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The monthly magazine of the Founders' Region, Potomac, Porsche Club of America.
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Photo by Richard Curtis

Potomac's Steve Vetter remains cool, calm and collected while wearing his Cool Shirt during the hot days of a July DE.

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Cover photo by Michael Madrid.

How to install your own cool shirt, Page 29.

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A Porsche truck? Think about it.

Here's a thought: Why doesn't Porsche build a truck?

History has shown that Porsche has built tractors in the past (see photo on Page 20), so why not trucks? The Stuttgart folks did the smart thing building an SUV with a huge V-8; the Cayenne pulled Porsche's financial bacon out of the fire at a time when their car sales were stumbling. Now that Cayenne sales are slowing (only 336 in the U.S. in April, down from 886 in April 2009), surely they're looking for an answer to what ails their banking accounts.

Note, too, that Americans buy trucks in staggering numbers (fact: In April of this year when Porsche was struggling to sell 1,747 Porsches in the U.S., Americans bought 112,000 trucks). Even with the current economic climate not being exactly conducive to selling a lot of work-related trucks, those are still some pretty impressive numbers.

Admittedly, we use trucks mostly for work purposes, hauling stuff such as manure, mulch and bricks and towing things like Bobcats and car trailers. It is difficult to imagine my contractor friends tooling around muddy job sites in a Porsche truck, but, still ... I never thought I'd see the day when trucks cost upwards of \$40,000 either, but you can easily spend that much and more. Porsche could build a non-work truck.

I'm no financial genius (example: my lovely wife won't even let me near the tax forms) but there's got to be a market there, even a small one, especially given Porsche's reputation, technical knowledge, name recognition, general appeal and even its short history with the Cayenne. Wouldn't take much to lop off that luggage space, extend the wheelbase and put a truck box on it, now would it? The four-wheel drive technology is already there. Cayenne sales were 910 in July; Ford or GM sells more trucks than that many in a day, so there should be some factory capacity somewhere in the Porsche factories.

Not too far-fetched; who among us ever thought Porsche would be selling SUVs and four-door sedans in addition to sports cars?

Your club magazine is coming along grandly. We have several stories in the works about interesting owners and their interesting cars, plus we're currently stockpiling content for the October issue that will celebrate the club's founding 55 years ago. We're still searching for your Potomac memories and any photos you might have of the "good old days." Please send them in now.

Also, I'm happy to announce that we've recruited an assistant editor, Bob Esser from Maryland but works in Arlington, Va.. He will be contributing beginning next month. He's got a Porsche jones just like the rest of us, has autocrossing experience with his supercharged 993 and is an avowed DIYer like many others in this club. Welcome!

—Richard "I love trucks" Curtis
dveditor@pcapotomac.org

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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; please include a contact phone number for verification.

The state of your region

I want to use most of this month's President's Page to discuss the state of the region and how we communicate this to you. Recently, I was talking with former President Fred Phelps about how we ensure transparency in our region's activities, specifically with our financial transactions.

Open board meetings are the primary way we can provide one-on-one feedback to the membership. Other ways are this monthly column and by responding to any questions from the membership. Our bylaws require us to hold four open board meetings per year. Frankly, I have been lax in scheduling them this year. Work and personal commitments seem to have gotten in the way, which are unacceptable excuses. It is the executive committee's responsibility to make sure we hold these meetings. Our next open board meeting is 10 a.m., Saturday, Sept., 11 at Intersport in McLean, Va. Please attend.

Our finances are in even better shape than this time last year. As of early-August, we have about \$66,000 in savings and \$15,000 in checking. This does not include revenue from the PorscheFest DE and the refund of the track rental expenses for the cancelled Watkins Glen DE. This will raise our savings to about \$100,000. We have two track rental payments pending, but overall we are in excellent financial condition.

We maintain oversight of our finances with a yearly review of our books by an independent accounting firm. This is not an audit, but they do a comprehensive review, and if there are red flags, they call them to our attention. Based on this review, we are adding several additional line items to our Quick Books system that will help us track expenses even better. The president, vice president and treasurer all have access to our accounts and each periodically reviews our financial transactions. All expenses require the approval of two officers and check payment is usually approved by the president and vice president. Checks over \$10,000 (track rentals) require two signatures. Each of us has a strong background in financial management and understands the need for financial accountability.

Several years ago we began a concerted attempt to increase the activities available for members who were not interested in track events. We now have over 100 events scheduled this year, and some weekends have two or three events. This does include our DE and autocross events, but those combined are just 20 events.

Autocross Chair Tony Pagonis has lots of help this year, which has allowed him to breathe a little easier. Tony has scheduled eight autocrosses this year including the autocross school held early in the year.

Several years ago Rob Efrus and John Eber-

hardt initiated our Saturday breakfasts. These have grown into three breakfasts per month in Cabin John, Md., Manassas, Va. and soon in the Northern Virginia area near the Beltway.

Our Drive and Dine events started by John Eberhardt and Rob Efrus continue. John has been assisted this year by Steve and Michele Carter (Porsches and Bi-Wings), Claude Imbt (Drive-In and Dine and Fallingwater); Ted Whitehouse (PorscheFest Fun Run); James Henry (PorscheFest Fun Run and Oktoberfest) and Alex Lunsford (Virginia Highlands / Homestead). We also usually have some type of drive after every Saturday breakfast.

Rally is also doing well. Co-chairs Craig and Linda Davidson, last year's Enthusiasts of the Year, have continued their tradition of hard work and dedication into 2010's program.

Ron Davis and Mike Sarli put together four concours events this year leading with the May Deutsche Marque Concours

Potomac's Club Race is the longest consecutive running club race in PCA. Our 2009 race was one of few that had an increase in attendance. Co-chairs Kevin Oyler and Starla Phelps are stepping down at the end of this year's race, and we are discussing the co-chair with several persons.

Public Service Chair Scott Mayster coordinated events that raised over \$6,000 for the Carol Jean Cancer Foundation, Camp Friendship for Kids. This was a terrific year for our charity.

Driver's Education has been and will continue to be our largest, most popular and successful program. We are actively discussing implementation of new safety measures to address the trend of faster cars on the track and reinforce safety to both driver's and instructors.

Managing our region is like managing a small business because we have to consider profit and loss, staffing, hiring and long term strategic planning. We do all this with a large group of volunteers over whom we have no real authority. We are fortunate to have enthusiastic, hardworking and honest people managing our region and its activities. The challenge is to identify new people who can step up and assume these responsibilities. Finding volunteers willing to make this type of commitment is difficult. Both Dick Seltzer and I constantly talk with the membership about how the region is being managed. We are working to identify new volunteers willing to make a commitment to Potomac. If you or someone you know is interested in being more involved, please let us know. After all, this is YOUR club; we want to hear from you.

As always, if you have questions, comments, criticisms or praise, contact me. Email me at president@pcapotomac.org



Tuffy von Briesen

Potomac officers and chairs

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Va. breakfast location, time changes

Virginia: first Saturday of each month, City Grille, 10701 Balls Ford Road, Manassas, Va. 20109. Phone: 703-330-3011. Located less than ¼ mile south of I-66. Please note that the starting time has changed to 11 a.m.

