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der Vorgänger

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

September 2009, Volume 55, No. 9

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Photos by Michael Madrid

Above: A 1966 Porsche 906 languishes on the showfield of PCA's 54th Parade in Keystone, Colo. Story, Pages 14-16.



Cover photo and above by Michael Madrid: PCA Executive Director Vu Nguyen works in his home garage, well-equipped with a lift. A multi-media report is now online at www.pcapotomac.org

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The passion we have for Porsches

This month, we feature a cover story on the executive director of the Porsche Club of America, Vu Nguyen, an Energizer-bunny of a Porsche enthusiast. He also happens to be a Potomac member. His office is located in Northern Virginia, which for a large number of Potomac members, means he's virtually next door. It would be difficult to find someone more suited to his job than Vu, who has a passion for all things Porsche, from the smallest and oldest to the largest and newest. We'd like to thank him for his patience and cooperation in bringing this story to fruition.

Similarly, our thanks again to the hard-working and extremely talented Michael Madrid, whose photographs grace this issue beginning with his own photographic coverage of this year's Parade in Keystone, Colo. And as if shooting stills weren't enough, he also put together a multi-media piece on Nguyen's radio-controlled model-car racing at Parade. You can find that at www.pcapotomac.org

John Eberhardt files a report on the club's popular Drive 'n Dine trip to Frank Lloyd Wright's famous Fallingwater in Pennsylvania. Alex Lunsford gives us a write-up about another Drive 'n Dine trip to the Virginia Highlands and the Homestead that was popular with Porsche-philes. Rich Franco chips in with a clear and concise explanation of an easy and popular DIY: How to improve shifting action on a Boxster.

Finally, thanks to this wealth of great content, it's worth noting that this issue has expanded to 36 pages with 12 of those pages in color. Our thanks to all the contributors who fill those pages.

Richard Curtis

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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.

Increasing our Zone 2 participation

I recently had a good conversation with PCA Zone 2 Representative Tom Zaffarano, who had just returned from Parade. He told me that neither *der Vorgänger* nor the website had won any awards during the competitions at Parade. I was somewhat surprised at this. Tom provided insight into the judging process and provided some examples of the magazines and websites that placed higher than Potomac. Regardless, Richard Curtis for *dV* and Michael Johnson and Tony Kelly for the website have done outstanding jobs. Both the magazine and the website provide important communication links between the club and the membership. Feedback we receive from the membership is extremely positive.

Speaking of Zone 2, Tom provided the most recent draft of the proposed Zone 2 bylaws. By the time you read this, the Zone 2 presidents will have voted on the bylaws and the process to incorporate the zone will be well underway. The Zone 2 presidents have reviewed the new zone bylaws several times. Dick Seltzer, our vice president and president-elect played a major role in providing feedback to Tom on the content of the bylaws.

In essence, the bylaws will state that the Zone 2 presidents will serve as the board of directors for Zone 2 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.

The bylaws and creation of a Zone 2 board of directors are an important step in ensuring activities that affect the entire zone are discussed in advance and all the zone regions have input into whether or not the zone will host an activity.

Potomac, slowly but surely, is becoming more involved in the zone. In my opinion, more involvement in zone activities is a win/win situation.

One example is co-hosting events with other regions. Ed Clowser, a former president from Blue Ridge, recently contacted me and asked on behalf of the Blue Ridge executive board and Driver Education chair, about the possibility of co-hosting our DE at VIR in September. Feedback from our executive board and DE chair was positive. By the time you read this, Potomac and Blue Ridge should have reached an agreement to co-host the VIR DE. This includes Blue Ridge sharing expenses and profits on a proportional basis, providing volunteers for the event and making a concentrated effort to provide additional registrants for the event. We are also dis-

ussing similar situations with other regions

I wanted to express the club's gratitude for the cookout at our Summit Point July DE event sponsored by Jack Ford of Europros. Jack has been a long time Potomac supporter.

In mid July, we held our second open board meeting at Curry's Auto Service in Arlington. This was the first in our efforts to combine this meeting with another activity. Matt Curry arranged for former Washington Redskin Brian Mitchell to be our guest speaker. Brian joined the club, and we hope to see him at future events.

The board meetings are important to Potomac as an excellent means of communication club business to the membership. Your suggestions and comments regarding the meeting and format are important, so please provide me your input either in person or at president@pcapotomac.org

Our annual PorscheFest in August was again highlighted by our third year of hosting Vets on Track. We invite wounded veterans from Walter Reed Army Military Center in Bethesda, Md. to spend an afternoon at our Summit Point DE at Summit Point. This includes putting vets into cars with instructors for a Taste of the Track type track experience.

Two notable future events. Coming up in October is our Club Race and Porsches at the International Gold Cup. Club Race Chairs Kevin Oyler and Starla Phelps are hard at work getting ready for the race scheduled for October 3-5 at Summit Point. Club Race will again be a three-day event that will include a DE for advanced drivers. On page 24 of this issue, Kevin and Starla are soliciting for volunteers. This is an excellent opportunity for you to see how racing works from the inside. The race incorporates all the administrative and logistic efforts involved in a professional race. If you are interested in helping, please contact Starla and Kevin at clubrace@pcapotomac.org.

Potomac will again participate with Porsche Cars North America and the Washington Area Porsche Dealers to sponsor the International Gold Cup steeplechase races at Great Meadows, Va. on Saturday, Oct. 17.

Our annual elections are in December. The slate of officers proposed for the elections will be published in a future edition of *dV*. The proposed revised Potomac bylaws should also be ready for review by the membership soon.

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 July members

Chris M. Ambrose
 Andre C. Arnold
 Jim L. Bernhardt
 Joe M. Birkenstock &
 Paula Birkenstock
 Brad Blase
 John M. Borden &
 Sharon Borden
 William S. Boykin
 Alister Bull
 Jessica Chung
 Jonathan R. Dalrymple
 Chuck C. Day
 Aref Enayat
 Jeff W. Epstein
 Bob A. Farley &
 Nelly Farley
 Anthony Garbis &
 Michael Parker
 Stuart Herder &
 Kelly Herder
 Phil J. Holt & David Holt
 Humo F. Humenansky
 Terry W. Kramer
 Terri Le
 Michael Lee

Jack Lin
 Jeff A. Lowe
 Monty H. Lowe &
 Heather Lowe
 Shawn P. McGowan &
 Kimberly McGowan
 Ray R. Pagan
 Ed Reid & Peggy Reid
 Dan Salsbury
 Hank S. Thomassen
 David N. Victorine &
 John C. Conley
 George E. Vomvolakis
 James H. Wächter &
 Carolyn Wächter
 Richard M. Wexell &
 Charles E. Wexell

August 2009 anniversaries

30 years
 Hal E. Hagemeyer & Irene
 Hagemeyer
 Edward P. Springer & Ed
 P. Springer
 Kurt E. Woerpel &
 Barbara Woerpel

25 years
 Charles Alvin Fountaine
 & Natalie Simone
 Fountaine
 D. Robert Snyder &
 Lucy B. Snyder

20 years
 Justin M. Maurer

15 years
 Michael Kennedy &
 Lydia Wolf
 M. Scott Sawran &
 Rebecca Sawran
 David L. Segall &
 Nicole Segall
 Tom Smith
 Gregory A. Wager &
 Louise M. Wager
 Kurt E. Woerpel &
 Alana E. Woerpel

10 years
 Robert J. Andrukaitis
 Bennie Brooks &
 Carlise Harris

David A. Gross &
 Paula J. Romes
 Douglas E. Hough &
 Edythe Hough
 Patrick Neiler
 Darlene Paukei &
 Thomas Williams
 Harris A. Pitlick &
 Joshua Pitlick
 John C. Toth &
 Anna L. Toth

5 years
 John P. Bendekovic &
 Sharon Bendekovic
 George F. Bockelmann &
 Carola F. Schaus-Bockelmann
 Quinton Bowman &
 Da'aga Hill Bowman
 Wallace M. Greene &
 Carrie Baumgamer
 Steve Hirsch & Elizabeth
 McGoldrick
 Wilson E. Hopkins &
 Kathy-Mae Hopkins
 Mark B. Kadonoff &
 Laura Kadonoff

Jeffrey Leaf &
 Teri Ostroviak
 Donald E. Rhodes
 Seymour R. Slatkin &
 Robert Slatkin

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.

