

der Vorgänger

Kurt builds a dream car

Plus:

- Reston's 356 Gathering of the Faithful.
- Two old guys take a road trip to VIR.
- Complete PorscheFest report.





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derVorgänger

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Features

What a DE tech day is all about. 10-11

PCA's annual open house. 14-15

Q&A with Kurt Mickelwait. 16-18

A trip to VIR. 19-21

Events

PorscheFest. 22-25

Tech inspection at Tischer Porsche. 8

Camp Friendship Rally, Drive 'N Dine. 10

September Virginia breakfast. 13



Photo by Richard Curtis

Beautiful blue skies greeted the 36 participants in the Gathering of the Faithful annual car show in Reston (Va.) Town Center on Saturday, Aug. 30. Although the show features Porsche 356 models, about half the cars were 912s, 911s and Boxsters. The event was well attended by spectators. Page 2.



Photo by Richard Curtis

Peter Kaufman, left, finds oil leaking from an orifice during a tech inspection August 30. He wiped up the mess with the help of tech inspector Dave Diquillo, holding the light so that Kaufman could see what he was wiping. They later determined the oil was from a previous leak. Page 8.

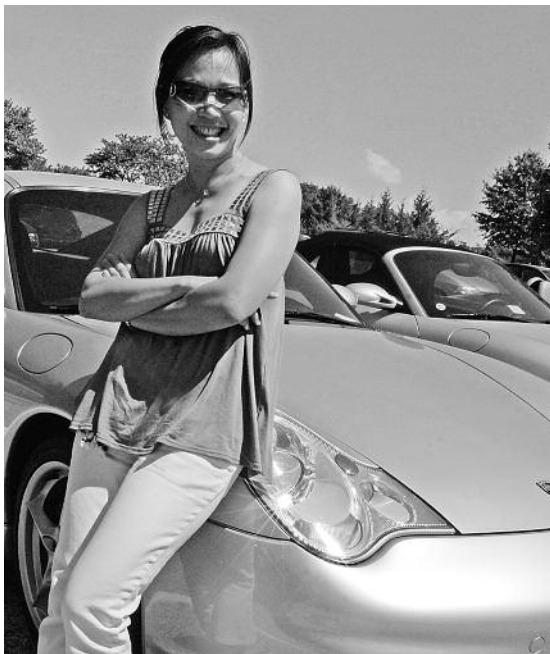


Photo by Sunny Reynolds

Left: Carol Lee attended August's PorscheFest with her 2002 996. Heavy attendance marked the three-day event on Summit Point main, which included Vets on Track and a Taste of the Track event. Pages 22-25.

On the cover: Photographer Michael Madrid painted Kurt Mickelwait's garage with light while capturing Kurt on a child's tricycle, which just happened to be handy for a prop. Pages 16-18.

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.

An Oktoberfest Porsche weekend in the Pennsylvania mountains

By Andrew Moore
Pocono Region president

Pocono Region of northeastern Pennsylvania extends an invitation for all Porsche Club members to attend the 10th annual Oktoberfest weekend, Oct. 3-5.

This year's event is being held at the Inn at Pocono Manor, in Pocono Manor, Pa., near the intersection of I-380 and I-80 in northeastern Pennsylvania. The inn is freshly restored and will provide a regal backdrop to a memorable weekend.

For those who remember, Pocono Manor was the site of the 19th Parade held in 1974.

The weekend starts Friday for early arrivals with a best-ball golf tournament followed that evening by a welcome party. An evening of Bavarian cuisine and live music, follows along with our traditional slot-car challenge and tech quiz.

Saturday's activities begin with continental breakfast and concours held on the shaded lawn of the inn's Orvis Lodge.

The afternoon provides an opportunity to enjoy your Porsche and the best of Pocono Mountain scenery while you compete in our Gim-mick Road Rally.

Saturday evening activities begin with a social followed by an awards banquet.

Come for the weekend or just for a day. Full information and registration is available on the region's web site at www.poc.pca.org. There you will find a link to the inn. Mention this event for a rate discount.

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Paddle-shift Porsches are here

There's been considerable buzz about the 2009 models' PDK dual-clutch feature. I've had the chance to speak to a few lucky people who have driven them, and the word is that Porsche has nailed the paddle shift technology.

This is Porsche engineering at its best, with pre-selected gears and dual-clutch operation providing almost seamless and instantaneous shifting. The cars will be arriving in stock soon, and it won't be long before the lines are forming at the D.C. metro area Porsche dealerships. It won't be long before we'll be hearing the distinctive paddle shifter 'blip, blip, blip' at the end of the main straight at Summit Point. A PDK-equipped GT2 is my idea of a true dream car!

Speaking of Porsche dealers, the club has entered into a long-overdue partnership with Porsche Cars of North America and the four D.C. metro area Porsche dealerships. As the first steps in this partnership, PCA Potomac and the metro Porsche dealers are joint sponsors of the International Gold Cup races on October 18, and the dealerships are the main sponsor of our club race weekend October 3-5 at Summit Point.

The dealerships are also supporting *der Vorgänger* with the full page, full-color ad that debuts in this edition. This is just the beginning of a strong relationship that I am certain will bring substantial benefits to the local Porsche community in the years to come.

The club's events this month truly offer something for everyone. Our popular club breakfast at Tyson's Corner on October 4 and at Bethesda on October 18 are a great way to meet your fellow members and learn more about the life of the club.

Our club race at Summit Point October 3-5 is a great opportunity to see some terrific racing and to experience what goes on in the paddock on a race weekend.

The quarterly Open Board Meeting at the Tysons Corner Marriot on October 11 is a chance to meet the people who run the programs and hear what we are planning for the future. Continental breakfast is served, and all members are welcome.

This month is also an equestrian feast! On October 12, a Drive and Dine event to the Charles Town, W.Va. races offers a country drive and a terrific meal with fellow Porsche lovers. Slots and betting are optional, of course.

Porsches at the International Gold Cup on October 18 is one of the area's premier horse events, and this year our members will have many special privileges. October 19 is our last autocross event of the year at Bowie Baysox stadium, and there will be some hot competition for final points positions.

The weekend of October 25 includes our very popular Fall Foliage Run, and our Trick or Beep Rally. If that was not enough, our last DE event of the year starts on Friday, October 31.

You'll find more details on each of these events in these pages and on www.pcapotomac.org. Join us for any or all of them, and you'll be warmly welcomed.



Tony Kelly


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2009 Potomac officer elections

In accordance with the club's by-laws, the nominating committee has proposed the following slate of candidates for 2009.

As vice president for 2008, Tuffy von Breisen will become president for 2009.

For vice president: Richard Seltzer.

Dick joined PCA in 1987. The closest PCA group then was 120 miles away in Kansas City, so he didn't participate in PCA activities until he moved to the D.C. area and attended a Potomac meeting. After hearing about this thing called Driver's Education (DE), he signed up in 2002 for his first DE at Virginia International Raceway. As they say, that is a slippery slope. Last year, he became a DE instructor and volunteered to serve as the club's DE cashier. In 2008, he joined the club's executive board and served as the club's treasurer.

For treasurer: Bruce Dobbs.

Bruce transferred to the PCA Potomac Region from the Roadrunner Region (Albuquerque, N.M.) in 2001 and has held several positions within the Potomac Region. Bruce

has instructed with the Potomac region for a number of years. He re-established the autotocross program in 2003 and served as autotocross chair for three years.