We are scouting venues to take the place of the Tysons location and have already received several suggestions for locations. We would like ultimately to have numerous venues to serve our large geographic area so that all members can get together on a regular basis. John Eberhardt would love to hear from the folks in the far reaches of our region (Winchester, etc.). Send suggestions to

john@pcapotomac.org

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

• • •

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

DE track schedule

Event	Date	Days	Track
DE	Sept. 3-5	Fri.-Sun.	Virginia International Raceway
HPDC	Sept. 25	Sat.	Jefferson Circuit
Club Race/Advanced DE	Oct. 1-3	Fri.-Sun.	Summit Point main track
Instructor/Volunteers	Oct. 29	Fri	Summit Point main track
DE	Oct. 30-31	Sat.-Sun.	Summit Point main track

Taste of the Track will be available at every Potomac DE event.

2010 schedules

Autocross:

Sun., Sept 26, Autox at Baysox

Sun., Oct 24, Autox at Baysox

Sat., Nov 13, Autox at Baysox

Contact Tony Pagonis at autocross@pcapotomac.org

Rally:

Sept. 25, Lovettsville Oktoberfest Rally (and car show)

Contact Craig or Linda Davidson at rally@pcapotomac.org or 301-706-5776

Drive 'n Dine

Sept. 18, Potomac Region 55th Anniversary Fun Run

Sept. 25, Lovettsville Oktoberfest

DE tech schedule

Date	Location	Event	Contact
Sat., Sept. 25	Summit Point Jefferson Circuit	HPDC Sept. 25	Marvin Jennings (tech chairman)
Sat., Oct. 23	AutoSportsystems 2810-F Dorr Ave. Fairfax, Va.	Summit Point Oct. 30-31	Geoff Schwarz Ray Plewaki (shop owners)

Oct. 2, Fun Run to Club Race
Oct. 23, Fall Foliage Run to the Ashby Inn

Dec. 4, Antietam Luminary Tour

Contact John Eberhardt at driveanddine@pcapotomac.org

Concours:

Sept. 4, Reston Town Center Show, "Gathering of the Faithful"

Oct. 9, 55th Anniversary cele-

bration of PCA and the Founder's Region club (see story on Page 10).

Sept. 25 rally and People's Choice car show, Oktoberfest, Lovettsville, Va.

TBD October German Car Show, Middleburg, Va. area

Contact Ron Davis or Mike Sarlis at concours@pcapotomac.org



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Mary Ann Roberts
Alan J. Friedman &
Royce Friedman

30 years

James V. Koca &
Justin Koca
Paul E. Vessels &
Kham Chanthayasak

25 years

Robert Alperstein

20 years

John R. Ancona & J.
William Miller
Kurt Darr & Anne Darr
J. Andres Jordan &
Debra Ann Jordan
Alfred S. Kramer &
Natasha Kramer

15 years

Jon E. Krogsund &
Nancy Lehw

Frank Lessiak &
Terry Lessiak
Steven A. Richard

10 years

David M. Barr &
Kristine Barr
Ralf Brueckner &
Rita Brueckner
Dorene Daniels &
Geoff Daniels
Michael G. Danzer
Tom Falkenberg &
Chris Falkenberg
Ronald James &
Cynthia Braunstein

Alan C. Johnston &
Kathryn Johnston
Roy P. Lindquist &
Barbara McNeil
Michael D. Newton &
Meg Riordan

5 years

Lee A. Alexander &
Jeremy Alexander
Ralph T. Allen &
Casandra Allen
John M. Beveridge &
Holly Beveridge
Erin P. Foley
H. Jason Harrison &

Dana Harrison
Willard R. Jones &
Deborah Jones
David Labovitz
Steve Linehan
Brian Nixon &
Jane Nixon
Jeffrey S. Olszewski &
Laura Dendtler
L. Ludinton Sells
Michael H. Stubbins &
Samual Stubbins
David N. Victorine &
John C. Conley

August 2010

new members

Omar F. Ahmad &
Shana Ahmad
Becky Ahne
Roger Anderson &
Lisa Allen
Brook W. Barbour
Kevin Bishop &
Maria Bishop
Jeffrey W. Byrd &
Judy Byrd
David C. Czarniecki
Andrew G. Davis &
Jessica Davis

Alan L. Dechter
James G. Ginther &
Julie Arquette
Theodore Giovanis
Neil A. Gutterman
Larry Jenkins
Helio Losee
Glenn B. Marquis &
Sherri Marquis
Tom McQuillan &
Sean McQuillan
Bryan C. Moscatello
Yuki Nakamoto
Toshio Nakano &
Chie Nakano
Douglas Noble &
Laura Noble
Vinny Raj
Greg Seemann &
Mary Guida
Gregg A. Seitz &
Dawn Young
Peter Shebell
Todd M. Stenerson &
Malia Stenerson
Paul P. Sullivan &
Sean Sullivan
Chris Taylor &
Bevin Taylor
Jim Tyson & Sandy Tyson

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Practice photos for 55th anniversary contest

By Fred Phelps
for *der Vorgänger*

I confess the Bull's Eye challenge last month was pretty tough. It is a photograph of the engine power plant of a GT-3. I have the dubious pleasure from time-to-time of changing the oil of our 993 track car. Under the best of circumstances, it's a mess: two filters, both difficult to remove and install.

If you look closely at the GT-3 engine you'll see that the oil filter is easily accessible on top of the engine and, in addition, it rests in what amounts to a cradle that will catch the used oil that escapes from the released filter. This feature greatly reduces the "oil dripping to the elbow" feature of other Porsche engines. Granted, a pet peeve of mine.

The Caption photograph showing the anguished driver sitting alongside his damaged Porsche GT. At every Porsche Club Race one hears the candid advice, "Don't wreck your car for a \$5 trophy." Perhaps that applies here, or this possible caption: "Make me an offer on this really fast car."

Plans are moving forward for the 55th Anniversary Celebration.

I have had the privilege of visiting the site of the festivities: the River Bend Country Club at Great Falls.

This spacious and hospitable venue will be the perfect setting for our day of celebration—a day that is certain to generate a myriad of happy memories. Contact your Porsche Potomac friends and make arrangements to attend the Celebration together on Saturday, the Oct. 9.

*** How to register, next page**



What is it?



Write a caption!

55th anniversary party on Oct. 9

By Tuffy von Briesen
for *der Vorgänger*

Potomac has reached a significant milestone for the Porsche Club of America. The Founder's Region is 55 years young. This is the first in a series of articles authored by various club members, which will talk about the history of PCA and Potomac. Both are intertwined and go hand in hand.

In 1954, a group of Porsche owners from the Washington, D.C. area led by Bill Sholar started to meet to talk about Porsches. They talked about the satisfaction they got from driving this automobile and also helped one another with mechanical issues. There weren't a lot of Porsche mechanics or shops in those

days.

Bob Elliot, one of the founding members of the Porsche Club of America and the Potomac Region recalled for our website that he went to an organizational meeting at Bill Scholar's apartment on July 27, 1955. The only other person he remembered being there was Ray Wilcox. He recalls they decided to keep moving towards forming a club for Porsches. Later he and Ray went to a Hot Shoppe and griped about Porsches.

