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der Vorgänger

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

October 2009, Volume 55, No. 10

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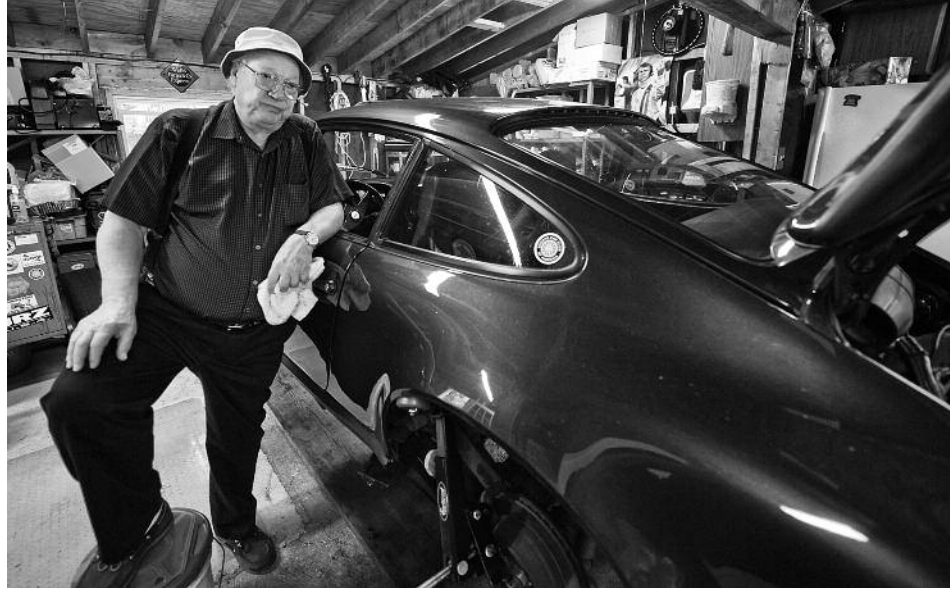


Photo by Michael Madrid

Above: John "Old Tee" Lewis with one of his Porsches in his home garage. Profile, Pages 14-16.

Photo by John Bailey

Left: Detail of a show-ready 356 photographed at the Gathering of the Faithful car show in Reston Town Center on Sept. 5. An estimated 60 Porsches of all types showed up for the Gathering. Story and more photos, Pages 14-16.



Cover photo by Michael Madrid: With the lighting just so, photographer Michael Madrid captured subtle reflections in the fender of Dan Rowzie's Speedster.

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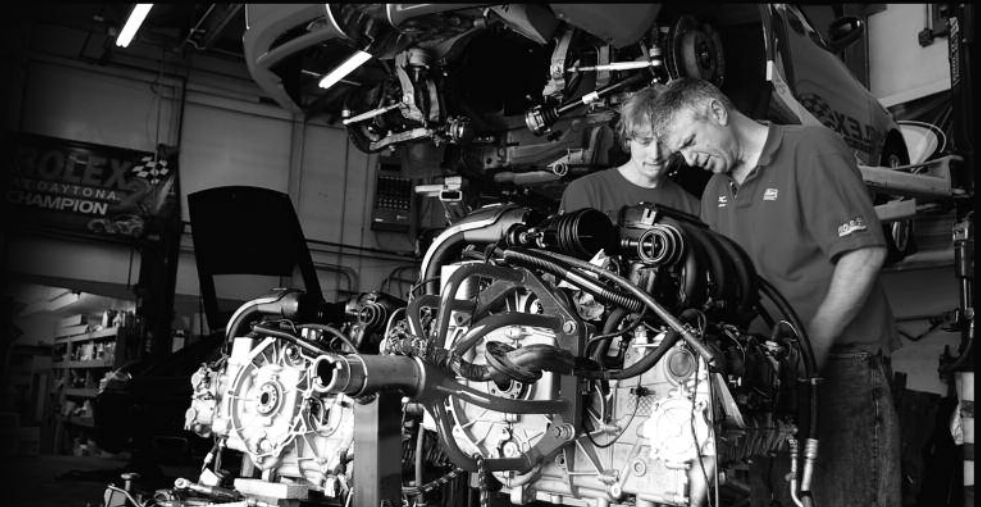
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Editor's column

12 issues: photos and stories about you

This issue marks the 12th of the “new” *der vorgänger*. Since our first new issue in September 2008, we have strived to tell the stories of our club, the Founders’ Region, Potomac through the photos and stories of our members. In so doing, we’ve presented them in 250 photographs of individuals over these 12 issues, personalizing them as much as possible with details about themselves and their Porsches. We believe that the club is more about the people—yes, almost a cliché—rather than the cars, though there’s nothing wrong with information about the cars into which we’ve poured so much of ourselves. We’ll continue to do the best we can toward that end, and in the coming year, continue to introduce many of you to other club members.

So, if you see us coming with camera and notebook, know that we’re just trying to make you known to your Porsche friends. Smile for the camera.

This issue, as did the September issue, has grown to 36 pages with 12 pages in color. As content continues to accumulate, and as long as membership growth and advertising continue to support this venture, we’ll continue to produce a high-quality publication for you. Let us hear from you.

Richard Curtis

• • •

Correction: On page 33 of the October issue, we incorrectly reported that John Hallen’s ’69 911 Targa has two 6-volt batteries. The car has two 12-volt batteries.



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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.

State of our club is vibrant, strong

I want to follow up on the recent efforts of the Zone to incorporate and enact new bylaws. During a recent Zone presidents meeting held by telephone, we voted on the new bylaws. The bylaws state that the Zone 2 presidents will serve as the Zone 2 board of directors and the Zone 2 board of directors must approve any major initiative. The bylaws also call for a secretary and treasurer to assist the Zone 2 representative. The secretary can be selected from one of the Zone 2 presidents; however, the treasurer will not be. There is another provision in the bylaws that calls for an annual review or audit of the Zone finances. This was one of the most important aspects of the bylaws to ensure financial transparency.

Speaking of financial transparency, our club's executive committee voted to contract with the accounting firm of Fitzwater and Dean from Woodbridge, Va. to review our 2008 finances. We submitted our taxes as due in May and a review is now in order. We will also have the firm review our 2009 finances after the end of the 2009 tax year. The results of the review will be posted on our website and in *dV*. If you have questions about our financial position, please contact me. We will provide detailed answers to any questions you may have.

Overall, our club is doing well financially as we have taken steps to tighten our belt. We have reviewed many club activities and will either eliminate or revise those that have the potential to be money losers. An example is our annual picnic that was cancelled due to lack of sufficient registration. We had committed to 80 adults and 20 young adults between the ages of 5 and 18. As of September 4, we had a total of 29 persons registered. Had we continued, the potential loss to Potomac would have been several thousand dollars. As it was, we lost a deposit of \$625. We'll review the feasibility of having a picnic next year. These are some of the hard decisions we are faced with. Our Long Range Planning Committee will continue to review all Potomac programs to determine how to make our programs more efficient and cost effective.

Potomac is slowly but surely, becoming more involved in the Zone. Potomac and Blue Ridge Region co-hosted our recent DE at VIR. I want to commend Blue Ridge for the support they provided. They provided most of the tech support on Friday, Saturday and Sunday and had several volunteers working at pit out. Several of the Blue Ridge volunteers did not drive in the DE and came only to support the event. President Jerry Hampton and Past President Ed Clowser did a great job. Blue Ridge shared expenses and part of

the small profit on a proportional basis.

I think this type of agreement is good for both Regions and is an example of what we need to be doing across the Zone. We are also discussing similar situations with other regions in Zone 2. We plan to co-host VIR with Blue Ridge again next year.

I received more feedback about our Vets on Track event in August. The comments from both Walter Reed and Bethesda Navy Hospital were tremendous. Both organizations thanked us and said this was a great event for the Vets. In addition to hosting the Vets, we also had tremendous success supporting our charities, Camp Friendship and SPARC. Scott Mayster had one of his most successful Taste of the Track sessions. Paul Moorcones provided a set of tires that were raffled for charity. Mike Levitas offered a ride in the Number 36 Porsche that he drove to victory in the 2006 Rolex 24 Hours of Daytona. Overall, we raised close to \$5,000 for our charities.

In mid July, we held our second open board meeting (OBM). We will hold our next OBM on October 10 preceding a general membership meeting and social hour at Porsche of Arlington, which will include speakers and food. I wasn't satisfied with the last OBM because I wanted more substance. The meeting will include reports from all the event chairs and will not exceed one hour. The OBM is open to all members and is an excellent way for members to become familiar with our programs and how we conduct club business.

A reminder about two upcoming events. Coming up is our Club Race Oct. 3-5 at Summit Point, W.Va. and Porsches at the International Gold Cup, Saturday, Oct. 17 at Great Meadows, Va. Club Race will again be a three-day event that will include a DE for advanced drivers. The races will include a Porsche display, a PCA members corral, Members Hill and PCNA hospitality tent access and some interesting people watching. Watch for emails and registration information on the website.

Also coming up in December are our annual elections. Tony Kelly, nominating committee chair, has identified the slate of officers proposed for 2010. There will be more about the elections on the Potomac website. In December, we will also vote on the revisions to the Potomac bylaws. The proposed bylaws are printed in this issue on pages 27-29.

Thanks again for your support to our club. We couldn't do this without you. Again, please provide your comments, criticisms, suggestions etc to me at president@pcapotomac.org.