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Installation of a 997/987 shifter into a 2000 Boxster S

Story and photos by Rich Franco
for *der Vorgänger*

I'm not normally one to spend much time or money on upgrades. Porsche designs its cars good enough, and I have always believed that would be hard to improve much on our 2000 Boxster S. We've owned the car for about two years. I use it as my daily driver, logging over 20,000 miles since purchase. We believe it's the most fun car we've owned.

A relatively simple upgrade for the shifter on www.986forum.com caught my attention as a serious and worthwhile upgrade. The feel and throw of the stock six-speed shifter is the only area of the Boxster that I'm not 100% impressed with. On our car, the lack of definition between the shift gates is annoying and the feel downshifting from 5th gear to 3rd gear is especially vague. Comments regarding this vagueness are common and many folks spent

hard-earned money trying to improve shift feel with after-market short-shift kits,

Tools needed

Small flat-head screwdriver
5 mm hex wrench
10mm socket, ratchet medium-length extension
T20 and T30 Torx

Parts

Manual shift module for 997/987; part number 997 424 010 00.
Cost: ~\$185

only to find they were unhappy with the results.

One resourceful pioneer found a worthwhile way to improve shift feel: Install the Porsche factory standard-throw shifter from cars built from 2005 up (the 997/987 models) into 986-model Boxsters built from 1997-2004. Installation is a drop-in replacement that can be completed in less than two hours with a few ordinary hand tools and makes for greatly improved gate feel with reduced throws between each gear. I followed this route and am 100% satisfied with the results.

These do-it-yourself steps complete the upgrade. The step numbers label the photos.

Remove center console.

Begin by lowering the convertible top to allow more room to work.

Pry up the leather boot around shift knob that is held in place with plastic clips.

Remove shift knob; some are held on either as press fit (remove by pulling straight up); others have a 5 mm set screw holding the part to the shifter. Ours had the set screw. (photo 1).

Remove the T-20 screw that is hiding under



The finished shifter upgrade improves the feel and throw of the stock shifter.



the shift boot (2).

Unsnap side covers and batwing from center stack using steady pressure (3).

Remove rubber mat and screw at rear of oddments tray (aka storage compartment under arm rest); lift out the plastic floor of the oddments tray.

Remove screw at back corner of oddments

tray and remove floor of tray (4).

Remove coin holder from storage compartment; pry up with small screwdriver.

Remove T-20 screw revealed by removal of coin holder (5).

Remove ash tray, remove two T-30 screws from under ash tray (6).

Lift up the window control panel and unclip light wire, window wire harnesses (7).

Remove T-20 screw revealed by removing window control panel (8).

Unsnap parking brake cover on driver's side of hand brake.

Remove light wire and wire bundle clips from window switches (and seat heaters if present).

Move passenger side seat all the way forward and seat back all the way back to rear most position.

Remove key wire for alarm system from under center console; remove by lifting rear end of console up first; takes some wiggling to get out (9).

Remove old shifter module.

Unclip wire bundle from shifter base cover (10).

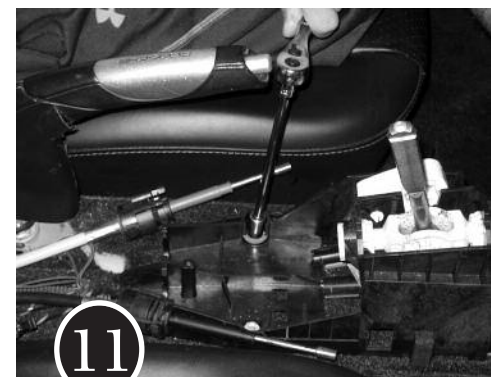
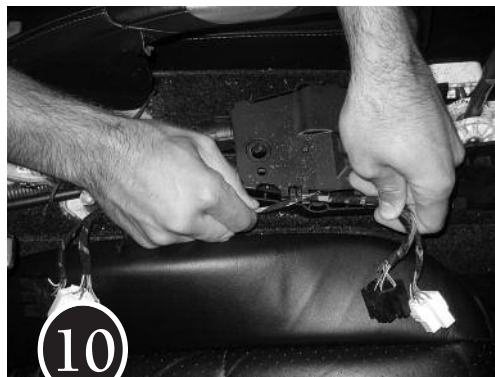
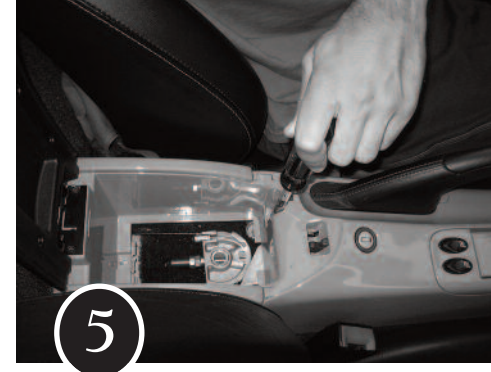
Unclip shifter base cover.

Mark both shifter cables in their position in shifter coupling for later reference.

Remove cable end attachments from shift cables; the collars press forward and rotate to hold in position.

Remove two brass cable clips at rear end of shifter module where cables exit the module.

Squeeze cable tabs, lift cables from module base.



Remove the four 10mm nuts and lift out old shifter module (11).

Install new shift module, reassemble

Drop into exact location of old shifter; install the four 10 mm nuts (12); view side-by-side comparison of old and new shifter (photo compare old on left).

Snap in shift cables to cable ends of shift module and secure by twisting the locking caps; use your markings as a reference point.

Carefully test shifter by ensuring that reverse and all forward gears are engaging without binding or rough movement. If not, go back to your reference marks and adjust again.

Snap on shifter module base cover and clip in window-control wires.

Gently reinstall center console; before settling into final position, plug in the key wire at oddments tray and ensure that wires for ash-tray light, window switches (and seat heaters if equipped) are routed to proper location

Install screw under coin holder, then reinstall coin holder.

Install screw inside glove box.



Install plastic floor in glove box and secure with screw holding floor; reinstall rubber mat.

Install parking brake cover.

Install screw below window-control panel.

Connect light wire, window switches (and seat heater wires if equipped).

Snap in window-control panel and install two screws

Install screw at front of center console.

Snap in side covers on center stack.

Install shift knob; use set screw if equipped.



Snap leather boot into place.

Install center console front cover (aka batwing).

Check shifter through all gears to check for engagement, binding or rough movement. Correct any problems before starting vehicle. After that, enjoy the feel of your new shifter.

