathan Jones & Alice Jones

Steven Ray Lorentz & Tara V. Marsh

David L. Lovato & Rhonda L. Rudd

Michael C. Miller & Luke Garfield

Elwood F. Neale & Paula Braxton

Jerome A. Welte & Chinthika de Silva-Welte

5 Year

Ardyanto Alam & Leonardo Alam

Mark B. Barry

Eric Carnell & Sang-woon Han

Peter J. Conte & Paulette McCubbin

R. Craig Fowler & Kathryn M. Fowler

Thomas R. Freyer & H. W. Freyer

Lenny Ilkovich Braun Jones & John Wolff

Timothy Logan & Candace Leigh

John Lycas & Elena Lycas

William T. Meyer & Katherine Meyer

Casey M. Parkin & Cori Parkin

David L. Reichardt & Susan Jensen Reichardt

George G. Rublee & Bill Rublee

Steven J. Tattum Josephine Torrente

David P. Van Duzer & Carol Van Duzer

Nathan C. Wallin Eric B. Williams

James C. Wingfield & James E. Wingfield

33 new members in September

Andrew C. Balkcom Antonio P. Conceiao & Lisa Morais

Nathaniel D. Dailey Paul Davidson & Cheryl Davidson

Karl Fosburg & Fia Fosburg

Kenneth J. Harwood Ray D. Hook

Ted G. Ingalls & Katrina Ingalls

Joseph C. Kale Peter Kaplan & Katharine Hanson

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Club member Tito Dua stopped by Vetter's garage with his 1986 Turbo Look Cabriolet for some brake work. The scissors lift seen here can go higher but care must be taken not to collide with the overhead garage door mechanism.



Hobbyist, DIYer car owner: Need a lift?

Low cost, high functionality prove effective. Only problem: Getting it off the truck

Story and photos by Steve Vetter
for *der Vorgänger*

Sometimes the best plans turn out vastly different than originally planned. In 2004, I bought a brand new house with great plans to put in a lift and have the garage of my dreams. Originally, I had planned for a four-post lift to store my Porsche up high and keep another car below, as well as do some maintenance. Storage initially was a higher priority than maintenance. After some casual Internet research, measuring and making visits to other enthusiasts' garages, I reconsidered. The space constraints of a cookie-cutter house combined with the hassle of running the lift every time I wanted to take the car out left me looking for other solutions.

The Holy Grail of lifts for the home DIYer is probably the two-post lift similar to that featured in the September *der Vorgänger*. This would have allowed me to work on more projects than the four-post lift (such as anything related to the wheels), but still would have cramped my space in the garage on either side of the car. Additionally, I would have had to drill holes in the garage floor to mount the posts. Either option would have required that the garage door tracks be positioned to clear the top of the lift, which wasn't an issue in my garage, but the interference with the work space was a deal breaker.

Fortunately, there was a third option: a mid-rise lift. With mid-rise lifts there are some variations in design. A "parallelogram" lift essentially has a fixed base and the portion the car sits on moves up and down. The version I settled on is often referred to as a "scissors" lift for its scissors-like action. In this case, the lift has a set of wheels

and rolls along the garage floor to lift the car. A scissors lift is probably a better solution for the small garage because it allows the car to rise completely vertically unlike the parallelogram, which by definition has some forward and backward movement when raising the car. Additionally, the scissors lift is somewhat portable.

There are several manufacturers of these lifts, by "name-brand" as well as not-so-familiar companies. I selected the Atlas Pro 6MR, sold by Greg Smith Equipment of Newark, Del. The actual manufacturer of this particular model is Hanmecson, Inc. I have been told that they were subsequently bought by another well-known company, however, they appear to maintain the Hanmecson name on the Internet.

The retailer would have delivered to my house, however, they required that I stayed home and help unload it from the truck in front of my house. Complicating matters, they said they wouldn't necessarily be able to get it into the garage. While the lift is somewhat portable—but still nearly 1,000 pounds—I had no way to drag it up a steep driveway. Fortunately, Newark isn't not that far from Northern Virginia, and I have friends with trucks.

Potomac member John Lewis volunteered to help pick the lift up in Newark. If you have ever been to Harbor Freight Tools, you will like Greg Smith Equipment. It's very similar, but the tools are bigger and more expensive; John ended up making some impulse purchases while we were there. The folks at Greg Smith were helpful; they loaded the lift into the back of John's truck with a forklift.

Since I didn't have a forklift at home, on the return trip, we paid a visit to club member David Riley to bor-

row his engine hoist. The last time I used this hoist was to replace the engine in my 944 (another story for another time). While John was gracious enough to drive to Newark, I drove the truck back to Virginia. The weight of the lift was noticeable despite the appearance from the side that the truck was still empty.

Once we arrived at my house, we assembled the engine hoist and attached it to the lift. The objective was to raise the lift from the bed, and then drive the truck from under it. This was easier said than done, since the lift required us to reposition the hoist several times to get it out of the truck.

Ultimately, we were able to get the lift from the truck and into the garage using a combination of my floor jack and jack stands to lower the beast to the floor. The lift comes with a cart that allows the unit to be pivoted and rolled in position. This cart also contains the hydraulic pump and about 3 ½ gallons of hydraulic fluid. This extra weight is necessary to pivot the lift.

