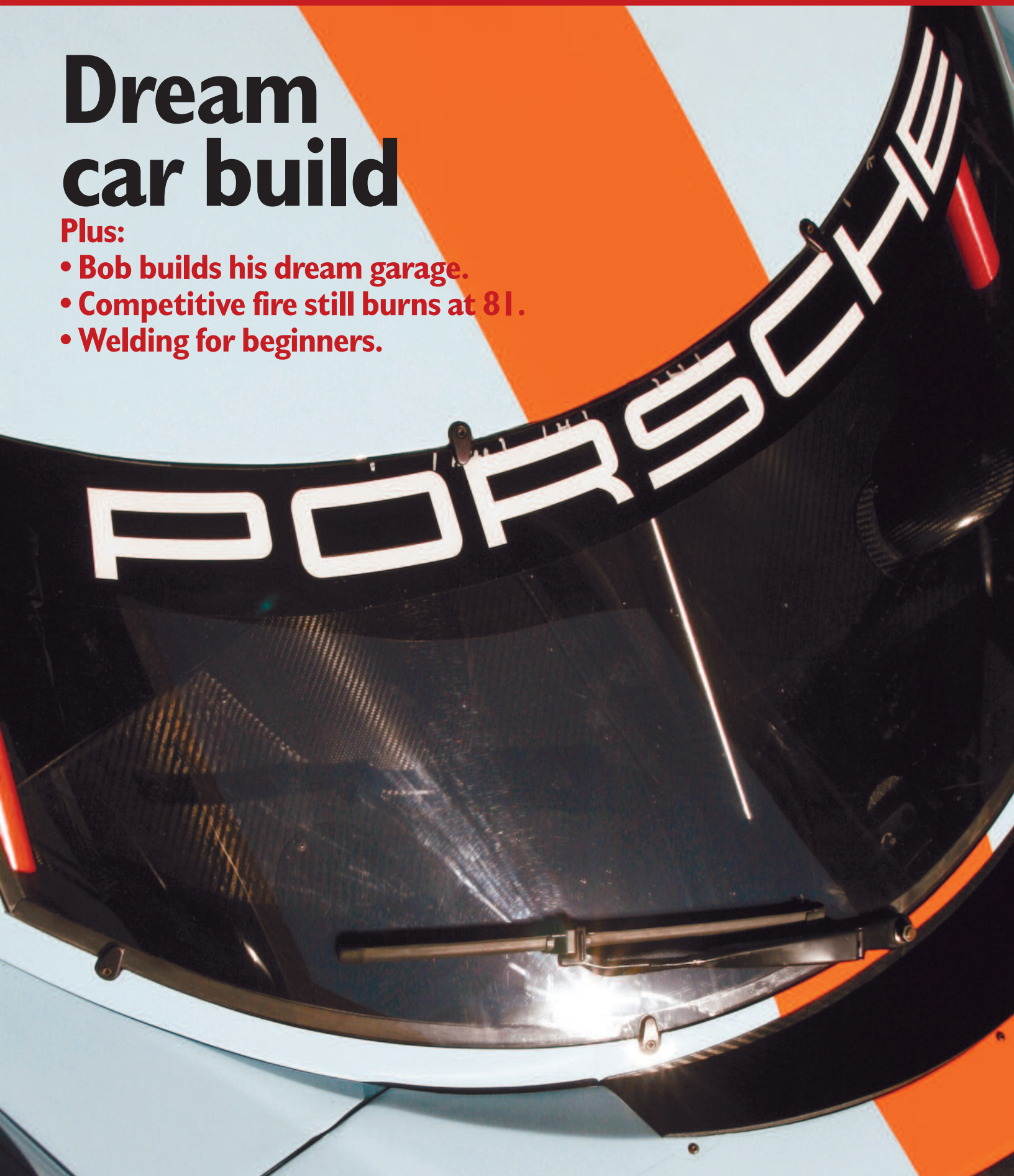


# der Vorgänger

## Dream car build

**Plus:**

- **Bob builds his dream garage.**
- **Competitive fire still burns at 81.**
- **Welding for beginners.**



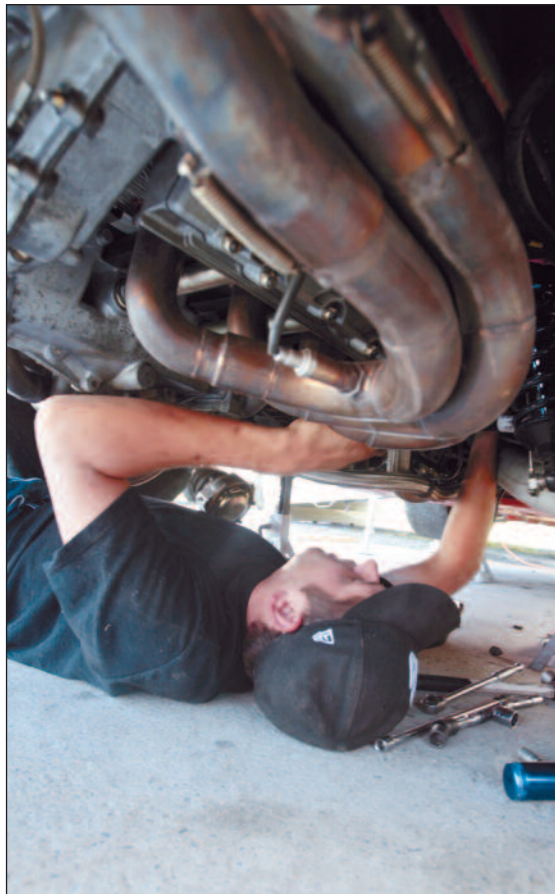


Photos by Richard Curtis, above, and Michael Madrid, cover, right, and back cover

Picking the correct wheel size for you Porsche.  
**Story, page 20**

Right: A driver works on his car during a lull in Driver Education event action at Summit Point.  
**Story, pages 18-19**

**About the cover photo:** IMA is currently working on their newest project. They are integrating a 1,000hp twin-turbo Porsche engine into a Daytona Prototype. In the near future, they will have a DP rental program available at various track events.



## derVorgänger

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

September 2008, Volume 54, No. 1

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Photo by Michael Madrid

Posterized photo of a classic 911 Targa SC with 7" and 9" Fuchs.

## derVorgänger

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

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Letters to the editor are welcome but should be brief and may be edited for length. Please include a contact phone number for verification.



**PORSCHE**

# Upcoming events

## August

**30** — Gathering of the Faithful Car Show, Reston Town Center.  
Free to spectators. A great event.

## September

**4-7** — 356 Registry 2008, Lancaster, Pa. (Not a PCA event.)  
**5-7** Driver Education, Virginia International Raceway, Alton, Va.  
**6** — Potomac monthly breakfast, 9 a.m., Tysons Corner  
**6-14** — Autocross #6, Bowie Baysox Stadium, Bowie, Md.  
**20** — Maryland monthly breakfast, 9 a.m., Bethesda, Md.  
**20** — High Performance Driving Clinic, Summit Point (W.Va.) Raceway's Jefferson Circuit

## October

**3-5** — Driver Education, Summit Point (W.Va.) Raceway's main track  
**4-6** — Potomac monthly breakfast, 9 a.m., Tysons Corner  
**11** — Open board meeting & breakfast. 10 a.m. **18** — Maryland monthly breakfast, 9 a.m., Bethesda, Md.  
**19** — Autocross #7, Bowie Baysox Stadium, Bowie, Md.  
**31** — Instructor and Advanced Driver Day, Summit Point (W.Va.) Raceway

## November

**1-2** — Drivers' Education Event, Summit Point (W.Va.) Raceway  
**1** — Potomac monthly breakfast, 9 a.m., Tysons Corner  
**15** — Maryland monthly breakfast, 9 a.m., Bethesda, Md.



Photo by Michael Madrid

**Club Race specialist Mark Lee working on his 993 in the paddock at Summit Point Raceway during a DE event.**

**20** — The Crab Feast, all-day social at a yacht club on the Chesapeake shore. Crab races, too. Contact: social@pcapotomac.org for more information.

## December

**6** — Potomac monthly breakfast, 9 a.m., Tysons Corner  
**13** — 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 pca@potomac.org.



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- 2006: 1st Place - Mosport
- 2006: 3rd Place - Mid-Ohio
- 2005: 5th Place - Portland

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## Renewal and outreach

Welcome to the new *der Vorgänger*. I think you'll agree that Richard Curtis has taken the club's magazine to a new level of excellence. When we start regular printing in September you will see a fresh new approach to sharing the club's life through *der Vorgänger*, with more first-person articles featuring club members and some terrific photography from Michael Madrid and others. It won't be long before *der Vorgänger* will once again be an essential part of the life of the club.