He also has served as a technical inspector since joining the Potomac Region. Bruce served as registrar during the 2005 season and also served as club race registrar for the 2005 club race. Bruce has also served as chief of technical inspection and PCA Potomac chief steward. Bruce served as Secretary in 2008.

For secretary: John Magistro

John has been a member of Potomac since October 2002. After attending his first high-performance driving clinic, he joined the club's driver education program and has now accumulated 106 track days.

John became a DE instructor in 2008. In 2006, John became public service chair and organized several events to raise money for charity.

In 2007, he took a new position in the region as membership chair and continues in that position for 2008.

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.

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(featured in April 2007 Excellence)



Photos by Richard Curtis

Above: George Soodoo inspects John Eberhardt's Boxster for leaks and weak universal joints.

Inspections for road & track

Silver Spring's Tischer Porsche hosts tech day

Below: Minnie Cole, right, serves omeletes to Tom Schweiss, left and Mary Shaffer as part of the breakfast fare provided by Tischer.

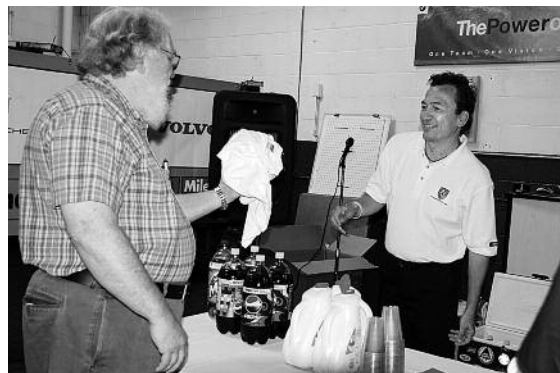


Cars were lined up beginning at 9 a.m. on Aug. 30, the tech day for the VIR DE event on Sept. 5-7.

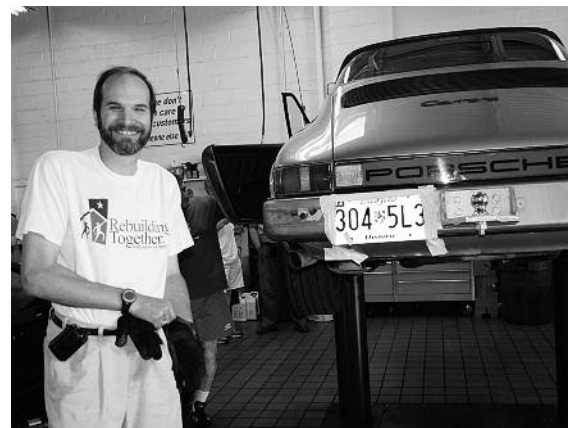


Top: Kevin Oyler and tech inspector Andy Clements looking for potential problems in the innards of John Clay's 944.

Above: Tischer's service director Tom Vahle, left, signs up John Eberhardt (he's Potomac's Drive 'n Dine chairman). Participants also got a chance at several door prizes donated by Tischer, in addition to t-shirts.



Potomac's Dave Riley gets his event t-shirt from Tischer's Tom Vahle. Vahle is also a track veteran, although his track car, a 944, is currently awaiting a new transmission.



Peter (not "Pete") Kaufman shows off his lightweight, high-performance license tag attachment and his custom-made, detachable trailer hitch.

Test your car knowledge

1. Which rear-engine French car designed by Ferdinand Porsche while imprisoned was known as "Porsche's Revenge"?
2. Which automotive manufacturer developed the first automobile?
3. He is referred to as the Father of the Mustang. He was later fired from Ford and was hired by the Chrysler Corporation.
4. To which Japanese auto company did Porsche pay patent royalties for the balance shafts in the 944 engine?
5. What year did Enzo Ferrari die?
6. What is the name of the VW CEO credited with the rebuilding of the company and its subsequent success?
7. Name the most fuel-efficient vehicle for sale in North America in 2006?
8. It was equipped originally with a 150 hp inline 6-cylinder engine when it was introduced in 1953. Today, it is a performance icon.
9. What is the fastest production sedan on Earth?
10. Name the rear-engine, 4-door sedan of which only 51 were ever built.
11. This performance car company first built tractors.
12. Name the best-selling car of all time.
13. When did Ferdinand Porsche die?
14. Where was the first Grand Prix held?
15. How many times has Porsche won Le Mans?

Answers:

(1) Renault 4CV (2) Daimler-Benz (3) Lee Iacocca (4) Mitsubishi (5) 1988 (6) Heinrich Nordhoff (7) Honda Insight (8) Chevrolet Corvette (9) Bentley Continental Flying Spur (10) Tucker Torpedo (11) Lamborghini (12) Toyota Corolla (13) 1951 (14) France in 1906 (15) 15.

Members

October 2008 anniversaries

30 Year

Stephen P. Keyse & Christine Keyse

25 Year

Steven E. Brooks & Rainy I. Brooks
Robert W. Lorch & Barry P. Berube
Russell J. Morse & Emile Dawne Morse

20 Year

Mark J. Wille & Cindy C. Wille

15 Year

Roger A. Armstrong & Tracy Caudell
Chris J. Overholser & Robert Overholser

10 Year

Patrick Ciganer
Michael J. Sherman & Laura E. Sherman

5 Year

Branko Bozic & Vesna Mandic-Bozic
Paul C. Brockway & Kelly Brockway
John G. Clay & Pamela Clay
Linda M. Christ & Stephen Christ
Marshall P. Contino
Demir Hamami
Richard D. Koller

William D. Lessne & Jana Lessne
Charles L. Rannells & Chris Rannells
Pete Rivers & Laura Rivers
Christopher R. Ryan
Alan E. Schiavelli & Thomas Schiavelli
Leslie J. Silverstone
Roderick C. Wester
Ravi Yalamanchili & Sajan Yalamanchili

40 new members in September

Sam S. Alibrahim
Reza J. Baktar & Miki Baktar
Kevin G. Berry & Linda Berry
Robert M. Birkland & Jenya Birkland
Stephen C. Bishop
Arthur E. Cameron & Tammy Cameron
Mauro D'Angelo & Melanie D'Angelo
Kelly E. Dickerson
Emmanuel Diserbeau
Richard A. Ellman
David Finch & Elise Finch
Vincente D. Galindo
Kenneth Grubbs & Linda Grubbs
Daniel Ha
Michael Hichwa
Howard C. Hill & Gail A. Tyus-Hill
Mathew Z. Hill

Harvey Kabran
Kirk S. Kalvar
Matt Kasap & Debbie Kasap
Earl J. Knight & Kristen Knight
Frederick M. Knops
Chaya Kundra
John L. Lee & Jean Lee
Kevin C. Leopard
David J. Mather
Timothy S. McClain
Rebecca McCracken & David McCracken
Vincent J. O'Brien
Arthur M. Orton & Carrol Orton
James Ransome
Robert L. Reynolds
Wilson Rivera
Chas Roscow
Greg Roszyk & Marnie Roszyk
Gary L. Rouse & Robert Rouse
Jorgefelix Servio
John Sheiry & Laurie Sheiry
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Camp Friendship Rally winners (from left to right) Tony & Cindy Pagonis (2nd Place), Linda & Craig Davidson (1st Place), and Pam and John Clay (3rd Place)

Fun rally benefits Camp Friendship

Event raises \$1,000 for kids

By Gary Brindle
for *derVorgänger*

The Camp Friendship Rally and Car Show were held on August 3. It was another beautiful and sunny day as the cars met in Gaithersburg for the start of the rally.