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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, one remaining High Performance Driving Clinic (HPDC), our Club Race/Advanced DE at Summit Point and a Driver Education schedule that includes two remaining DE events. All Potomac track events are on weekends.

Highlights in the schedule:

The fall HPDC is Sept. 26. HPDC 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 also qualifies you to drive in Potomac DE events.

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 for in event planning, registration, tech, timing and scoring, social and logistics for the race.

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

Event	Date	Days	Track
DE	September 4-6	Fri-Sun	Virginia Inter. Raceway
HPDC	September 26	Saturday	Jefferson Circuit, SPR
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.

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.



Photo by Robin Needleman

A line of 29 Porsches drive the enticingly curvy, hilly Snickersville Pike near Middleburg, Va. on the July 4th Fun Run that followed the regular monthly Potomac club breakfast meeting for the month. Details on the breakfast meetings for both Virginia and Maryland are noted below. A fun run almost always follows the breakfasts. If a fun run doesn't interest you, there is much kibbitzing in the parking lot following each breakfast. There is no formal agenda.

PCA Potomac 2009 calendar

(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, Aug. 29 at Auto-Therapy
Saturday, Oct. 24 at Auto Sportsystems Group

Autocross

autocross@pcapotomac.org
Sunday, Sept. 27th: Autocross #6 at Bayso
Sunday, Oct. 18th: Autocross #7 at Baysox

Drive 'n Dine

driveanddine@pcapotomac.org
Saturday, Aug. 29—Drive 'n Dine *
Saturday, Sept. 13—Horses & Horsepower, Charles Town (W.Va.) Races & Slots.*
Saturday, Sept. 19—Family picnic at Langshaw's Saturday,
Sept. 26—Lovettsville (Va.) Oktoberfest (Drive 'n Dine, rally and concours) (multiple clubs)*
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
Saturday, Sept. 26—Oktoberfest Rally (multiple clubs)

Concours

concours@pcapotomac.org
Saturday, Sept. 5—Gathering of the Faithful car show, Reston (Va.) Town Center
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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Driving tour to Fallingwater

By John Eberhardt
for *der Vorgänger*

Photo by Steve Mitchell

Above: Quite a large gathering of Porsche fans made the trip to Nema-colin Woodlands resort where they posed for a group photo.

Photo by John Kemmerly

Right: One of the most photographed houses in the U.S., Fallingwater is built primarily of stone quarried near the site. The final cost of the house in 1939 was \$155,000 including \$8,000 in architect's fees. Over 4 million people have visited the house since it opened to the public in 1964.

We all know that we are blessed to drive one of the great works of automotive art—a Porsche. But sometimes, we get to drive our works of art to a work of art. This is exactly what we did when 54 PCA members from Potomac and Central Pennsylvania regions decided to visit Fallingwater on the weekend of June 13–14.

A hardy group of 24 Potomac members in 14 cars left Frederick to begin the procession to our home for the night, the Nema-colin Woodlands resort in Farmington, Pa. We drove up to the National Freeway, where we met 10 members of Central Pennsylvania in five cars along with a few other Potomac members who joined the group along the way. Let's just say the cars were a hit with the locals. After gas and a quick break, these 20 cars set out on some great twisty back roads along the National Pike.

Along the way, our members got to enjoy some great twisties along with beautiful scenery and charming towns. The only mishap was when one of the caravan had a spike in oil temperature. Of course, everyone was happy to help and at least a few folks were disappointed when normal driving brought the temp down to normal and we didn't have a chance to get our hands dirty. We pulled in for lunch at the Hen House Restaurant outside of Frostburg, Md. We all agreed that the food was deli-



cious but may have been a little too lovingly prepared. But persistence pays, and after a long wait we enjoyed a delicious lunch.

Unfortunately, lunch put a slight delay in our schedule, but the staff at Nema-colin went above and beyond to make sure that we got to enjoy the resort. They held the art tour for 30 minutes so that a dozen members could enjoy a privately curated tour of the resort's art collection. We also met up with 18 members and 10 cars who had come direct to the resort—we were now up to 54 people and 30 cars. We also had 15 members join the wine tasting with sommelier Alan Urchinscko, Jr. whose presentation was almost as good as the wine.

In addition to wine tasting and art, members took advantage of the amenities at the Nema-colin including the



Photo by John Eberhardt

Left: Frank Lloyd Wright's Fallingwater, designed as a vacation home for the Kaufman family of Pittsburgh, was finished in 1939. Known for how it is cantilevered over a 30-foot waterfall, the house is a National Historic Landmark. More information can be found at www.fallingwater.org



spa, fitness center, skeet shooting range and even the airstrip. The next time you see Potomac member "Buck" Buckner, ask him about the airstrip at the Nemaocolin.

After enjoying ourselves at the resort, we went for a short drive over to the Stone House Inn, one of the original service inns on the National Pike and has been in almost continuous operation since 1822. The chef and staff must have learned something along the way, because we were treated to a delicious dinner of salad, stuffed chicken breast, fish and roast beef. When Potomac member Linda Young had a craving for a chocolate dessert, the banquet manager even dipped into the owner's reserve.

We had a few short speeches before starting dinner, thanking everyone for coming, and Central Pennsylvania past president and CPA ringleader Eric Wahlberg graciously presented Potomac organizer John Eberhardt with a set of PCA-CPA coffee mugs as a thank-you for organizing the trip.

After dinner, we went back to the resort where many went to bed for a good night's sleep while a few of us made sure we kept the bartenders up at the tavern. Of



Photos by John Eberhardt

course, even we had to turn in eventually and get some sleep before the main event: the visit to the nearby Frank Lloyd Wright's Fallingwater. The group met promptly in the morning, snapped off some final photos of the P-cars and then drove over to Fallingwater on one of Pennsylvania's most scenic roads, PA-381.

After a beautiful and exhilarating drive, we arrived at Fallingwater visitor's center. Nestled in a beautiful wood, even the visitor's center is a place for contemplation and beauty. We organized ourselves into groups (tour size is about 12 people) and then went off to tour the house. Just like our Porsches, Fallingwater is a marvel of engineering. The multi-level home is all cantilevered, which means that apart from a central "pillar" the floors rely on balance to stay aloft; there are no supporting walls.

Above: PCA-CPA Past President Eric Wahlberg getting his beautiful 356 ready for the drive to Fallingwater.

Above left: Potomac members Starla and Fred Phelps enjoy a little vino.



Photos by Cindy Kemmerly

Above left: PCAers John Eberhardt, Eileen and Domenick Ortuglio, John Kemmerly, and Geof and Nada Barrows enjoy the sunshine and cool breezes of Fallingwater.

Photo by John Eberhardt

Above: Porsche owners swap stories over dinner. One of the original service inns on the National Pike, the Stone House Inn has been in almost continuous operation since 1822.

Photos by John Eberhardt

Above: Porsches in the parking lot of the Stone House Inn, still serving weary travelers.

Right: Wine makes Potomac members Fred and Starl Phelps, Geof and Nada Barrows, Steve Mitchell, Sheri von Briesen, Jocelyn Chadwick and John Grassie very happy.

The home is so beautifully integrated into the surrounding countryside and the clear stream that runs beneath it so lyrical, that one feels the tranquility of the home even though it is packed with tour groups. We all enjoyed the home and the tour so much that many of us could easily have dawdled on the grounds or on the homes public spaces, such as one of the many decks.

A great time was had by all. Fallingwater truly is a magical place, even better enjoyed with old and new friends from the "Porsh" club. Come join us next year, make a few friends, and enjoy your work of art in a work of art.