The central themes that are driving your Board this year are renewal and outreach.

The renewal effort has been concentrated on doing all we can to renew and refresh the club's communication channels. The hard work started last year when Michael Johnson, Pete Kauffman and I teamed up to design and develop a new website and discussion board. These were launched early this year, and we are seeing dramatically increased traffic to both the web site at [www.pcapotomac.org](http://www.pcapotomac.org), and the Porsche-Talk forum that is part of the site. We are seeing competition for space between our program chairs who are now publishing web articles at a great rate, and the response from members has been encouraging. Membership Chair John Magistro is sending regular email to keep you posted on upcoming events.

On the outreach front, our objective was to offer new opportunities to participate in the life of the club that did not involve the wear-



Club President Tony Kelly on the pre-race grid.

ing of a helmet or five-point harnesses. We started in March with the monthly informal Porsche Breakfasts, which are held the first Saturday of the month in Tysons Corner and the third Saturday of each month in Rockville. These are purely a great opportunity simply to meet and talk with fellow Porsche enthusiasts. We are seeing many new faces at the breakfasts, as members who have not previously attended a club event are attending. John Eberhardt, our Drive and Dine chair, not only organized the Breakfast program but then added an optional and well-attended country drives after the Breakfasts. John's main program has received high praise as well, such as the recent overnight Drive, Dine and tour of the Frank Lloyd Wright house, Fallingwater. If it's been a while since you've been to a club event, then perhaps a Breakfast or a Drive and Dine is a great place to start.

Thank you for your patience, support and encouragement while these new systems were being refined. If you'd like to know more about the club, [www.pcapotomac.org](http://www.pcapotomac.org) is the place to go. If there is an event you would like to see added to the program, please let me know. After all, it is your club.

—Tony Kelly

### An appreciation

## Above and beyond

As many of you have heard me say, this is a car club run by volunteers who enrich the life of the club by applying their talents, their time and their energy. Much of the time, their efforts go without much recognition. That's just how it works.

With the new *der Vorgänger* in your hands, it seems a good time to recognize the outgoing *der Vorgänger* team that worked hard for many years and laid the foundation for this new version of the magazine.

Mark Francis was roped in as assistant *der Vorgänger* editor in 1999, to fill in until a new full-

time editor was found. Mark not only took over the full-time editor position in 2000 but worked hard on the magazine for almost seven years.

Ahnie and Kenyatta Jenkins stepped in to produce a complete re-design of *der Vorgänger* in 2005 and managed layout and production right through to mid 2006.

Emily Simon was Mark's submissions editor, and handled all articles including working with the authors and editing each one, again right through to mid 2006. This team worked long and hard to produce the club's magazine.

I'd like to thank them for their hard work on behalf of the club and our members.

On page 26 you will find a list of the people who make this club and its programs as successful as they are.

Some of our program chairs run large teams. Our DE Chair, Alan Herod, leads a large team of people who combine to put on our extensive track program.

Many of the other Program Chairs single-handedly run their programs, planning and promoting their events and making them happen on the day. Other groups form up to run special programs like our August "Vets on Track" event.

The effort involved to arrange and coordinate that event in-

cluded working with Walter Reed Army Medical Center, transportation, catering, track scheduling and more.

All of this was done by volunteers who dedicate themselves to making it happen. The ultimate results that these tireless folks achieve are the programs and events that serve you, our members.

When you see them at a club event, take a minute to talk to them. I'm sure they would like to hear that their hard work is appreciated every now and again.

If you would like to be part of all this, you can be sure that we will welcome your interest. Email me any time at:

President@PCAPotomac.org

## Club announcements

**4th Annual , PCA Potomac, Waterfront Charity Crab Races & Crab Feast**, benefiting Camp Friendship. A Drive 'n Dine Event. 3:00 PM on Saturday, Sept. 20 following the arrival of rally participants.

The menu will include bushels and bushels of freshly steamed Maryland blue crabs, clams on the half shell, steamed shrimp, fire & ice salad, corn on the cob, baked beans, pasta salad, soft drinks, ice tea, bottled water, assorted wines & beers. Location: Chesapeake Yacht Club (on the West River), 4943 Hine Drive, Shady Side, Md., 20764. Reserved parking section at the Yacht Club's paved lot. Prices are \$65 per adult; \$20 per child (age 10 & above).

For reservations via e-mail [gail@pcapotomac.org](mailto:gail@pcapotomac.org). Please include name and number in your party and note that this is for the Crab Feast.

• • •

**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 9:00 AM - 11:00 AM. parking lot with plenty of space. A club banner will hang over the club table. Chutzpah is located at 8100 Boone Boulevard, Tysons Corner, VA 22182.

The Maryland breakfast is the third Saturday of



Photo by Richard Curtis

**Founders' region members meet for the July 19 breakfast in the parking lot behind Praline's in Bethesda, Md. From left, Paul Winterfeldt of D.C.; Janet Chmar and Mark Chmar of Fairfax, Va.; Jim Arnold of Ashburn, Va.; and Paul Kravetz of Oakton, Va.**

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.

• • •

**See more club events for Driver Education events, tech inspections, rallies and Drive 'n Dine events on Pages 10, 16, 17, 19, 25, 26, 27**

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From the editor

## A magazine showcasing club members and their cars

The raspy sound of a 911 engine is what got me interested in Porsches. First in 1973 and — after a long drought of Porsche-less years — again four years ago. For some folks, I'm sure it was the mystique of the brand, the legendary performance or the sexy looks. But for me, it was listening to that air-cooled sound as I knelt beside my friend Dash's beautifully done, high-mileage 912-turned-911 several years ago. I bought my 964 right after that. Enough about me.

This brings us to the challenge of getting *derVorgänger* back on its feet, with regular and timely publication.

Here's the new *derVorgänger's* pledge to you:

- it will act as a conduit for information about club activities and will do so in a timely and accurate fashion;
- it will work to establish a community of members, bringing them together — literally and figuratively — to learn more about their cars and each other;
- when you look at the magazine, it is our wish that you'll see yourself looking back.

I want to acknowledge the trust that the board has placed in me. While I'm aware of the challenges of producing a publication with high aspirations, I also recognize we're doing so on a volunteer basis and with a limited budget. I will not use those as excuses.

That's where you come in. We need your contributions in ideas, stories, columns, how-tos, schedules and photographs. Don't be bashful; you can snail-mail it or e-mail it (see addresses on Page 4).

Some of you have already stepped forward. Special thanks go to

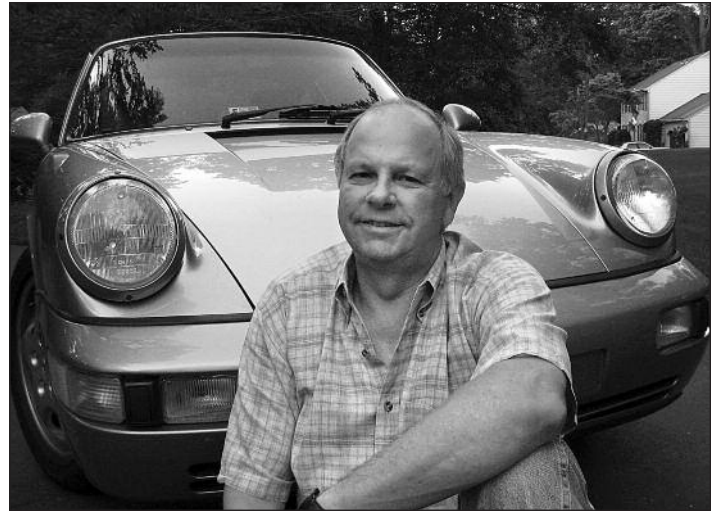


Photo by Jane Cromley Curtis

### The editor with his 64,000-mile 1993 911 C2.

Michael Madrid, Britt Conley, Tuffy von Briesen, Margaret and Peter Kauffman, Andy Clements, Kurt Mickelwait, Willy Straubhaar, Bob Hopkins, Sunny Reynolds, Chris Osborne, Art Parsons, Cosimo Cannizzaro, Gary Brindle, John Magistro, John Eberhardt, John Squire, Starla Phelps, Kristen Brickley and, of course, club president Tony Kelly. Please forgive me if there are some I've forgotten.