Bob also recalled that on Sept. 13, 1955 he went to another meeting at Blackie's Grill in D.C. He said that Bill and the others organizing the club had made arrangements for the club to be formed. There were a "handful" of other Porsche owners present. They had even designed the club emblem.

Today, PCA has evolved into one of the largest car clubs in the world with 56,000 primary members, and Potomac became the first Region in PCA. Its members were those who

founded the Club.

Potomac has a long history within PCA. Two examples: (1) We hosted the first Parade and (2) we have the longest consecutive running Club Race within PCA. It's a great history.

To celebrate this milestone, Potomac will host our 55th Anniversary Celebration on October 9 at River Bend Country Club, Great Falls, Va. This will be true celebration of our heritage. We'll have lots of old cars and as many of our senior members and past presidents as we can round up. It will be a wonderful opportunity to meet those who made Potomac what it is today, exchange stories with old friends and meet new ones. Watch for more details in *der Vorgänger* and on the website.

As we approach the anniversary celebration, we'll provide articles that chronicle events and people from Potomac's past, present and future. See you on October 9.

*** How to register, next page**

How to register for Potomac's big party

By Starla Phelps
for *der Vorgänger*

A website has been set up for registration for the 55th anniversary celebration on Oct. 9 at River Bend Golf and Country Club in Great Falls, Va. Go to www.clubregistration.net (don't be confused about it being a website for registering for Club Race). If you have difficulty with the on-line registration or don't have Internet access, you may contact Starla Phelps at 703-356-5833 for help, or use the mail-in registration form below. Please attach your check to the registration form and mail to the address on the form. Registration forms must reach Starla Phelps by Sept. 20.

These are the steps to follow for on-line registration for the 55th anniversary:

Note: If you do not currently have a login for the registration site (your login for the PCA.com will not get you into this site) you must create a login.

Login steps:

Either enter your login username and password and click "Enter" and go to Step 3, or ...

... establish a login username and password by clicking "Create Login"

i. Enter a user name and a user password, click "Create"

ii. you will be asked to create your profile – name address, etc.

iii. enter the vehicle that you will be driving, then click continue

iv. you do not have to complete the next screen "experience." Click "Update"

v. you do not have to complete the next screen, "Contact." Click "Continue"

vi. Please complete the next screen with PCA, Region Name and your PCA number then click "Add" and then "Continue"

You have now completed the create login.

Click on "Search for Events"

Move your cursor to Club and click the down arrow

Then scroll down until you find Potomac and click on it

Then click "Search"

This brings up three event options.

Scroll down to the Founders' Region 55th Anniversary Event and click "Continue"

The event information is in the middle of the page. Click "Register"

You will be asked if you are sure you wish to register, click OK

In the "Quantity Box" click on the arrow and select the number of people you wish to register. Click "Continue"

The next screen is your profile screen, if you already had a login account, you can see if you want to make changes to this information, otherwise click "Continue"

On the right side of the screen you will see a list of all of the events. If you wish to participate in the event go to the event and click "Add." The

fee for the day is \$50 for any or all events.

Click on "Dinner," enter number of adults

If you have children click on the dinners for children. (Children under 8 are free, 8 and over are \$15 each). Enter the number of children.

Click "Final payment screen." Review your selections. Click "Checkout" and then complete your payment information. This is a secure site and is being used by all of PCA.

55th anniversary celebration schedule

1 p.m. Rally start—Falls Grove Village Center, 14955 Shady Grove Road, Rockville, Md. Meet in parking lot between Krispy Kreme and bank. First car off at 1:30 p.m.

2 - River Bend open for Wash and Shine and Gymkhana guests to start arriving

2 p.m. Gymkhana starts

3 p.m. Rally arrives at River Bend

3 p.m. Wash and Shine begins

5:30 p.m. Gymkhana and Wash and Shine conclude

6 p.m. Reception, hors d'oeuvres at River Bend

7 p.m. Dinner

8 p.m. Program, awards for gymkhana, Wash and Shine announced. Silent auction winners announced. Emcee will be Mark Shevitz who has emceed Parade for 20 years.

11 p.m. End

Mail-in registration form for anniversary dinner

for the Oct. 9 55th anniversary celebration at River Bend Golf & Country Club, 375 Walker Road, Great Falls, Virginia 22066

Name _____

Address _____

City _____

Phone _____

Vehicle _____

PCA membership number _____

Tickets:

Adults @\$50 each _____

Children (8+) @ \$15 each _____

Children (under 8) @ no charge _____

Total _____

Please make checks payable to
Founders' Region, Potomac and mail by Sept. 17 to
Starla Phelps
1519 N. Chambliss St.
Alexandria, Va 22312

Please check the events you'll enter:

Rally Wash 'n Shine Gymkhana

Mail by
Sept. 17



Potomac welcomes cone-killing gymkhanas

Photo by Michael Madrid

Gymkhanas are similar to autocrosses except the speeds are slower, and gymkhanas require a driver and passenger. Plus there are, ah, silly rules.

By Starla Phelps
for *der Vorgänger*

The word “gymkhana” describes a sport that tests the skills of the competitors in various meets and obstacles. Gymkhanas can be conducted for cars, horses, runners or most any other sport. What is a PCA “gymkhana?” Let’s call it a silly and funny “car rodeo.”

A gymkhana track is laid out in a manner that encourages the driver to negotiate a series of cones slowly and carefully. The fun begins when the driver and passenger are told how they are to negotiate the cones. Each team will drive through the cones 1–3 times and the “silly rule” change each time. “Silliness” can be almost anything, including the passenger having to hold an egg in a spoon out the window during the drive. Hilarity ensues.

This is not a timed event. It is safe with no danger to you or your beautiful Porsche. The challenge is to hit the least number of cones.

Gymkhanas were popular back in the ‘60s and ‘70s. They were part of the early national Porsche Parades. (Note: A video of some of the past Parades will be playing in one of the side rooms at River Bend Golf and Country Club during the anniversary celebration.)

You will laugh as you watch the 356s and early 911s negotiate the fun gymkhana courses. In the late 1980s, Dan Dazzo and Bob Williams ran a gymkhana as part of a fun multi-event day in the 1980s. Believe me, it was a fun event that was talked about for weeks.

We are glad to welcome Dan Dazzo back to help chairs Tony and Cindy Pagonis orchestrate the fun. John Eberhardt is the fourth member of the team, and all of them are ensuring secrecy, so that no one will have an advantage—no practicing before the event. Register now! **Registration form is on Page 11.** There is no additional fee for the gymkhana; it is part of the celebration package. See you there, and I guarantee that you will have fun and drive away laughing.

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Club Race workers needed

Volunteers don't get paid, not because they're worthless, but because they're priceless

By Starla Phelps
for *der Vorgänger*

October 1–3 Potomac will host its 19th consecutive Club Race.

Club Race is an event that depends on volunteers. We have been fortunate to have many volunteers who come out and support Club Race—a national event—every year, but we need more. It is a weekend to support our club, have fun, watch the races and make new friends.