We have already selected dates for next year's trip—June 12-13, 2010—and will make it a two-night trip. To pre-register, email driveanddine@pcapotomac.org and we will get you on the 2010 roster.



A drive into the Colorado heavens: Parade 2009

A photo report by Michael Madrid
for *der Vorgänger*



In the shadow of Colorado's majestic mountains, Potomac member Roland French from Maryland powers his 1998 Guards Red Boxster through a turn during the Parade autocross competition.



Above: The car corral had an amazing collection of Porsches, including this Carrera GT.



Above: PCA Potomac member Roland Frenck from Maryland prepares for his first run through the autocross competition in his 1998 Guards Red Boxster.



Left: Judges give an entry their full attention, over, under and inside during the Concours judging.

Right: Prescott Kelly places signage in front of a 1973 RSR at the Heritage and Historic Porsche Display in the frosty morning before the Concours.

For an online multimedia story about Parade, where PCA's Executive Director Vu Nguyen won a first-place award in radio-controlled model car racing, go to www.pcpotomac.org





Above and below: The 1959 Type 718 RSK spyder (below) reflected in the extraordinary paint of the 356 Carrera (above) both drew much attention on the concours showfield



Left: A rare '69 Porsche 908-2 spyder on the showfield. The car, with a 2,966cc, flat-eight engine, is known as the ex-Jeff Lewis and ex-Bobby Rahal vintage race car. It was restored in the mid-1990s by Kevin Jeanette in its original Gesipa Rivits Racing team colors and configuration. The car won Porsche its first-ever Manufacturer's Championship.

Right: Early morning Concours preparation.





PCA's leader has many passions

By Richard Curtis
for *der Vorgänger*

Photo by Michael Madrid

Above: When he finished his basement, Nguyen had a cabinet built to house just part of his model-car collection, about 175 of the roughly 325 he owns.

Photo by Richard Curtis

Right: Nguyen is usually in his office by 8 a.m. and still working the cell-phone on his long commute home in the evenings. He says he's connected 24/7 and especially enjoys talking with new members about the benefits of PCA.

The first thing a visitor sees when walking into the office of the executive director of the Porsche Club of America is a pair of Yokohama racing slicks. There's something to be said for that; the tires set the stage for meeting the passionate and energetic Vu Nguyen.

The slicks were sent by a Florida member (both tires from the same side of the car, not even a matched front or rear set), and are for sale. Vu told the member that if he would send them, he (Vu) would display them. So far, no takers.

He joined PCA in 2003 and just a few short years later, became the organization's executive director.

Initially, he was a Chesapeake Region member but later joined Potomac also. "The first person in the (Potomac) club I met was (now past president) Tony Kelly," he remembers. "I bought a muffler bypass from him; it was way too loud."

He's held the executive director position since November 2005 after responding to an ad in *Panorama*. "My question to myself was: 'Was I someone the club would want; someone as young as I was.'" He was one of over 100 interviews PCA conducted; his initial interview was





over the phone and lasted two hours. “My young age turned out to be a positive as I was willing to take PCA to another level,” he says.

“My (previous) experience (in non-profits) really prepared me for this position. There is a very similar structure (to other non-profits),” he says. For example, the executive director reports to an elected executive committee; lots of things are done by the organization’s volunteers; there is an annual meeting.

Nguyen’s college major was marketing and transportation and logistics, and his first job following graduation in 1996 was as a marketing manager for International Paper, handling industrial sales in Boston. “I had had three internships during college with non-profit associations and, after two years in Boston with International Paper, was recruited back to the D.C. area to work for the Commercial Vehicle Safety Alliance as director of marketing,” he says.

“That job was great,” he says. “It enabled me to save enough money” to buy a car. A friend and PCA member came ran across an ‘87 Turbo-look cabriolet in Rhode Island. “I bought a one-way airline ticket, got a PPI and the next day drove the seven hours back to D.C.”

“Wherever there was a meet or a fun-run, I was there,” he says about his enthusiasm for all things Porsche. “I pretty much live and breathe all things Porsche. If the leader doesn’t have that passion, your staff won’t have it,” he says. He’s constantly in touch with PCA’s membership, too, either by email, telephone, personal contact during visits to the regions or other Porsche-related activities. “Working here combines my work with my passion. I’m connected 24/7... laptop, cellphone. Members can contact me anytime. I especially like talking to new members about how to get involved.” He spends a lot of his commuting time on the cellphone in member conversations. That is especially helpful, he

points out, during his evening commute when it’s more convenient, time-wise, to talk to West Coast members.

What faces the organization now is similar to what faces all organizations and businesses: How to sustain growth in a declining economy. There is some churn in the membership rolls as members drop out and are replaced by new members, but as Vu points out, the real challenge is keeping members engaged. “Our biggest challenge is once you get new members signed up, you need to ‘hook them’ within the first one or two events they attend or otherwise you lose them,” he says.

“Our national objective is to provide more services to members,” he says. Such things as the national magazine, discounts on parts and more online community services. As an example, PCA’s new website recently launched (www.pca.org). Nguyen says that the national organization hopes to build a larger online community for members through forums, a Facebook-type of application and a site that will host video links and provide for more photos. Other improvements will be better and more useful tech resources for members along with improved content in *Panorama*. PCA has 57,000 primary members and over 100,000 total members when affiliates are included.

“I travel two to three times a month to various PCA regional events,” he says. Most often, those events are on weekends, which doesn’t leave much time for his personal involvement with Porsches. “I was doing a half dozen events (a year) before (assuming this position with) PCA; now I’m lucky to do three,” he says. “In 2008, I

Photos by Michael Madrid

Above left: In his home garage, Nguyen preps his son’s Porsche pedal car carefully.

Above: Nguyen shows his playful side, posing for the photographer in his driveway next to his first Porsche, a 1987 Carrera Turbo-look cabriolet that he sometimes tracks at DE events.

See Vu Nguyen race one of his radio-controlled model cars at this year’s Parade at www.pcapotomac.org



Photos by Michael Madrid

Above left: Some of Nguyen's models are life-like, including this diorama of a 993 track car.

Above and below: Nguyen receives his first-place award for posting the fastest time in his r/c class at this year's Parade.

did just one, a Zone 2 event at VIR. Last year, I tried to get out for autocrosses. I made one for Potomac Region and three for Chesapeake. I travel to PCA Escape and Parade events, ALMS and Grand-Am races to meet with members, and to regions for significant events such as club anniversaries."

In the first 10 weeks of 2009, as an example, he attended events in St. Louis, in the Chesapeake Region, the Helmut Bott dedication in Springfield, Va., a Northeast anniversary, attended the executive council board meeting, made time for Tech Tactics in Connecticut, and was at the Zone 2 DE at Virginia International Raceway.

Nguyen has participated in just about everything PCA offers, from winning the radio-controlled model-car contest at Parade to a short-lived career in concours. For the 2008 Parade concours, "I spent 40 hours cleaning my car," he says. "It was the cleanest it had ever been." That seems typical of his engagement with the marque. However, "I came in dead last."

He has a wife and three children, 7, 4 and a newborn. They live in Clarksville, Md., and he commutes daily to PCA headquarters in Springfield, Va. Together, their car ownership looks like this: A '07 Civic Hybrid with a Civic SI suspension (and a nice sound system); an '08 Honda Odyssey; the '87 Carrera; a 1972 914 currently being resurrected; a 1999 996; and the 1992 one-owner Mustang. In addition to his current stable, he's always on the alert for a 356 coupe, especially as he travels across the country, he's scanning classified ads and looking for that elusive "For Sale" sign on another car of his dreams.