Join me, these and other dedicated members in making this the finest in all of the PCA. You can reach me at [dveditor@pcapoc-tomac.org](mailto:dveditor@pcapoc-tomac.org). You drive the best; you deserve the best newsletter.

— Richard Curtis

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## Club-members' anniversaries

### August 2008 anniversaries

#### 40 years

Randolph C. Thompson

#### 35 years

David M. Margulies & Mary P.

Margulies

Patricia Melvin Somerville & Carl

Libby

#### 25 years

Michael C. Greenbaum & Wendy N.

Schwartz

#### 20 years

John R. Geissler & Tamara Geissler

John R. Southan & Sylvia Southan

#### 15 years

James W. Henry & Marydonna

Judge-Henry

Timothy C. Johnson

#### 10 years

T. Michael Celley & Gerda Lukas

George S. Herrmann & Gail Anne  
Herrmann

Scott G. Linton & Sheila Linton

Charles Mandolia & Michelle Lore

Paul A. Mullings & Melba Mullings

Mark Potts & Jane Stiles-Potts

Richard L. Rauch & Lisa Rauch

Carlos Roberts & Steven Roberts

David Ross & Jonathan Ross

Christina L. Young & Graham Hall

#### 5 years

Michael L. Bietsch & Petra Bietsch

James D. Evans

Christos I. Giannikos & Faye

Giannikos

Walter A. Howell & Gail S. Howell

Gunther F. Imer

Theodore C. Lieb & Anita Lieb

Gerald A. Lopez & Laura Lopez

David Luczynski & Sue

Soukamneuth

### September 2008 anniversaries

#### 40 years

James N. Hauhart & Bayanne H.

Hauhart

#### 30 years

Kip A. Lanam & Phyllis J. Lanam

Michael Nicoletti & Patricia

Nicoletti

David J. Reese & Jane S. Reese

#### 25 years

Ruth R. Harte & A.W. Harte

#### 20 years

J. Michael Frank

J. Michael Krueger & Richard S.

Krueger

#### 15 years

Teresa Schudel Hogge & Mark L.

Hogge

Reiner W. Oberst & Susan Sabo

#### 10 years

William W. Hatch

Chris Jones & Lori J. Jones

Robert Martin & Robert W. Martin

Gregory M. Nichols & Mary

Frances Nichols

Arthur E. Parsons & Gail P. Parsons

Thomas A. Peacor & Katie Peacor

#### 5 years

David D. Dean & Clare Dean

L. Thomas Ely & Alexandra Ely

Michael J. Frachel & Heather

Frachel

Paul E. Lewis & Jill M. Lewis

Michael G. Rohleder & Panarat

Phommarad

Bill Snyder & Donna Snyder

Matthew J. Tarosky

Agustin J. Torres & Nora Torres

Matthew J. Vitello

Marvin E. Washington & Carlene

Washington

## New members'

### July 2008 new members

Matt R. Adams

Denver R. Best

Linda Bowyer & Charles T. Bowyer

Anthony Cox

Sean Duval

Eric A. Eisen

Donald F. Fatzie & Betty Fatzie

Mark Fortune

Carl Gnam

Nancy E. Greer & Richard C. Hart

Carl G. Hill & Elizabeth Hill

Gary Jebsen & Louise Jebsen

Joseph Johnson & Katerina  
Johnson

David Kaizer & Rebecca Kaizer

Dorothy M. Kalyanapu

David Kamminga & Halina Fedor

Timothy C. McCoy & Ericka

McCoy

Alan Montgomery

Stephen V. Murphy

Mui V. Ngo

Walter Nolasco

Keith Parks

Peter S. Petropoulos

Daniel W. Ramey & Chris Ramey

Andrew J. Roche

Steven T. Rolander

George J. Sempeles & Jimmy

Sempeles

John R. Sheil & Rima Sheil

Ralph W. Thrash & Keith E. Thrash

Mark Wyatt & Nicole Wyatt

### August 2008 new members

Bill R. Bailey & Sasah Bailey

Gary G. Baker & Dunja T. Baker

Thomas D. Barns & Julie Barns

Richard K. Bieler

John E. Bowman

Roberto L. Brooks

Jeffrey Carswell & Rodney Sibaran

Michael Coffman & Angela  
Coffman

Ray M. Danganan

Michael G. Edrington & Kathy

Edrington

Michael R. Gonzales & Christine

Gonzales

Philip Gvinter

Dennis R. Israel & Marilyn T. Israel

Alexandre L. Jevgrafovs

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William Laderach

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Photos by Richard Curtis

Inspecting John Toth's 944 at HBL Porsche on August 10 were, from left, Toth, Andy Clements, Joe Minarik (who owns two 944s) and Aaron Milton.



Club historian George Whitmore works to get a car on the lift at Funktion at the May tech day.

## Spending a day beneath other owners' cars

By Andy Clements  
for derVorgänger

Despite a common misconception within the Founders club, our tech inspection program is open to all club members. Tech is an easy and free way to learn more about your Porsche, whether you are preparing for a Driver's Education (DE) event or simply trying to keep your street Porsche in top condition.

Although a tech inspection is required to participate in DE, we encourage everyone to bring your car to an upcoming tech event for a thorough inspection by our experienced team of volunteer inspectors.

An inspector will guide you through the major systems of your Porsche, and you will see first hand what we inspect and key items you should watch out for.

Technical inspection is specifically designed to evaluate each car for numerous safety items prior to driving

on track. This type of inspection can likewise be revealing for any street-driven car.

The official tech form (available at



Above: Inspector John Peerenboom positions the lift arms beneath a Carrera 4S during the HBL tech day on Aug. 10.

Left: Outside Funktion Auto during the tech day in May, a nice looking 911 track car with a For Sale sign in the window.

<http://www.pcapotomac.com>) has complete details of the entire point-by-point checklist used to evaluate each car.

Each inspection begins with the exterior and top side of the engine and then proceeds to the interior including any aftermarket driver-safety equipment.

Finally, each car is raised on the lift to get a close look at the chassis, suspension and any fluid leaks or other potential problems. Every inspection is different, but we see many vehicles fail for similar reasons including worn brakes, worn suspension and leaking fluids.

The tech crew will pay careful attention to the entire braking system since it is a critical safety item, especially under demanding track conditions. Brakes are one of the most common failure items on the checklist, and with brakes there is no room for second guessing. Brake rotors commonly develop cracks after repeated track driving and must be replaced if any cracks extend to the outer edge or connect two or more holes on drilled rotors. Brake pads should have a minimum thickness equal to the backing plate and ideally thicker. We always recommend having a spare set of pads with you at the track. The brake fluid must have been flushed within 90 days (or 180 days for racing-type fluids) to avoid moisture in the fluid.

In addition to brakes, we check for excessive play in the wheel bearings, a common problem, as well as any worn suspension or steering joints. Frequently, joints permanently sealed with rubber boots will experience rubber deterioration or cracking and must be replaced. Any type of fluid leak on the car is cause for concern, and we carefully check all hoses, clamps, fuel, oil, brake lines, cooling lines and other engine seals. Older vehicles may have years of oily grime accumulated, and our advice is always to keep the engine as clean as possible to spot any signs of new leaks easily.

One last area of frequent problems involves after-



**Tech Inspector Dave DiQuollo of Alexandria works to get the lift pads properly positioned beneath the car.**

market safety equipment that is often improperly installed. Potomac region implemented new requirements in 2008 related to aftermarket seats and racing harnesses. The tech form includes full details, but no longer is it permitted to combine racing harnesses with a seat that does not contain manufactured holes for safely routing harness straps. Furthermore, racing harnesses have a maximum useful life of five years based on the sewn-on dated label. Through years of experience the tech crew has learned to spot many of the common failure points specific to each Porsche model. The best way to learn more about your car, and to spot any potential problems, is to check the calendar and join us at the next tech.

### **What inspectors look for at a Driver Education event Tech inspection**

- No cracks in glass.
- Fresh brake fluid, a firm brake pedal.
- Worn brake pads.
- Fluid leaks.
- Worn suspension components.
- Working brake lights.
- Wipers in good condition.
- Tires.
- Excessive play in the wheel bearings.
- Seat belts in good condition.
- Proper installation of any safety equipment.
- Roll bars in all open-top cars.
- Fire extinguishers optional but recommended.
- Battery: No corrosion or leakage. Securely fastened.
- Engine mounts.
- Fuel lines.
- Exhaust.
- No excessive rust.

## **Basic tech requirements for DE events**

• All cars must have a tech inspection performed within 2 weeks of each Drivers Ed event.