If you volunteer to work all three days, we will provide money towards a motel for two nights or gas money. If you are only able to work two days, we will provide you with gas money. After the track closes we enjoy a happy hour. In addition, we have fabulous dinners catered both Friday and Saturday nights. Each volunteer is provided a goodie bag with a volunteer worker T-shirt and other surprises.

Contact us at, clubrace@pcapotomac.org or kevino@pcapotomac.org

Open Board meeting set for Sept. 11

Potomac's next Open Board meeting is Saturday Sept. 11 at 10 a.m. at Intersport, McLean, Va. Take this opportunity to come out and see how we are doing, ask questions about the region or just socialize. Charlie Murphy of Intersport will give a talk and have videos about tether cars. Don't let the name fool you; some of these things approach speeds of about 200 mph. Lunch will be served.



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Potomac's Starla Phelps sweeps Parade art contest



Photo by Fred Phelps

Hans Peter Porsche poses with Starla Phelps and her winning quilt at the 2010 Porsche Parade.

By Starla Phelps
for der Vorgänger

For the 2010 Parade art show, my challenge was to create something to enter that would represent the Parade, Porsche Club of America and Porsche and would WIN!! I did not want to enter anything that had been done before, so I decided on a Porsche-themed quilt.

Previously, I have attended six Parades, and I knew that the quality of the art submitted for the contest is amazing. People have paintings, sculpture, metal works, jewelry, sketches, multi-media items, fiber arts and amazing photos. My goal was to win everything, which, luckily, I did.

I had many starts and stops before I finally thought of a wheel and then actually found what I wanted on the Internet. From there I just let my imagination flow and drafted a pattern. Luckily, I previously had various Porsche images digitized. Then I was ready to begin the

process of designing, buying fabric, thread, backings, stabilizer and many other items.

One unfortunate event was that the stabilizer I used shrank the entire quilt when I pressed it. As a result, I had to take it apart and for days try to pick out the stabilizer. That was so depressing I almost tossed out the entire project out. After the sixth time of taking the project apart, I finally put the top, batting and backing together for the last time and then realized I needed to hand quilt the entire piece. The finished quilt took the equivalent of three months of 12-hour days.

The quilt won four prizes: first place in fiber arts; Best in Show; the Porsche Family Award chosen by Hans Peter Porsche and People's Choice Award.

My inspiration for this quilt was a Cayman 10-spoke wheel.

The spokes are padded and have Porsche advertisement slogans embroidered on them.

The hub has a Porsche emblem and the PCA slogan: "It's Not Just the Cars ... It's the People."

Embroidered between the spokes are the 139 Regions of the Porsche Club (including Europe). Embroidered around the center are all of the PCA events, a listing of all major models and the date first made. Embroidered around the quilt's top between the spokes are 19 red Porsches, beginning with the 356.

The first region under the 356 is Founders Region, Potomac.



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Everyone loves a Parade!

Potomac's president enjoys annual gathering for the first time

Story by Tuffy von Briesen
Photos by Tom Zaffarano
for *der Vorgänger*

In January of this year, I was talking with some of the senior members of Potomac about the Porsche Parade. I was told several times that you have to attend at least one Parade. I was also told that it had been quite some time since an officer from Potomac had attended a Parade.

During Parade, you experience a facet of PCA that brings together members from all over the U.S. to participate in some interesting events. You have an opportunity to meet PCA members from different Regions, share experiences, car stories and get insight on how they do "that" in their region. Potomac was entering *der Vorgänger* in the newsletter competition for the second year, and several Potomac members would participate in various events. So, I decided to attend, not only to experience all the things described above, but also to represent Potomac, The Founder's Region, at the event. This year, 2010, is Potomac's 55th anniversary and Parade would be a great opportunity to publicize our anniversary.

Registration opened in March, and as I walked through the registration, I realized there was a little more to this than meets the eye. You have a choice of events, tours and volunteer assignments. Also included was a one-day Driver's Education at Autobahn Country Club

that was not an "official" Parade event. I went through this smorgasbord of activities, and after talking to some Potomac Parade veterans settled on the



Welcome Dinner, the Victory Dinner, a Wine Tasting and a driving tour to Road America. I also registered for the one-day DE at Autobahn. For our volunteer assignments, Sheri and I decided on the Concours Corral and the Goodie Store. After this was completed, there wasn't much activity until May.

Starting in May, we began to get many emails from Parade volunteers. Our volunteer assignment for the Concours Corral was accepted, but the Goodie Store was changed to something called the Michelin Drive and Compare. I was a little disappointed since everyone told me the Goodie Store was one of the best places to work. I later learned that everything happens for a reason and the Michelin Drive and Compare actually turned out to be a great place to work.

Sheri and I also started to focus on how to get to St. Charles, Ill. We talked with Fred and Starla Phelps, who

Photo by Fred Phelps
Top: After a two-day drive to Illinois, Sheri von Briesen (center) and Potomac President Tuffy von Briesen stood in the buffet line at Parade at the Welcome Party. Starla Phelps is in line behind Tuffy.

Above: Just one of many beautiful Porsches on the Parade showfield, this one a highly modified 911. Note the width of those rear flares!



A sampling of 356s on the Parade showfield in St. Charles, Ill.



A gorgeous, beige 356 split-window sits in the hangar during the welcoming party at the Dupage County Airport.



PCA Vice President Manny Alban's 964 track car (left) sits beside Pete Tremper's track 964 on the showfield. Tremper and Alban are teammates at The Crease Racing team. Tremper is from Clayton, N.J. and is also PCA's National DE chair. Alban hails from Abingdon, Md.

were also going to Parade and decided to drive out together. We would both tow cars. I wanted to take my 996 GT3 for Concours Corral and for the DE. Fred and Starla would tow their 993 for the DE and a couple of rallies. We decided to make the trip in two days and stop for the first night near Toledo. This would mean one relatively long day of driving and then a short day into the Chicago area. In preparation for the trip, I sent the GT3 off for detailing. You often wonder how the fates decide to intervene and why. The Friday after the detailing was completed, the GT3 was enroute back to Virginia when it was involved in an accident. I wasn't driving and when I got the call, I immediately realized I would have to make alternate plans for the trip.

Sheri and I decided to drive out in our 997. What better way to see a lot of Midwest than from a great car like the 997. But this presented Sheri a logistical problem: She doesn't pack light. We also decided to leave Northern Virginia on Thursday, July 1 to arrive in St. Charles on Friday. This would allow me to attend the PCA board meeting on Saturday, July 3. There were three issues up for vote before the board, and I wanted to see how these issues were handled by PCA. Off we went.

The trip was great. We began with breakfast at Bob Evans in Frederick, Md. I never knew Fred Phelps could eat so many eggs! Believe me there were some tired chickens out in a coop somewhere. These were some of the best biscuits around. Even Sheri liked it, and believe me she is not a fan of roadside restaurants. The weather was great. It was one of those rare summer days with temperatures in the 70s. Since Sheri and I were not towing a vehicle, we kept in contact with Fred and Starla by cellphone. The Pennsylvania Turnpike is quite an experience: Lots of traffic, and I can see where a lot of our TARP money is being spent.