Tuffy von Briesen

New members, anniversaries

New August members

Russ Antonille & Annette Antonille
Sam Bass
Arndt H. Bauseler & Jutta Bauseler
Ernie A. Becking
Steve A. Bleckner & Lisa Bleckner
Stephen N. Burke
Nikki Couloumbis
Wally Coy
Tom T. Coyle
Douglass A. Craig
Douglas R. Cullins & Sandy Cullins
Philip J. Eling
Paul G. Enterline & Steve Chrzanowski
Neil George
Jamie H. Gil & Allison Gil
Susan Good & Norman Therrien
Lillian Heizer
Jack Husak
Asif A. Khan & Maureen Khan
Kari O. Lehtinen & Susanna Andersson
Ryan A. Lynch & Eleanor Lynch
Alex Murphy & Peter D. Murphy
Mark O'Neill & Lori O'Neill
Juan C. Olivieri & Carlos Olivieri
Tad B. Pierce & Cynthia Pierce
Paul R. Querze
Daniel V. Ryan
Kleber Santos & Rossana Mayta
Esteban Sarzosa & Soledad Portilla
James Skelly & Carolina Felipe

New September members

Bomani Ajamu & Danier Ajamu
Arun Arumugaswamy
Camille Benin
Larry H. Bowser
Henri Champagne & Lori Champagne
Alan C. Curry & Laura K. Curry
Ken R. Evans
Don Gambatesa

Keith W. Gard & Lisa Gard
Will L. Gibson & Maryam Suraleigh
Mike C. Golden
Tuan Huynh
Al A. Iuppa & Anne Valentine
Ray S. Jeter
Richard T. Lamkin & Deborah Lamkin
Charles Linder & Hitomi Linder
Mark Lyons
Larry Massett
Craig A. Max & Michael Zurat
Greg Meyer & Lisa Meyer
Michael S. Pohopin
Ruairi James Regan & Anita Leppesen
Todd Roti
Brian J. Routhier
Daniel F. Rulli
Reu J. Scherf & Robert Scherf
Bernard Smith
Michael T. Stanges & Robert Blumel
Will Thierbach
Jim C. Walker
Tom Waugh
Nate Webster
Teresa Willabus
Matthew Zint

September 2009 anniversaries

40 years
Charles B. Drake & Shirley Drake
Harry P. Ridenour & Carolyn A. Ridenour
30 years
Steve Douglas & Sue Douglas
Stephen L. Jones & Kathleen A. Marrs

25 years
Martin L. Weiner & Debra Weiner
George A. Whitmore & Larisa Zalotakova

20 years
Steven M. Jones & Sandra M. Swain

15 years

Anthony E. Fleury & Raymond M. Fleury
Paul R. Querze
Bob Schmidle & Nick Schmidle

10 years

Ali R. Aghae & Minoo Shafinouri
Melinda L. Carmen & David M. Carmen
David J. DiQuollo & Leah Esina
Steven C. Fisher & Margaret Fisher
Dennis B. Fitzgibbons & Ellen B. Fitzgibbons
David Gast & Lisa Gast
William Goodwin & Michelle Goodwin
Michael Klassen & Lisa Klassen
Giovanni Napolitano
Sally Nork Herod
Alton Sanderson & Holly Sanderson
Michael Smalley & Dawn Smalley
Stephen W. Wright & Bonnie Marie Ramos

5 years

James L. Albin & Ann Albin
Dennis J. Burnett & Irene Burnett
Richard Cao & Amanda Cao
Debi J. Conley
Tenna E. Dorsey & Louis Dorsey
Glenn M. Evans
Mark Head
Edmund S. Huang & Nicholas Huang

October 2009 anniversaries

35 years
Charles A. Roberts & Olga A. Roberts

30 years
Terence W. Labaw & Katherine Labaw
William D. Tyrrell & Timmy Tyrrell

25 years

Daniel B. Freedman & Martha E. Legory
Steven M. Newpol

20 years

Gary A. Tripoli & James A. Tripoli

15 years

James C. Cleveland & Karen Cleveland
Peter Kauffman & Margaret Kauffman
Gerald L. Smith & Donna Smith

10 years

Allan A. Banghart & Ruth Christopherson
William S. Boykin & Arlene S. Boykin
Tod C. Carl & Carol Carl
Mark Elliott & Sue Elliott
W. Eric Leighty & Lindsey Leighty
Matthew Polk & Amy Gould
Ronald V. Robinson & Cheryl Robinson
Tom Tureaud
John P. Wood & Anee M. Wood

5 years

Russell H. Bong & Denise Bong
Harvey Dickerson
John J. Dietrich &

How you can help Potomac grow

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

Laura Dietrich
Eugene L. Elsea & Carol Mount
Alan L. Johnson & Kathy Garrison
Stefan J. Patejak
Jack R. Payton & Sharrie Payton
Timothy P. Petrow & Debra Petrow
Mark S. Photiou & Alex Photiou
Chris A. B. Wilkinson
Andrew Yang & Kim Yang

New members welcomed at monthly breakfast meetings

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!

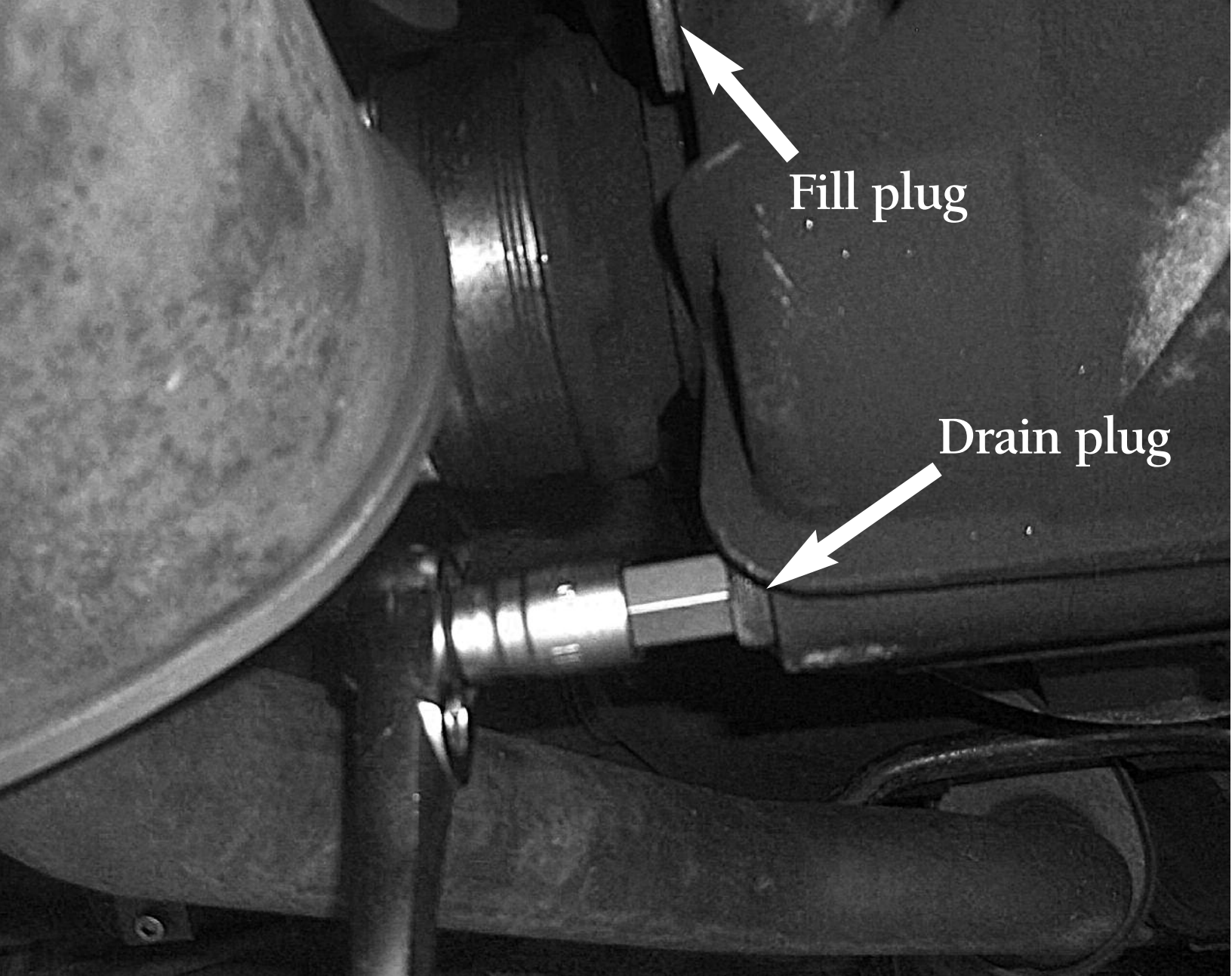
The Virginia breakfast is the first Saturday of each month at Chutzpah Deli & Restaurant in Tysons Corner from 9-11:00 a.m. Chutzpah is lo-

cated at 8100 Boone Blvd., Tysons Corner, Va. 22182 behind McDonald's on Rt 7.

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

* * *

For more information, contact John Magistro at membership@pcapotomac.org



DIY: How to drain and refill transmission oil

Always loosen the drain fill bolt (top, arrow) BEFORE loosening/removing the drain bolt to ensure that you can refill the transmission after you've drained the old oil. One tip is to clean the allen-head bolt sockets thoroughly beforehand, using a dental pick, brake cleaner, compressed air, etc., and ensure the allen-head is completely seated in the socket.

Photo and story by Steve Vetter for *der Vorgänger*

One of the easiest projects you can do on your Porsche is to flush the transmission fluid. It can be a messy job, but it's not technically complicated. The photo above is from my 1990 944S2. You will need a 17mm Allen socket (I bought a set of three at AutoZone), a drain pan, paper towels, possibly a socket extension to clear the muffler and a pump or other way to get the fluid into the transmission.

The following steps are involved in replacing the fluid:

1. Drive the car to warm up the fluid already in the transmission; this will help it to flow easier when the plug is removed.
2. Jack the car up and remember that anything you touch is going to be hot.

3. Loosen the top fill plug (see arrow). If you cannot remove it, stop! Nothing would be worse than draining all the fluid without a way to refill it. If you can't get it out, take your car to one of *dV's* advertiser's shops.