The rally proceeded through the back roads of Northern Maryland, looking for horse crossings and other clues to the rally questions.

Rally report

The contest finished at the Carol Jean Foundation's Camp Friendship, a camp for children with cancer. The rally cars were joined by several others for a car show. The cars were a highlight for campers and their families as they arrived and checked in for the week of camping.

The rally results were: first place to Craig and Linda Davidson for their red 911, second to Tony and Cindy Pagonis for their Boxster, and third to John and Pam Clay

for their 944.

The campers voted for their favorite cars, and many had a hard time deciding. The votes were wide spread. The campers selected Roger Downey's blue 911 C4 Cab with the iPod connection for first place, second to Tuffy von Briesen for his two-month-old 2008 911, and third place with the best crowd appeal was Scott Maysner for his Boxster with the racing seats.

The Potomac club raised about \$1,000 for the camp. Special thanks to Scott for coordinating with the camp for the event.

2008's final rally

The final rally for the season will be the Trick or Beep Rally the last weekend in October. Check the Web site for details about this rally as we go leaf watching with the Drive 'n Dine crowd. This will be a scavenger hunt rally with drivers also dressed as their favorite movie person.



Photos by Tony Pagonis

Competitors Bob Williams, left, John Groesbeek making adjustments before their next run. Twenty-eight drivers turned out for the August autocross.

Autocross enjoys challenging course during PorscheFest

Story and photo by Tony Pagonis for *derVorgänger*

On Saturday, August 16th, PCA Potomac hosted its fifth autocross of the season. Held in conjunction with the club's PorscheFest events at Summit Point Raceway, the autocross was at nearby James Wood High School in Winchester, Va.

Twenty-eight drivers came out to brave the course. Bob Williams put on his most devious thinking cap and put together a course that took advantage of the lot's long rectangular shape. The course was a pair of figure eights, connected by a long straightaway, that found many folks reaching for third gear. And while it looked simple on paper, it proved challenging to drive. Nearly half the competitors experienced at least one off-course run.

While the event is part of our regular points challenge for the season, we rewarded the fastest drivers in stock, prepared and improved/modified classes with PorscheFest engraved business-card holders.

In stock classes, Anthony



"Is this helmet the right size?" Future autocrosser, Zander Vetter, watches his mom and dad challenge the cones.

Pappas earned top honors in his S2 911 Turbo with a time of 63.289, also sixth overall for the day.

Second of the stock cars was Fatih Selekler, driving his Cayman to an 8th overall time of 64.338. Rounding out the top stock trophy winners was Chris Matzuranis, in his 911S finishing with a 65.165 and 10th overall.

Out of the prepared classes came some unexpected surprises. The fastest prepared driver was my son, Brian Pagonis, driving his mom's Boxster S, which was shod with R-comp tires normally used at the track. Brian posted a time of 63.194 and was fifth overall. Mom Cindy tried to chase down Brian but could only take

2nd best with a 64.247 and seventh overall.

The third fastest prepared driver was John Groesbeek also driving a Boxster a mere 0.2 seconds behind Cindy with a 64.564 and ninth overall.

In the combined improved/modified category, Stuart Fain brought out his newlywed wife and put on a show for her by running a very quick 61.447 in his Improved Class Boxster S.

Bob Williams, after spinning on his first run, and collecting three cones on his second run (remember that he designed the course) settled down and finished with a run of 58.728 for first overall for the day.

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Club announcements

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.

• • •

Come join us for the **State of Potomac** Saturday, Oct. 11 at 10 a.m. The quarterly Open Board meeting is open to anyone. All the chairpersons provide status reports of their respective areas. The executive committee brings you up to date on all that is new or old with Potomac. The meeting is at the Tyson's Marriott on Route 7 just west of the Beltway.

• • •

Sunday, Oct. 26 is our annual **Trick or Beep Rally**. Obviously, this will be a Halloween-oriented rally. Drivers and navigators should dress as their favorite movie character for this afternoon event.



Photo by Richard Curtis

We are still working on the details; look for an update on the website later in the year. Depending on interest, this rally may be combined with our **Fall Foliage Drive and Dine**.

For more information, please contact Rally Chair, Gary Brindle at rally@pcapotomac.org

• • •

See more club events for Driver Education events, tech inspections, rallies and Drive 'n Dine events on Page 27.

Ching Lee with his '73 911S on a 1975 chassis at a DE event earlier this year. The car has a '91 3.6 engine. Lee found his dream car in Connecticut and currently uses the 2,250 lb. car for track days and autocrosses.

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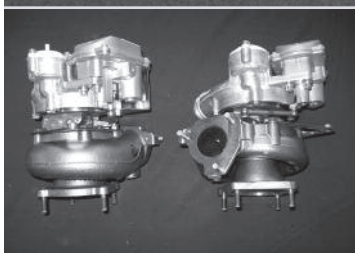


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996/997/Cayman
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September's Virginia breakfast meeting

It was a dark and rainy morning. No, really it was. The remnants of Tropical Storm Hanna were just beginning to be felt in Northern Virginia as what was left of the storm was circulating off the Delaware coast, and in the doing, dropping copious amounts of water on the heads of the handful of Porsche owners who ventured forth for the regular monthly breakfast in Tysons Corner.

Chutzpah's Deli, just a block off Route 7 across from the Tysons Corner mall, opened sharply at 9 a.m. However, just one club member was there at that time. He was soon joined by another, then another, then another.

Scott Stevens of Northern Virginia had driven his recently acquired silver Boxster (with the RS60 package) and on this Saturday morning, tested the watertightness of its cabriolet roof in the driving rainstorm. Scott had previously been deep into Alfa Romeos while living in San Diego many years ago.

Marshall Schenck drove his Guards Red, late-model 911 from Silver Spring to join in the conversation. The weather kept everyone inside, although at past breakfasts, the crowd usually found its way outside to stand around to gape at a wide variety of Porsches.



Photo by Richard Curtis

From left: Scott Stevens, Phil Austin, Roger Lenki, Christine Austin and Marshall Schenck braved rain and wind to attend the September 6 breakfast in Tysons Corner, Va.

Almost unbelievably, Phil and Christine Austin drove all the way from Winchester ("It wasn't raining all that hard when we left," said Phil) to add some numbers to the small, but growing, group.

Our server, Caroline, kept the coffee mugs filled and the breakfast plates moving from Chutzpah's kitchen to the by-now several tables. Soon to join was Arlington's Lee Hamilton in his late-model targa ("A good way to test it for leaks," he said). Lee said he had spent a lot of time in the Carolinas Region, having lived in Aiken, S.C. Roger Lenki also joined the conversation along with Potomac President Tony

Kelly from nearby McLean. Kelly added that, besides the rain keeping the numbers low, this Sept. 5-7 was also Potomac's Driver Education event at Virginia International Raceway.

Potomac holds monthly breakfasts each month. In Virginia, Chutzpah's Deli hosts the club on the first Saturday of each month beginning at 9 a.m. Similarly, the third Saturday of each month marks the Maryland meeting at Pralines, 4611 Sangamore Road, Bethesda, also at 9 a.m. Club members are welcomed and encouraged to attend either or both. It's a great way to meet club members, make new friends and share your thoughts about the marque.

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Photos by Richard Curtis

PCA hosts annual open house

At one time, there were about 60 Porsches (plus one lonely Ferrari) attending the Porsche Club of America's headquarters open house on Sept. 13 in Springfield, Va. There were office tours, door prizes, food and drink, and much meeting of old friends and making new ones. People also looked at the cars!