His first car was a four-cylinder 1986 Fiero SE. "I was 16 years old." He later moved up to a 1992 Mustang GT, which has 150,000 miles on the odometer, and he still owns it. He confesses he was influenced by friends who were into Mustangs, running them at the drag races. Even then Nguyen was interested in sports-car like handling.



"I did lots of suspension work to improve the handling," he says, "and took it to Summit Point (Raceway) a few times for HPDC. There is a huge car culture around Mustangs, but it just wasn't my scene."

When not involved directly with Porsches or other cars, models included, he reads *Excellence*, *Motor Trend*, *Car & Driver*, *Panorama*, *Dupont Registry* and others.

Because of his job, he spends a lot of time online with email to and from members. However, he regularly visits enthusiasts' sites such as Rennlist, Pelican, 6SpeedOnline, and dorkiphus.

Outside of his interest in cars and family, his other interests include photography, home/car

audio and radio-controlled model cars. As for photography, he says he was influenced by his father's interest in photography. And, since he worked in a car audio shop as a teenager, he's interested in high-end audio. He's even won several Mid Atlantic region car-audio sound competitions. His interest in r/c cars began in high school and continues to this day (he still has several r/c models – including a 1:10 scale 356A and a 911 Turbo slantnose Porsche).

Perhaps, though, his most distinctive "other" hobby is his massive collection of 1:18 scale model cars. When he finished his basement recently, he knew he had to build in room for a display of a portion of the collection. "I built a cabinet just for the 175 cars on display. I have another 150 cars still in boxes." He's collected them since his teen years and notes that a majority of the collection are Porsches. "As a kid, I had Hot Wheels models, he says. "Even then, I gravitated to Porsches. My dream car was a red 911 Turbo cabriolet slant-nose; that was like my dream car." Even as a kid, his stated goal was to have a real Porsche by the time he was 30. He made that goal with two years to spare.

A typical day:

- email can be largest consumer of Nguyen's time: 250-300 per day from members, national staff, non-members.
- He's at the office usually by 8 where he begins the day by reading through emails.
- Six staff members who wear different hats issuing insurance certificates for PCA-related events, provide for awards, handle correspondence and membership applications.
- Nguyen uses his commuting home (1½-3 hours) in the afternoons by making phone calls. Especially handy for contacting West Coast members. His car has a speaker phone and satellite radio.



Photos by Richard Curtis

A photographic montage of an informal sports car gathering in Tysons Corner on Sunday, July 26. The gatherings are held at 10 a.m. on the second Sunday (11802 Rockville Pike, Rockville, Md.) and fourth Sunday (Starbucks on Route 7 at Spring Hill Road in Tysons Corner, Va.) of each month.



Vinh Nguen, left, and Ivan Arzola have a discussion in the Starbucks parking lot. They were among the estimated 75 people who gathered to look under the hoods of an estimated 50 high-performance cars including BMWs, Ferraris, Porsches and others..

Top: A crowd gathers to hear plans for a fun run to IMA Motorsports where owner Ivan Arzola was to demonstrate a dyno pull on a 944 Turbo engine.

Above: Ivan Arzola and John Bailey inspect Bailey's 930's intercooler.



The Fun Run stopped in Staunton, Va. for lunch.



Jutta and Arndt Bauseler at the Homestead. They own a black '997 C4S

Drive 'n Dine weekend

Virginia Highlands tour ends at the Homestead



Above: Lunch!!

Above right: The group gathers at the large radio telescope in West Virginia. From left: Harris Pitlick, Daryl Shanley, Alex Lunsford, Philip Theodore and Beth Lanier, Charlie and Richard Wexell, Ron Cannizaro, Charlie and Linda Bowyer

Story and photos by Alex Lunsford for *der Vorgänger*

Over July 17–19, we had 12 cars total and 22 people participating with an age range that spanned over 60 years. The Friday drive included Charlie and Linda Bowyer, Daryl and Nancy Shanley, Frank and Kathy Bernheisel, Ron and Anne Cannizaro, Arndt and Jutta Bauseler, Do-

minic and Jackie Groz and their two beautifully behaved children and a terrified first-time trip leader, Alex Lunsford. Cars ranged from 1968s to Boxsters and 1997 twin turbos.

We began in Haymarket, Va. and enjoyed a great run through Shenandoah National Park (watch those medians on Route 211) and along a rainy Shenandoah river over to Elkins, W.Va. From there we went west, south and east back into Staunton, Va. for lunch at The Depot Grill

From there the group headed west over several great mountain ranges. From McDowell, Va., the group headed south on one of Virginia's finest roads—Route 678 through Williamsville.

We arrived at the Homestead by 5 p.m. and happy hour was declared. It was later expanded at the President's lounge where we met up with others: Harris and Ruth Pitlick, Richard Wexell and son Charlie, Philip Theodore and Beth Lanier. Ron Cannizaro graciously picked up a sizeable tab and a drawing was held for spe-



cial IMA Motorsports certificates—thanks to IMA and Ron.

Saturday we met up at the lobby at 10. My father and local resident, Read Lunsford, joined us in his black 997 cabriolet, and the group set off under cool and windy conditions. We drove to the Green Bank, W.Va. National Radio Observatory, home of the world's largest steerable telescope. It's also the largest thing on land that moves, weighing 17 million pounds, over 500 feet tall and accurate to a millimeter.

Our tour was headed by Amy, a pharmacy student who fooled all of us into believing she was an astrophysicist. She showed us that astronomers have a sense of humor as the flag for Pluto now flies at half mast given its recent expulsion from the “planet club.”

After a solid lunch at the science center, we headed back to the Homestead via different, challenging roads. It should be said that most, if not all, locals pulled over for our group to pass.

We met up for drinks on the porch and then dinner al fresco at a barbecue. After cornbread, ribs, beans and other summer fixin's, we retired to the pub to debate our most pressing issues: the merits of national health insurance, which aftermarket muffler sounds best and when we will all do something together again.

While from various backgrounds, locales and political bents, we left as friends brought together by a common passion for Porsches, beautiful roads and the opportunity to share them together. Please consider joining us next year.

A salute to Potomac's DE volunteers

By Bruce Dobbs
for *der Vorgänger*

Volunteers are the lifeblood of the PCA Potomac organization. Their contributions are vital to group functions and provide countless benefits to PCA Potomac participants. These behind-the-scenes workers are the glue that holds together the various programs such as Drivers Education, Tech Inspection, Club Race, Drive and Dine, Autocross, Concours, Rally, Social and Public Service.

In particular, this article highlights volunteer contributions to the Drivers Education event at Watkins Glen International on June 26-28, 2009. Drivers Education Chair Alan Herod oversaw preparations the entire event, supported by Track Coordinator Doug Nickel who synchronized event dates and track arrangements. Registrar Charlie Clark pre-registered all drivers and Cashier Skip Close and the Tech Team conducted car technical inspections prior to the event.

Also prior to the event, social arrangement for tent rental and the traditional dinner was made by Sheri Von Briesen, Starla, Phelps and Jodi Lagjoia.