• All Potomac tech inspections are from 9 a.m. until 2 p.m. unless otherwise noted. Please plan to arrive no later than 1:30 p.m. for an inspection.

• No reservations are needed and the tech events are open to all PCA members. New members are encouraged to come to tech inspections even if not participating in DE.

• Potomac inspectors are knowledgeable about maintenance and have lots of handy tips on taking care of your Porsche.

There are two different inspections for Drivers Education. The first is the pre-event tech inspection. This is done prior to each event and all participating cars are required to have a tech inspection. This is the inspection where the car is put up on a lift and the tech form is filled out front and half of the back.

This inspection can be performed free of charge at

the Potomac-sponsored inspection or at any authorized Porsche service shop. Some shops charge for this service, some do not.

The second inspection is called a grid tech and it is performed first thing every day at the track during a DE event. Bring your Tech form to the grid tech the first day. We will inspect your car and fill out the second half on the back of the tech form at the grid tech.

You then take the fully completed tech form to registration. You must have a fully filled out tech form to register. Forms without car and driver information already filled out will not be accepted at grid tech.

You can download the form at [www.pcapotomac.org](http://www.pcapotomac.org). It is a good idea to use the form as a guide and look over your car the weekend before an inspection to see if there is anything that might need attention. If you are planning to go to a DE and need a tech inspection please print out a form and complete the car and driver information section.

Bring the form to the tech inspection with you and we will inspect your car and fill out the rest for you. Keep the form in the car because you'll need it for the DE weekend.

### **HPDC/Car Control Clinic**

A tech inspection is not required for the High Performance Driving Clinics. A simplified tech inspection will be performed at the track the morning of the event free of charge. We recommend that you look your car over prior to the event to avoid any fun hampering surprises. The Potomac tech form can be used as a guide. M helmets are allowed at HPDC/CCC events but only at HPDC/CCC, never at any other Potomac Drivers Education event.

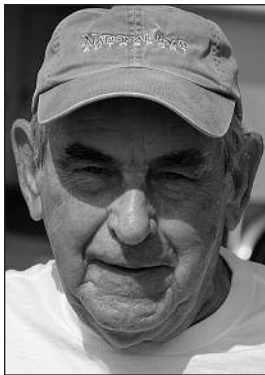
### **Helmets**

Helmets The SA 1995 helmets are no longer approved for DE. Helmets must be SA 2000 or SA 2005. SA stands for Special Applications and is made for use in cars and has fire resistance that M helmets might not have. M helmets are made for use with motorcycles and are not approved for DE regardless of year of manufacture.

Photos by Richard Curtis  
**81-year-old Fred Pfeiffer Jr., with his 914-6 at Summit Point Raceway in July.**



## At 81, Pfeiffer still has competitive fire on the track



**Fred Pfeiffer Jr. got into racing in the 1960s. He says he's enjoyed the time that racing has brought his family together.**

By Tuffy von Breisen  
for derVorgänger

Meet Fred Pfeiffer Jr. Fred is a five-year member of Chesapeake Region. He owns an ex-Noel Hall 944 Turbo and a share of a 914-6 race car. He's an active autocrosser and DE participant. No big deal you say. That might be true if Fred wasn't 81 years young. At an age when most of us just want to be getting around without help, "Pop" is living a life long dream of competing and driving in speed events.

Fred has been around performance cars for years. He was born and still lives in Cumberland, Md., site of the SCCA National Races held at Cumberland Regional Airport from the '50s through the early '70s. He recalls manning a fire truck at the races as a city firefighter. After changing careers, he continued to be among the thousands who watched the races every May.

In the mid '60s he volunteered as a pit marshal at Summit Point Raceway, earning a National license in the process and working at tracks such as Watkins Glen, Road Atlanta and Nelson Ledges. All through this time he dreamed of driving on these tracks instead of officiating.

In 2003, Fred became involved with National Road Autosport, a group of local folks with the goal of bringing racing back to the airport. He continues to be active with the group, helping with anything he can. 2003 saw the first autocross at the airport and as Fred watched his son's lifelong friend Ron Gordon compete,

he saw a way to get behind the wheel and compete. Gordon and his sons autocross and race a 914-6. Pop liked how the car performed and how the family enjoyed the time together.

Fred, with his son and two grandsons, soon were on board to find and build a 914-6 race car. That National Road autocross was the first weekend in June and by early July the car was found and started. Fred was the man putting in the hours on the conversion, nearly living in the garage. His wife of 55 years had passed away in February and, as he tells it, the race car project saved his sanity after such a loss.

By the end of that summer, Fred and his boys were running the local autocross series. (That's 40 runs a weekend.)

**Fred Pfeiffer and actor Paul Newman are the same age. They've both been racing since the 1960s and are still at it.**

Fred loves working on the car and loves to autocross, but his real passion has become track days. He does DEs with Potomac Region mostly and has now run Summit Point and Watkins Glen. He's also very focused on getting as good as he can.

Former Potomac Chief Instructor Dan MaChesney said after he and Fred came off the track that "He's so competitive." Fred, when he was a pit marshal in the '60s, recalls watching Paul Newman start out his racing career. Newman and Fred are the same age; Newman is still at it too.

If you see the Orange # 59 Brumos clone 914-6 at an AX or DE look him up. He's all about the car, the driving and sharing motorsports with his son, grandsons and friends.



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Levitas: "My job as driver has been to qualify up front and keep us in the front where the race is clean."

### Meet our sponsors

## Michael Levitas: Race driver, businessman

Michael Levitas of Turbo Performance Center, a manufacturer of superchargers, is a racer, a member of PCA since 1991 and a car guy from his earliest years.

By Starla Phelps  
for derVorgänger

### Question: When did you become interested in cars?

Michael: Cars have always been my passion. I grew up playing and later working in my father's automotive salvage yard in the Baltimore area. My grandmother actually was responsible for the unusual start of the yard when, during the Depression, she took apart the family car and sold the parts in order to put food on the table! I believe that my passion for life, invention and creativity in cars is in my blood!

### What was your first car? When did you start working on cars?

Let's see, I was ... 10 when I built my first VW dune buggy. I was 12 when I taught myself to weld and began fabricating parts and building engines. When my grandfather gave me his 1968 four-door Oldsmobile, I immediately replaced the engine and tires with the biggest I could find.

During the month that I kept the car, I naturally raced it on the street. My second car was a 1975 VW Rabbit.

### What about formal training?

At 19, I went to Embry-Riddle Aeronautical University. It was heaven because I was at the Daytona Speedway every day going to tests and working with the IMSA teams. To finance my college education, I rented a hangar at the Speedway and started repairing light aircraft; repairing and restoring early Corvettes; and making aftermarket parts for Nissans and Mazdas. My little business grew so much that I hired some of my professors to work at night.

### What did you do when you left college?

I graduated in June 1985 and worked in the salvage yard until July 1986, when (my neighbor's son and I bought a Shell gas station in Glen Burnie, Md., and I became the first HKS (Performance engine, suspension, or drive train components, Air filters, exhaust, turbo chargers, boost controllers, ignition systems, and fuel systems) distributor in the U.S. We had two bays, a couple of shift managers and a steady



Michael Levitas: A familiar and friendly face at the track.

stream of sports-car work. I started Turbo Performance Center in 1986. The business was growing steadily and I was able to take time during the summer to enjoy my boat and waterskiing. Late in 1989, I sold the gas station and moved TPC to Richie Highway in Glen Burnie. By that time, I'd purchased a 1982 911SC. I bought a Porsche because it was the only car that had beaten me during all my street racing! I'd also decided to focus my business efforts largely around Porsches.

In 1988, I met Al Collins and Dave Coleman. I value the friendship and expertise of these two brilliant men who have been there for me during times when I really needed their help. Al Collins and I hit it off immediately. He helped me when I built

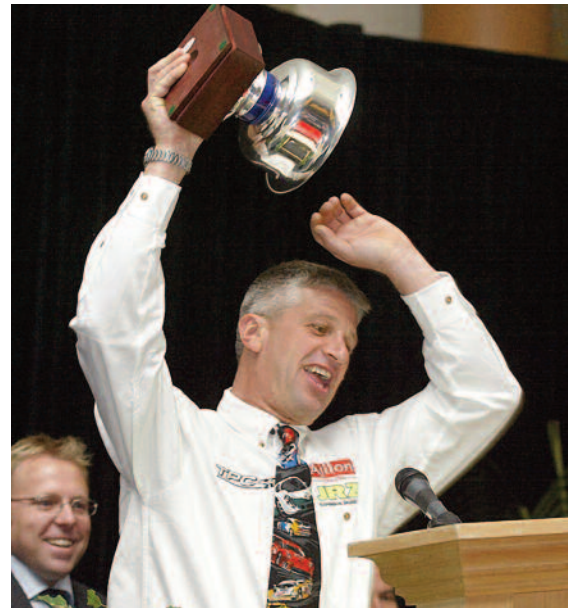
my first turbo engine by letting me use his mill and lathe at night. Al also provided help from 1991-1993 when I was working for three teams in the IMSA Super-car series: Nissan, Consellier and Mazda.