We made it to Rossburg, Ohio by late afternoon. We decided to have dinner in nearby Perrysburg. The hotel recommended a place called Stella's, so we thought we would try it. We loaded the four of us into the 997 and off we went. It's amazing how your perceptions of an area sometimes are right on the money. Perrysburg is exactly how I would perceive Middle America. A main street lined with shops and many people out for an evening stroll. There was a farmer's market on the main street with an amazing variety of food, fruit and merchandise. Stella's turned out to be a great place. We sat outside in some of the nicest weather I can recall.

We had a good night's rest and were off to Chicago mid-morning. Chicago is BIG. We entered the metro area around Gary, Ind., and it just kept coming and coming. The trip to St. Charles was uneventful, except for the realization that some of the crazy drivers in the D.C. Metro area must have moved to Chicago. There was lots of construction and lots of tolls. Seems like every freeway had a toll at some point.

Things moved quickly, and we arrived in St. Charles about 3 p.m. We pulled into the parking lot of the Pheasant Run Resort, and there were more Porsches of all sizes and types than you could shake a stick at. We met Zone 2 Representative Tom Zaffarano and immediately started to look around.

We quickly realized that many people take Parade seriously. We were observing a pristine 1985 911 Targa on a trailer that was in showroom condition. Tom was point-

ing at the condition of the rubber on the bumpers when the owner walked up and pointedly told us “Don’t touch anything.” Tom and I reassured him we were only looking, and he then gave us short history of the car. That evening it was off to dinner at Francesca’s in St. Charles. It was a popular place because it seemed that almost everyone who was attending Parade decided to eat there. Great food. If the PCA national leadership decided to eat there, it must be good.

Saturday morning we reconnoitered the area, went to registration and then off to the PCA board meeting. As Potomac’s president, I am a voting member of the board, so I decided to attend to see how PCA conducts business. Surprisingly, their board meetings aren’t much different than ours. The meeting, while conducted according to Robert’s Rules of Order, was informal, much like ours. If it weren’t for the 13 zone representatives and 15 or so region presidents in attendance, the turnout would have been low. The three main issues up for vote were the increase in dues, the formation of a national committee to review suspension and whether or not to authorize the executive board the authority to access the cash reserves if they decided that purchase of office space was a viable option in relocating the PCA executive offices. All three measures passed by wide majorities. The most sensitive issue was whether to authorize the executive committee to access the cash reserves. They must have thought there was going to be some heated discussion about this but surprisingly there was little. Also surprisingly, the measure passed with 124 votes for and about 17 against.

That evening was the Welcome Party at the Dupage County Airport, a short 10-minute bus ride from the hotel. The food looked good, except it took us over an hour in line to reach the serving lines. There were some neat Porsches on display as well as some neat airplanes. As the airplanes took off to return to their home airports, we were treated to some low passes over the hangar where the party was being held.

On Sunday we were up early to be at the concours site for our volunteer jobs. Ours was to help park about 150 cars on the golf course. If you just wanted to show off your car, you park here and not have to worry about all that concours prep. We met some terrific people from the Chicago Region, such as Barry Krens who must have been a parking lot attendant in a previous life because he did such a marvelous job. We talked about the upcoming DE at Autobahn as well. Turns out Barry is an avid DE participant. Sheri did a terrific job as well. Give that woman a set of white gloves, and she can direct traffic anywhere.

After the Concours Corral, Sheri and I had signed up for a third job helping Chesapeake member Ron Gordon with the concours scoring. This was interesting because we tallied up all the concours judging sheets and got to see the comments about many of the cars. A small smudge of dirt behind the wheel spokes is always good for a 0.1 deduction. Fred Phelps worked here as well. Probably the best benefit was that the job was in an air-conditioned room. The nice weather we had on the drive out disappeared as the day turned hot and humid. The D.C. metro area doesn’t have anything on Chicago for weather extremes. This was as hot and humid as anywhere I have ever been, except for Houston and maybe



Bright colors on such spectacularly performing cars, such as this GT3RS from Ontario, Canada, highlighted the showfield.



when we lived in Belize.

Sunday night was the PCA President’s Reception at the Baker Hotel in downtown St. Charles. This is an old, well maintained building on the Fox River. The reception, while ostensibly for the presidents was attended by lots of people. PCA did this nicely with good food and a nice venue. One of the best aspects was watching the July 4 fireworks on the patio overlooking the river. Fred and Starla Phelps, Dave and Donna Conklin (First Settlers) and Tom and Betsy Zaffarano (Zone 2 Rep) had great seats.

Monday was another volunteer assignment. Michelin and Porsche Cars North America joined together to provide two Boxster Spyders with PDK transmissions for a

Among many cars parked on the Heritage and Historical Display field was this rare 1952 America Roadster from the Ingram Collection.

comparison test of Michelin Pilot Sport 2 and Michelin Pilot Sport Cup tires. Those who signed up could drive a compressed autocross-type course in each car to compare the tires. The volunteers controlled all this action. Around noon, when our shift was over, the volunteers were able to drive the Spyders, which are awesome. I think the one with the PS2s was actually a better car. I got another taste of the Spyders during the Driver's Education event that I'll describe later in the article.

Tuesday through Thursday was a blur of activities and meeting lots of PCAers. The highlight of all this was the recognition that Potomac members received during the competitions. The first award went to George Bockelman, from Great Falls, Va., who won first place in the Concours, Performance Touring Category for his Arena Red 993 (see *der Vorgänger*, April 2009, for more on George's spectacular car).

PCA Executive Director (and Potomac and Chesapeake dual member) Vu Nguyen also won first place in the concours for his 2006 Cayenne. Vu and Brian Wodarski won first places in autocross. Starla Phelps entered a magnificent quilt in the art show that noted all the PCA regions, had images of lots of Porsches and lots of other great detail. She won Best in Class and Best Overall in the art show. She also won the Porsche Family Award. Hans Peter Porsche personally picks the winner of this award from all entries in the art show.

Finally, *der Vorgänger* won third place in the newsletter contest.

A real highlight was the Wednesday tour to Road America in Elkhart Lake, Wisc. I had heard so many people talk about the track that I just had to take this tour. Getting to the track involved a nice drive north into Wisconsin. The final few miles were on some great country roads that were fun to drive. We ended up driving through a gusher of a rainstorm. About 50 cars partici-



Lots and lots of detail in under this 356's bonnet, including original tools, brochures and booklets.



A rare 1993 964 model Speedster was among the more than 150 cars parked on the showfield. Only 427 units were sold in the U.S. in two years.

pated in touring laps on the track. I was lucky lining up behind the pace car. We spent about 30 minutes driving sedate laps around the track. I now can see why this track is so popular. Driving through Thunder Valley at speed would be a trip. Coming up the hill to the finish line is an experience unto itself. The drive back was through more beautiful Wisconsin countryside through Lake Geneva. This is truly a beautiful part of America.

Friday was the Driver's Education at Autobahn Country Club, sponsored by the Chicago Region. I always like to attend DEs sponsored by other regions to see if there is anything we can bring back to improve Potomac's DE

program. Chicago runs their DEs differently from ours, but with lots of emphasis on safety. They don't allow cars without roll bars and racing seats to drive in the equivalent of our Black and Red run groups. Therefore, I was assigned to their Yellow Run Group (our White equivalent).