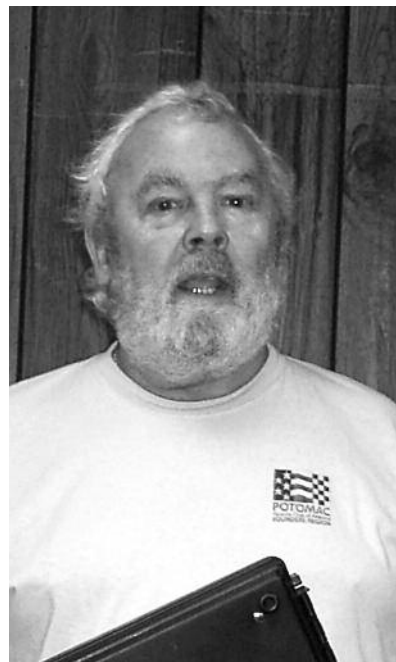
As I followed various volunteers during the DE, I saw many of the activities they accomplish to enhance driver enjoyment and promote overall participant safety:

Each morning, the Grid Tech team inspected cars on the grid. If the car successfully passed grid tech, volunteers placed a "tech" sticker on the car's windshield.

The on-site registration team registered drivers and provided them with the appropriate color-coded wrist bands (green, blue, white, black, and red) and respective colored "run group dot" for the car's windshield. And Starla and Fred Phelps made sure there were plenty of donuts and coffee available each morning.

Pit-Out volunteers controlled the staging of car entry onto the track. The pit-out crew, led by Tim Karnes, checked to ensure the drivers had the appropriate arm bands, car tech sticker, and "run group dot" prior to going out onto the track. The Chief Steward, Fred Phelps, lends his knowledge and experience to ensure all drivers obey the rules and drive safely.

Led by Co-Chief Instructors Dirk Dekker and Bob Mulligan, volunteer instructors gave their time and talent to assist drivers to improve their car handling skills while doing so safely and having fun. They instructed student drivers through the various experience levels beginning with the Green and Blue Run Groups and mentored them for advancement to the next proficiency level. After demonstrating consistent driving performance and car control, se-

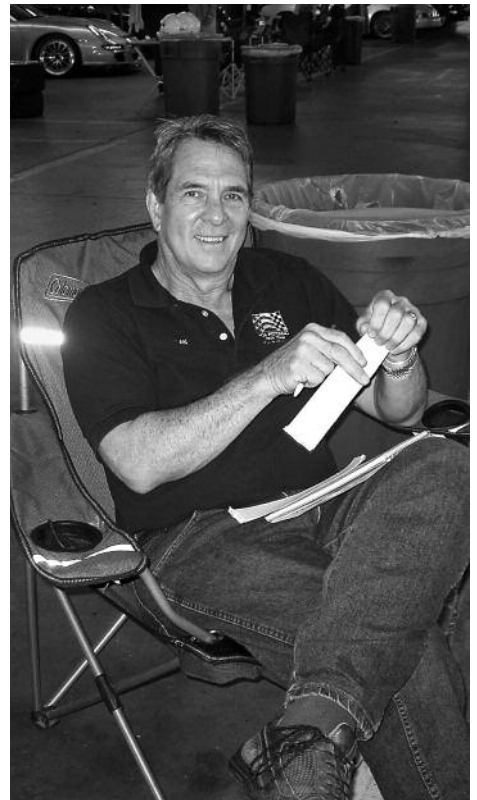


lected Blue Run Group drivers were moved up to the journeyman level—the White Run Group—where they drove solo and further honed their driving skills.

PCA Potomac is proud of its social heritage and a number of volunteers worked hard to make the social activities enjoyable and memorable. After the last run session of the day, re-

Top: Saturday evening dinner at Watkins Glen International Motor Sports Museum. **Left:** PCA Potomac's Co-Chief Instructor, Dirk Dekker provides the morning's instruction to the Instructor Corps and provides emphasis on track rules, track conditions and specific items of interest. **Above:** Tom Trew (back to camera) is being registered by (L-R) Michaela Shoop, Starla Phelps and Sally Nork Herod while Potomac President Tuffy von Briesen provides guidance and supervision.

freshments were served in an informal setting so that drivers, instructors and guests could mingle and share stories of the day's activities. Social arrangements for the traditional dinner at the International Motor Racing Research Center at Watkins Glen were made by Sheri



Above: Driver Education Chair Alan Herod.



Von Briesen, Starla Phelps and Jodi Lagioia.

Safety is paramount! Like all others, this event was conducted with safety as the primary concern, so each driver could take his/her car home in the same shape as it arrived. All volunteers contributed to track and paddock safety by monitoring, identifying and enforcing club and track safety practices.

When asked what motivated them to take on volunteer duties, the reasons offered exemplified the nature of PCA Potomac members. Some of their responses included:

"I enjoyed my instructor's guidance and teaching so much that I wanted to learn, improve my driving, and develop my instructional skills so that I could enjoy watching others learn as I did."

"I enjoy meeting new people and getting to know a different group of people who are not a part of my normal social group."

"I'm a poor bystander."

"For all the fun I have here, I like to give back and I think it's unfair not to contribute."

Above left: Tim Kames, left, manages pit-out procedures assisted by additional volunteers. Club Steward Fred Phelps counsels drivers to drive safely, have fun and learn.

Left: Soren De Vos, left, Jeannie Phelen and Steve Shoop ensure everyone entering the track signs track and PCA Potomac waivers.

Bottom left: Dr. Peter Kauffman (L) and Dave DiQuollo conduct grid tech inspections during a rainy Friday morning.

I encourage you to take time to let the volunteers know that you appreciate their efforts and thank them for their hard work. You'll both enjoy the exchange.

Urgent plea for October Club Race volunteers

Here is your chance to give back to the Club. All of the events that our Club sponsors during the year happen because of volunteers.

Many of these wonderful people volunteer for many jobs, but Club Race occurs only once a year (Oct. 2-4) and we need many volunteers.

Our Region held the first Club Race in the East. PCA members come from all over the Eastern US to participate in this event. Club Racing is an exciting for everyone, whether you are driving, working the event, or spectating.

We need YOU and it is your chance to see amateur racing up close and personal. It also helps the club, prevents us from having to can-

cel future annual Club Races and gives you the opportunity to meet and become friends with members of the Club.

Volunteers receive a goodie bag, and a shirt. If you volunteer for three days you will receive a voucher for lodging or gas.

For questions and volunteering please contact us at clubrace@pcapotomac.org or individually at: Art Schwartz (volunteer coordinator) nylart@verizon.net or Kevin Oyler (chair) kevino@pcapotomac.org or Starla Phelps (chair and registrar) starla@pcapotomac.org



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

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dV on the Internet

der Vorgänger is on the web under "About Us." If you are not receiving your *dV* through the mail please go to www.pca.org and update your profile to give us your current address.

'Frenzy' for 928 drivers

The Frenzy is a gathering of Porsche 928 enthusiasts on Oct. 2-3 and is celebrating its 13th year. Frenzy 13 is held in beautiful Northern Virginia. Whether you're a Porsche 928 owner, a 'future' 928 owner, or a Porsche enthusiast, you'll enjoy the Frenzy. Attend a Frenzy and come away with an increased depth of knowledge about your car and what makes it tick; the 928 market; and available resources to restore, maintain and keep your car performing at or above its original capabilities.


The Frenzy kicks off on Friday evening October 2nd with a gathering at O'Malley's Irish pub. Sat-

urday, Oct. 3 starts at FunKtion Auto where registration covers a long sleeve "Frenzy 13" T shirt, breakfast, various tech sessions, lunch, "Best of" award ceremony and door prizes. A fun run will then be held on scenic area roads culminating at an optional buffet dinner at O'Malley's pub. On Sunday morning a caravan will leave the hotel for Summit Point to watch the PCA Club race.