Once the lift was in place, the final step was to build some ramps. For most cars, this isn't entirely necessary, but for low clearance Porsches, it's a must. The first job I had planned for the lift was a complete suspension refresh on my 911, and I was afraid I wouldn't be able to drive it off once completed. The ramps I built were made from 16 foot 2x10s. I cut them in the middle so that I could move them easily (they are heavy) for cleaning the garage, or if there was some other task where I needed them out of the way. I simply beveled the edges with a circular saw to make it easier to drive up.

In retrospect, I should have used 2x12s. Missing an apex at the track by an inch isn't that big of a deal, but it's a hassle when dealing with the ramps, especially since I park the car on the ramps when I'm not driving it. Some lift owners have fixed the ramps to the lift in some fashion; I have not. The track of the three cars I typically work on varies so it's nice to be able to move the ramps. The arms built into the lift have a wide range of adjustments to cover all types of vehicles, plus the pads can be removed to accommodate extremely low cars.

The benefits of having a lift

This has been an amazing asset to have in the garage. In the past, I had performed some big projects, such as removing the engine with just jack stands from my 911 and my 944. Never again! The power unit is portable on the cart and rests next to the wall, while the hydraulic hose and the cable for the safety stops run along the garage floor. After several months, I have attached the hose to the side of the ramp to keep it out of the way when under the front of the car.

Power is supplied by regular 110v power and I always make sure the compressor isn't running to avoid a trip to the circuit breaker in the basement. The full lift height is 48", but I can't raise the car that high without the car colliding with the garage door motor—the garage door height was not changed. I have noticed that the weight of the rolling wheels has affected the concrete flooring slightly and the lift has a tendency to "walk" a little and occasionally needs to be repositioned with the cart. Other than that, I have no complaints.

• • •

Steve Vetter has been a member of Potomac PCA for five years. He owns a 1983 911 Targa and a 1990 944 S2 that has had two prior Potomac PCA owners. He has also owned a 1986 944 that has remained in the club.



Steve Vetter attempts to remove the lift from the hoist used to move the lift from the truck to the garage.

Final tally

Lift: \$1,045 (on sale; no tax in Delaware)
 4 gallons of hydraulic fluid: \$40
 4 2x10s and miscellaneous hardware: \$50
 Not using jack stands: Priceless

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Riccardo Rossi, left, and his nephew, Cristiano Collini, work in the Autoficina Richard Rossi in San Gusme, Italy.

Photos and story by Sydney Butler
der Vorgänger's foreign correspondent

San Gusme, Italy: If you're looking for Renaissance art on your Italy vacation, San Gusme ("goozmay") is not your spot.

Unlike Florence, which sprawls an hour north via the *autostrada*, there's no David, no imposing cathedral, no priceless frescoes of Madonna and Child. Da Vinci didn't sleep here,

and few others do in this tiny village just south of Rosananno (even tinier) and north of Castelnuovo de Beardenga (even harder to pronounce).

San Gusme hosts no annual horse race in its streets, like Sienna to its southwest, and moviemakers chose trendier spots, like Cortona an hour directly east, to make hit films such as "Under the Tuscan Sun." If you want

resplendent food and lodging, choose nearby Borgo San Felice.

San Gusme has no shopping center, its one grocery has been in the same family for generations, and the only stars assigned to its three cafes are those overhead in the evening sky.

But, oh, what a landscape drifts down from San Gusme's ramparts. This is the land of ancient villas, castles, monasteries, olive trees and stone. What these elegant vistas relinquish in "modern" conveniences, they give back in silence, forested hills, sweeping vineyards and sunsets that lay them all to rest each evening. The past, so finely conserved and honored here, softens the present and suggests values for the future. And it's in this pastoral landscape where, 30 years ago, Riccardo Rossi founded his *autoficina* to service Porsche automobiles.

Autoficina Riccardo Rossi, located in an unmarked stone building just off the only road through San Gusme, is an unexpected sight for sore Porsche-owner eyes. On the autoroute between Rome and Florence, Cayennes and Carreras had briefly graced the mirrors of my rental Opel miniwagon. Near San Gusme, one is far more likely to see tractors, Fiats or an occasional wild boar.

There is no sign out front, but several Porsches parked in the small lot testify that there's good work within.

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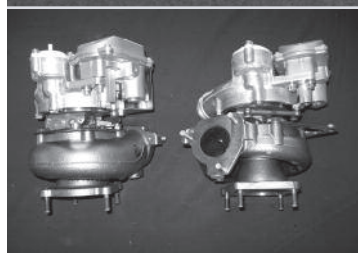


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997 Turbo Stage 3: Custom Variable Vane Turbos - 690hp



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



Rear toe links for 996/997/Cayman & Boxster

These aren't rustbuckets abandoned by long disinterested owners. While there, I admired a 997 Carrera 4S cabriolet, a black/black 996 coupe, a red 944, a 1983 911 Carrera and a beautifully restored grey 356.

Riccardo Rossi started working on Porsches in 1972, near Belluno in northern Italy. He came south to San Gusme in 1978, and eventually enlisted the expert assistance of his nephew ("nipote") Cristiano Collini, who works alongside him today. These two artisans work in a small, but neat two-lift space. They use the winding roads through the nearby vineyards for test drives.

Trusting owners bring their cars from Sienna, Florence, Arezzo and other cities throughout Italy. The *aut-officina* reflects Riccardo's and Cristiano's enthusiasm and professionalism, with neatly arranged tools and numerous Porsche posters on the walls. The fact that both men suffered through my interviews is evidence enough of their dedication to Porsche!