All I can say about Dave Coleman is that he is an amazing friend who has gone out of his way to help me.

It was sometime during this period that I started an aftermarket company for RX7s called Peter Farrell Supercars. That is when I met Ivan Arzola when he bought all of the "go fast" goodies for his RX7. The business has continued to grow and we are now located (in) Jessup, Md.

### Tell us about TPC, and what is next for the business?

When I started the business I



**Levitus creates a part that doesn't exist from a block of aluminum.**

hired technicians with aeronautical backgrounds because they understood the why and how of Porsche engineering, which has many similarities to aeronautical engineering. I also have people in the Netherlands and in Italy who work with me.

I've taken this year off to immerse myself and the company into an exciting new line of products and business ventures. I've been traveling to many parts of the world to find new production sites for our new technologies and also to expand our market.

**How did you get into serious racing?**

We took the 1982 911 twin turbo that I built and qualified to go after the world record of 197 miles per hour (E-Production, supercharged) at the Bonneville Salt Flats in Utah. The winds were too high that year, and in the following two years the water table was too high. In 1993, I began driving this 911 turbo at PCA Driver's Education and club races. My times, and percentage of wins, propelled me into the SCCA regional and MARS series races. In 1999, I began racing in the Motorola Cup and in the following year (2000) was one of the first teams in the newly formed Grand American Rolex Sports Car Series.

**How have you and your team done in the racing series?** We have a great record! Not only did we win the 2006 Rolex 24 hour Daytona in GT, but in 2004 we won the driver, team and Manufacturer's Championship. In 2003, we won 2<sup>nd</sup> place in these classes. We began racing in the Motorola cup in 1999 and then in 2000 we went full time in

**Porsches are bred for ONE purpose ... to be a race car.; they have an attitude. Also, Porsches are built for FUN.**

Grand Am. In that short time we have chalked up over 27 podiums. My job as driver has been to qualify up front and keep us in the front where the race is clean. Driver Randy Pobst brings us to the checkered flag. I'm the team owner, a driver and I help on the pit stops! It is a real team effort.

**Celebrating the win at Homestead in 2003**

**You could have your choice of any automobile, why do you choose Porsches?**

Porsches are bred for ONE purpose ... to be a race car; they have an attitude. They have the best quality, the most potential and they are pure sports cars instead of a street car pretending to be a sports car. Also, Porsches are built for FUN.

**What are you most proud of about your business?**

The people I meet ... customers, employees, people with whom I race and race against. They are the coolest thing in life.

**Other than work and Porsches, what are your other hobbies?**

I collect cars and motorcycles. I don't watch auto racing on TV, instead I watch motorcycle racing. I own a several BMWs, a Ducati and a Harley-Davidson.

**Are your wife and your children into cars?**

Not really. Wende, my wife, and my daughter Erin, 14, are very supportive but don't participate. My son Harris, 16, goes to Calvert Hall College High School, and I am encouraging him to become a lawyer or a businessman. However, Harris does the timing and scoring for our team and helped with scoring at the 2007 Potomac Summit Point club race.

**What is your favorite word?** Success  
**Least favorite?** Failure  
**What turns you on creatively, spiritually or emotionally?** Racing  
**What turns you off?** Bad attitudes  
**Which curse word do you use most often?** S\*\*t  
**What sound or noise do you love?** Laughter  
**What sound or noise do you hate?** The noise that you hear just before you hit the wall!  
**What profession, other than your own, would you like to attempt?** None  
**What profession would you not like to do?** I could do anything and do it well, it does not matter, and work is work.  
**If Heaven exists, what would you like to hear God say when you arrive at the Pearly Gates?** Heaven exists, and I am already there.

This would be a tough job for two people, but Harris does it alone with no mistakes, and he can do it for 24 hours. My wife is the chairperson for dyslexia charity events.

• • •  
 (PCA Potomac and PCA do not endorse or recommend any particular businesses.)



Sparks were flying during a basic welding class in PCA member Kurt Mickelwait's Falls Church garage.

# Welding 101

## Club members gather to learn and watch the sparks fly

By Andy Clement  
for derVorgänger

What began as a quest for advice, ended as a fiery afternoon of sparks, molten metal, and good-times among friends. Just about every car loving do-it-yourselfer has wondered about the mysterious world of welding at one point or another. When local club member, Dave Wruck, asked for advice on how to learn to weld he probably didn't realize the explosion of interest he had sparked.

When PCA member Kurt Mickelwait, an accomplished do-it-yourselfer and experienced welder, offered his equipment and garage to provide a welding-101 demonstration, the response from would-be welders was overwhelming. The idea developed into a Sunday afternoon classroom and practice session for a large group of interested students, complete with backyard cookout and plenty of friendly car talk.

Stephen Dubovsky and I helped Kurt with teach-



Andy Carrera gets some help with his 964 engine case from host Kurt Mickelwait.

ing assistance. Together we demonstrated MIG (Metal-Inert Gas), Oxy-acetylene, brazing and numerous types of joints and techniques.

We demonstrated the speed of MIG welding as compared to the delicate process of managing heat control critical in gas-torch welding. Everybody had an opportunity to try their hand at some practice welds and learned that it takes a steady grip and persistence to lay down a quality weld. Reportedly, at least a few students were bitten by the bug and headed directly to the welding store to buy their first machine.

Hopefully at least a few students graduated with enough interest to advance their welding skills. Many thanks to Kurt for hosting this gathering.





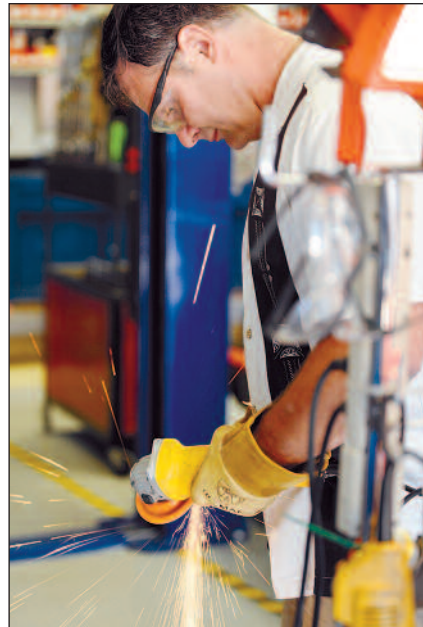


Photos by Michael Madrid

**Above:** Kurt Mickelwait demonstrates various welding techniques in his home shop. To his left is assistant instructor Andy Clements.

**Right:** Kurt does a little grinding on a weld to reveal any defects. Note that he's wearing leather gloves and safety glasses.

**Below:** Kurt tests the strength of a weld by bending it to the point of failure.

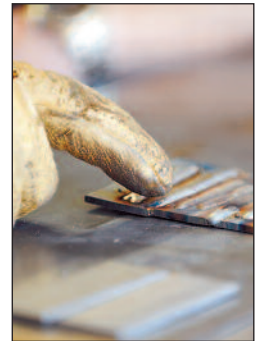


### Types of welding

- **Oxyacetylene.** One of the oldest and most versatile. Still widely used.
- **MIG (Metal Inert Gas)** Uses a continuous wire feed as an electrode and an inert or semi-inert gas mixture to protect the weld from contamination.
- **TIG (Tungsten Inert Gas)** Also known as Gas Tungsten Arc Welding (GTAW). Popular choice when high quality, precision welding is required.

### MIG welding tips

- Keep a 1/4" to 3/8" in stickout (electrode extending from the tip of the contact tube).
- For thin metals, use a smaller diameter wire. For thicker metal, use a larger wire and a larger machine. See machine recommendations for welding capacity.
- Use the correct wire type for the base metal being welded. Use stainless steel wires for stainless steel, aluminum wires for aluminum and steel wires for steel.
- Use the proper shielding gas. CO<sup>2</sup> is good for penetrating welds on steel but may be too hot for thin metal. Use 75% Argon/25% CO<sup>2</sup> for thinner steels. Use only Argon for aluminum. You can use a triple mix for stainless steels (Helium + Argon + CO<sup>2</sup>).
- For best control of your weld bead, keep the wire directed at the leading edge of the weld pool.
- Be sure to match your contact tube, gun liner and wire rolls to the wire size you're using.