Autobahn is an impressive facility. We were going to use the South Course. This is about 2.1 miles and similar to Summit Point but with more turns. After a comprehensive briefing by Chicago President John Ruther, the region had a session of touring laps to familiarize everyone with the track. This was a terrific idea since there were so many of us who had not previously driven Autobahn. I was fortunate to ride with Chris Ingolt, the Chicago Region DE coordinator. Chris not only showed me the line for the track but we had an informative discussion about DE. Little did I know that I would get to know Chris a lot better later in the day.

The DE was uneventful. I had a great time for three sessions running the 997 around the track. After the third session it was time to head back to the resort, a drive of about 50 miles for the Parade victory banquet. I drove up to the tech garage, filled the tires with air and promptly had the presidential moment I alluded to earlier in this article. After filling the tires with air, I realized I left my watch in the boot. I opened the boot, retrieved my watch and promptly locked my keys in the boot. Porsche has such a great locking system that the only way you can retrieve the keys is either to have another set or locate a cable inside the wheel well that can open the boot.

Feeling stupid, I talked with Chris who arranged for Brian Weathered, co-owner of Midwest Eurosport, an independent shop from Bensenville, Ill. that supports the region, to try to open the boot with the emergency cable. Those people were great, and they took off almost the entire front portion of the car before we realized that the cable was not there. The cable was probably removed when I had the front bumper cover repainted after the car was damaged in a parking lot about one year ago. Although the DE was just about over and Chris needed to get back for the banquet, he hung around to make sure everything was okay. Also lending moral support (because I needed lots of it) were Chicago Vice President Cindy Jacisin and Autocross Support Coordinator Bob Rath. Great people.

While Eurosport tried to locate the cable, I contacted Sheri who had a second set of keys. She borrowed Fred and Starla's "993 Limo" and drove the keys down. We all set out to return to St. Charles and Chris continued to stick with us. He showed us where to get gas and stayed with us all the way back to the resort.

I want to point out it is truly "the people, not the cars." Without the help from Chris, Cindy, Bob and Brian from Eurosport, my presidential moment could have turned ugly. Thanks to all. The Chicago Region epitomizes the camaraderie and friendship that is a common denominator for PCA.

Right: The number 86 Porsche 962 that won the Sebring 12-Hours in 1987 driven by Bobby Rahal and Jochen Mass is now owned by Jerry Monitor. It was one of 91 962s built between 1984 and 1991 and came with turbocharged flat six.





It's almost anticlimactic, but the banquet was impressive. The bottle of wine I bought for Chris and his wife doesn't come close to repaying him for his time and effort to make sure everything was OK.

Saturday morning brought an early departure to head home. We hit heavy traffic trying to make it to the Indiana Turnpike. Instead, we headed south towards Indianapolis to take I-70 east. We decided to stop in Morgantown, W.Va. for the night.

Was it worth it? Yes, definitely. We met some great people, saw some fantastic cars and except for my error in judgment, had an uneventful trip and stay in St. Charles. We'll attend the 2011 Parade in Savannah, Ga.



Photo by Fred Phelps

Top: Potomac President Tuffy von Briesen surveys the parts of his 997 that was taken apart looking for the emergency hood release cable. The cable wasn't there, and von Briesen had to wait for his wife to drive the spare keys 50 miles to his rescue.

Photos by Tom Zaffarano

Above: Betsy Zaffarano, left, checks out a baby stroller while enjoying the shade.

Above right: A 1962 Model 339 Super Export Porsche Tractor. The engine is a 3-cylinder air-cooled diesel making 30 hp. The tractor's top speed is 12 mph.

Right: A rare Carrera GT with a V10 engine. This model was first sold in January 2004 with a MSRP of \$440,000.



New shop opens just for DIYers

By Richard Curtis
for *der Vorgänger*

A major drawback to do-it-yourself auto maintenance and repair jobs can be no access to a lift. Now, thanks to the entrepreneurial efforts of business man and auto enthusiast Ed Cove of Chantilly, Va. there is now a place where you can rent lift time (and various other auto-related products and services): Do



It Yourself Mechanic in Sterling, Va. The shop is extremely clean—a recent Sunday-morning visit saw Cove mopping the epoxied floor—and the shop offers a full range of equipment for almost any DIY project. Lifts are rented by the hour; the shop offers access to AllData and specialty tools; and the shop can arrange for free and quick delivery of needed parts from nearby parts stores. For more information, go to: www.ditymechanics.com



Photos by Richard Curtis

Above right: Eddy Davis drains the radiator on his 2006 Corvette Z06 while renting one of the DIY Mechanic's two-post lifts. The shop is open Monday-Wednesday from 9 a.m. until 8 p.m.; Thursday-Saturday 9 a.m. until 9 p.m.; and Sunday from 9 a.m. until 6 p.m.

Above: A shop cart complete with a full set of tools comes with each lift rental.

Right: Do It Yourself Mechanic owner Ed Cove. Cove is a certified car nut owning a silver Shelby Series 1 (the one with the Oldsmobile engine) and a restored 1967 Corvette roadster in Bahama Blue.





‘Taste of the track’ is a satisfying meal



Top: Kristie Toff gets her Taste of the Track aboard Dick Seltzer’s Targa.

Above: Fred Ferguson rides with Dirk Dekker in a 997.

Above right: Becky Toth, left, Kristie Toth and dad John Toth do a debriefing after their first Taste of the Track.

Right: Dick Seltzer helps Kristie Toth with the shoulder harnesses prior to going onto the track.

Photos and story by Richard Curtis for *der Vorgänger*

“Awesome!” “Oh, man!” “Lots of fun! I think I was giggling all the time!”

These were just a few of the comments made by three first-timers to enjoy Potomac’s Taste of the Track program (see story opposite page) at the July 18 DE event on Summit Point (W.Va.) Motorsports Park’s main track.

The remarks were made by Becky Toth, 25, of Arlington, Va. and Kristie Toth, 20, of Reston—daughters of Potomac member John Toth—and friend, Fred Ferguson, 24, also of Arlington, immediately after climbing from Potomac instructor’s cars following their on-track session.

The Taste of the Track was an unforgettable experience for the three young adults, although the session was filled with surprises. For example, the amount of G-forces they had to endure. “I thought I was in great shape,” said Fred, 24, of Arlington, Va., “but in the Carrousel, I was moving all over that seat. Still, it was great! Turn 3 was probably the hardest [on me] by far.”

Another surprise — and from the excited conversations afterwards, it appeared to be a happy surprise — was the top speeds the cars hit on track. “122!” said Kristie, who was riding with club Vice President Dick



Seltzer in his Targa. “130!” said Fred, who was riding with Co-Chief Instructor Dirk Dekker in a 993. “122!” said Becky, who was riding with her father.

Was it fun? “It was lots of fun,” said Kristie. “I think I was giggling all the time. I’d definitely do this again.” Becky said that they’ve been able to observe how much fun their

dad had on the track. “We’ve seen how excited he gets before a track weekend; he actually gets antsy the closer the weekend comes.” While the Toth sisters had been to the track with their dad several times before, this was Ferguson’s first trip to Summit Point.