4. Assuming step No. 3 was successful, loosen the bottom plug (see wrench in photo) and prepare to catch the oil.

5. Clean the bottom plug, looking for gear teeth and other evidence of a needed rebuild. Replace the plug.

6. Fill the transmission with the fluid of your choice via the fill hole. I used a small hand-held pump that attached to the jug of fluid. (Remember, the fluid is thick and cold. I did this project on a hot day and left the jug in the driveway to warm up. Another trick is to set it in a bucket of hot water.) Pump the fluid in until it dribbles out the fill hole.

7. Replace fill plug. Clean up and return all tools to the tool box.

'Taste' raises \$5,600 for charity

By Scott Mayster
for *der Vorgänger*

PorscheFest is an annual favorite because it brings Potomac Region members of diverse interests together for a weekend of fun at Summit Point Raceway Aug. 14-16. For our region's Public Service Committee, it's an opportunity to raise money for our charities.

This year's charity raffle and the 5th annual "Taste of the Track" broke both attendance and fundraising records.

"Taste of the Track" is Potomac Region's biggest fundraiser. Held in conjunction with Drivers' Ed, it gives PCAers and their friends and family the opportunity to get in on the education, camaraderie and excitement of a DE weekend. "Taste of the Track" gives DEers an opportunity to show their friends and family why they are so passionate about their favorite hobby or for Potomac members to find out if Drivers' Ed is for them.

The Taste was held both Saturday and Sunday and was sold out each day. In fact, with so many participants pre-registered, only a few walk-ups were accepted.

Just before lunchtime, a special hot-lapping session was reserved for DE instructors to take

out Tasters for ride-alongs at speed. Everyone who has had the experience says it is like nothing they've felt before. The heavy g-force of threshold braking into Turn 1, the thrill of going through Turn 4 at 100 mph and the feeling driving around the "carousel" that at any moment the car may just slide off the road are all sensations that could never (and should never) be felt on public roads... even in a Porsche.

Two-time Taster Ryan Pinson said, "The rush of being in a Porsche at speed on a race-track and the skill of the instructors are just amazing. It was just as exciting the second time... I had a permanent grin all afternoon!"

This year's fundraising efforts also included a charity raffle, with prizes donated by two long-time supporters of PCA Potomac: Paul Moorcones of Radial Tire and Mike Levitas of Turbo Performance Center. Radial Tire is a tire supplier for DEers, along with thousands of other non-track drivers in the D.C. area. Paul's expertise helps his customers get the most out of their cars, and he donated a generous \$1,000 gift certificate for the raffle.

Mike Levitas is a PCA Potomac member, as well as a champion race car driver, most notably having won the Rolex 24 Hours at Day-

tona. Turbo Performance Center is a highly respected local performance shop that provides service, upgrades and support for PCA members and racers nationwide. Mike donated a ride-along in his Daytona-winning race car at full speed at an upcoming event.

The events together raised over \$5,600 for our charities... a record weekend for PCA Potomac fundraising. The weekend could never have been as successful as it was without the help of some hard-working volunteers. A special thanks to Mitch Nydish and Ed Duncan for their efforts all weekend, both at the "Taste of the Track" tent helping with registration and on the grid getting the students into their instructors' cars. And an extra-special thanks to John Magistro, Potomac Region Secretary and Membership Chair, who spent two days selling raffle tickets in the August heat.

Holding the event required sacrifice and extra effort by everyone associated with Drivers' Ed; the DE Chair and chief instructors coordinated a modified schedule and led an extra classroom session each day, the instructor corps donated their time (and rubber) to provide the ride-alongs, and every DE participant gave up a little time each day to accommodate the extra lapping session. Thanks also to Alan Herod, Bob Mulligan, Dirk Dekker and everyone participating in the DE for giving us the opportunity to run a successful Taste.

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'Vets on Track' weekend

Potomac hosted 25 veterans and about 15 family members for its "Vets on Track" August weekend. The club's guests were bused in from Maryland and then treated to lunch, a classroom session, golf-cart tours through the paddock and a session on the track, followed by a dinner.

Photos by Ken Hills, Sports Photography



Clockwise, beginning at upper left: George Nimmer, with a veteran on board, leads a procession of Porsche track cars around Summit Point Motorsports Park's main track. **Top right:** PCA member David Dean, right, watches the on-track action with two family members of veterans. **Above:** Starla Phelps in her 993 drove a veteran's father around the track. **Below left:** This Boxster was driven by David Shivers, who, along with Fred Phelps and others, helped organize the event. **Left:** A veteran waves the checkered flag to end the on-track session. He told Starla Phelps that although other groups had hosted similar events, this was the first time a group had sent people to accompany the veterans and talk to them during the bus trip.

Sponsors for Vets on Track

Potomac owes thanks to a host of individuals and companies that made Vets on Track possible:

Radial Tire sponsored dinner and Tires for Charity; **Turbo Performance Center** provided rides for veterans in the No.36 Rolex winning car and raffle of a ride for charity; the **Association of the United States Army** sponsored dinner; **Martz Bus Lines** provided buses for veterans; **Bill Scott Racing** sponsored lunch and drinks; **Auto Sportsystems Group (ASG)**, **Hurley's Auto Audio** and **Curry's Auto Service** provided door prizes at dinner; **Porsche of Arlington** provided lanyards and key chains for vets and door prizes for dinner; **Tischer Porsche** provided posters; **Lost Creek Carts** provided golf carts for the day; and **Dave Derecola** of the **944 Cup Series** sponsored a door prize at dinner, two tickets to an upcoming ALMS race at Road Atlanta.



New Mark Donohue book needs to be in your library

Reviewed by Pete Kauffman
for *der Vorgänger*

For a number of years, I traveled to Florida in late winter to satisfy my need to hear the sounds of racing engines by watching the 24 Hours of Daytona. For those of you who have not attended this event, as a spectator not only can you watch an exciting race but you also can wander through the infield and interact with the many cars observing and even talking with mechanics, drivers and owners. Also in the infield are wonderful displays of historic race cars and vendors selling interesting memorabilia.

On one such trip I came across a tent where a young man was selling books about Mark Donohue. It was his son, David, at the time before his own racing career had developed.

I knew of Mark Donohue but never really followed his career. So I thought it might be interesting to purchase his book, an autobiography, "The Unfair Advantage." David was nice enough to autograph it, and I took it home, read it and enjoyed a fascinating history of the early era of racing where hard-charging driving and seat-of-the-pants engineering dominating the racing industry.

When we were at the Watkins Glen DE this summer and I spotted a new book, "Mark Donohue – Technical Excellence at Speed," by Michael Argetsinger, in the silent auction we have every year at the Watkins Glen Racing

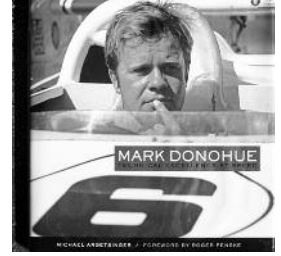
Museum, I could not resist bidding for it. It is a must read for a racing enthusiast.

Donohue's book was an autobiography, which is about Mark Donohue from the perspective of the racing community. His record was amazing. He won an unbelievable 38% and was in the top three in 56% of the races he entered, which included sports car racing, USAC, Trans Am, CanAm, NASCAR and more.

He raced in the 24 hours of Daytona, Sebring, Watkins Glen, Indianapolis, Le Mans, Nurburgring and more. He won the Indianapolis 500. He was responsible for much of the development and success in taming the Porsche 917, dominated CanAm racing with it and set the closed-circuit speed record for a single lap in that car at over 230mph. Donohue was both an engineer and a driver, focused, dedicated, driven to excellence.

After an incredible career, he retired only to return to try to master Formula One. He lost his life at Osterreichring in Austria chasing that dream when he went off the course at over 150mph.

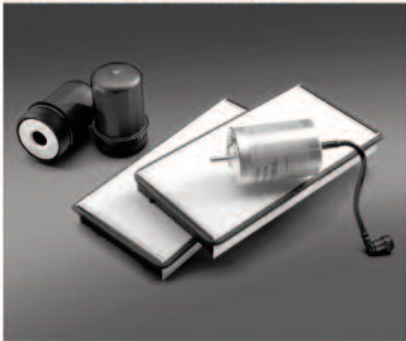
This wonderful book follows his whole life and racing career with detailed accounts of each race, the cars, the development, the setups, the struggles and the successes. It is a lengthy book, each chapter focusing on a race or car development or aspect of his life. I could hardly put it down. My book is available for loan. pete@pcapomac.org



Mark Donohue – Technical Excellence at Speed
By Michael Argetsinger
David Bull Publisher
ISBN-10: 1935007025
344 pages, \$39.95

Book review

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Porsche of Tysons Corner sizzling summer service savings

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Camp Friendship rally and show

Above: 16 Porsches lined up for the car show that was judged by the campers.

Below: Two young campers try out Potomac President Tuffy von Briesen's new 911.

Story and photos by Scott Mayster
for *der Vorgänger*

On Sunday, August 2, PCA Potomac held its annual Camp Friendship Rally and Car Show. While most rallies are all about the journey, this one is more about the destination: the Carol Jean Cancer Foundation's Camp Friendship in Laytonsville, Md.

One of PCA Potomac's primary charities, the Carol Jean Cancer Foundation (www.cjcf4kids.org) is a D.C.-

area organization whose mission is to improve the quality of life for local-area children with cancer and their families by providing year-round recreational and support programs free of charge. Its premier program, Camp Friendship, is a one-week overnight camp run twice per summer.

Our event is scheduled each year to coincide with the first day of one of the sessions. For a child coping with cancer, what could be more valuable than time away from hospitals and clinics, just acting like a kid? At Camp Friendship, all you see are happy kids, and our region is proud to support such a worthy cause.

As the children were arriving at the camp, our rally was getting underway, leaving Rockville and winding through the rural stretches of road in upper Montgomery County. Rally Chair Gary Brindle organized the event with his wife, Cheryl, and Craig and Linda Davidson planned the route. The more than two-hour photo/gimmick rally course covered 60 miles and included photos of landmarks to identify and clues to solve along the way. For anyone who has never participated in a rally, it's a great way for two people to enjoy a few hours in a Porsche while challenging their powers of observation.