Left: A Porsche lights up a rear tire through the tricky Turn 3. Thanks to safe and smart driving, the ambulances didn't leave the shelter.

# A day at the track

## Summit Point's Shenandoah Circuit hosts June event

2008 has been an excellent track season for Potomac! Although we're almost to the end of our 2008 schedule, the remaining driving events provide many opportunities for PCA drivers to improve their skills and enjoy the company of friends at the track.

These include an Instructor Clinic, two High Performance Driving Clinics (HPDCs), our Club Race at Summit Point and a DE schedule that includes two more DE events (see next page for schedule). In 2008, we were on Summit Point main and Shenandoah circuits, Mid Ohio, Watkins Glen and Virginia International Raceway.

By the time you read this, we will have just conducted our third annual Porsche Fest Gala at Summit. This is Potomac Region's premier event of the year, with multiple activities represented, including DE, autocross, rally, concours and social.

- Potomac had two Saturday High Performance Driving Clinics (HPDC) scheduled. The spring HPDC



Above: Between session maintenance, bleeding the brakes at Summit Point's Shenandoah Circuit during a Driver Education event. The day saw temperatures in the 90s, so awnings or pop-ups were much in evidence.



A rare 914-6 through Turn 2 on Sunday.

was earlier than usual to account for the new April DE date, and we've retained a second HPDC Sept. 20. HPDC, the first step toward participating in Driver Education events, can be the single best day you'll have in your car, with emphasis on awareness and car control in a safely controlled environment and with an instructor in the car. HPDC qualifies you to drive in Potomac DE events.

- We've also enhanced the Cclub Race by extending it to a three-day format, scheduled for October 3-5. We've requested that it not be designated as a spectator event, but that is up to the track and we're still waiting to hear from them regarding how they will designate it. This event will include an enduro.

- Lastly, we'll be running an invitational Instructor/Advanced driving day on Friday, Oct. 31 of our last Summit Point event. Summit Point Raceway has long been Potomac's home track, and we're proud to wrap up our season at home.



Above: Spectators watch from their perch atop the scoring tower along Summit's main straight. DE events typically have five race groups, divided by experience. Each group gets a morning and afternoon session each day.



Four wheels off at Summit Point's Shenandoah Circuit during the Driver Education event in June. A total of 175 cars were registered for the event.



Left: Flagger throws the checkered flag at the end of a session

### Remaining 2008 DE schedule

Events are free to spectators. These are a good opportunity to meet new Porsche friends and get a feel for a DE event.

Event type	2008 Date	Track
Drivers Education	5-7 Sept.	VIR Full
HPDC	20 Sept.	Jefferson*
PCA Club Race	3-5 Oct.	Summit Point
Instructor & Advanced		
Driver Day	31 Oct.	Summit Point
Drivers Education	1-2 Nov.	Summit Point

\* Jefferson Circuit at Summit Point (W.Va.) Raceway



A brightly colored 993 searches for the apex in the second Saturday session.

Photos by Michael Madrid

# How to pick the correct wheel size

By Larry Herman  
Riesentoter Region

Every so often some asks “what is the right wheel size for my car?” It depends on “what are you looking to do?” And that is the determinant factor. Porsches run the gamut in wheel diameters ranging from 14" on some early cars to 19" on the Boxsters and 997s (Cayennes notwithstanding). Changing up a diameter or two can have a marked impact on the performance of your car and maybe not for the better. The trend has been upward for a number of reasons. Larger wheels mean more cooling and more room for bigger brakes. Larger wheels also can improve cornering feel and grip, and they just seem to have that look.



The best way to start is to understand the effect of larger wheels, define the goal of any change and then factor it into the setup of your car.

As you increase the diameter of the wheel, keeping the tire diameter the same, the sidewall gets smaller. This impacts the performance of the tire in many ways. First, it causes the sidewalls to become stiffer, which improves tire response. The only connection between the tread of the tire and the wheel is through the sidewall. You impart a torque through the wheel into the sidewall when you steer. This twists the tire tread toward the direction of travel. The stiffer the sidewall, the

faster and more positively this happens.

Second, it causes the contact patch to change from longer and narrower to wider and shorter. This can make a noticeable improvement in braking. Loading the front tires will compress the tread and the contact patch will grow. A wide, short patch will grow more than a long, narrow patch, improving braking even though the static contact patch may be of similar area.

Third, it makes the tire more camber sensitive. This means that the tire has to be held flatter on the road or it will lose grip under cornering. It also means that it will be more sensitive to road imperfections.

What are you doing with your car: street driving, track driving or racing? Each has its own requirements. For a street car, you want to stay fairly close to what was offered on the car. A plus 1 change (a 1" increase in wheel size while maintaining overall tire diameter)

will tighten the tires responses without any negative effects. More than a plus 1 increase may cause a much harsher ride and tram-lining. That is where the tire tends to follow the grooves in the road.

For the track, typically any street negatives are of little concern. Here the goal is to maximize the tire's grip on the track, period. This is where suspension technology and setup have a marked affect on what sizes to run. There are many factors to consider. The smaller wheel diameter, though not thought of as “performance oriented,” will be lighter and allow for faster acceleration. It also will be more compliant and therefore more tolerant of “less than optimal” suspension alignment. These are well suited to the older cars, with their more flexible chassis and suspensions that do not maintain proper camber throughout their range of travel.

It is all about maximizing your contact patch under cornering load, and a longer narrower patch will work better on cars that cannot maintain proper camber. I used to run 15" wheels on my '84 Carrera race car with great results. The tires had lots of grip and wore evenly. When I switched to 17" wheels with wider tires (same brand), I picked up only about 0.4 of a second a lap. Not a lot when you consider that I had about 1" wider rubber all around.

Cars with more modern suspensions are better able to keep their tires flat on the road and so will benefit more from larger wheels with lower profile tires. The stiffer sidewalls will maintain their shape better under greater load and will ultimately provide more grip. Stiffer sidewalls also will control the torque produced by the increased accelerative and braking forces better from higher horsepower cars. And the larger wheels will allow room for the bigger brakes needed to stop all that.

Take that suspension and put racing springs and shocks on it, and you will keep those tires even flatter on the road. Run a racing alignment with the proper amount of negative camber and the tires work even better. One caveat is that the larger the wheel, the heavier it will be. Even racing wheels are much lighter in 15" & 16" sizes than they are in 18" & 19". This will have a negative impact on acceleration and unsprung weight, so you may want to give greater consideration to fitting larger wheels on lighter, lower horsepower cars.

In summary, if you are tracking/racing your car, you need to consider the effectiveness of the suspension, the weight and the horsepower of the car before you run out and buy those 19" bad boys.

There is no one right answer, just a lot of generalities that can be used to help guide an informed decision. Keep in mind too, that this is just scratching the surface of what a different wheel can do for your car.

Larry Herman is the technical chairperson for Riesentoter Region PCA. He started autocrossing in 1972, has been instructing for DEs since 1985 and has club raced since 1995.

### What the sidewall numbers mean

The dark mystery of tire size is simple once you know what those numbers on the sidewall actually mean. Here are the basics.

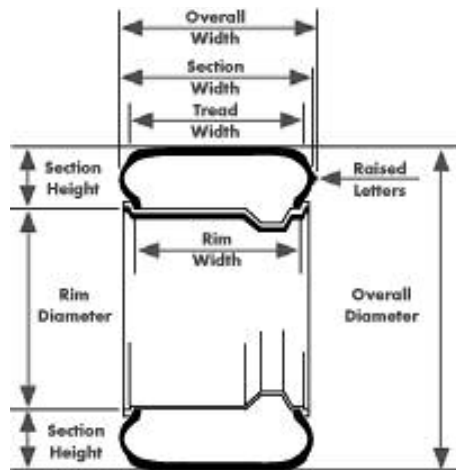
Tire size is shown in the format Section Width (in mm)/Aspect Ratio Diameter (in inches), e.g. 245/40 17

Section width is the tire's width from sidewall to sidewall (see diagram). It is larger than the tread width. The section width of 245mm = 9.65"

Aspect ratio is the percentage of Section Height to Section Width. The Aspect Ratio of 40 means that the Section Height is 40% of the Section Width. 245mm x 0.4 = 98mm, or 3.86"

Diameter is the rim diameter in inches.