Above left: PCA staffer Angela Jamison presided over the all-important coffee and donuts in the morning; later, sandwiches, fruit, chips, vegetables and cake were served.

Above: Tom Roman of Gaithersburg, who owns a '06 black Cayman S, sought shade from the blazing sun. Temperatures got into the high 80s during the open house, held from 10 a.m. until 2 p.m.

Left: Camille Benin handed out free copies of "Up-Fixin der Porsche" and back issues of *Panorama*. Porsche-branded shirts were sold at reduced prices.



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Gathering of the Faithful, Reston, Va., Aug. 30

Thirty-six cars posted for the Labor Day Weekend event at Reston Town Center's skating rink, said concours chair Ron Davis. The event featured a car quiz (see page 9) and door prizes.



Above: Former club president Dan Rowzie with his 356 Outlaw. You'll read more about this car, and Dan, in a later issue of *derVorgänger* as well as Mike Coppelthite's 550, below.



Top: Howard Bryon's exquisite Aquamarine Blue Metallic, offered only for 1956, 1600 '56 Speedster. Howard has owned the car for five years after buying it in Seattle.

Above: Richard Colella of Reston was shooting photos of owner Mike Sarli and his 1958 356 A.



Photos by Richard Curtis

Above: 1973 914 owned by Bob Roche.

Right: Johnny Johnson's 912 was one of several 912s.



Introducing Kurt Mickelwait

A friend with all the tools



Of the 2,500 Potomac members, I had the good fortune of bumping into Kurt Mickelwait as I was looking for information at the first tech day I attended. He came right up and introduced himself and made me feel welcome. According to his friends, that's normal behavior for him. He's also well known for lending a helping hand whenever needed; he is not stingy with his extensive knowledge.

— Richard Curtis

Which Porsches have you owned and when?

The 1969 912, and a 1977 911 that I am remaking into a 1973 RSR

look-alike track car. Not a nut-and-bolt copy but inspired by the early factory cars. A light, lean unadorned power tool that is pushed by a modern bone-stock '95 3.6 motor for longevity. Safety is reason No. 1 in this build, but lightness is right behind that. The two are in conflict in many ways, but the torque and horsepower of the 3.6 let me feel okay when I keep adding tubing or a 28-lb. full-containment seat rather than an 8-lb. pound shell.

What attracted you to your first Porsche?

A motor. When I was young, I thought 911s were funny looking and had little interest in them. In my mis-spent youth, I had gained some practical experience in keeping Volkswagens alive with a rust-to-metal ratio under 50%. When I saw the motor for the 912, silly me, I thought "How hard can a Porsche be to rebuild and maintain if it is powered by a pushrod VW motor of sorts?"

Your current 912?

In the late '90s a guy with a partly rebuilt 912 moved in across the street from me. He had taken it apart and did a 10-foot repaint. The car sat under a tarp for a year



or two working on some fresh chassis rust. I bought it from him for too much money, then at the end of my driveway repaired and rebuilt it from front to back.

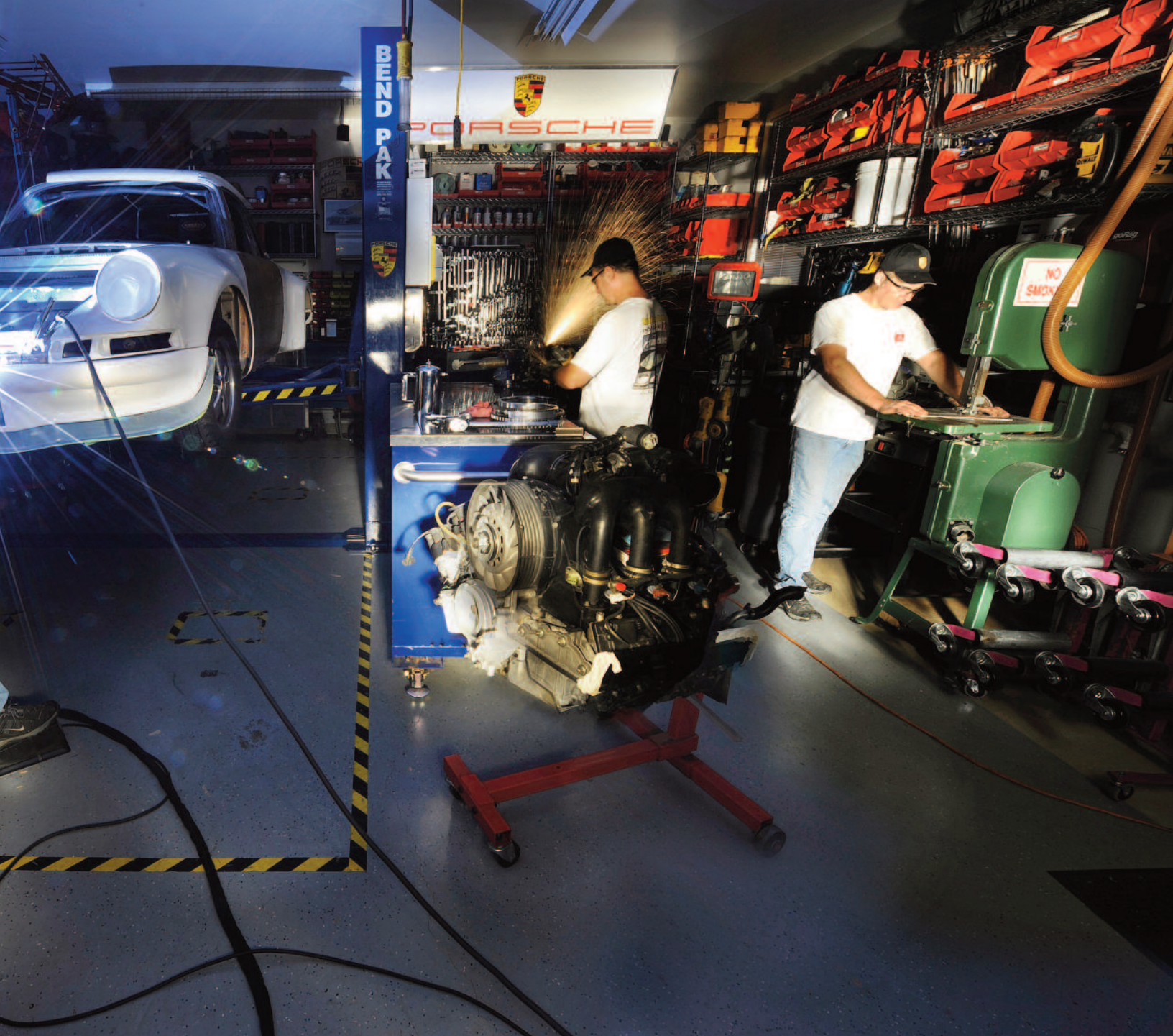
Other vehicles you own now?

Stay awake now. Please check the area in front of you to see if there are any sharp objects you might hit your head on if you nod off. A crumb-laden Dodge mini van and a mid-sized pickup truck. In our house, Dodge is pronounced Dodge-a as a joke on my pronouncing Porsche correctly.

You're known in local Porsche circles as being a person with many talents (car fabrication, driving, tech, diving, welding, etc.). What got you started in those activities?