Riccardo's answers to my questions (translated by a longtime U.S. friend who lives in nearby Rosignano) were sincere and insightful:

What is your favorite Porsche? "The new ones are fantastic, although the early Cayennes had electrical problems that are now fixed. But my favorites are the 356 classics!"

In the land of Ferrari, Lamborghini and Maserati,



On the road to San Gusme, Italy.

why Porsche? "Porsche is the only one you can take to the market and to the track."

Why have you dedicated your career to caring for Porsches? "I admire the story of a man and his family who believed in a dream and made it happen."

The afternoon after I said *arrivederci* to Riccardo, I was on a mountainside near Cortona enjoying the sunset and a fine bottle of Tuscan wine. I thought of my time with Riccardo in San Gusme, and was missing my Porsches tucked away in garages in D.C. But wine and Italian sunsets can do wonders for homesickness, and I was soon reflecting on Riccardo's words and San Gusme's vistas. Respect the past. Conserve its values and traditions. Honor people and their dreams, whether those dreams are splendid automobiles or ancient landscapes.

Nice messages, nice memories from the land of *la dolce vita!*

• • •



Syd Butler has owned Porsches since 1966. He currently enjoys his original 1963 B coupe and fully restored 1961 B Super 90 Roadster. Syd and his family are Washington, D.C. residents, now living in southern France through 2009. His articles and photographs have appeared previously in *der Vorgänger*.

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Checking out Taylor Chapman's 356 cabriolet during the open house was Peggy Rice of Ellicott City, Md.

New indy shop opens in No. Va.

German Auto Group, a recent addition to the independent repair facilities in Northern Virginia, opened its doors Saturday, Sept. 27 for Potomac members to see the premises, meet long-time Porsche mechanic Taylor Chapman and get in some personalized wrenching using Chapman's lift and helpful expertise.

About 20 folks showed up during the 9 a.m. to 3 p.m. hours of the open house. Chapman says he hopes to be able to do this "about once a month."

The shop, which specializes in German-brand automobiles, is on Backlick Road just south of Springfield, Va.



Story and photos by Richard Curtis

Taylor Chapman, right, inspects the underside of Danny Bui's '73.5 911 that Bui has owned since 1998. Helping Bui install a new exhaust system was his friend, Jeff Michael, left.



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Introducing Dan Rowzie

Life spent in the fast lane

Story by Kristin Brickley

Photos by Michael Madrid

By Kristin Brickley
for *der Vorgänger*

While en route to an autocross a number of years ago, Dan Rowzie was arrested driving through Maryland in a Porsche 356 Speedster without a windshield or bumpers (which was legal in Virginia at the time). When Prince George's County police pulled him over, Rowzie was unable to convince them of the car's legality despite his best efforts. In fact, his protestations, however polite, hurt the pride of the local officers.

"Next thing I know," Rowzie says, "I was [spread eagled] on the back of the police car being searched, handcuffed and thrown in the car."

Despite this run-in with the law, Rowzie is an upstanding member of his community and a 42-year member and former president of the Founders' Region Porsche Club of America (PCA) Potomac. Rowzie is retired from the Navy and currently occupies his days volunteering for an interfaith caregiver organization, fundraising for charity or volunteering at a historical car museum.

Born and reared in Alexandria, Va., Rowzie's first real interest in cars began when a 1948 Buick Roadmaster caught his eye around age 10. Soon thereafter, he began reading any hot rod magazine he could get his hands on.

"I got nuts and just started reading them like crazy" says Rowzie.

When he bought his first car, a 1948 Plymouth coupe, Rowzie soon began tinkering and making all manner of

Dan Rowzie poses for the camera in his Speedster that he's owned since 1993. The has a 911 five-speed transmission, a 944 front suspension and 944 Turbo brakes. Rowzie was Potomac club president in the late 1960s and has served on several national boards.



The Speedster features several custom touches, a cage made from NASCAR oval tubing, a 924 rack-and-pinion, and a full dry-sump oiling system, plus Boyd Coddington wheels (designed by Chip Foose) with special billet aluminum hubcaps that appear almost stock.

modifications to the vehicle.

"I put lowering blocks on it first. Then, of course, the glass pack muffler that sounded good. And then I started having some body work done, taking all the trim off of it, nosing and decking."

While his early alterations were mainly cosmetic, Rowzie's tastes became more and more refined, and he has since modified a Speedster with every engine and body modification one can imagine. The one thing Rowzie has never done is a supercharger.

"That's something I would like to do to a big-motored car, just to experience it."

Spending his spare time at the Marlboro, Md., race-track, Rowzie soon developed a keen interest in one particular model he saw racing: a Porsche.

"I got captivated" says Rowzie. "This was the time when everything was going big, and here was this little car with the motor in the wrong place. A marvel. A mechanical marvel."

After seeing Speedsters at Marlboro, Rowzie knew he wanted to buy a Porsche some day. In fact, not only did he want to own one, Rowzie wanted to compete in a Porsche. Since the Porsche was out of his price range, Rowzie was forced to wait six years until he was able to



Rowzie, from Charles Town, W.Va., says he's just a street rodder at heart, and he says he enjoys his 1939 Ford coupe street rod as much as his Speedster. However, Dan has owned between 30 and 50 Porsches.

afford his first, a cabriolet.

He wasted no time entering autocross events, competing against his own time and those of his fellow drivers. He was competitive and generally finished within the top five in his class. But the cabriolet was heavy, too sluggish for autocross, so Rowzie bought his second Porsche, a Speedster.