The overall diameter of the tire is 2 x Section Height + Rim Diameter, as the diagram shows. The overall diameter of our example tire is [3.86" x 2] + 17" = 24.72". This diameter is important. Fitting wheels and tires with a different overall diameter than the stock tires will cause ABS and PSM systems to fail, so you need to be careful. It will also affect gearing. A larger than stock diameter increases the gearing, a small di-



ameter decreases gearing.

To move to an 18" wheel, select a tire with the same overall diameter, which means a tire with a lower Section Height. The equivalent 235/35 18 tire has an overall diameter of 24.7", a good choice.

Speed rating is shown as a letter code and is the maximum sustained speed at which the tire is designed to be used when inflated to recommended pressure. The initial letter appeared between the Aspect

Ratio and the Diameter – 245/40R17. The Z rating initially denoted a speed above 149mph, but the actual tested speed was not defined. Later, the Y and W ratings were added to specify tires tested for sustained speeds of 168 mph and 186 mph, respectively. These ratings are shown in the format 245/40ZR17 88W or 88Y

- R 106 mph (170 km/h)
- S 112 mph (180 km/h)
- T 118 mph (190 km/h)
- U 124 mph (200 km/h)
- H 130 mph (210 km/h)
- V 149 mph (240 km/h)
- Z > 149 mph (>240 km/h)
- W 168 mph (270 km/h)
- Y 186 mph (300 km/h)

Date of manufacture is the last four digits of the tire's serial number. Since 2000, these four digits have been in the form (week #)(year). For example, a tire with the serial number xxxxxxxx3207 was manufactured in the 32nd week of 2007. When buying tires, be careful that you are getting freshly made tires. Tires deteriorate over time, so don't accept old stock.

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Construction began with footings, pouring concrete and installing rebar. Construction was hampered by rain throughout.



Bob had to dig this ditch by hand to install the electrical service. He has installed a lot of lights for illumination.



Bob's father, a friend, an electrician and his coworker installed outlets around the walls. Plans call for epoxy paint on the floors.

The finished project — despite numerous delays and contractor problems — provides a three-bay garage (one of them a “super bay”) and room for storage of tools and parts.



# Bob and Robin build their dream garage

It started off nightmarishly but wound up as a knockout

Story and photos by Bob Hopkins  
For derVorgänger

Eight years ago my wife, Robin, and I went looking for a house with a nice garage. We visited several, but while Robin considered the houses, I was disappointed by the garages, tight two-bay afterthoughts. None seemed worthy of housing the European marvels I intended to protect from the elements, and forget about performing any work in those shoe boxes.

We began looking for houses we liked with enough room to add a garage that would satisfy my desires. We lowered our home buying budget so we could afford to build my dream garage once we moved in. I was adamant that

we should build the garage before we had kids.

Once we found and bought a nice home on a private lane tucked up in the woods, we began saving for the garage. One wedding, a honeymoon and two job changes later, we were ready to begin. We started looking for contractors, researching the covenants on the property and thinking about exactly what the finished product would look like. We inked a deal with a young but energetic contractor who was looking to build his business and was referred to me by an old friend.

### Problems begin

Immediately after a down payment was

made, the contractor's license became a question. The permit application was mired in variance issues. Our neighbor started poking around and putting in his two cents, which quickly became his two dollars. Robin was trying to remain healthy and stress-free (or stress-less), and I was becoming increasingly worried. Our contractor stopped answering our calls.

After spending more money to hire a lawyer, we eventually won our case against the by-now bankrupt contractor, but our sizable deposit was gone, for all intents and purposes.

While saving up to try again, our family grew with the addition of twin boys. Our roofing contractor mentioned that he had



The garage is connected to the house by a breezeway and an overhead walkway.



The finish line is in sight with landscaping, asphalt paving and provisions for drainage providing the finishing touches



The “super bay” has an overhead door that allows for a lift. A storage room occupies part of the second level.

just built a garage and was thrilled with the contractor who did the work.

We ran this contractor through the ringer to make sure he was legitimate. I visited several completed projects. I visited jobs in progress. We inked a deal with payments weighted toward the end of the job. We spent months getting the required permits.

We needed variances because our area was zoned to prohibit new construction within 50 feet of a property line. We needed a site survey to pinpoint property lines.

On the day ground was to be broken, a crew showed up, and Bobcats started racing to tear down the existing retaining wall, but we had no permit posted. Frantic calls to the contractor got nowhere, but that evening the permit was in hand, and work was resumed the next morning.

Each day a new drama arose. My father-in-law got stuck in the mud trying to turn around his minivan. The nosy neighbor stood watching from his property offering “suggestions” on everything.

The workers, my wife and I spent hours calming the neighbor out of fear that he could create problems for us with the county. The mud pit created by demolishing our parking pad was replaced with a 23-foot by 41-foot slab of smooth concrete. Block walls arose from the foundation. In a frantic wave of progress, the second floor, framed walls and roof trusses were erected. Then, as the siding was being completed and the deck finished, the workers warned me that they were going to another job for a few weeks.

With no driveway, yard or working doors, they left. Since we had a roof and walls, I stuck to the plan to have my father and friends help me do the electrical work and wrap up the project.

### Family, friends step up to the plate

My father, my buddy, the electrician and his coworker installed outlets everywhere. I installed lights in the garage and flood lights in



Bob’s 911 finally raised on the BendPak lift that is installed in the “super bay.”

the front soffit to illuminate the front.

One hang-up was the garage door for the Super Bay, which opens straight up the wall to allow for a lift. Normal springs would not work, so a drum was ordered to compensate for the decreasing torque of the spring as it unwound lifting the door. Once installed, the operation worked wonderfully. I can stop the door at any height, and it will rest there.

The asphalt was another concern. It was to be done after the site work, but the relentless rain prohibited any dirt movement. When it was finally laid, it looked great, but the site work was lacking. When the inspectors were called, they found several minor issues but called the EPA to inspect the grading and drainage.

Tensions arose when my contractor felt this was an unexpected and unforeseen issue. Storms made a mess as mud oozed across the new asphalt. With the help of the sedi-

ment control inspector (who was reasonable and a car guy, too!), and a compromise with my contractor, we were able to implement some changes without huge expense.

I was giddy upon receipt of the final inspection sticker. Despite problems, we had a spacious three-car garage. I had a lift to aid in track preparation and general maintenance. I had a loft overlooking the Super Bay with a stocked beer fridge. I had a place for all my tools and parts. And finally, I could wash my Porsche and not have it dirty by the next morning.

I have plenty to do to finish the project, including plumbing the 60-gallon compressor, applying an epoxy floor designed for aircraft hangers, and finishing the interior walls and ceiling. These steps can wait while we enjoy the garage, but my wife’s automatic garage-door opener cannot.



A lawn full of exceptionally clean cars — Porsches, BMWs, Mercedes- Benzes and Audis — made for a nice spring day of competition.

## Record turnout for 25th Deutsche Marque Concours

The 25<sup>th</sup> Silver Anniversary Deutsche Marque Concour d'Elegance drew a record field of 52 spectacularly presented Porsches on May 4th. Included in this number were no less than 17 classic 356 models, an all-time high for these beautiful bathtub Porsches.

The Nottaway Park field, in Vienna, Va., sparkled with over 200 of Germany's finest cars on display, including some beautiful examples of the Mercedes-Benz, Audi and BMW marques. This year's Circle of Excellence featured Classic European Grand Touring Cars, and Alan Johnson's beautiful '84 928 S-2 looked sharp in this display.

A huge thanks goes to our dedicated judges for the Competition classes including Matt de Maria, Markar Derthomasian, Bob Farmer, Mike Sarli, John Wood and Bob Hoffmeckler. They had their work cut out for them judging this truly awesome field of Porsches, including many eye-popping 356s, splendid early 911s, and pristine late models. The voting was heavy in the People's Choice classes. The number of great cars made the voting close in each of these classes.



Porsches of all descriptions turned out for the 25th annual Deutsch Marque concours in Vienna, Va. It was a low-key affair for spectators. Viewing began around 10 a.m. The event lasted until mid-afternoon when awards are presented.