With clouds looming and rain in the area, the car show at the camp was in jeopardy of being washed out. But by the time everyone arrived, the sun was shining and the car show was on. Concours Chair Ron Davis, and Diana Davis, oversaw the festivities, registering entrants and counting the votes.

As usual, this show was made special by the panel of guest judges; the campers! With 16 cars to choose from, the boys and girls made their way around, sat in some cars and made mental notes for future purchases. The best part of the day for us was meeting these great kids. For them, we hope that the car show was an exciting way for them to start their week at camp.

In the end, the rally was won by John and Tanya Pent, and the car show was won by Barbara Koch's black Cayman S Porsche Design. Also of note was the car show's runner-up, the 2010 911 GT3 of Steve and Sally Myers.





Left: See that look of joy on the face of this camper as she gets behind the wheel of a Cayenne.



Below: Four of the judges stand next to the winning car show entry: Beth Koch's black Cayman S Porsche Design.

Only four days old, this 2010 GT3 is certainly the first seen by anyone at the event.

Thanks to the generosity of the participants, the event raised \$1,600, all of which will be donated to the Carol Jean Cancer Foundation. PCA Potomac would like to extend a special thanks to John Pent, whose fundraising efforts contributed \$950 to this total. And, of course, the event would not have been possible without the hard work of the Brindles and Davidsons on the rally and the Davises on the car show.

Rally Chair Gary Brindle contributed to this report.





Carlisle wins in Patron GT3 Challenge



Photos by
Bob Chapman, Autosport Image

Top: On the podium at Road Atlanta with his son, Dane, left, wife Patti, and daughter Caitlin.

Above: Celebrating his win atop the podium, Carlisle was currently 10 points out of third place in the championship standings.

By Tony Kelly
for *der Vorgänger*

All racers drive to win, but there are few who stand on the podium twice in one weekend. PCA Potomac member Darrell Carlisle is one of those few. The Patron GT3 Challenge series visited Road America Aug. 15-16 for two series races. Carlisle took second place on Saturday and a hard fought first place on Sunday.

After being bitten by the racing bug just seven years ago, Carlisle has risen quickly to prominence. He got his first real taste for racing as a spectator at the 2002 ALMS race in Washington, D.C. He then met with Potomac member Karl Salnoske who introduced him to PCA Potomac's track program.

Carlisle did his first Driver Education events in 2003,

and soon traded his 2002 996 cabriolet for a track-prepared 964 RS America. After more than a dozen DE events in 2003, Carlisle went club racing in 2004, and traded the RSA for a 996 Cup. Clearly, the bug had bitten him hard.

Carlisle joined the GT3 Challenge series in 2006, running his 996 Cup car to second place in the series championship. He stepped up to the new 997 Cup for the 2007 series that included the memorable experience of racing at Indianapolis Motor Speedway as a supporting race to the 2007 Formula 1 Grand Prix. "Sharing the pits and garage area with the Formula 1 guys is a once-in-a-lifetime experience," Carlisle says.

On the second lap of the Sunday, Aug. 16 race, Carlisle, driving the No. 40 Fambacher Loles Racing Porsche GT3 Cup, passed Bill Sweedler of Westport, Conn., for second place and set his sights on the leader Mitch Pagerey in the No. 23 Porsche. After Pagerey and Amadeo Quiros, in the No. 58, made contact on the track, Carlisle took the lead and went on to capture his first overall and Platinum Class victory in the series. "I have to say I really had the best car out there," he says. "I was able to brake later and get on the gas sooner. Now I know what it takes to get on the top of the podium."

The Patron GT3 Challenge is the brainchild of Uwe Brettel, the past president of Porsche Motorsport North America, and previously was head of the international Porsche Michelin Supercup with the added responsibility of the Porsche Carrera Cup series in Germany. In late 2004, Uwe met with a number of PCA Club Racers including Tom Pank, Greg Loles, Ray Williams, Darrell, and others to talk about their ambitions beyond PCA Club Racing. Those discussions led to the creation of the Patron GT3 Challenge series, which runs under IMSA sanctioning as a support series to the American Le Mans Series (ALMS).



Photo by Richard Curtis

Left: Troy Benesch with son Ethan, 6, and John Bailer were among the early arrivals. Benesch has owned his Petrol Blue 1979 930 for 30 years.

Photo by Mike Sarli

Below: David Allison's 356 cabriolet was just one example of many striking 356es.



Terrific weather, big turnout for 'Gathering '09'

By Mike Sarli
for *der Vorgänger*

As we do every year at this time, the Potomac branch of the Porsche family met at Reston, Va., Saturday, Sept. 5. The 356s were well represented with Pre-A through C all well represented. We had five Speedsters in attendance and 24 356s in total.

There was also plenty of newer stuff in attendance as well, up to and including a new Guards Red Turbo. The Pavilion was filled bumper-to-bumper and overflowed onto the streets. For the regulars who couldn't make it due to other commitments, folks were asking about you, so you were indeed missed.

Ray Wills brought along a new addition to his collection, a recently acquired '57 Speedster that had been stored for 30 years. Even the keys were original.

Dave Allison's silver cabriolet made its first appearance at an event, and it looked great.

As usual, Potomac Concours Chair Ron Davis did a terrific job organizing the event. His reliable team of volunteers was out in force: Diana Davis and Lonnie Patch



Photo by Richard Curtis

Above: Ellen Beck and fiancé Bob Gutjahr stand between Beck's 1965 356C coupe and Bob and Josh Gutjahr's 1954 Speedster.

staffed the registration; Dave Miller did a terrific job putting together a fascinating mix of vintage magazines, other nostalgia items and car care products all for door prizes. Mike Sarli helped with the logistics (aka parking). The team already has a number of ideas for making next year's Gathering a hit.

At one time during the day, more than 60 cars were counted spread out under the skating rink's spidery roof and around the fountain plaza.



Photos by Mike Sarli

Above: The Reston Town Center pavilion was soon overflowing with Porsches, so they began parking on the streets. More than 60 cars were on display.



Left: 356s dominated the numbers. This was the “fifth or sixth” (organizer Ron Davis was unsure) Gathering of the Faithful on the Saturday before Labor Day.

Below: The weather gods smiled favorably on the Gathering, especially on Ray Wills’s “new” (to him) 1957 Speedster. It’s an all-original car that’s been in storage for 30 years. Look for an upcoming feature on Wills and this Speedster.



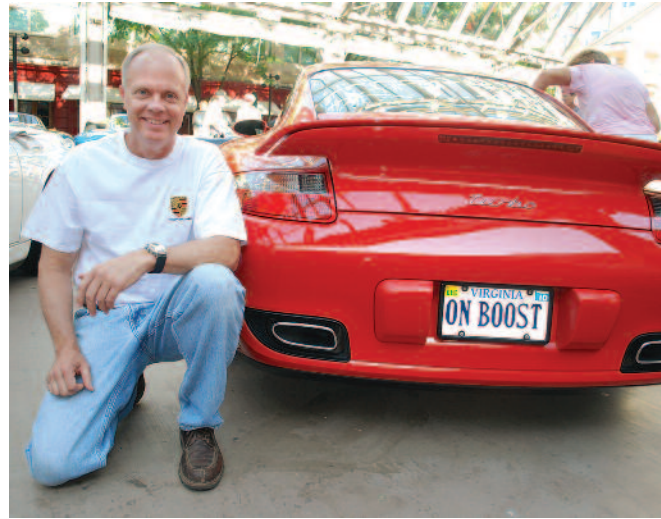


Photo by Richard Curtis

Above: Steve MacKellar of Leesburg brought his 2008 911 Turbo. MacKellar has owned Porsches since 1972, including a 914-4, 914-6, a “bunch of 993s,” and five Ferraris.

Photo by Mike Sarli

Below: Some of the more than 20 356s in attendance.



Photos by Richard Curtis
Above: John Ogilvie’s Turkish Red 1955 356 that he bought in 200. It has been restored cosmetically. Ogilvie also owns a 1998 993 and a 1973 VW convertible. “I live in air-cooled heaven,” he says.

Right: Rob Abbott, with son, Alex, 9, brought his 1956 Speedster “Sportolet,” built by Lewis Hauser of Carosserie Ltd. The car features two 356 hoods, but no top.





For Old Tee, Porsches were ‘maximum like’ at first sight

Photo by Michael Madrid
 John “Old Tee” Lewis in his home garage, which houses three Porsches for which he’s responsible. Lewis, a long-time car nut, has owned a variety of interesting sports cars.

An occasional feature that introduces Potomac members in their own words to the membership.

Name: John Lewis, AKA “Old Tee”

Occupation: Now retired. Enough said.

Hometown: Derwood, Md. At the end of the Red Line, Shady Grove Metro.

List Porsche(s) you currently own: I currently own or am responsible for three.

- The Black Car, a 1979 911SC, bought from a friend.

It was in less than ideal condition.

- The Blue Car, a 1978 911SC, found sitting for seven years.

- Daughter’s Car, a 1987 Carrera Targa. Fire sale car in poor condition.

Previous Porsches: My first Porsche was a 1973 T, bright yellow. Bought used from a *Washington Post* advertisement. I met the owner in the Wheaton Plaza parking lot and fell, if it wasn’t “in love,” it was “maximum like at first sight” when it came over the hill and around the corner at high speed, making a lot of noise from an out-of-tune MFI (multipoint fuel injection system) that was running very lean.

Meet a PCA member

Other vehicles: I have been a foreign car junkie almost from the beginning. While stationed in Hawaii gratis of the U.S. Marine Corps, I bought a 1953 MG-TD. Great car for the Island and a lot of fun. Was a member of the Armed Forces Foreign Car Club and participated in rallies and autocrosses. The club provided the turn marshals for the SCCA races, which is where I got my introduction to sports car racing. It rains a lot in Hawaii and the volunteers, and special spectators provided the track-drying service.