"I liked to drive the Speedsters, because they were so light and I think I mastered them fairly well, their characteristics... I enjoyed driving them."

It was in his first Speedster that Rowzie participated in his only hill climb. The Hershey Hill Climb took him up a narrow state road that winds over Hershey Mountain. Pushing the Speedster to its limits, Rowzie reached the first 90-degree turn on the road, which took him over a culvert.

"I moved to the left instead of taking that straight," he says, "and when I did, the car got sideways, and it was going up this little road sideways at 80 mph."

As Rowzie's Speedster careened up the road, it began to climb an embankment, rolled over and finally came to a stop upside down, leaving him in a precarious position. "I was hanging upside down in the shoulder harness

Throughout his lifetime, Rowzie estimates that he has owned between 30 and 50 Porsches.

Rowzie once won a 1967 911 Targa at a Parade. He later "hurt" it at an autocross, which afforded him the chance he'd been waiting to pull the engine and modify it. He installed larger pistons and barrels, better suspension, new gears and increased the size of the 2.0 liter engine.

wishing I could be somebody else."

Not one to give up, however, Rowzie finished the climb in spite of having crushed the windshield and dented the side of his Speedster. After he crossed the finish line, though, Rowzie knew his days of hill climbing were over.

Having bought his first Porsche and competed in Porsche events, Rowzie decided that he wanted to become more involved with the Porsche community, joining the Founders' Region PCA Potomac in September, 1966. Not long after he became a member, the often quiet and reserved Rowzie decided to run for office, and in 1968 was elected vice president of the club. The following year, Rowzie was elected president.

During his tenure with PCA, the Founders' Region members frequently hosted rallies.

"They were national level rallies... we had some of the best rallies in the world. And when the other clubs put on rallies, one of our people generally won the thing overall."

In addition to rallies, Rowzie also focused on tech sessions when he noticed a trend developing among the ap-



The electrical system has been converted to 12 volts. The engine is now 1800 cc.

plications for membership. Reading through the applications, he discovered that a majority of the applicants to Founders' Region PCA Potomac expressed interest in learning about the technical aspects of a Porsche.

Following his term as president of Founders' Region, Potomac, Rowzie took on positions at the national level, including zone rep, national public relations chairman and national secretary. He then helped form the 356 Registry and served on that board of directors for years.

These days, though Rowzie still enjoys the occasional visit to the race track at Summit Point, a mere eight miles

from his home in Charles Town, W.Va., he doesn't spend much time in his Porsche. He volunteers for Good Shepherd Caregivers, providing transportation for medical appointments. He is also on the board of directors for Friends of Happy Retreat, a charity that hopes to preserve the historical home of Charles Washington, youngest brother of George.

Of course, Rowzie says he can't truly stay away from cars. Five weekends a year he travels to Pennsylvania to volunteer at the Eastern Museum of Motor racing, a nonprofit museum featuring sprint cars and midget racers.

Even though he can't get to the racetrack as often as he'd like these days, Rowzie says having a home so close to Summit Point has its benefits.

"I can hear them, sometimes, if the wind is right," says Rowzie.

Hobbies: Reading, travel, motorcycle trips.

Porsche he'd like to buy: Cayman S.

Top speed achieved in a Porsche: 150 mph in a 1973 Targa with an IROC engine, participating in the 1975 Cannonball, with a time of 38 hours, 39 minutes.

Something you might not know about Dan Rowzie: He quite possibly started the trend, in Porsches, of flat-black trim after he modified his own vehicles this way. During a Parade, one of the Porsche sons saw Rowzie's trim. Within two years, the flat-black trim began to show up on production vehicles.

Non-Porsche he'd like to own: Mini Cooper (if not for other reasons, because it has a supercharger!).



Photos by FunKtion Auto
 FunKtion auto owner
 Walid Ashi at the wheel of
 his Radical sports racer,
 powered by a Suzuki
 Hayabusa motorcycle engine,
 which he races at
 SCCA MAARS events.

Doing what you love

Walid Ashi leaves IT, moves to high-performance autos

By Starla Phelps
 for *der Vorgänger*

FunKtion –the perfect word to describe Walid Ashi’s dual-purpose business auto business:

fun: *living his dream and having fun.*

funKtion: *dual-purpose business with personalized service and sales featuring personalized maintenance and repair; car purchasing and sales; high-performance tuning; race preparation; Radical sales and support; and armored vehicles and custom preparation.*

Q: Tell us about yourself.

Walid: I am Lebanese, born in West Africa. My parents moved us back to Lebanon when I was 6. At 12, we moved to Europe for four years and then back to Lebanon for two years. I moved to the U.S. when I was 18. I attended undergraduate at Catholic University, majoring in engineering and computer science. I then went to George Washington University. During my junior year at GW, my brother and I started an information technology company that was extremely successful. In 1998, we sold that company and spun off another. Unfortunately, the second company was not as successful, so when we sold it at the end of 2003, I decided to follow my dream.

The dream had something to do with cars?

Yes, I always loved cars, so while working in the information technology business, I went to the Skip Barber and Panoz racing schools and began driving with the BMW club on the track. I was in heaven! I met a lot of people who had automotive repair shops, and I saw a gap that I felt I could fill.

Enter funKtion?