About the time I learned to walk, I was known to take

“Time in the paddock between runs is a mixture of laughter, good people, race gas and wrenches.



things apart and put them back together with slowly decreasing numbers of parts left over. Things like mom's new vacuum cleaner, the family TV or the coffee pot were all fair game. I have never had a job that did not involve tools and figuring out why something is not working right. At times I had to figure out what it was intended to do in the first place as well.

With diving, I was blown away by the "Undersea World of Jacques Cousteau" (a popular TV show in the 1960s). The first show I can clearly remember was "The sleeping sharks of the blue holes." When I had the money and time, I took a class and went diving. One thing led to another and I found myself getting more training and buying and making gear to go farther and see more. Many years later, I came full circle on a dive exploring a blue hole and watched sleeping sharks. Diving is the easiest complex thing I have ever done. On the

other hand, driving is close to the hardest. I am cool, calm and five steps ahead on a tech(nical) wreck dive but working on keeping ahead when driving near my limits. Driving is still a challenge of the mind for me and I am always working on the mental aspects of high-performance driving.

How long have you been a PCA member?

Since 1998. I'm not a club kind of guy and joined after it was recommended to me as a good place for information and parts.

What aspect of PCA do you enjoy most?

The people, by far. I will have to think of a favorite as there are many good people who have done many things good or funny or both for or to each other. Time in the paddock between runs is a mixture of laughter, good peo-

derVorgänger photographer Michael Madrid and Mickelwait teamed up to shoot the above multiple-exposure photograph one night in Kurt's slightly oversize two-car garage. In Kurt's garage, everything is in its place: a Bend Pak two-post lift, welder, air compressor, band saw and just about every tool you might need, all meticulously organized.



Photos by Richard Curtis

Right: Pulling up onto the pre-grid at Summit Point. His best lap time on the 2-mile track is a 1:31 and change, not bad in a 90-hp, 40-year-old car.

ple, race gas and wrenches.

From the mechanical aspect, a single inspiring event comes to mind during a DE. I watched Dave Collman and his team take the motor and gearbox out of his 911 in the paddock, pull the gearbox apart, clean up some of the gears with a grinder, slap it back together and win the next race. The work was done between qualifying and the race. Here is a man that has all aspects of racing in hand.

What's in your daily driver's glove compartment?

A small fire extinguisher, a flashlight (that works only when my young son does not find it and take it apart), paperwork, owner's manual and a way out-of-date local road atlas.

Exercise regimen?

In a word, "lacking." Work and chasing two little kids around is about it right now, and it shows. I used to work for health clubs and for a while had the time to work out and got very fit.

What's your job?

I'm the facilities manager for HBL in Tysons Corner. The Porsche thing came first and had nothing to do with taking the position there. I am a building engineer with a desk with some good guys who do most of the work for

me. A large dealership is not all that different from a health club.

Fastest lap time at Summit Point's main track?

1:31 and large change in the 912 was my lowest recorded time. I have not timed myself in a couple years and expect that my times have gone up, if anything. I need a reason to push it and have gotten stale in the present car. A car in front that I can almost stay with is about all that works. The 912 is not a good track car by any measure other than economy of consumables. For a DE or racing you need someone to drive with or against, and this is not the case with a 912 in this era of track cars.

You're known as a very smooth driver. What tips could you give DE drivers?

Be safe. Be comfortable and confident in the car. Stay in the cadence of the car. Trying to make a car do things faster than it can will only slow you down overall while you're learning. At the edge, smooth looks less smooth, but the overall intent is the same.

Over your lifetime with Porsches, what was the worst thing ever to go wrong with your car?

The 912 ingested a metal clip into the No.1 cylinder while at VIR. One piston, one cylinder and head was all that was needed to get it back on the road.

Can you tell us about your favorite Porsche-related road trip?

A DE trip to Watkins Glen with my wife and good friends.

After your current project (the track car), what's next on your list-of-things-to-do?

Grow a couple of kids, and build the next car using the lessons learned from this one.

"Kurt is sort of the auto hobby equivalent of a fishing teacher. He has a wealth of knowledge, ability and ingenuity, but he also seems to believe strongly in the 'teach-a-man-to-fish' theory. He will bend over backwards to help people, but he has also been known to spend many hours teaching budding mechanics the difference between lefty-loosey and righty-tighty.

"Kurt is also one of the 'original' momentum drivers in Potomac. He has proven over and over that you don't have to have lots of horsepower to be quick."

— Andy Clements, tech co-chair

"He's very generous with his time, and he's always there to help when someone is in a bind — especially when a track weekend is quickly approaching. He's just as quick to help newcomers as those he has known for years. He's bailed me out on numerous occasions when I've had problems that were hard to diagnose, and he taught me quite a bit in the process. He truly enjoys educating people who are new to working on their own cars."

— David DiQuillo



Two old guys visit VIR

Running time trials and DEs help keep them young and out of trouble, plus being at the track is a hoot!

Paddocks at all race tracks are full of interesting cars, from full-on track cars such as this Porsche 964, to daily drivers of every make.

Story and photos by Richard Curtis
derVorgänger

You'll know when you're getting close to the turn from U.S. 58 to Virginia International Raceway in southern Virginia when you spot the flying saucer in someone's front yard.

Yep. A flying saucer. Silver in color, almost the exact shade as aluminum foil, just what you'd expect in a flying saucer. Not much media around to cover the landing, though, and it appears the saucer's crew had skeedaddled. Maybe it's all a ruse. Looked authentic to us, though.

If you're driving from Northern Virginia, you'll reach this landmark at about the 4-hour mark of the trip. Eight minutes later, you'll want to watch for a left turn onto State Road 119 (Calvary Road), then 0.7 mile to a right turn on Foster Road (a very narrow road), and just a bit farther to

a right turn onto Pointer Road, which will take you to a right turn onto Pine Tree Road into the track. This is just a bit of a shortcut (and your Garmin will take you there) but is not for wide tow vehicles.

Alternatively, you can drive U.S. 58 West another two or three miles, turn left onto State Road 62 to the town of Milton, N.C., and follow the signs to the track.

My friend Eddy Davis and I have been to VIR many times over the past, oh, 40 years. This weekend, we were attending a National Auto Sports Association (NASA) two-day event at VIR, which is similar to a Porsche club DE event.

NASA offers four different levels of DE classes (HPDE 1-4) plus competitive on-track events that run during the weekend. If you're not quite yet a driver at the competitive level, you'll always be on track with drivers of similar skill. HPDE 1, 2 and 3 sessions have instructors aboard unless the driver has been signed off to





A panoramic photograph stitched together from four different frames that shows the VIR paddock. Originally built in the 1960s, VIR had fallen into disrepair. Several years ago, it was completely rebuilt: new paving, new buildings and a variety of courses (the North Course (2.25 miles), the South Course (1.65), or the full course (3.27). In addition, there is a kart track, skid pad, lodge, restaurant and paddock garages with rooms for rent. See www.virclub.com.



One thing you can get at most tracks is tire service. You can order tires in advance for delivery to the track; they'll mount and balance tires for you.

solo. Just like Potomac and other Porsche clubs.

If you're in HPDE 1,2 or 3, you'll also have classroom sessions between your on-track sessions, usually immediately after coming off the track. Check the schedule for those. Attendance is mandatory and valuable.

We left Northern Virginia at 11:10 a.m. after loading Ed's car on the trailer. Despite a traffic tie-up on I-95 in Ashland and a quick stop for fuel and a hamburger, we made the trip in five hours via I-95, I-85 and U.S. 58/U.S. 360. The return trip via U.S. 29 and I-66 from Danville through Charlottesville was traffic free and took 4:04.