Interesting vehicles you’ve owned in the past: Among the fun cars I have owned included the first year 1960 Corvair, a 1953 Jaguar XK-120 coupe, a 1985 928S,



a 914 (I forget the year), 1960 Alfa Romeo, a car I raced at Marlboro in the early '60s. Incidentally, the famous Bruce Jennings was my novice SCCA instructor. I have also owned a TR-3 and TR-6, both resurrected from basket cases.

What do you like best about your current Porsche(s)? Handling has to be near the top of the list. Not because it is the best-handling car I have driven, (the Alfa and 928 were better) but because it gives the feeling of being integrated, somewhat poetic, firm and sure of foot. For some reason, I just like them.

Like least? I seem to curse a lot when I work on them and not sure why. Some of the repairs I have done seem more difficult than they should be. Maybe, because Porsche engineering has been a steady series of improvements over the decades, one on top of another. Maintainability suffers when you have to remove some parts to get at others. Removing the air conditioner compressor and related attachments to change the spark plugs is an example.

What modifications, if any, have you done to your Porsche(s)? First, I like doing mechanical work. I worked as a gas station attendant out of high school, which gave me the confidence to keep the old MG-TD with its Lucas electrical system in good operating order. It was natural that I would work on my first Porsche. I replaced the shocks, bushings, put on solid chain tensioners collars then repainted it keeping the bright yellow. I sold the '73 911T to free up money to buy an airplane and pay for

Lewis uses a device for rolling fenders to provide increased tire clearance. He is a trained aircraft mechanic in addition to being a pilot.

See John Lewis walk you through how to roll your own fenders in a multimedia tutorial at www.pcapotomac.org



Lewis has hosted several “engine drop parties,” to help other PCA members who also work on their own cars. He continues to be baffled by CIS.

the flying lessons and fuel, eventually accumulating 3,000 hours and an ATP (Airline Transport Professionals) rating. I did a lot of flying on company business and naturally began working on the airplanes, and over the years earned an Airframe and Powerplant (A&P) mechanics license from the FAA. When I retired from the working computer world, I went to work as an aircraft mechanic and inspector at a local airport.

If you could change three things about your favorite Porsche, what would they be? I would not change much. Occasionally, I miss the air conditioning I removed. Less expensive parts would be helpful, and I would like the vent windows that were on the '73T but are solid on the SC.

How long a PCA member? I joined PCA soon after I bought the yellow '73T, circa 1978 or so. I became very active and for a short time was the Tech Chair for 911. Then I took a break and joined again in 2004 when I bought the black car. The club has always been a valuable asset to me and many members are now friends. I pitch in and help when I can.

In which Potomac events (DE, autocross, concours, Drive 'n Dine, Rally, breakfasts, social) have you participated? Could you describe your experiences? I do DEs and eating activities, like the breakfasts, crab feast, picnics and open board meetings. I am not much of a concours type, but I do keep my Porsches neat and clean. I was induced to participate in one with the 928 and was surprised to win a plaque.

Describe any do-it-yourself projects: I have done just about everything from replacing bushings to overhauls. In that sense I might be considered knowledgeable, but I still can't fathom the nuances of the CIS (Continuous Injection System). It is very helpful to be able to call on so many experts when I need to. I've done several engine-dropping parties where like minded, crazy Porsche addicts get together and drop the engine for repair just for the fun of it.

Anything else: Tell the PCA brass, both national and local to keep up the good work.

Next Porsche? It is hard to beat the '78 and '79SC that I own, but I am beginning to have visions of Boxsters. Big iron like GT3s would be nice, but I will need to go back to work to pay for them.



914 owners annual trek Over the mountains to the riverside

Photos and story by Jim McLeod
for *der Vorgänger*

On Saturday, Sept. 12, the 6th annual Mid-Atlantic Mid-Engine Ramble/ East Coast Cookout was held in New Market, Va.

First held in Richmond, Va. at the house of Kerry Herr, the MAMER/ECC has become an annual gathering of people interested in 914s and food, drink and socializing with other 914ers on a date close to 9/14.

Past events have been held in Kennett Square, Pa., Frederick, Md., Fairfax Station, Va. and Charlottesville, Va. Most of the participants come from somewhat close to the D.C./Md./Va. area but one or two come from as far away as Ohio and Connecticut.

We gather because of an interest in a particular model of Porsche built between 1970 and 1976: 914-4 and 914-6.

This year, the Northern Virginia and Maryland contingent gathered at the Greenbriar Shopping Center to caravan to the event site: Jim Kelly from Delaware, Rod Roland and Jim McLeod from Virginia, Mike Spraggins, Stephen Dubovsky, Josh Degreoff and Rick L and his family from Maryland.

After some minor adjustments to one of the 30-year-old-plus cars, the group headed out along a route to in-



Top: A popular place to gathering was the food tent. Mid-Atlantic Mid-Engine Ramble/East Coast cookout was held on the banks of the Shenandoah River near New Market, Va.

Above: Stephen Dubovsky's twin-turbo 996 kept the gathering from being a total 914 fest.

Left: Josh Degreoff's drove his 914-6 conversion, now painted in lime green with a white racing stripe.

clude passes over two mountain ranges located on Route 211 between Sperryville, Va. and New Market, Va. Another "adjustment" stop was required just as the group exited I-66 onto U.S. 29 as one of the cars (with a cus-

Right and below: Two cars not parked by the river but left in the garage of the host were a '74 Limited Edition "Cream-sicle," right, and an original 914-6, below.



Above: Rod Rowland's "Blackie," a flat-black 914 with modified bodywork was at the MAMER/ECC gathering.

tom small-block Chevy V-8) had shift linkage troubles. At that point, the group had to split up due to logistics at the event site.

Both groups wanted to "enjoy the twisties" as U.S. Route 211 goes over the Blue Ridge Mountains at Thornton Gap and then over the Massanutten Mountains at New Market Gap, and we met other groups, mostly small groups of motorcycles, doing the same.

We arrived slightly later than we originally planned at the home of our host, Al Favilla, who offered his fabu-

lous location on the North Fork of the Shenandoah River. There we socialized and chowed down on some fine fixin's that included some great pulled pork brought by Rich and Joy Herzog from Philadelphia, hot dogs, hamburgers, pasta and potato salad and apple pie, all washed down with some home brew brought by Ken Zymurgist from Hagerstown, Md.

Several hours of camaraderie later, people started to leave or set up tents for an overnight as their schedules and circumstances dictated. Chris and his nine-week-old son—he did not drive his 914—had to return to Charlottesville, and Rich and Joy left for Alexandria to visit Mount Vernon the next day. From the comments heard and read, a good time was had by all.

Matt Curry's climb to the top of repair business

Enthusiasm, passion, service are hallmarks of his strategy

Photos by John Bailey
Story by Starla Phelps
for *der Vorgänger*

The definition of enthusiasm is passion, living one's dream and divine energy. Those definitions personify Matt Curry, the owner and founder of Curry's Auto Service, Inc. Without a doubt, Curry's passion and determination have enabled him to overcome many obstacles to build a group of five maintenance and auto repair facilities with over 65 employees that specialize in all makes of European and import vehicles.

Meet Potomac's sponsors

Curry has always been an automotive enthusiast, beginning his career as a nine-year-old doing odd jobs for his older brother, a tire shop manager. Later, he worked as a manager at other tire stores and holds the distinction of winning two consecutive Bridgestone sales contests as well as manager of the year and president's club awards.

His prize in 1988 was a trip to Silverstone Raceway in England that included driving cars on the track and a visit with the reknowned Jackie Stewart. The prize in 1989 was a trip to the Jim Russell racing school at Mont Tremblant Raceway in Canada. Coulter bought his first 944 Turbo that year and has been a hooked track addict ever since.

He worked hard at the tire stores, all the while dreaming of opening his own automotive business. He wanted to provide customers with excellent mechanical service, comfort and the convenience of amenities not normally found in automotive shops such as a room for children to play with toys, a play station and wide screen TV, comfortable furniture for adults, a quiet room to plug in your laptop or use one of the laptops provided by the shop, wi-fi, drinks and light snacks. Curry's is a family-owned business—Curry's wife, Judy, is an executive vice president and director of marketing—and prides itself on having long-time employees and customers.

Chris Coulter, vice president of operations, worked with Curry previously and became a partner not long after Matt started Curry's in 1997. The two are serious about the business and have worked to ensure that each shop has the latest in diagnostic equipment, computers and software as well as expert and highly trained, certified technicians. As an example, Curry's has a advanced, lev-



erless tire-mounting machine that mounts tires without any metal touching the tires, ensuring perfectly mounted and balanced tires every time.

Curry is also active outside of the business. He and Judy have two children, Matthew, 14, and Jenna, 11.

Curry is the youngest of seven children. His father was an electrical engineer and helped design and build computer systems for rockets. Matt joined PCA Potomac in 1989 and drove on the track for over 15 years, racking up well over 250 track days. He spent several seasons racing his 944 Turbo in SCCA and NASA.

Curry has been an instructor for the Porsche, Audi, Corvette, Mercedes Benz, Bill Scott Racing and other car clubs for over 15 years. As his children got older and started playing sports, his track days gave way to coaching youth sports teams. A lack of an organized youth sports program contributed to Matt founding Dulles

Matt Curry and Vice President of Operations Chris Coulter began their business association in 1997. Currently, Curry's Inc. has five locations in Northern Virginia.



Above: Curry discusses a banged-up wheel rim and a check-engine light problem with one of his long-time customers, Father Ringrose of St. Athanias.

Above right: Assistant Manager Jason Hatchett at the Curry's location on Route 7 west of Tysons Corner, Va.

Right: Curry with his 944 Turbo track car, fresh from a new paint job.

South Youth Sports for the Dulles South area. What began with football has grown into a complete sports program including football, cross country and track, lacrosse, volleyball, wrestling, and cheerleading. The program is open to boys and girls, 6 to 16.

The program's goal is reach out to children teaching teamwork, dedication, perseverance and physical fitness. Just over three years old, the program has over 1,000 kids participating in six sports.