### Deutsch Marque winners

The podium cars in each class were truly great examples of the Porsche marque, and the winners were:

#### Concours class Best of Marque

1<sup>st</sup> Randy Moss,  
1967 911 S

#### 356 Models

1<sup>st</sup> John Wood  
1957 356 Speedster  
2<sup>nd</sup> Pete Archibald  
1964 C Cabriolet  
3<sup>rd</sup> Howard Byron  
1957 Coupe

#### Early 911 Models

1<sup>st</sup> Jim Cahoon  
1972 911 T  
2<sup>nd</sup> Reiner Oberst



1985 911  
3<sup>rd</sup> Randy Moss  
1967 911S

#### Late 911 Models

1<sup>st</sup> Pete Hebert  
2002  
2<sup>nd</sup> Mike Walker  
2004  
3<sup>rd</sup> Steve Rolander

#### Eclectic - Boxsters, Cayman, 944, 914

1<sup>st</sup> Mark Hubley  
1999 Boxster  
2<sup>nd</sup> Bob Williams  
1973 911 RSR  
3<sup>rd</sup> Charley Haughney  
2006 Cayman S

#### Peoples choice 356 Models

1<sup>st</sup> Tim Berardelli  
2<sup>nd</sup> Mike Sarli  
3<sup>rd</sup> Charles Taylor

#### Open Cars

1<sup>st</sup> Mike Walgren  
'87 911 Cabriolet

2<sup>nd</sup> Bob Farmer  
2005 Boxster  
3<sup>rd</sup> Jason Angerosa  
1974 914

#### Coupes

1<sup>st</sup> Jim Christenson  
'85 911  
2<sup>nd</sup> Brian Peters  
1979 911  
3<sup>rd</sup> Don Morton  
1970 911

The Deutsche Marque committee appreciates the support from returning sponsors Curry Automotive, Funktion Auto and our new sponsor Upscale Detail.

Many last minute registrations kept Lonnie Kessler, Diana and Dayna Davis busy at the registration desk. A vote of thanks to Mike Sarli, who was there to help with any task. All the hard work by the four clubs and many volunteers paid off and made for a classy wrap-up to this 25-year celebration.



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## Rally report

# Several rallies kick off season; two remain

By Gary Brindle  
PCA Potomac Rally Chair

This year we have completed two rallies. The first was May's Fox Hunt Rally, with points awarded to the number of foxes spotted along the route. The weather was great for a spring weekend drive through Virginia's Loudon, Fauquier and Rappahannock counties finishing at the Gray Ghost Winery in Amisville with a wine tasting and tour of the facility. This was a Photo-and-Gimmick Rally. First place was won by James Pugh and his wife, second was Stuart Wirtz and his wife and third place was James Campbell and his wife. Two points separated first and third place.

The second rally was the Summer Fun Rally held on in July in Virginia's Fairfax and Prince William counties. This was another great day for a rally with clear skies, but it was getting a little warm by the time folks finished at Locust Shade Park. We had an ice-cream social under the reserved pavilion, the ice cream was just getting to the milkshake stage by the time the last car completed the route. First place was Craig and Linda Davidson

with second to Kirstin Knott and Dara Dozier; third place was Leah Esterbrooks and Kristin Brindle. One point separated first and third place with the tie for second going to Kirstin and Dara.

The third rally was the Camp Friendship Rally and Car Show on August 3, which supports the Carol Jean Foundation that sponsors Camp Friendship, a summer camp for children with cancer. All of the proceeds from this rally are donated to the camp. There is also a camper's-choice Car Show at the end for the children to vote on their favorite Porsche. Yellow cars seem to do well along with anything with less than 1,000 miles.

### Future events:

We have challenged the other German car clubs to compete against Porsche in a **Photo-and-Gimmick Rally on September 27**. This rally will be followed by a multi-club social at the end point. The Mercedes-Benz and Audi clubs have responded. The BMW club has a conflict that weekend but may still be able to have some cars participate. The cost for this rally is \$25 and you can register by sending an email to rally@pcapotomac.org or register on the web site. If you cannot pay on the web site, you can pay when you get to the starting point. Arrive before the start time to com-

### What is rallying?

The rally program consists of a course with instructions for the driver and navigator to get to the end point for the rally. For the past several years PCA Potomac has been doing gimmick rallies. These rallies have either a set of questions or clues to find along the route; many times there are also photos of things along the way; sometimes there are other things like poker hands or goodies to find. There are trophies for the top three teams and teams get points toward the rally champion for 2008.

No special equipment other than a working trip odometer and probably a clipboard to keep track of all the papers is required. The rally is completed over paved roads and mostly out in the country away from lights and traffic.

plete the waiver form, etc.

Meet at 12:30 p.m. at Quince Orchard Plaza in Gaithersburg, Md. at the intersection of Maryland Routes 117 and 124. Meet in the McDonald's parking lot. The rally finishes in Loudon County, Va.

**The final rally for 2008 will be Oct. 26. This is the Trick-or-Beep Rally.** This year we may work with the Drive-and-Dine group on a combined event. Start thinking now about a dressing up as your favorite movie character, and check the web site for details on this event.

## 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](mailto:driveanddine@pcapotomac.org) or [membership@pcapotomac.org](mailto: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. Please contact John Eberhardt at [driveanddine@pcapotomac.org](mailto:driveanddine@pcapotomac.org) or John Magistro at [membership@pcapotomac.org](mailto: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](mailto:vicepresident@pcapotomac.org)

# August DE event honors veterans, offers Taste of the Track



The August 15-17 event was held under rain-free skies with everyone participating getting lots of track time.

The highlight was the Veterans on Track session as the last event on Saturday followed by a dinner for the veterans and their family members hosted by Paul Morcones of Radial Tire of Silver Spring, Md.

Taste of the Track was held Saturday and Sunday to acquaint folks who were interested in seeing what a high-speed ride on a race track was like.

A complete report on this weekend will appear in the October issue of derVorgänger.



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16 veterans participated in the Vets on Track session during the August Drivers' Education event at Summit Point. Sponsors of the event were Radial Tire, the Association of the United States Army, OG Racing, Bill Scott Racing, TPC, Porsche of Tysons and Porsche of Arlington. Thanks also to Ivan Arzola of IMA Motorsports and Geoff Swarz from AutoSports SystemsGroup for attending the event.



The Vets on Track session saw many vets getting 20 or more minutes on track. They gave universal 'thumbs up' and other, ah, signals. Club historian George Whitmore said that the vets he squired around the track were grinning from ear to ear.

Thanks to the Porsche club members who made this a memorable day for the veterans.

Photos by Willy Staubhaar  
for derVorgänger

### Remaining 2008 concours schedule

**August 30,** Gathering of the Faithful Car Show, 9 a.m. in the skating pavilion at Reston Town Center: A spectacular collection of vintage 356 models are the centerpiece of this show, with later models of all years vying for attention, too.

**Sept 4 - 7,** 356 Registry 2008 East Coast Holiday, Lancaster, Pa. Check your 356 Registry for details. (Not a PCA event, for information only) Please join us for these terrific events in 2008, and enjoy some spectacular cars and great company!

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**You and your cars**

**Portraits from the July 12 DE event**

Photos by Richard Curtis

**Left:** John Hill of Woodbridge, Va., with his 996 GT RS that he's owned since December 2007. Watkins Glen was his first DE, and he hoped to be at Watkins Glen in early August.

**Below:** Charles Henry of Alexandria, Va., owns "Red Roc," a 944 S2 that he's had since October 2006. He stepped up to the 944 from a VW Jetta and runs DEs primarily at Summit but also has been to Virginia International Raceway.



**Above:** Michael Gelling, Queens, N.Y. in his 1984 911. This is Gelling's first Porsche, and he's owned it since 2001. Previously, he had owned BMWs but wanted "to check out rear-engined cars," he said. He's added an SSI exhaust and 17" Fuchs. This was his first trip to Summit Point Raceway.



**Above:** Skip Chalfont, a member of Riestonter region, made the trip from Westchester, Pa. with his blue 1974 Carrera (the original color!) that he's owned since 1974. He also owns a '58 Speedster he's had for 42 years.



**Right:** Fred Pfeiffer of Cresaptown, Md., was having starter troubles with his father's 914-6 with a 3.2 liter engine (see story on the father on Page 12). He was unsuccessful in fixing the starter, and his father had to be push started in the paddock.

**Far right (next page):** Evan Close of Arlington and a recent Virginia Tech grad with his 1983 (with '87 engine) he's owned for 1.5 years.





Above: John Riggs, Jefferson, Md., checks air pressures on his 2007 Cayman S.



Right: Great Falls' Gary Johnson with his 997 GT3 RS.





Photo by Michael Madrid