Not immediately. I needed to write a business plan, find a location and hire some people. Fortunately I received a lucrative contract from the president of Senegal to retrofit 11 new Ford Excursions for his personal fleet.

But you had no experience ...

True; however, I knew I could do it. I am a problem solver, and nothing is too big. I hired one person, and we worked out of my garage. I also subcontracted various things. The cars were a great success, and I have recently done another car for him. So, if a Porsche owner needs retrofitting of any kind, even armor plating, we can make it happen.

How did funKtion get to its present location?

I found the property, and along with a few friends,



Above: FunKtion owner Walid Ashi says he built the facility to accommodate DE tech days, such as this one, and other events.

Below: The waiting room, features a large-screen TV, an espresso bar, and overlooks the garage.

we had the complex built as a speciality automotive center. I opened the doors in January, 2006. We have 10,000 square feet of office, sales and maintenance space. We have worked on special projects like turbocharging a Lotus Exige, restoring a Porsche 356 cabriolet "C" and maintaining a Renault R5 Turbo.

How many technicians do you have?

We have five full-time staff. Three of the technicians, Kevin Gentile, Dave Bergman and Heinz Peters, have years of Porsche experience and training. Wayne Moubray is our shop manager, and Danyel Delgado is his assistant. Wayne talks with our clients and schedules appointments, but when the client comes, they go directly to the

technician.

Why should I bring my car to funKtion?

Our clients go directly to the technician and discuss what service they need — maintenance, tuning or customizing. We really want the daily driver to choose us because we are reliable and know and understand their cars. It is a personal relationship. My role is to be the customer advocate. I always take the side of the customer. Fortunately, we all believe in doing it right first. We also give a 5 percent discount to new customers and a continuing 5 percent discount to all PCA members. I believe that a business grows and survives by word of mouth, so we have to be good and make sure that we continue to do it right the first time.

Your daily driver?

I have a BMW M coupe and my wife drives a BMW. My race car is a Radical SR3. I love racing!! I drive in the SCCA MARRS (Mid-Atlantic Road Racing Series). The car is ultra-reliable, has high downforce and is easy to drive . . . perfect for the track. We recently modified the car's Suzuki Powertec four-cylinder motorcycle engine from 1300cc to 1500cc.

Tell me a little about your family.

I have an 8-year-old



son, Gabriel. My daughter, Tamara, is 13. Both of my children love karts. They are both great drivers. Gabriel started racing at the age of 5 and has won many trophies. He will begin racing at the national level next year.

My wife and I were high school sweethearts in Beirut. She worked in Paris as a diamond gemologist for five years before we married in 1992.

Do you have other hobbies?

I love winter and winter sports, especially skiing.

Tell us about the Founders' Region events you have sponsored.

We have sponsored the great 928 Frenzy for the past two years. You would be amazed at the enthusiasm and the number of 928s that came from all over. We also have sponsored last year's (PCA) national event, "Escape into American History." We kept our business open for the three-day event and our technicians ready for any car issue. We also have sponsored the new-member events. We welcome PCA members at any time. We would love to sponsor other events here at our facility. I had it built specifically to accommodate events being held here.

What is your favorite song or singer/group? Genesis and Pink Floyd.

If you could meet anyone in the world alive or dead, who would it be? Gordon Murray, renowned designer of Formula One race cars and the famous McLaren F1 'supercar' road car.

What is your favorite race car? McLaren F1.

What is your favorite word? Definitely.

What are your least favorite words? Forget it.

Pretend that you are superior in a particular sport and are good enough for the Olympics... what sport would you be competing in? Swimming.

What turns you on creatively, spiritually, or emotionally? Creativity.

What turns you off? Arrogance.

What is your favorite curse word? It is a Lebanese word that I cannot tell you.

What profession, other than your own, would you like to attempt? Absolutely none. I love what I am doing.

What profession would you not like to do? Politician.

If heaven exists, what would you like to hear God say when you arrive at the Pearly Gates? Where have you been?

If you were painting a picture of yourself, what color would you use? Vibrant white and blue.

What is your favorite book? "Da Vinci Code."

What is your favorite movie? *Scarface*, with Al Pacino.

What is your least favorite movie? *The English Patient*.

Do you have a nickname? Something that your parents or friends call you? Waldo.

What are you most proud of? My children.

If you could have your dream, what would it be? To run a race team at LeMans.



Walid Ashi with his (now) 8-year-old son, Gabriel.

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Photo by Richard Curtis

Potomac's Club Race weekend

Porsches of all stripes, ages and colors descend on Summit Point

Above: Race Director Dirk Dekker led a yellow-flag lap around Summit Point's 2-mile main track as the field practiced several starts during Friday practice.

Right: Cindy Pagonis, left, and Starla Phelps ran registration for the 77 drivers that entered Potomac's annual club race weekend.

By Tuffy von Briesen
for *der Vorgänger*

Fewer drivers participated than in previous years, but the stars aligned and the Potomac Club Race weekend was termed a rousing success. On the weekend of Oct. 3-5, 77 drivers came to Summit Point (W.Va.) Raceway for three days of practice, qualifying and some intense racing.

The club couldn't have had a better weekend for the races. Fantastic weather brought out the spectators and everyone was walking around the paddock in short sleeves. Kevin Oyler and Starla Phelps, club race co-chairs, did a great job managing the event. Potomac had over 80 volunteers who gave their time coordinating and supporting the event. The list is too long to thank people individually, but the race would not have been successful without their support.