Once into the track (at the gate you'll need to sign waivers and get a wristband), just find a place to unload your car, lay out your stuff and get the car inspected (yes, even if you've already had the car inspected and the appropriate forms filled out prior). Some paddock spots will be roped off, so respect those. Getting to the

track early usually insures you'll get a "good spot" (close to the restrooms or away from the noise).

The at-track inspection is cursory: They check that your pre-weekend inspection papers are in order, that you're registered (see sidebar), that you've got a legal helmet, and that the car is obviously "of a whole." If there is not a line, this process takes all of

five minutes. They'll affix a sticker to your car to show it's "legal," and usually give the driver another wristband to show he or she is legal to drive on the track.

Whether you arrive the afternoon before the event begins, or actually the morning of is up to you. The morning, though, is a whole lot busier.

Ed and I left the track that first

Other tracks, organizations

Here are some of the tracks and organizations that you might find challenging and rewarding:

- Founders' Region PCA Potomac at Summit Point (Oct. 3-5, Nov. 1-2). www.potomac.pcapotomac.org. The 2009 schedule will be posted soon.

- Other Porsche clubs, such as Riesenotter (www.rtr-pca.org) and Northern New Jersey Region (www.nnjr-pca.com) also run events at Summit Point (Oct. 18-19) and other tracks.

- National Auto Sport Association (www.nasaraacing.net). They put on a wide variety of events all across the nation. Convenient to Va.-Md.-D.C. area car owners are Summit Point (Oct. 11-12), VIR and CMP.

- Track Daze High Performance Driving has events at Summit Point (Oct. 4-5), VIR (Nov. 17-18).

- Sometimes, you can find track time with the local Ferrari Club at www.high-roadag.com/hrag/events/track, which conducts driver education events at Summit Point (Oct. 17-19).

- Northern Virginia Corvette Club (www.nvcorvetclub.com) also holds DE events at Summit Point (Oct. 18-19), and they accommodate non-Corvette marques.

evening about 90 minutes after arriving. A lot of that time was spent kibitzing with friends. The drive to the motel in nearby Danville takes about 15 minutes, followed by dinner.

First day of the event, we're up at 6 a.m., grab a quick biscuit and coffee and are at the track for the obligatory driver's meeting at 7:15. Our first of three 25-minute on-track sessions the first day was for HPDE Group 4 (which would be black or red at some organizations, such as Potomac, and are usually reserved for experienced drivers and/or instructors) was at 8:15. As you can see, it pays to arrive early and to be prepared. Those minutes on track are costly, so it's best not to waste them. Ed's best lap time was 2:09, which put him among the quicker cars for the weekend, especially among street-legal cars.

In the second session several hours later (yes, there's a lot of sitting around at a DE weekend), Ed spun in Turn 1 avoiding another spinning car. The third session was several hours after that, and he cranked out a 2:07 lap, our quickest of the weekend. During our after on-track inspection, we found a cracked rear rotor (not uncommon), which we replaced and also took the opportunity to change the rear brake pads. We got out of the track at 6:30 p.m.

We awoke on Sunday to fog with a high overcast, a bit more humidity and a beautiful sunrise. Another biscuit and coffee for breakfast and then to the track to prep the car (clean the windows and mirrors, check the oil and gas, retorque the wheels, warm the engine) and attend the 7:45 drivers' meeting.

Our first on-track session was at 8:55 for 25 minutes. Ed did four laps, though he felt a vibration and pulled in. We didn't find anything amiss, so got ready for the next session. Around 10:30, while we're sitting in the paddock beneath the canopy, we noticed



Things to take to the track

A cooler filled with ice and non-alcoholic beverages, folding chairs, helmet and personal gear (long-sleeve shirts, long pants and closed-toe shoes are required at most tracks), a jack and jack-stands, a tarp, umbrella and rain gear, camera, sunblock, fruit/snacks/food. Hat, sunglasses. Most important (after a friend): a credit card.

Tools: some people don't bring any, others bring their entire tool chest. Somewhere in between is probably where most first-timers want to be. A ratchet and sockets, some wrenches, screwdrivers and pliers. If you need much more than that, someone nearby in the paddock will be glad to help.

Nice to have:

Fuel jug (gasoline at the track is notoriously expensive although generally available, and a car at full-chat drinks a LOT of fuel).

Canopy. Best is the self-folding variety, called a "pop-up," which takes only a minute or two to erect. The sun can be unrelenting during those hours between on-track sessions.

Extra set of tires, especially if you're running street slicks, is good insurance.

Spare. While it would be nice to have a spare for every possible contingency, that's not practical and is certainly expensive. We make do with a couple quarts of oil, a spare set of brake pads, a full set of brake rotors and a can of fresh brake fluid. You won't find many sources of parts at the track for things such as bearings and other wear items, so ensure your car is in good repair when you come to the track.

a Firebird rolling across the paddock lane. "Hey, there's no one in that car," shouted Ed, so we took off trying to stop it. Too late, it rolled to a stop – ever so slowly and gently – against a Mustang. Not much damage, noted the Mustang owner, so we all sat around waiting for the Firebird owner to show up and reclaim his car. That was interesting.

On Sunday's second session, Ed wasn't appreciably quicker (a 2.08) and thought the track was now getting greasy from the rapidly increasing ambient heat. "I don't believe we're going to get quicker," he said, and suggested we load up and get an early start on the drive home. So we did.

All in all, a successful weekend. We went quicker than we'd gone before at a track both of us have been going to since the 1960s. We came home with all the parts still on the car, enjoyed spending money, had a lot of good times gabbing with each other and friends and enjoyed a weekend away from work and worry.

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Above: Sean Foster of Lime Rock, Conn., climbs into his 1982 911 Super Carrera. His car has a custom-designed roll cage, the product of extended discussion and collaboration with a metal-working expert. He's in his third season of competition.

Right: A 1½-year-old son of a veteran enjoys a GT3. A future DEer?



Far right: John Ryan, 21, already in his fourth year with the club, unloads his '68 "restorated" 911-R.



Drive 'n Dine, autocross, three days of DE plus Taste of the Track and Vets on Track



The cooler for a "cool suit," awaits installation into Gary Radocchio's 1978 Super Carrera 911.

By Tuffy von Briesen
for *der Vorgänger*

Think about it. The August days are long, hot, and humid. You have the summer blahs. What to do about those blahs?

For about 200 Potomac members and their families, the answer was easy: They attended the 2008 Potomac PorscheFest at Summit Point (W.Va.) Raceway. Where else can you find a combination of all the things Potomac members like to do. Drive through the beautiful Maryland and Virginia countryside. Autocross. Driver's Education. And of course, have some great barbeque.

The 2008 PorscheFest combined all of these but added something more. A chance to support wounded veterans from Walter Reed National Army Medical Center and a chance to contribute to the Carol Jean Cancer Foundation and the Summit Point SPARC Foundation.

PorscheFest is Potomac's signature event of the year

and was held on August 16-17, 2008. The weekend started with a three-day Driver's Education event that got underway on Friday. DE Chair Alan Herod, Chief Instructors Ralf Brueckner and Dirk Dekker had their usual well-organized program.

Early on Saturday morning the Pagonis clan (Tony, Cindy and Brian) and their merry band of autocrossers kicked off the PFest autocross in nearby Winchester, Va.

After the autocross ended, Tony, Cindy, Brian and some of the autocrossers made their way to Summit Point because they just didn't have enough fun knocking down cones, so they joined the DE. Tony, Cindy and Brian are also accomplished DE participants.