The best thing about Frenzy is seeing old friends and making new ones who all sharing a common interest—the Porsche 928.

For further information on Frenzy 13 and event registration go to <http://frenzy13.com/>

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



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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

Name _____

Address 1 _____

Address 2 _____

City _____ State/Province _____

Zip Code _____ County _____

Home Phone _____

Work Phone _____

Fax _____

E-Mail _____

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:

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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**.



Photo by Cheryl Ege
 The Pittsburgh Vintage Grand Prix raised over \$171,000 for its charities in 2008. In all, the organization has donated \$2.4 million since 1983. The multiple-day event features a kick-off rally, a vintage event at BeaveRun race track, autocross, several social events, car show and the downtown race car display and parade.

Potomac Porsche owners take in Grand Prix

By Ron Davis
for der Vorgänger

Motorheads Phil & Cheryl Ege, John & Ann Wood and Ron & Diana Davis had a terrific weekend taking in the July 17–19 Pittsburgh Vintage Grand Prix where hundreds of foreign and U.S. cars were displayed “On the Green” (golf course) while vintage sports cars raced on the 2-mile street course in scenic Schenley Park.

The whole city gets behind this huge event held to support the local autism society. The 70 degree weather was the best in many, years even though dark clouds frequently blew overhead. According to PCA Allegheny Region’s President Ken Jeremiah, a record 150 Porsches were “on the green,” presenting a real challenge for those picking the best in the five People’s Choice classes.

Concours report

As usual the Allegheny PCAers were wonderful hosts and had only warm congratulations when Ron Davis’s “Nifty 64” brought home first place in the 356 class.

Racing on the 2-mile road course through the park makes for lots of nostalgia and excitement as 356s, Jaguars, MGs, Triumphs, Morgans, Allards, Elvas and more duked it out. One driver pushed it a little too hard, rolling his nice ’59 Alfa Giulietta on one of the many tight turns, but was able to walk away.

For those seeking a fun-filled weekend, come to the PVGP next July and enjoy one of the East Coast’s premier vintage sports car events.

‘Gathering of the Faithful’ car show on Sept. 5

A reminder that the ever-popular “Gathering of the Faithful” concours will take place Saturday, Sept. 5, at Reston Town Center, on the common area across from the fountain.

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Magazines for the Porsche-crazy

By Richard Curtis
for *der Vorgänger*

I read recently on pca.org that *Panorama*, the monthly magazine of the Porsche Club of America, is the only car magazine read regularly by 54% of PCA members.

Perhaps it's because they're not aware of the wealth of magazines on the market, some of which deal with nothing but Porsche. Here, we offer five of our favorites:

Clockwise from lower right:

Total 911: One of three British monthlies devoted to the marque. This one, however, deals strictly with 911s. As with the others,

written in a typically

British style that seems to focus more on the authors than on the cars. Still, a good source of information.

Excellence: America's contribution to Porsche-only coverage. Although not a monthly (9 issues per year), it is filled with graceful and insightful writing, excellent features of a wide variety, terrific photography on high-quality, glossy paper. This has to be the premier Porsche magazine.

GT Porsche: Another of the British magazines, although pricier than the others noted here (\$11.50 versus \$8). Covers a lot of the same subjects, i.e., the new GT3 and Panamera. Large format. One helpful feature: nine pages of nothing but statistics model-by-model.

Hemmings Sports & Exotic Car: While this one focuses as much on vintage cars of all makes as it does Porsche, there is still good, valuable and regular information here for Porsche fanatics. S&EC focuses on rebuilding, renovation and restoration. One favorite feature are two pages each month on auctions with attendant asking/selling prices.

911 & Porsche World: Also British and also large format. Appears that several of their feature articles are followed by advertisements from shops featured in the articles. Hmm.



Club picnic

Bring the family and join other club members for Potomac's annual picnic, Saturday, Sept. 19 at JR's Lakes from 11 a.m. JR's is located at 42830 Ft. Evans Road, Leesburg, Va. 20176.

We'll start the day with a Wash and Shine Car Show. Concours Chair Ron Davis will coordinate the car show, handle the judging and hand out some neat trophies for the winners. Ron usually has four classes of cars, so there is a chance for everyone to win something.

Cost, includes lunch: \$20 for adults;

\$10 12 and under. Kids under five are free.

PCA Escape

2009 Escape to the birthplace of aviation, Oct. 1-4, 2009. Ohio Valley Region invites you to this year's Escape in Dayton, Ohio. Join us for country road tours, covered bridge tours, the Aviation Trail Interpretive Centers and tours at the National Museum of the U.S. Air Force.

Register for Escape 2009 at:
www.escape.ovrpga.org

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Photo by Richard Curtis

Large group turns out for POG brunch

The regular monthly breakfast meeting of the local Porsche Owners Group (POG), a loose-knit group that, according to their website, is a "low-key organization of 356 owners and enthusiasts" with no club officers. They conduct all their events by steering committee. They meet at 10:30 a.m. on the first Sunday of each month for brunch at Anita's Restaurant in Vienna, Va. Their August meeting, above, attracted nearly 40 people, despite a rainy day. See their website at www.pog356.com

Octoberfest rally, car show

The Octoberfest Rally and Car Show will be held on September 26. The drivers meeting will be held at 12:30 at Quince Orchard Plaza at the intersection of MD 117 and 124 in Gaithersburg, Md. Take 1270 North to Exit 10 and turn at the light on Quince Orchard. The Rally will meet in the parking lot of the McDonald's. BMWs, Audis and Mercedes clubs are invited. The Rally will finish at the Octoberfest in Lovettsville, Va. where we will enjoy the festival and have a people's choice car show. We will be joined by other folks from the Drive 'n Dine event. Cost: \$25 for rally and car show. Car show only: \$10. Information: pcapotomac.org or rally@pcapotomac.org

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Gold Cup: Horses & Porsches, picnics & sunshine

By Tuffy von Briesen
for *der Vorgänger*

Porsche Cars North America and their Washington, D.C. area Porsche dealers will again sponsor the International Gold Cup steeplechase races at Great Meadows, The Plains, Va. on Oct. 17, 2009. Potomac (Founder's) Region and PCA will support Porsche by hosting a delegation of PCA members and an exhibit of Porsches. Join us have a front row seat for the races.

Porsche sponsored the Gold Cup in 2007 and 2008. PCA Zone 2 hosted the exhibit of Porsches and the Porsche corral in 2007; about 75 club members attended the event. The PCA contingent was treated to a police escort into the race compound, special parking spaces, passes to Members Hill and access to the Porsche Cars North America hospitality tent. The Gold Cup provided a tent for the cars on display. Porsche donated a portion of the purse from the feature race, the Porsche International Gold Cup Stakes, to charity.

Festivities will start about 9:30 a.m. as we convoy to Great Meadows for the race and then have a front-row seat for the



2008 photo by Willy Straubhaar

A crowd pleaser at the Gold Cup are the Jack Russell Terrier races, scheduled for Oct. 17 this year.

Field Master Chase, the Jack Russell Terrier races and all the other pre-race activities leading up to the Gold Cup races. The first race starts about 1:00 p.m.

Join your fellow club members for a tail-gate lunch, see lots of interesting people, watch some special horses race, and show off your Porsche. Potomac will have a commemorative gift for members attending the event and we anticipate all PCA participants will again have access to the PCNA hospitality tent on Members Hill.