Curry is an avid backpacker, having backpacked though Thailand, Belize, Guatemala, Honduras, Costa Rica and Nicaragua. While in Nicaragua, he worked as a volunteer in an orphanage sponsored by his church. He is an avid golfer, scuba diver and skier, and plans future travel to Peru, India, Nepal, Brazil, Argentina and climbing to the Mount Everest Base Camp. Curry is once again getting involved with PCA events including driving on the track. He has several Porsches including his 944 Turbo.

Coulter met Curry after graduating from Longwood College. They enjoy their business relationship and a close friendship between their families. Coulter and his wife, Sandra, have two children, Brett, 10, and Ryan, 7.

Coulter is also a youth sports coach, coaching soccer for his children. In addition to a Porsche, he has a BMW race car. He is an avid track enthusiast and is an instructor for many various car clubs, including PCA. Coulter has been driving on the track for about 17 years, has over



200 days at the track, has been to Skip Barber Racing school, is an instructor for a teen driving clinic.

Coulter is also an accomplished bicyclist, participating and finishing the 12-hour Savage Man Race in Deep Creek, Md., as well as other bike races and "centuries" (100-mile bike races) throughout the year. Chris loves snow skiing and is also an accomplished water skier.

Curry and Coulter opened their new location in Arlington, Va. on July 15th for Potomac's quarterly open board meeting. Former Redskin Brian Mitchell, Curry's friend and customer, was the guest speaker. Approximately 85 PCA members attended the meeting to hear Brian. Food, drinks and door prizes were provided.

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

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2010 Executive Board elections

Elections for the club's 2010 executive board will be held on Dec. 19 at 1 p.m. at At Speed Motorsports, 7410 Coca Cola Drive, Suite 110, Hanover, Md. 21076.

For President — Tuffy von Briesen is standing for a second term

For Vice President — Dick Seltzer is standing for a second term

For Treasurer — Evan Close

For Secretary — Gary Brindle

Photos and biographies will be posted on the web site at www.pcapotomac.org

Click About Us then 2010 Elections

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Help Potomac build membership

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

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

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

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

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

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

Member perks

When you become a PCA member, you become a member of the largest independent, single-marque club in the world. It's only fitting that you get a few perks, right? For starters, you will receive a subscription to *Panorama*, PCA's monthly magazine. You will also have access to these additional benefits:

Discounts from many local and national merchants, including five D.C.-area Porsche dealers, for Porsche related products, parts and services. (This is worth the cost of membership alone.)

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

Tech Committee available to answer your questions.

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

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

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

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

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

Membership eligibility

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

PCA Membership Application

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

Prefix Mr. Mrs. Ms. Miss

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Address 1 _____

Address 2 _____

City _____ State/Province _____

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Region Designation

Region _____

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

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

Regional Endorsement (for region officer use only)

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

Region Officer Name _____

Region _____ Date _____

Membership Demographics

Birthdate _____

Occupation _____

Marital Status _____

Spouse's Name _____

Name and Age of Child(ren) _____

Family or Affiliate Member

You can designate one family or one affiliate member as part of your membership. This person must be 18 years or older.

Family Member Name _____

or Affiliate Member Name _____

Relationship to Member _____

The information collected on this application is used exclusively by the PCA and its regions for conduct of its activities. PCA does not release any individual membership information to any one or any organization outside of PCA and its regions.

Car Information - Porsches Only (*required)

Car #1: *Year _____ *Model _____

*Body Type _____ *Color _____

*VIN# _____

License Plate# _____ State _____

Car Used: Daily Pleasure

Maintenance: Self Dealer Independent

Average number of miles driven annually _____

Car #2: Year _____ Model _____

Body Type _____ Color _____

VIN# _____

License Plate# _____ State _____

Car Used: Daily Pleasure

Maintenance: Self Dealer Independent

Average number of miles driven annually _____

Note: If you have more than two Porsches you can attach additional pages with your car information.

Payment Information

Term of Membership:

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

Check Enclosed (payable to: Porsche Club of America)

Visa Mastercard American Express

Card Number _____

Expiration Date _____

Cardholder Name _____

Signature _____

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

How did you learn about PCA?

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

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

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

Bylaws

During the past few months, a special committee appointed by Potomac President Tuffy von Briesen reviewed the club's bylaws. The purpose was to update and revise the bylaws in order to make them more consistent and up-to-date. They addressed such things as adding an indemnification article and including language that eventually will allow electronic vot-

ing, etc. The committee consisted of Todd Daubert, Pete Kauffman, Dick Seltzer (chair) and George Whitmore.

The proposed revised bylaws appear here and on the website; the website also has a copy of the current bylaws for comparison as well as a brief overview of what changes have been proposed. These changes were recommended

by the special committee to Potomac's Executive Committee who then approved the proposed revised bylaws to be presented to the membership for approval at the next membership meeting (most likely in December). To be approved, two-thirds of those members attending the meeting must vote in favor of accepting the revised bylaws as presented.

The bylaws of the Founders' Region, Potomac Porsche Club of America

Proposed revised bylaws approved and recommended by the Potomac Region's Executive Board for membership approval.

Article 1. Name and Territory

Section 1. Name. The name of the Corporation shall be "The Founders' Region, Potomac, Porsche Club of America." The Corporation hereinafter and elsewhere may also be referred to as the "Club" or "Potomac Region." The Porsche Club of America, Inc. hereinafter and elsewhere may also be referred to as "PCA".

Section 2. Territory. The territory of the Potomac Region shall be nominally considered as that area lying within a circle of seventy-five statute miles (airline), centered on the Washington Monument.

Article II. Objectives

The general objectives of the Club, to which its members are joined together and mutually pledged, shall be the furtherance and promotion of the following:

- a. The highest standards of courtesy and safety on the roads.
- b. The enjoyment and sharing of goodwill and fellowship engendered by owning a Porsche, being a member of the Porsche Club of America, Inc., and engaging in such social or other events as may be agreeable to the membership.
- c. The maintenance of the highest standards of operation and performance of the marque by sharing and exchanging technical and mechanical information.
- d. The establishment and maintenance of mutually beneficial relationships with Porsche AG; Porsche Cars, North America (PCNA); Porsche dealers and other parts and service sources to the end that the marque shall prosper and continue to enjoy its unique leadership and position in sports car annals.
- e. The interchange of ideas and suggestions with other Porsche Clubs throughout the world and in such cooperation as may be desirable.
- f. The establishment of such mutually cooperative relationships with other sports car clubs as may be desirable.

Article III. Policy, Powers and Badge

Section 1. Political Activity. The Club shall be politically non-partisan.

Section 2. Powers. The Club shall be empowered to do all things and conduct all business, not-for-profit, necessary to carry out the objectives of the Club as set forth in the Articles of Incorporation, issued under the laws of the Commonwealth of Virginia and these Bylaws.

Section 3. Badge. The badge of the Club shall be inscribed with the words "The Founders' Region, Potomac," which may at the discretion of the Executive Board be followed by "Porsche Club of America," "PCA" or a variation thereof.

Article IV. Membership.

Section 1. Membership. Members of the Club must be members in good standing of the national Porsche Club of America, Inc. ("PCA").

Section 2. Classes of Membership.

a. Active. Any owner, co-owner, lessee or co-lessee of a Porsche, who is 18 years of age or older, has paid to the PCA and the Club (through the PCA or otherwise) the dues required by the PCA and the Club, is a member of the PCA in good standing and has designated the Club to the PCA as his or her region for membership, shall be an active member.

b. Family-Active. At the request of an active member, one other person in the active member's immediate family, 18 years of age or older, who is the wife, husband, brother, sister, son, daughter, mother or father of the active member, shall be a family-active member whether otherwise qualified for active membership by ownership of a Porsche or not.

c. Associate. Any active member, who ceases to own, co-own, lease or co-lease a Porsche, but continues to pay dues to, and remain in good standing with the PCA and the Club, or any person employed by a Porsche-oriented business, interested in the Club and its objectives having paid Club dues and fees as required shall be an associate member. A person in the associate member's immediate family who has been a family-active member as described in Section 3.3.2, may continue as a family-associate member.

d. Affiliate. A person, 18 years of age or older, named by an active member at the

time of joining or at any renewal of membership in lieu of a family-active member shall be an affiliate member.

e. Dual. Any member of any other region of the Porsche Club of America, Inc. who elects to also be a member of The Founders' Region, Potomac by paying a dual membership fee annually to the Potomac Region. Dual members will be treated as any other Associate member and have all associated rights and privileges.

f. Honorary. Any person who, on the affirmative vote of the Executive Board, is deemed worthy of recognition for outstanding interest in or service to the Club or marque. Honorary membership shall be limited to one calendar year unless specifically stated differently in the nomination.

Section 3. Privileges.

- a. All members shall be entitled to attend Potomac Region activities and social events.
- b. All members, except Honorary members, shall:
 1. be entitled to vote (in person or by proxy) in the election of Officers or upon issues presented at a general meeting, and
 2. be eligible to hold appointive office.
- c. Only Active members shall be entitled to hold elective office.

Section 4. Resignation. Any member may resign by delivering a letter of resignation to the Secretary. The resignation shall become effective on the date stated by the member. The member's privileges shall terminate as of that date.

Section 5. Suspension. Members may be suspended for reprehensible behavior which, in the opinion of the Executive Board, does not warrant expulsion. Suspended members may appeal to the Executive Board for reinstatement. Failing to receive a favorable decision from the Executive Board, suspended members may appeal to the mem-

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bership at any regular or special meeting.

Section 6. Expulsion. Membership will automatically lapse for non-payment of National or Regional dues, or of any fines, assessments or debts. Any member so expelled may appeal to the Executive Board and, upon payment of such penalty as is determined by the Executive Board, may be reinstated. A member may be expelled by a majority vote of the Executive Board for violations of the tenets of PCA or Potomac Region inconsistent with the best interests of the Club. Any expelled member shall have the right to appeal to the membership of the Club, whose decision, by majority vote, shall be final.