For the first time, we offered Driver's Education during the club race weekend. Twenty-three advanced DE drivers got more quality track time than they could've imagined. Thanks to flawless coordination by DE Chair Alan Herod and Chief Instructor Dirk Dekker, fun times were had by all. Even the guy in the 924S, who must have gotten arthritis from giving so many passing signals, had a good time.

Another highlight was the touring laps for our club race title sponsor, the Washington DC Metro Porsche

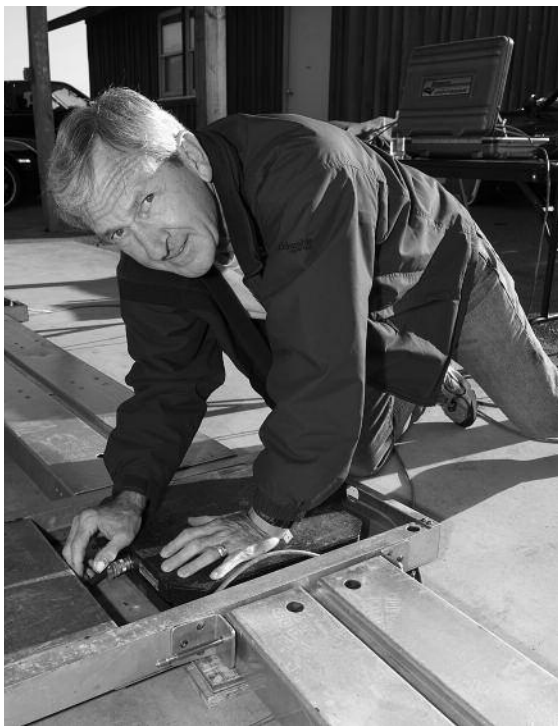


Photo by Willy Straubhaar

Dealers. Porsche of Arlington, Rockville Porsche, Porsche of Tyson's, Tischer Porsche and Porsche Cars North America brought several of their 2009 Carreras with the new PDK transmissions and one Cayenne GTS to the track.

Oct. 3-5 Potomac National Club Race

Potomac led touring lap sessions at noon and again at the end of the day. Dr. Dekker again stepped up to the plate and did a fine job pacing the group. Volunteer Coordinator Art Schwarz and Steward's Assistant Mike Smalley hung out in the back of the pack to make sure everyone stayed together. A large number of PCA members and Porsche dealer clients were treated to seat time in the new cars. The only Porsche vehicles that couldn't



Photos by Willy Straubhaar

Top: Carroll Quinn of New Jersey, who has been racing for 2 years, ran his 2000 GT3 in the club races in beautiful weather conditions. **Above:** a Mike Levitas crew member gets set to record lap times during an on-track session. **Left:** As a scrutineer, Potomac's club secretary Bruce Dubbs sets up the scales.

be driven were the four vintage Porsche tractors displayed by Bill Scott, owner of Summit Point.

The PCA national crew, Brian Henderson, chief national steward; Jon Beatty, national timing and scoring;

and Geoff Daniels and Sean Reardon, national scrutineers looked pretty relaxed directing the action. Sean, Geoff and Jon even managed some laps in the PDK cars.

Our annual Potomac Club Race would not be suc-



Photo by Willy Straubhaar

Above: Charlie Murphy, of Intersport in Tysons Corner, with the 911 owned by Pete Kauffman and Timmy Tyrell.



Photos by Richard Curtis

Right and upper right: Chas Conklin, sales manager of Tischer Porsche, gives a demonstration ride around Summit Point in a new Porsche 911 with PDK transmission.



Successful without the support of our loyal local sponsors. At Speed Motor Sports, AutoSportsSystems Group, IMA, Intersport, Racers Wholesale, Radial Tire, Turbo Performance Center and Bob Woodman Tire all provided support.

In addition to the racing, the weekend was an opportunity to see old friends and make some new ones. Thanks again to all the drivers, volunteers and the crew from national for making this such a terrific club race weekend. See you next year.

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Photo by Richard Curtis



Photos by Willy Straubhaar

Above: Genady Soykher of GT Performance says that competition, recognition and respect are what brings him to the races and inspires him to compete.

Far left: Tony Pagonis, Potomac's autocross program chairman, competes in a '84 944.



Left: Pit crew rules for the 90-minute enduro race during the club race weekend require full fire protection, extinguisher and goggles for refueling. The crew member wears a headset to communicate with his driver during the race and pit stop.

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Photos by Richard Curtis

Above: Mike Flaherty of Leesburg with his '92 C2.

Left: Potomac members admire a parking lot of nice cars on a gorgeous day in Tysons Corner.

Breakfast draws crowd on a sunny October day

Nothing like a bright, sunny, blue-sky Saturday to draw a crowd for Potomac's monthly breakfast meeting on October 4. Around 9 a.m., members started to trickle in to Chutzpah's Deli in Tysons, eventually growing to around 20 people and about a dozen cars.

After filling up on food and coffee, club members filed out to the parking lot to admire all the cars: 911s of various vintages, Boxsters and at least one Cayenne.

John Eberhardt in his Boxster then led a small group on a drive on "interesting" roads to Summit Point (W.Va.) Raceway to observe the club races.

Monthly club breakfast meetings are held the first Saturday of each month in Tysons Corner, and the third Saturday of each month in Bethesda. See next page for details.