Registration opens about August 17. There will be a nominal fee to cover the costs incurred for the event. The fee for the event last year included your access to Members Hill, parking, a commemorative bottle of wine and two wine glasses. Potomac will post more information on our website (www.pcapotomac.org) as the event date approaches.

If you are interested in attending or have an interesting Porsche you want considered for the display tent, please contact John Eberhardt at johne@pcapotomac.org or Tuffy von Briesen at president@pcapotomac.org. We look forward to seeing you at the races.

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Boxster caravan heads for the Blue Ridge hills

Photo by John Eberhardt
Top: Roads in the Blue Ridge Mountains are endless sports-car fun.

Photo by Jeff Bankston
Right: BRBSers Morgan Olson, Steve Olson, Claro Gonzales, Bob Libby, Carla Libby, Harvey Cummins, John Eberhardt and Candi Cummins learn about handmade shoelaces.

By John Eberhardt
for *der Vorgänger*

The Blue Ridge Boxster Summit (BRBS) is a collegial annual get together of Boxster owners and fans organized by two long-standing Boxster fans and all-around great guys, Karl Folkens and Ron Kucynski. Each year for the past 11 years, Karl and Ron organize a long weekend of fun in and around Blowing Rock, N.C. and headquartered at the Meadowbrook Inn. For those of you who have never been to the Blue Ridge Mountains in North Carolina, these are probably some of the best driving roads in the country.

Each year, people caravan from as far away as Canada, Texas and Illinois to join friends united by a love of these cars. This year was BRBS XI, and PCA Potomac region members and regulars who went to BRBS included Claude Imbt, Claro Gonzales, Tracy, Jamey, and Christopher Bryant, Harvey and Candi Cummins, Bob and Joanne Knight, Steve and Ann Mitchell, Dave and Emily Simon and this writer. We got to enjoy each other's fellowship and company as well as the fellowship of friends old and new from around the country.

On Thursday, we started the weekend by taking a drive up to Bristol Motor Speedway. As it turns out, Nell Courtney, friend of Karl Folkens, knows how to win friends and influence people and was able to get us onto the track. Fun ensued on the high banking. Despite sug-



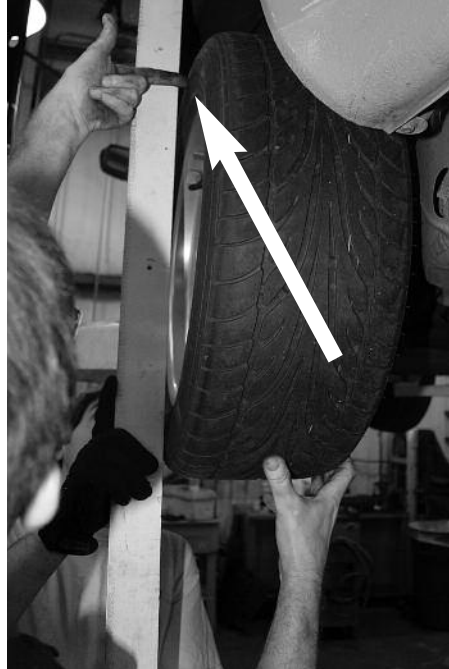
gestions of “Put him in the wall” no one did and everyone had a fun, safe time.

Then on Friday, groups of friends old and new enjoyed touring the local countryside, meeting great people and learning about local lore and interests. We toured and met owners of local hotels and farms, general stores, and restaurants. We literally learned who shot a hole in the ceiling and met the grand-daughter of the shooter.

On Saturday, we had a DIY-oriented tech session and learned how to access the engine bay, take door panels off to service the windows, reprogram OBD computers and make other modifications and repairs to the cars. Finally, on Sunday, the DC-area contingent, along with some of our other friends from farther north, caravanned home from this special place—but without one more fun story. While gassing up in the Shenendoah Valley, a passing Virginia highway patrolman made sure to flip on his lights. Whether he wanted to let us know he liked the cars, or to remind us he was out there, remains a mystery. We don't know the answer, because of course we drove the speed limit the whole way!

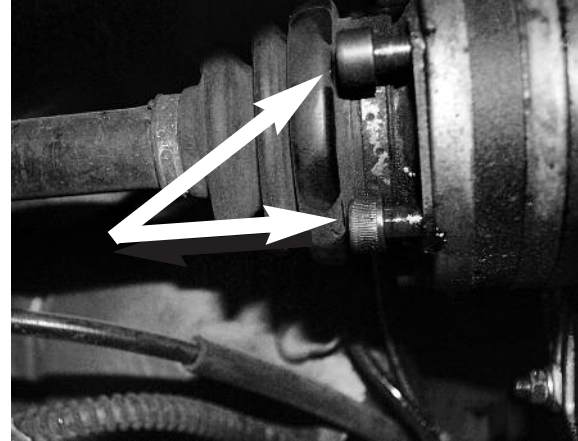


Above: Tech inspector and Club Historian George Whitmore, discusses a loose battery shield in John Hallen's '69 911 Targa. This model has twin batteries, one 6-volt battery in each fender of the front compartment.



Photos by Richard Curtis

Above: A straight edge is held up against a wheel to demonstrate how loose the wheel was from a badly worn wheel bearing and/or hub (arrow). This, too, was a dangerous situation and the owner was advised not to drive the car home until repairs were made.



Above: Sharp-eyed tech inspectors caught a dangerous situation when they spotted two loose constant-velocity bolts (arrows). A tool was quickly found and the bolts tightened.

Potomac tech day at Tischer Porsche

Dozens of cars passed through Tischer Porsche in Silver Spring, Md. on Saturday, August 8 for a tech or courtesy safety inspection.

Work was hot and heavy for five hours, with hardly a break. Many Porsche owners came for their tech inspection prior to the Summit Point DE weekend on Aug. 13-15. Others came for a courtesy safety inspection to get their car on a lift or to perform minor DIY repairs or maintenance.



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Photos by Richard Curtis
 Jay Obst checks his engine between DE runs. The Stevenson, Md. resident's Porsche is an early black 944 that as the car's third owner he's owned for 14 years. The car has over 265,000 miles on the odometer and had an engine rebuild in the past year. The car was spotless.



Above: Starla Phelps demonstrates a quilt for Mary Galloway, of Alexandria, Va., that she made for Steve and Lydia Timmons and their 4-year-old son, Jake. The quilt is replete with photographs of Jake, embroidered Porsches, and fabrics with automotive motifs (most of the fabrics were found through Internet searches). Starla quilts and does machine embroidery for a hobby.

Right: Porsche specialist shop owners Matt Curry, left, of Curry's Automotive, and Geoff Schwartz, of Auto Sportsystems Group — both in Northern Virginia — have a conversation in the shade during Potomac's August 14-16 Drivers Education event at Summit Point Motorsports Park.





Photos by Richard Curtis

Hunt McMahon, of Leesburg, Va., changes a tire on his '86 Carrera between sessions during Potomac's August 14-16 DE event at Summit Point (W.Va.) Motorsports Park. Turnout for the event was exceptional as it also highlighted Vets on Track, an autocross, rally and a Drive 'n Dine.



Above: Betty Church, of Springfield, Va., fuels up the Church family DE Porsche, a 700 hp twin-turbo Ruf.

Left: Starla Phelps, left, helps a veteran try on a helmet for the Saturday Vets on Track session. The veterans and their families were also treated to a catered dinner.



Photo by Michael Madrid