“We’re all basically thrill seekers,” said Becky, who admitted to having broken a collarbone while downhill skiing. Fred says that he got his only taste of Porsches once when John Toth took him out for a ride through the neighborhood in Toth’s Porsche.

• How Taste of the Track works, next page.

How the TOTT program works

The Taste of The Track (TOTT) program has the potential to open Potomac's DE programs to many more of our existing club members and to recruit new club members.

TOTT participants will be nervous and excited about the opportunity. This is a special day for them. In that spirit, it is important that Potomac provides them with a safe, professional event.

The following procedures should help us standardize our approach to offering these sessions in a consistent and professional way.

Arrivals and TOTT Registration

TOTT participants and their guests will sign in at the front gate.

TOTT participants should proceed to the event registrar for event processing. Preregistered or day-of participants should complete the required forms with the event registrar:

- Taste of the Track Application Form
- Event insurance waiver forms (2)
- Pay fee by cash or check
- Arm band provided

TOTT general briefing

A 15-minute overview briefing will be provided to all registered TOTT participants for that track day.

TOTT participants will be offered the opportunity to sit behind the flagger at a near-by flagger station.

TOTT participants should be encouraged to walk around the paddock and speak with DE participants.

Introduction to instructor

TOTT participants will be introduced to the assigned instructor for the ride as soon as possible in the day to allow for a pre-ride briefing and fitting in the instructor's car

TOTT participants will be issued a helmet that the instructor will keep before and after the ride.

Pre-ride briefing

At least one hour before the ride run group, TOTT participants will receive a pre-ride briefing that should include a fitting for the seat and seat belts in the instructor's car, a review of the communications headsets, a discussion regarding what to expect from the instructor's car (noise level, ride harshness, etc.) and how the student should signal the instructor if they become uncomfortable so that the instructor may adjust their driving speed or return to the pits.

The ride

It is expected that only a few TOTT participants will attend each day. If the number is deemed reasonable, then the TOTT cars will be included within a scheduled run group. The TOTT cars should run with their lights on to indicate to others that theirs is a TOTT car.

Each instructor should meet their TOTT participant a minimum of 10 minutes before their TOTT run group. Remember that TOTT participants are going to be nervous and situating them in the car may take longer than expected. We must begin the run sessions on time to avoid disrupting the event schedule.

De-briefing

A debriefing session for all TOTT participants will give them an opportunity to offer their comments and to allow us to encourage them to continue their participation by describing the High Performance Driving Clinic and the general benefits of DE participation. Since our goal is to increase DE participation and overall club membership, this is an excellent opportunity to end the day on a high note.

- **How three people enjoyed their first Taste.** See story, previous page

Porsche 928s will be having a Frenzy

By Kevin Lacy
for *der Vorgänger*

The Washington, D.C. area again hosts the 14th Annual Porsche 928 Frenzy gathering the first weekend in October 2010. Hosted by Walid Ashi of FunKtion Auto in Dulles, Va. and sponsored by the 928 Owner's Club, 928 Specialists, 928 Frenzy and others.

A large contingent of Porsche 928 owners and enthusiasts will come together to meet and greet, check out the other 928s and spark interest in the Porsche 928 model.

Starting in 1977, Porsche designed and built a water-cooled, front-engine, rear-drive GT car for the worldwide markets. The design incorporates aluminum engine and body components to achieve around 3,500 lb. while maintaining a 50/50 weight balance, powered by a 4.5 liter engine in early models, advancing to 4.7, 5.0 and finally a 5.4 liter for the GTS model for the last three production years.

The Porsche 928, from the early 16 valve to the later 32 OHV, has always enjoyed a large and loyal group of owners, just like the 356,

911 and 944 owners. The Porsche Cayenne and Panamera, newer models from Porsche, use the same V8, water-cooled, front-engine concept originated from the Porsche 928 design.

Modern GT supercars from other German makers have followed the trend for speed, stability and power with their latest touring models. Porsche built around 60,000 units worldwide and the 928 Owner's Club members maintain and restore thousands of 928's in the U.S. and Canada.

The 928 Frenzy has been held in the D.C. area for 14 years, hosted by FunKtion Auto, InterSport and Curry's in the past. Each year an ever-increasing number of Porsche 928 owners and prospective owners gather to meet friends, old and new, traveling from as far as Texas, the South and Northeast U.S., even Ontario, Canada.

This year, the 928 Frenzy offers plenty of time to explore the cars and visit with other 928 owners.

Tech sessions will include a how to do a Pre-Purchase Inspection and the availability of a

Porsche diagnostic tool, nicknamed "The Hammer."

Door prizes from 928 Frenzy sponsors will be raffled after a lunch at FunKtion Auto.

All events will be Saturday, Oct. 2, 2010, 10 a.m. until 5 p.m. for cars and drivers. A Fun Run scenic tour of the Virginia countryside starts at 2:30 p.m. for a couple of hours.

PCA Potomac also is holding their annual Club Race at Summit Point Raceway in W.Va. during the weekend and Sunday all are welcome to watch and cheer on the PCA racers at Summit Point.

The Dulles (Va.) Holiday Inn will host other events for 928 Frenzy during the weekend of Oct. 1-3, 2010. An informal gathering Friday night, Oct. 1, at O'Malley's Pub at the hotel at 5 p.m. will get the weekend started.

An optional banquet, Saturday evening at the Holiday Inn, continues the social gathering. A paid registration for Frenzy and the banquet also will include a long sleeve, 928 Frenzy T-shirt. Please visit the website:

www.928frenzyorg for complete information.



Rain, Vets on Track highlights PorscheFest

Composite photo by Richard Curtis
Above: The rain gods frowned on Friday's weather at the August 13-15 PorscheFest, bringing light rain and grey skies. **From left:** Ken Weiss of Great Falls, Va. torques the lug nuts on his 2003 996, which sits next to the Porsches of John Lewis, David Riley, Linda Riley, Michael Scheidt, David DiQuollo and Chris McFaul.

Photo by Willy Straubhaar
Right: Veteran Jonathan Oliveira, left, with driver Betty Church in her turbocharged Ruf-engineered Porsche 996.

By Richard Curtis
 for *der Vorgänger*

PorscheFest, Potomac's annual gathering at Summit Point Motorsports Park includes a three-day Drivers Education event on the main track, an autocross on Summit's Washington circuit, use of the skid pad, a Drive 'n Dine tour to the track and a Saturday evening dinner honoring military service members from Walter Reed Army Medical Center.

The DE event was almost a sellout, according to club President Tuffy von Briesen despite Friday's rainy weather. The Vets on Track program, now in its fourth year, honors the military and their families. The club welcomed a busload from Walter Reed of veterans and their families. It gave the veterans an on-track session in a variety of Porsches on the main track and the autocross course.

The autocross was another fun-filled event with lots of participation. The veterans and their families were transported there in golf carts by Potomac volunteers and received rides in another variety of Porsches on the autocross track.

The Drive 'n Dine met in the D.C. suburbs and conveyed to the track on Saturday.

The club hosted a Saturday evening dinner under a



tent at the track where the veterans were honored by club members and a variety of sponsors.