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

Founders' Region officers

President: Tony Kelly president@pcapotomac.org
 Vice President: Tuffy von Briesen vicepresident@pcapotomac.org
 Treasurer: Dick Seltzer treasurer@pcapotomac.org
 Secretary: Bruce Dobbs secretary@pcapotomac.org
 Past president: Art Parsons pastpresident@pcapotomac.org

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 Chief instructors: Ralf Bruckner, Dirk Dekker chiefinstructor@pcapotomac.org
 Tech co-chairs: Andy Clements, Kevin Oyler tech@pcapotomac.org

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 Drive 'n Dine: John Eberhardt driveanddine@pcapotomac.org
 Club Race: Kevin Oyler, Starla Phelps: clubrace@pcapotomac.org
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derVorgänger

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 930, C2, & C4: Roger Bratter 930@pcapotomac.org
 993 ('95-'98 911): OPEN 993@pcapotomac.org
 986 (Boxster): Geoff Thompson boxster@pcapotomac.org
 914 & 914/6: Ray Plewacki 914@pcapotomac.org
 944 & 968: Ivan Arzola 944-968@pcapotomac.org
 924: John Brown 924@pcapotomac.org
 928: John Lewis 928@pcapotomac.org

Upcoming events

November

- Oct. 31 – Nov. 2:** Instructor and Advanced Driver Day, Summit Point (W.Va.) Raceway. Charlie Clark, deregistrar@pcapotomac.org *
- 1** – Potomac monthly breakfast, 9 a.m., Tysons Corner, Va. Details below. *
- 1-2** – Drivers' Education Event, Potomac Region. Summit Point (W.Va.) Raceway. Charlie Clark, deregistrar@pcapotomac.org
- 1-2** – Drivers' Education Event, Mid-Ohio Sports Car Course, Lexington, Ohio. Jeff Vollmar, jtvollmar@comcast.net.
- 1-2** – Drivers' Education Event, Thunderbolt Raceway, Millville, J.J., Schattenbaum Region. Pete Debusmann, pcdebusmann@comcast.net, www.schattenbaum.org.
- 7-9** – Drivers' Education Event, VIR, Alton, Va., Northern N.J. Region. Bob Michaelson, trackchair@nnjr-pca.com
- 7-9** – Drivers' Education Event, VIR, Alton, Va., Carolinas Region. Brian Powell, driversed@carolina.rr.com
- 8** – Drivers' Education at Lime Rock, Conn., Connecticut Valley Region. Jon Fairbanks, evrdevp@evrpca.org
- 15** – Maryland monthly breakfast, Potomac Region, 9 a.m., Bethesda, Md. Details below. *
- 22-23** – Club Race, No Problem Raceway, Mardi Gras region, contact John Crosby 985-674-7500 or jlcrosby@crosbydevelopment.com

December

- 5** – Club Race, Roebing Road Raceway, Florida Crown region. Contact

Bob Linville 904-272-2998 or eblinville@earthlink.net

- 6** – Potomac monthly breakfast, 9 a.m., Tysons Corner, Va. Details below. *
- 12** – Potomac holiday party. Details below.
- 13** – Founders Region, Potomac club elections & breakfast meeting, 10 a.m. secretary@pcapotomac.org for more information. *
- 20** – Maryland monthly breakfast, 9 a.m., Bethesda, Md. Details below. *

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

Monthly club 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 your cars. A club banner will hang over the club table. Chutzpah is located at 8100 Boone Blvd., Tysons Corner, Va. 22182 behind McDonalds on Route 7.

The Maryland breakfast is the third Saturday of each month from 9-11 a.m. at Pralines, 4611 Sangamore Road, Bethesda, Md. 20816. Park in the huge (and usually empty) lower parking lot.

• **Potomac's holiday party will be at 7 p.m., Friday, Dec. 12 at the McLean Community Center. Dress will be business casual.**

You are cordially invited to the club's holiday party, which will be a great opportunity to celebrate the season and to enjoy an evening of great food and fun with your fellow Porsche enthusiasts.

We will be making some important annual awards at the party. You'll find details of the menu and directions to the McLean Community Center on the PCA Potomac website later this month, but please mark the date in your calendar now.

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How I learned to drive all over again

High Performance Driving Clinic proves an opportunity to sharpen skills

By Rich Franco
for *der Vorgänger*

As a Northern Virginia resident for over 12 years, my work commute has required many morning and afternoon hours stuck in traffic on I-395 between the Springfield mixing bowl and the Pentagon/Crystal City area. Recently, my wife seemed to notice that my driving was not as, let's say, "sharp" as it once was. I explained it as becoming comfortably numb from too many years of beltway traffic. Those of you who commute on any of the

major highways in the area know what I'm talking about. You get complacent and block out lots of information just to pass time while stuck in some of the worst traffic in the U.S.

Myself, I'm not exactly inclined toward the routine Driver's Education (DE) events. I've done a few autocross events and have enjoyed that challenge, but I've just never been sure that I wanted to get into DEs. But the advertisements for the High Performance Driving Clinic (HPDC) on September 20th struck a chord on two points. First, PCA Potomac events are always a perfect opportunity to meet other club members, and second, HPDC offered

the chance to rekindle driving skills dulled by all that seat time in Beltway traffic. So I signed up for the event using the PCA Potomac online registration form and within two days, I received e-mail confirmation that I was accepted "Green" for the event.