Section 3. No person shall be a member of the Potomac Region unless that person is also a member of PCA or has been selected as Honorary member of the Potomac Region.

Section 7. Regional Dues. In addition to PCA annual dues, any Potomac Region annual membership dues or assessments shall be established by a majority vote of the members present and entitled to vote at the previous annual meeting. Dues or assessments established by Potomac Region shall be the same for all categories of the membership, except for Dual and Honorary members. A quorum of members shall not be necessary for such vote provided the matter is recommended by the Executive Board and provided further that notice of the recommendation is published in the Club Publication and electronically via email or the Club's website or both at least one month prior to the meeting for which the vote is scheduled.

Article V. Obligations and Indebtedness

Section 1. Authority to Incur Obligations or Indebtedness. Only elected Officers or persons authorized by the Executive Board to act on behalf of the Club shall incur any obligation or indebtedness in the name of the Club. All obligations of indebtedness are incurred solely as corporate obligations. No personal liability whatever shall attach to such corporate obligation or liability.

Section 2. Personal Liability for Unauthorized Obligation. The incurring of any obligation or indebtedness in the name of the Club by any elected officer or member in contravention of these Bylaws shall be an *ultra vires* act. The person or persons responsible for such acts shall be personally liable, individually and collectively, to the Club in an amount equal to the obligations of indebtedness, which the Club may be required to pay.

Article VI. Club Membership Meetings

Section 1. Conduct of Business. All meetings for the conduct of Club business shall be guided by Parliamentary Procedures as specified in Robert's Rules of Order.

Section 2. Annual Membership Meeting. The Annual Membership Meeting of the Club shall be held in November or December at a time and place determined by the Executive Board. Notice of the time and place of the annual meeting shall be announced to the membership at least thirty-five days prior to the meeting date in the Club publication and/or electronically via email or the Club's website or both.

Section 3. Special Membership Meetings. A special meeting may be called by the President at any time. Following the receipt of a petition for such special meeting signed by twenty-five Active members, the President will convene a Special meeting as soon as it can be reasonably arranged and notice provided (in the Club publication and/or electronically via email or the Club's website or both) to the membership.

Section 4. Quorum. The members present at any regular meeting or special meeting called by the Executive Board shall constitute a quorum for the transaction of business at any meeting and, except as provided in the Virginia Nonprofit Corporation Law, the acts of members present entitled to cast at least a majority of the votes which all members present and voting are entitled to cast shall be the acts of the members.

Article VII. Elected Officers and Their Duties

Section 1. Officers. The elected Officers of the Club shall be the President, Vice President/President-Elect, Secretary and Treasurer. No person shall simultaneously hold more than one elective office or any other Board of Director position other than directed by these bylaws without specific approval of the Executive Board. The persons holding the offices of President and Vice President/President-Elect may be elected to the same office in consecutive years, however, they may not serve more than two consecutive terms. The Secretary and Treasurer may not serve more than five consecutive terms subject to recommendation by the Nominations Committee. No officer may continue in office subsequent to moving beyond the territory of the Potomac Region, if such a move causes the officer to be generally unavailable for members to reach, or otherwise impairs the officer's ability to perform the duties of office at the discretion of the Board of Directors.

Section 2. Duties.

a. The President shall preside at all meetings of the Club and the Executive Board. The President shall briefly report the actions of the Executive Board to the Club. The President shall supervise and coordinate the duties of the other officers. The President shall be the chief spokesman for the Club in all dealing with the PCA and the public. The President shall appoint the Chairs for all committees and Delegate to the Metropolitan Washington Council of Sports Car Clubs prior to the first meeting of the new calendar year. The President may from time to time appoint ad hoc committees as the need arises, e.g., Nominating Committee, Trophy Committee. The President may disband any committee or remove any appointed Chair at any time.

b. The Vice President/President-Elect shall assist the President in the performance of the latter's duties and shall act in place of the President in the event of the President's absence, disability or disqualification. The Vice President shall also be responsible for finding qualified individuals to fill any open board positions that occur throughout the year.

c. The Secretary shall keep full and complete minutes of all membership meetings of the Club and meetings of the Board of Directors. The Secretary, or their designate, shall be responsible for notice to the membership of all regular and special meetings. The Secretary in conjunction with the Club Historian shall be responsible for maintaining an archive of all past minutes of the Club.

d. The Treasurer shall have custody of all monies, debts, obligations and assets of the Club. The Treasurer is authorized to make disbursements for obligations properly incurred by the Club. The President or Vice President/President-Elect must co-sign any check in excess of \$10,000.00. The Treasurer shall keep the Club's books of account on a calendar year beginning with January 1. The Treasurer shall give a financial report at each Membership, Board of Directors or Executive Board meeting of the Club. The Executive Board shall cause the books of the Club to be audited or internally reviewed by an independent party annually. The Treasurer shall make all required state and federal information, tax and other filings and shall cause the Club to pay all required taxes, fees and other assessments.

Article VIII. Election of Officers

Section 1. Annual Election. The Officers of the Club shall be elected by the individuals receiving the greatest number of votes cast for each respective office of the Active, Family-Active, Associate, Affiliate and Dual members present at the Annual Meeting, except that the President shall, without further election, be the Vice President/President-Elect from the prior year.

In the event that the Board implements an electronic voting system via the Club's web site, voting members of the Club may cast one electronic vote prior to the Annual Meeting. Such electronic votes must be received no later than 12:01 a.m. seven days prior to the date of the Annual Meeting. An electronic vote may be revoked by the member at any time prior to the voting at the Annual Meeting

by giving notice to the Club Secretary.

Electronic voting shall be by software approved by the Board that maintains the integrity and confidentiality of the member. The Club shall announce its intentions to conduct an election by electronic voting with 60 day notice to the membership.

Voting will be upon a slate proposed by the ad hoc Nominating Committee. This Committee will consist of three members and chaired by the most recent Past-President available. The other two members will include the Vice President/President-Elect and an at-large member appointed by a majority vote of the Executive Committee. This slate may be supplemented by names proposed in writing by five or more Active members if received by any member of the Nominating Committee prior to thirty days one week before the election. The Nominating Committee's slate will consist of one or more nominees for each office. Nominations for elected officers shall remain closed thirty days prior to the election, which shall be the last order of business at the Annual Meeting.

The newly elected officers shall officially assume the duties of office on January 1st of the following year.

Section 2. Vacancies. If any office, except that of the President, is vacated, the President, with the unanimous consent of the Executive Board, shall promptly appoint an Active member to complete the term of office. This appointment must be confirmed by a majority vote of the Active members present at the next regular meeting.

Article IX. The Executive Board

Section 1. Membership. The Executive Board shall consist of the elected Officers of the Club and the immediate Past-President.

Section 2. Meetings. The Executive Board will meet monthly for the purpose of conducting ongoing Club business. The meetings can be held by telephone conference call and can be held more frequently if so deemed necessary by the President. In addition, as part of the Board of Directors, the Executive Board will participate in a quarterly operating review meeting, held to review the activities of the various Club programs.

Section 3. Quorum. A majority of the members of the Executive Board in office shall constitute a quorum for the transaction of business at any meeting and except as otherwise provided herein the acts of a majority of the Executive Board present at any meeting at which a quorum is present shall be the acts of the Executive Board.

Section 4. Duties. The President is the Chair of the Executive Board. Matters of Club policy will be established by the Executive Board by majority vote. The Executive Board has final responsibility for the supervision and successful operation of the Club's activities. The Executive Board approves the annual budget of the Club. Upon the recommendations of the appointed Chairs, the Executive Board approves budgets for their assigned activities, including any form of compensation paid to Club members. The Executive Board shall decide when an Officer or Appointed Chair is incapable of properly fulfilling his/her Club responsibilities.

Article X. Board of Directors

Section 1. Membership: The Board of Directors shall be comprised of the members of the Executive Board and the appointed Committee Chairs (see Articles IX and XI).

Section 2. Meetings: The Board of Directors shall meet quarterly on a schedule published in the Club publication and electronically via email or the Club's website or both. Club members are invited to attend the scheduled quarterly meetings of the Board of Directors. The President may call special meetings of the Board of Directors when unusual circumstances require it.

Section 3. Duties: The Board of Directors serves as a forum for the Officers and Committee Chairs to share information about plans and activities in their respective spheres of responsibility, make necessary reports, present suggestions, discuss Club policy and generally work together for the good of the Club.

Article XI. Committees

There shall be sixteen (16) standing Committees of the Club, as follows:

1. Calendar
2. Concours
3. Club Magazine Publisher
4. Club Race
5. Driver's Education
6. Historian
7. Legal
8. Long Range Planning
9. Membership
10. Social
11. Public Relations
12. Public Service
13. Rally
14. Safety
15. Sponsor Relations
16. Webmeister

The Executive Board may create such other committees from time to time, to exist at its pleasure, as it may see fit. The President, with the advice and majority consent of the Executive Board, shall appoint chairs of the standing and other committees and their members, and may, in like manner dismiss or replace the chairs and members.

Written descriptions of the duties and responsibilities of the above standing committees and their members shall be maintained and approved annually by the Executive Board.

Article XII. Indemnification

Section 1. Right to Indemnification. The Club shall, to the fullest extent now or hereafter permitted by law, indemnify any person made, or threatened to be made, a party to any action or proceeding by reason of the fact that he or she is or was an Executive Board member against judgments, fines, amounts paid in settlement and reason-

able expenses (including attorney's fees) reasonably incurred by such person in connection with such proceeding or threat of proceeding. If an Executive Board member is entitled to indemnification in respect of a portion, but not all of the liabilities to which he or she may be subject, the Club shall indemnify only for such portion of the liabilities incurred by reason of the fact that he or she is or was an Executive Board member.

Section 2. Advance of Expenses. The Club shall pay expenses (including attorney's fees) incurred in defending any action or proceeding referred to in Section 1 in advance of the final disposition of the action or proceeding upon receipt of an undertaking by or on behalf of the Executive Board member to repay the amount if it is ultimately determined that he or she is not entitled to be indemnified by the Club under applicable law.