About noon on Saturday, Drive and Dine Chair John Eberhardt led a stalwart band of PCar drivers through the countryside to Summit Point. John made all the correct turns this time and really did end up at Summit Point.

On Saturday and Sunday, Public Service Chair Scott Mayster (in absentia), ably assisted by Mitch Nydish and

PorscheFest
Aug. 16-17.
Autocross
report, p.11



Membership Chair John Magistro hosted our annual PFest Taste of the Track (Scott needed the help since he was busy at home waiting on the delivery of his second child).

What is Taste of the Track? Taste of the Track allows almost anyone to experience the thrill and camaraderie of a PCA Drivers' Education session. It's another way to join in the fun of PorscheFest even if you're not a driver and help a worthy cause at the same time!

But Potomac carries Taste one-step further.

We ask everyone who participates for a donation to our primary charity, the Carol Jean Cancer Foundation and for the SPARC Foundation, Summit Point Raceway's charitable foundation focusing on the needy in the local community around the track.

On Saturday and Sunday, almost 30 Taste participants donated \$1,900 for the Carol Jean Cancer Foundation and SPARC.

But the highlight of PFest came on Saturday when the Potomac DE, Drive and Dine and Autocross participants hosted 16 veterans and their families from Walter Reed National Army Medical Center in Bethesda, Md., for Potomac's second Vets on Track.

Last year, Lauren Silva-Pinto, wife of Potomac member Nando Silva-Pinto, had a vision to offer a "getaway" for

Walter Reed patients and their families. The getaway was an opportunity to be part of the August PorscheFest'07. It was so successful, we decided to do it again.

The invited vets and their families spent the afternoon roaming the paddock. They were able to talk to PCA members and their families, sit in track cars and watch the cars on the track.

At 5:00 PM, 16 veterans got into some of our senior instructors' track cars. The vets were treated to almost 40 minutes on the track in a Taste-of-the-Track-type format. A special treat was when Potomac member Mike Levitas, winner of the 2006 Rolex 24 Hours of Daytona, brought his winning number 36 car to the event. Mike took three lucky veterans out for track sessions. After the track sessions, Potomac members loaded up SUVs and took the veterans' families out on lapping sessions.

That evening, the guests were treated to a barbeque dinner catered by Dixie Bones from Woodbridge, Va. Potomac Social Chair Sheri von Briesen put together a great dinner. Potomac President Tony Kelly let the veterans know how much we appreciate what they do for America.

Tony also recognized some people who helped Potomac put on this event. Potomac wants to thank Paul Morcones from Radial Tire, Bill Love from OG Racing,

At DE events, there is ample time for sitting around. Here, Jason Pinter of New Jersey, Kathryn Turner and Sally Herod of Maryland, Delaware's Doug and Jeanne Phelan of Maryland enjoy the shade and quiet of an August morning.



Leho Poldmae, a 10 year DE driver, from Westminster, Md., with his 2005 Carrera S. He bought this car from Mike Levitas with TPC racing. Poldmae says he loves the track because of the adrenaline rush he gets but also because of the safety aspects. He also runs at VIR, Watkins Glen, Mid Ohio and Thunderbolt in New Jersey.

One of the best things at a DE event is the help you can expect. Here, car owner John Peerenboom, left, is assisted by Co-chief Tech Inspector Andy Clements of Haymarket, Va., as they inspect a suspected wheel-bearing problem on the 944.

Lt. General (retired) Tom Rhame from the Association of the United States Army, Bill Scott from Bill Scott Racing at Summit Point, Mike Levitas and his crew, Tom Donegan from Porsche of Tysons and David Harris from Porsche of Arlington for their help in making Vets on Track another success.

We also want to thank Potomac members Mike and Faith Shah for their generous donation to the Carol Jean Cancer Foundation and SPARC. Potomac also wants to thank Ivan Arzola from IMA Motorsports and Geoff Schwarz from AutoSportSystemsGroup for attending the event.

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Instructor Ken Nicholas, right, goes over some pointers with student Frank Hardesty as they discuss Hardesty's last on-track session.



Jan Dekker changing a tire on his father's 1971 914-6 with a 3.4 liter engine. Dekker, from Maryland's Eastern Shore, has been with the club four or five years. He also owns a 1988 911 Carrera and an '86 944. He likes coming to the track, being with the other drivers and learning new driving skills.

See coverage of the concurrent autocross held this same weekend in nearby Winchester, Va., on page 11.

Photos by
Willy Straubhaar

Willy Straubhaar, one of Potomac's der Vorgänger photographers, was there to capture all the action for both Taste of the Track and Vets on Track. Willy was busy making various photo-ops featuring the veterans and their families, and the Taste participants as they engaged in various track activities. Willy captured a veteran's 1½-year-old son, a future PCA member and Porsche Driver no doubt, cranking the steering wheel of one of the several GT3s at the event. Willy was also busy making 8x10 "glossy photos" for the guests, their families and the Taste participants as a memento of a their experience.

It was a great time for all and a great event. We'll see you at next year's PorscheFest.

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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

Drive 'n dine

Horses, cars and horsepower

**Sunday, Oct. 12, 2008 12:30
Brunch Run to Charles Town Races &
Slots.**

Thundering hooves, slots and great food all just 10 minutes from Harpers Ferry, W.Va. We'll have a brunch buffet on arrival at the race track in Charles Town, W.Va.

Experience the thrill of thoroughbred racing from the comfort of the Skyline Terrace and banquet room. The terrace offers a panoramic view of the racetrack and easy access to the gaming room for those that would like to try their luck at the slot machines.

\$30 per person covers brunch, tax and tip (betting is up to you). Stay for a few races, the whole day or have a brunch, make some new friends and hit the road. Save the date.

Event option A: Join us for a scenic

drive through the rolling hills of Virginia, Maryland and West Virginia ending with brunch at 12:30.

Event option B: Meet us at the track at 12:15 for the 12:30 brunch.

Event option C: Not hungry? Save yourself \$30 and just come for the races and meet some new friends.

Information on the track:

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

Registration for the event:

Click on "Programs" on the Potomac website and click on Drive and Dine/Registration. You can also e-mail driveanddine@pcapotomac.org or membership@pcapotomac.org or by mail to John Magistro, 8617 Village Park Place, Chevy Chase, Md. 20815

Meeting places for driving tours:

Several meeting places will be announced on the website for drives to the track. See the website. Tour group volunteers needed. Contact John Eberhardt at driveanddine@pcapotomac.org or John Magistro, membership@pcapotomac.org.

Drive 'n picnic

Horses, cars and picnics

What better way to see beautiful cars and beautiful horses than by attending the International Gold Cup steeplechase at Great Meadows near The Plains, Va. on Oct. 18?

In 2007, the Porsche cars were treated to a police escort into the race compound with special parking spaces and passes to Members Hill. A portion of the purse from the feature race was donated to charity.

Special parking will be set aside for PCA members, and the exhibition cars will be showcased in a tent. Festivities start at 9:30 a.m. as we convoy to Great Meadows. The first race starts about 1:00 p.m.

Come join all your Porsche friends, have a picnic, see lots of interesting people, watch some special horses race, show off your Porsche and visit with club members. There will be a commemorative gift for PCA members who attend, and there will be a prize for the best tailgate arrangement.