Preparations

There's not much to take care of prior to the event. Basically, you need to check your car's fluid levels and ensure that your tires are inflated to the manufacturer's recommended air pressure. While PCA Potomac Driver's Education events require a formal tech inspection to be completed in the weeks prior to an event, that's not so for HPDC. The HPDC Tech Team will do a visual safety inspection on-site the morning of the event. They check the basics to include, tires, brakes and other safety items.

What is HPDC all about?

HPDC events are one day in duration and all about car control. You learn this by both classroom presentations

and actual in-car exercises on the Jefferson Circuit at the Summit Point Motor Sports Park, W.Va., about 90 minutes west of the District of Columbia. The classroom instructor is Ms. Miriam Shottland (aka Gray Wolf) and she does an excellent job explaining vehicle dynamics together with the underlying principles of physics in terms everyone can understand. She adds in equal parts of dry wit and humorous anecdotes from many years of experience with drivers of all skills and abilities. All track exercises are under in-car supervision by a member of the PCA Potomac Instructor Corps.

The morning begins early. They ask you to arrive by 0630 hours. Yes, that's right, this is Boot Camp and you are on military time! If you are driving in from anywhere in the vicinity of the District of Columbia, that means you need to get out of the house by 0500 hours or "Oh Dark Thirty" in military slang. The Summit Point Main Gate personnel will direct you to the Jefferson Circuit. Upon arrival at the "paddock" (parking lot) find an empty parking space and unload all loose items from your car. Place these on the recommended tarp and fold the tarp over to protect your stuff from the elements. Then go to Registration in the only building in sight. Get your schedule, car number then place a lunch order. Next you drive your car to the tech inspection lines for visual safety checks. After tech inspection, park and then head to the classroom for some coffee.

The HPDC proper begins with a classroom briefing on the day's activities. After the briefing and until lunch you will rotate between classroom, driving exercises, and skid pad driving exercises. No special clothing besides closed-toe, rubber-soled shoes is required for the morning portion of the HPDC. No helmet is required for the morning exercises.

The afternoon is devoted to the OPTIONAL lapping sessions on the full length of the Jefferson Circuit. These are organized in the same way as a Drivers' Education event and so to participate you must be dressed in accordance with DE requirements: long pants and long sleeves of natural fibers and a helmet. Helmet rentals are not available at the track, but OG Racing (<http://www.ogracing.com/>) is one place to rent helmets. You are assigned a dedicated instructor for the afternoon sessions and these assignments are determined ahead of time by the Instructor Corps. You drive the course with the instructor in your car, and you also get a chance to ride shotgun in your instructor's car to see how they do it.

Even if you never wanted to be a track junkie, I highly recommend participating in an HPDC. It's a great way to spend a day getting to know your fellow club members and especially a great way to wake up those driving skills! The next event will be announced at a later date.

• • •

For additional information on HPDC and all other club events, see <http://www.pcapotomac.org/>



Photo by Richard Curtis
Rich Franco of Burke, Va., has been a member of PCA Potomac for nearly 10 years. As a Porsche fanatic his entire life, he currently owns a 1980 911SC Targa and a 2000 Boxster S (above). He has previously owned a 1967 912 and a 1973 911T Targa. He's a certifiable Car Crazy kind of guy also owning two Merkur XR4Tis. He stays pretty busy keeping these and other family cars running!

Members and their cars



The monthly Potomac breakfast meeting in Tysons Corner on Oct. 4 was the site of many members coming together to look at and discuss their cars. Among them was Alexandria, Va.'s Mike Jones with his 1985 Carrera "wide body" (note the personalized license plate) that he's owned for 2.5 years. He purchased the car in Utah.



Photos by Richard Curtis

Potomac sponsors and club members Faith and Mike Shah photographed during the PCA open house in September. The 1990 964 Targa C4 was a surprise birthday present for Mike from Faith.



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Photos by Richard Curtis

Ron Robinson, right, and his son, Chris, from Lorton, Va., displayed their exceptionally clean silver 944 Turbo during the PCA open house.



Vern Parker, of Falls Church, Va., had quite a collection of magazine articles and other Porsche-related paraphernalia along with his 1973 914 2.0 liter. He has changed the carburetors to Webers and has owned the car for three years.



John "Old Tee" Lewis — sporting quite a colorful Hawaiian shirt — displayed his 1978 911 SC2. John was quite proud of his similarly colorful engine fan and housing, which are painted screaming yellow and bright blue.



Lee Hamilton had just moved into a new house in Falls Church. Lee happily reported that the new house comes with a garage for his 1996 996 Targa, and that he's looking forward to making good use of the garage.



Photo by Sunny Reynolds



Mike Jones, left, and Scott Stevens swapped stories about their respective cars during the October breakfast meeting in Tysons Corner. Scott's silver 2007 Boxster S sports a Carrera Red leather interior.



Photos by Richard Curtis

Top: 21-year-old Jonathan Ryan, from Oxford, Md., during a DE event at Summit Point earlier this summer. His 1969 911 has a 3-liter engine with 240 hp. Ryan is a student at Johns Hopkins University.

Above: Ed Garlapp's beautiful 1976 912E that he found in October 2007. The car has 30,000 miles and has had two previous owners. It is No. 302 of 2,099 that were built.



Above: Sonny Caffey, of Alexandria, Va., with his 2008 Carrera S. He owned a Cayman S before.

Right: John Eberhardt, of D.C., and Jamie Rice, of Arlington, with John's '98 Boxster. John is the Drive 'n Dine program chairman.





Photo by Sunny Reynolds for *derVorgänger*