Section 3. Contractual Obligation. The obligations of the Club to indemnify a member or Executive Board member under this Article XII, including the duty to advance expenses, shall be considered a contract between the Club and such Executive Board member, and no modification or repeal of any provision of this Article XII shall affect, to the detriment of the member or Executive Board member, such obligations of the Club in connection with a claim based on any act or failure to act occurring before such modification or repeal.

Section 4. Indemnification Not Exclusive; Inuring of Benefit. The indemnification and advancement of expenses provided by this Article XII shall not be deemed exclusive of any other right to which one indemnified may be entitled under any statute, agreement, vote of members or otherwise, both as to action in such person's official capacity and as to action in another capacity while holding such office, and shall inure to the benefit of the heirs, legal representatives and estate of any such person. The Executive Board shall have the power to give other indemnification to the extent not prohibited by applicable law.

Article XIII. Amendments

Section 1. Initiation: Any Active member of the Club may propose an amendment to these Bylaws. A proposed amendment to these Bylaws must be submitted, in writing, to the Executive Board.

Section 2. Initial Approval By Executive Board: If a proposed amendment is approved by a majority of the Executive Board, the Secretary shall furnish all members of the Club with a copy of the proposed amendment by publishing it in the next issue of the Club publication and/or electronically via email or the Club's website.

Section 3. Initial Non-Approval by Executive Board: If a proposed amendment is not approved by a majority of the Executive Board, it may be brought to a vote of the members at the next membership meeting of the Club by a petition signed by not less than 25 members or 10 percent of the members, whichever is less. If it is approved by a majority of those voting, the Secretary shall furnish all members of the Club with a copy of the proposed amendment by publishing it in the next issue of the Club publication and/or electronically via email or the Club's website.

Section 4. Adoption: The proposed amendment shall become effective as soon as it is accepted by a two-thirds vote of the members present at any regular or special meeting of the Club held after publication of the proposed amendment.



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'Why I love my Porsche'

By John Eberhardt
for *der Vorgänger*

Photo by Richard Curtis
Drive 'n Dine Chair John Eberhardt, right, with his 1998 Guards Red Boxster with 146,000 miles at a recent Summit Point Motorsports Park event on the Shenandoah circuit.

After a recent Saturday club breakfast in Maryland, I went for a little private drive on some of the back roads of Montgomery County. I managed to find the one hour of sunshine over the weekend and put it to good use and while doing so, took the opportunity to unwind from a stressful week of work, travel, and OBD II warning lights.

As the traffic and hassle of the city receded in my rear view mirror, I enjoyed the wind in my hair and that great flat-six sound on some of the twisties less traveled. As the cares of the world seemed to melt away, my smile re-



turned and I thought about just how lucky I was to be piloting this marvelous machine on these (mostly) empty country roads. I thought to myself: I love my Porsche.

I love my Porsche because of the money it saves me. That's right—it saves me money because I can take a va-

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cation on any Saturday just by going for a drive. It saves me money because it only seats two, which means only one freeloading friend who “forgot his wallet” when it comes time to pay for lunch. Finally, it saves me money when I take it out to unwind from work, because otherwise I would be in therapy. And don’t even get me started on how many jobs my Porsche has saved!

I love my Porsche because of the way it sounds and the way it handles. Every one of us gets to enjoy a automobile with amazing performance and the engine in the wrong place (most of the time). And every time you stomp the gas or push it through a corner, you can feel the racing heritage. Most marques talk about racing

history—Porsches means it. And while you can easily spend \$200,000 on a Porsche, there is pretty much a new or used Porsche for every budget and each one wears its racing heritage with pride. You don’t need to have a private gold mine to enjoy a Porsche and as such we get

a diverse and interesting group of owners, united by their love of the brand.

I love my Porsche because of the way other people react to it. Valets park it out front and teenagers tell me I am their hero. Little kids want to sit in it, and their parents, too! Strangers ask questions and say they love the car. When I drive it through small towns people stop and look. I get to be cool without having done anything to deserve it. So tell me—how often do you get a break like that?

Finally, I love my Porsche because of the camaraderie. I often tell people that the best option you can order is a PCA membership. Not to plug the club but because of the fun and camaraderie of club events. There are few things you will own that engender the sense of camaraderie that does owning a Porsche. Go on a long trip and come upon another Porsche and odds are you will get an informal convoy going. I usually “flash” my lights at Porsches in oncoming lanes, and about three-quarters of the time I get a flash or a wave back. How many Toyota, or even BMW, drivers do that?

In sum, a Porsche is more than just a car. It is a history, an experience, and a community all riding on a chassis. So let me ask you: Why do you love your Porsche?

I get to be cool without having done anything to deserve it. So tell me—how often do you get a break like that?

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

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2009 track-event schedule

By Doug Nickel
PCA Potomac track coordinator

Our remaining 2009 track-event schedule provides many opportunities for PCA drivers to improve their skills and enjoy the company of friends at the track, including an Instructor Clinic, our Club Race/Advanced DE at Summit Point and one remaining Driver Education event.

Highlights in the schedule:

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

Lastly, we'll be running an invitational Instructor/Advanced driving day on the Friday of our last Summit Point Raceway event.

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

Volunteers needed for October Club Race

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

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

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

Event	Date	Days	Track
Club race/Advanced DE	Oct. 2-4	Fri-Sun	Summit Point Raceway
Instructor/Advanced DE	Oct. 30*	Friday	Summit Point Raceway
DE	Oct. 31-Nov. 1	Sat-Sun	Summit Point Raceway

* By invitation only

SPR = Summit Point Raceway HPDC = High Performance Drivers' Clinic DE=Drivers' Education

* Zone 2's VIR DE is scheduled for March 6-8, 2009

** Zone 2's VIR Club Race is scheduled for June 26-28, 2009

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

Please send your name, contact information, school or area of volunteer interest to Kevin Oyler at clubrace@pcapotomac.org

PCA Potomac events

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

Tech sessions, although designed specifically to inspect cars slated for upcoming Driver's Education events, also are wonderful opportunities for ALL PCA members to meet other Porsche enthusiasts. Experienced tech people are available to answer your questions, provide advice and guidance on maintenance, repairs, etc. A lift is available either for minor repairs/maintenance or for you to have your own car inspected regardless of your interest in DEs. Coffee and pastries are almost always available also.

Got an article or idea for *der Vorgänger*?

We're constantly searching for ideas for stories for your magazine. Have you taken a trip recently in your Porsche that might be of interest to other Porsche owners? Contemplating a do-it-yourself repair or maintenance? Know any interesting Porsche personalities? Been on a fun run?

We encourage you to write about them, take photographs as appropriate and to share those experiences with your fellow Porsche nuts. Contact dveditor@pcapotomac.org.

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Photo by Richard Curtis

Glenn Havorinoriski, of Reston, Va., with his 2008 Ruby Red Cayman was just one of many club members who showed up at a recent monthly club breakfast in Maryland. The informal breakfasts are open to all club members.

PCA Potomac 2009 calendar

These events are open to all PCA Potomac members. For specific details, and the most up-to-date information, check the Potomac website.

Drivers' Education

tech@pcapotomac.org
DE and track schedule, facing page

Tech inspections

tech@pcapotomac.org *
Saturday, Oct. 24 at Auto Sportsystems Group

* Open to all Potomac members including those not doing a Driver Education event. A good place to rub shoulders with fellow Porsche fans, get sound advice about your car, even put it on a lift to look underneath and get a cursory technical inspection. New members especially welcomed. Best of all, it's free!

Autocross

autocross@pcapotomac.org
Sunday, Oct. 18th: Autocross #7 at Baysox

Drive 'n Dine

driveanddine@pcapotomac.org
Saturday, Oct. 3—Fan Drive to Club Race at Summit Point
Saturday/Sunday, Oct. 17-18—Virginia Gold Cup (overnight)—Zone 2 event hosted by PCA Potomac **
Saturday, Oct. 25—Fall Foliage Run**
Saturday, Nov. 7—Weather permitting drive,

leave from the Virginia breakfast site

* Registration preferred to guarantee a spot

** Registration required

Rally

rally@pcapotomac.org

Concours

concours@pcapotomac.org
Saturday, Sept. 26—Oktoberfest Lovettsville (Va.) Peoples Choice (multiple clubs)

Monthly breakfasts

membership@pcapotomac.org
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. Chutzpah is located at 8100 Boone Blvd., Tysons Corner, Va. 22182 behind McDonalds on Rt 7.

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

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Readers and their cars

Photos by Richard Curtis

Left: Mike Handelman brought his '06 997 cabriolet that he'd owned for just three weeks prior to a recent Potomac monthly breakfast meeting.

Below: One of the most photographed Potomac members, Lee Hamilton, right, proudly shows off his recently acquired 997 to Marshall Schenck.



Above: For five years, Ed Gadziala, of Fairfax, Va., has owned the beautiful black 930 Turbo. It's his first Porsche.

Right: Steve Meadows brought his Cayman to a recent Potomac breakfast meeting in Tysons Corner, Va.



Photos by Richard Curtis
Above: Paul Anderson of Great Falls, Va., right, happily describes his '65 356C to a spectator at the Sully Plantation car show on the Sunday of Father's Day weekend. Anderson says the car, which he's owned only since Christmas 2008, has 57,600 miles on it and no rust ever. He's previously owned three other 356s.



Readers and their cars

Left: Tom Coyle, right, of Mt. Vernon, Va., shows his (new to him) '87 911 Targa with 26,000 miles to John Mauney of Reston, Va., left, and Steve Meadows of Oakton, Va.

Right: Potomac's tech chair, Marvin Jennings, works on the carburetors of his '69 short wheelbase 911 that he converted to a long wheelbase.





Owner John Ogilvie is reflected in the hood of his Turkish Red 1955 356 coupe at the Gathering of the Faithful show at Reston, Va., Town Center on the Saturday before Labor Day. Photo by Richard Curtis