Registration opened in August. There will be a nominal fee. If you are interested in attending or have a unique Porsche you want considered for the display tent, please contact Tuffy von Briesen at vicepresident@pcapotomac.org

Upcoming events

October

- 3-5 – Porsche Club of America club race, Summit Point (W.Va.) Raceway's main track. Charlie Clark, deregistrar@pcapotomac.org *
- 3-5 – Driver Education at N.J. Motorsports Park, Lightning Course, Millville, N.J. Shore Region. Greg Prfemmer, jsr-trackchair@optonline.net
- 4-5 – Driver Education at Driver Education at Carolina Motorsports Park, Kershaw, S.C., Carolinas Region. Brian Powell, driversed@carolina.rr.com
- 4-5 – Driver Education at Pocono North Course, Pa., Metro New York Region. Dave Hartman, 631-744-1115, www.metronypca.org
- 4 – Potomac monthly breakfast, 9 a.m., Tysons Corner, Va. *
- 11 – Open board meeting & breakfast. 10 a.m., Tysons Corner, Va. *
- 13-14 – Driver Education at Watkins Glen, N.Y., Niagara Region. Curt Hinchcliffe, hincheeb@yahoo.com
- 18-19 – Driver Education at Summit Point, W.Va., Shenandoah Course, Northern N.J. Region, Bob Michaelson, trackchair@nnjr-pca.com
- 18 – Potomac monthly breakfast, 9 a.m., Bethesda, Md. *
- 19 – Autocross #7, Bowie Baysox Stadium, Bowie, Md. *
- 24-26 – Driver Education at N.J. Motorsports Park, Lightning Course, Millville, N.J. Jersey Shore Region. Greg Prfemmer, jsr-trackchair@optonline.net
- 25 – Tech inspection, IMA Motorsports, 9 a.m.-2 p.m., 2928 C Prosperity Ave., Fairfax, Va.. *

25 – Fall Foliage Run. *

31 – Instructor and Advanced Driver Day, Summit Point (W.Va.) Raceway. Charlie Clark, deregistrar@pcapotomac.org *

November

- 1 – Potomac monthly breakfast, 9 a.m., Tysons Corner, Va. *
- 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
- 15 – Maryland monthly breakfast, Potomac Region, 9 a.m., Bethesda, Md. *
- 20 – The Crab Feast, all-day social at a yacht club on the Chesapeake shore. Crab races, too. Contact: social@pcapotomac.org.

December

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

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

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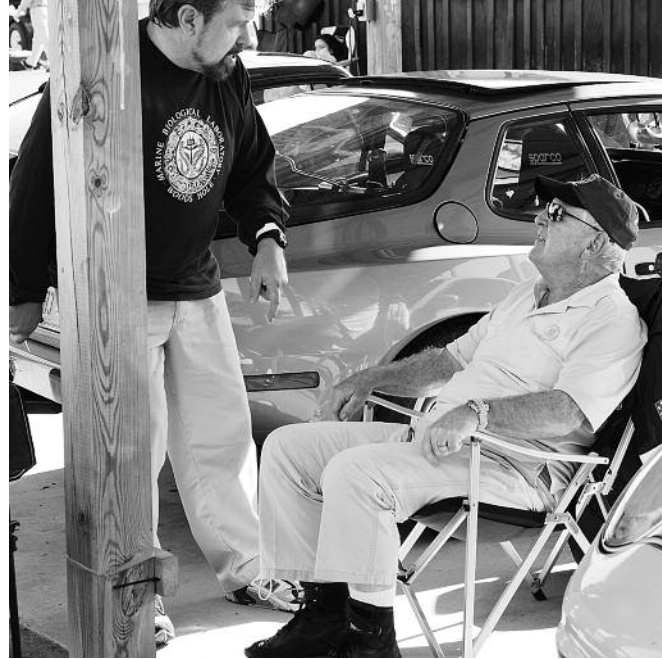


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Photos by Richard Curtis

Jim Arnold of Ashburn, Va., attended the August breakfast meeting at Pralines in Bethesda, Md., with his '90 944 cabriolet that he's owned for 18 months. Previously, he owned a 996 cabriolet. He loves autocrossing and has been doing it for four years.

Former Potomac president Art Parsons enjoying the shade at Summit Point in August while talking to his student, Gerry Higgins. You can just spot the nose of Parsons' GT3 in the right corner.

Members and their Porsches



Ruth Baumann, of Malvern, Pa., torques the wheels of her husband Don's 2002 3.2 liter Boxster between on-track sessions at the August DE event. Don started in karts at age 18 (he's 72 now) and has participated in DEs for 12-13 years. In addition, he races a 911 in a vintage series.



Photo by Sunny Reynolds
 Soren and Sami Caffey, who own a red 996, pose in front of IMA's GTP car at the August DE event.

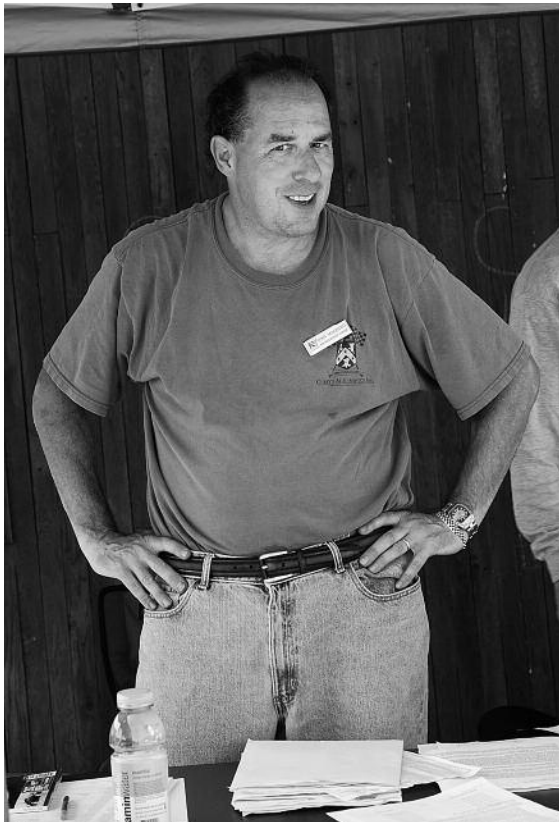


Photo by Sunny Reynolds
 Kathy and Michael Brown with their 1999 996 during a recent Drive 'N Dine event that took them to Harper's Ferry, WVa.

Photo by Richard Curtis
 Adding air to the tires of his 2003 Boxster S is John Cochran of Baltimore who is in his ninth year of DE events; this is his fifth Boxster. He was PCA's national sponsorship chairman.

Photo by Sunny Reynolds
 Right: Cars circulate Summit Point Main's infamous carousel turn complex during the August DE event.





John Magistro manning the registration table for Taste of the Track at the August Summit Point event. John is the club's membership chairman.



Photos by Richard Curtis

Top: Erik McGunnigle of Vienna, Va., puts a wheel back on his Boxster after changing brake pads. This was his second weekend on the track.

Above: Steve Doyle of Oakton, Va. enjoys a break in the action at the August DE event. Steve owns the 2005 997 in the background. This was his first DE event.



Top: Jerome Wells of Germantown, Md. tries to figure out an idle problem in his 944 Turbo during the August DE event at Summit Point.

Above: Trevor Albro of Purcellville, Va., enjoys a break prior to an on-track session at the August DE event. That's his '91 928 behind him.



Right: Willard Jones of Alexandria, Va., with his Seal Grey 2006 Carrera S. He's been in DEs for one year.



Photo by Willy Straubhaar