There was also heavy use of the skidpad.



Photo by Willy Straubhaar
Left: Matt Lavoie sits in the passenger seat of Potomac's Kirk Mickelwait's 911 track car with a 3.6 engine.



Photo by Willy Straubhaar

Above: Veteran Jelani Lucas with his two boys, Jelani, left and Justin, smile for the camera prior to going out onto Summit Point's main track.



Photo by Tony Pagonis

Right: John Lovejoy gives a ride in his classic 356 cabriolet to the young son of a veteran during the Saturday autocross at Summit Point.

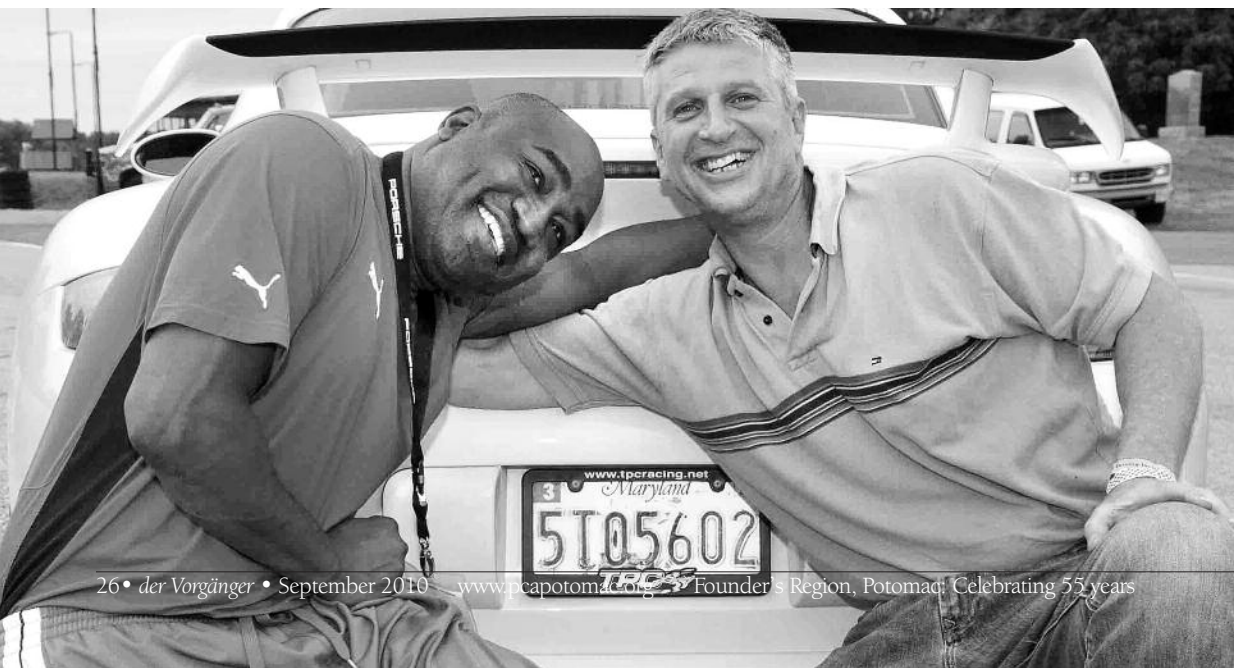


Photo by Willy Straubhaar

Left: former Daytona 24 Hour winner Mike Levittas, right, of TPC Racing poses with a veteran with Levittas's new GT2 in the background.



Rally winners (from left): Jaime Rice and John Eberhardt (first place); Kirstin Knott and Donna Dyson, Hannah Wykoff, Jaya Sundaresh, Bob Wykoff and Alexandra Abed.

Camp Friendship rally results

Photos and story by Craig Davidson
for *der Vorgänger*

On Sunday, July 11 Founders Region, Potomac ran a rally to benefit The Carol Jean Foundation that runs a camp for children with cancer. In previous years, the rally always ended at the camp in Laytonsville, Md. However, this past year the camp moved to Elk Neck State Park at the northernmost tip of the Chesapeake Bay. While the location of the camp may have changed, our commitment to support it hasn't, and a rally was run with all proceeds going directly to benefit the foundation.

Although it rained nearly the entire week prior, the rally gods shined on us with a spectacular day of moderate temps and no humidity—a perfect day to take a cruise. The starting

location was the Gaylord Conference Center at National Harbor, Md. Thirteen beautiful Porsches showed up, plus one Ferrari!

The rally ran for 80 miles through Southern Maryland, and ended at the Chesapeake Beach Resort on the western shore of the bay. The resort managers were kind enough to reserve a section of the Boardwalk Café for us to socialize after the drive. Almost everyone made it to the finish, with the only non-finisher the Ferrari!

Winners were awarded trophies with first place going to Jaime Rice and John Eberhardt (yes, our Dine-and-Drive chair). Second place went to the team named "Too Dangerous," otherwise known as Kirstin Knott and Donna Dymon. Third place went to Bob and Hannah Wilkoff. Congrats to all!



Thirteen Porsches plus one Ferrari lined up at Gaylord Conference Center at National Harbor, Md. for the start of the Camp Friendship Rally that benefits the Carol Jean Foundation.

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Local meet-ups, car shows

Fair Lakes (Va.) Sunday morning meet-up

Time: 8:30–10:30 every Sunday. Place: Starbucks, 12599 Fair Lakes Circle. Near Exit 55B of I-66.

Katie's Cars & Coffee

When: Every Saturday from 7–9 a.m. Place: Katie's Cafe, 760 Walker Road, Great Falls, Va. Lots of exotic cars.

Street rods and others

Weather permitting, every Saturday late afternoon-early evening car show at the Burger King, 10991 Nokesville Road, Manassas, Va. 20110 (at the intersection of Route 234 and Route 28). Lots of muscle cars, street rods, Corvettes and other interesting cars, trucks and motorcycles.

Exotic cars meet-up

These 6speedonline.com meet-ups tend to attract high-end exotics—Lamborghinis, Ferraris, Porsches, etc.—but still are low key and informal. Time: 10 a.m. on Saturdays alternating between Tysons Corner, Va. and Rockville, Md.

Virginia meetings: Starbucks in Tysons's,



Photo by Richard Curtis

Jay Obst, of Stephenson, Va., displayed his 1984 Guards Red 911 at the 2010 Purcellville, Va. "Summer Thunder" car show that routinely attracts 800 cars, trucks and motorcycles. The weather for this event this year was nearly perfect. Proceeds from the show benefitted the Victory Junction Gang Camp.

8520 D Leesburg Pike; Vienna, Va. on Sept. 4, Oct. 2 and Oct. 30.

Maryland meetings: Starbucks, Mid-Pike Plaza, 11802 Rockville Pike, Rockville, Md. on Sept. 18 and Oct. 16.

Car shows:

Saturday, Sept. 4, Jill's House charity car

show, Interstate Van Lines, 5801 Rolling Road, Springfield, Va. 22152, 10 a.m. - 2 p.m.

Monday, Sept. 6, Clifton, Va. 9 a.m. - 3 p.m.

Sunday, Sept. 26, Occoquan (Va.) Regional Park, 9 a.m. - 3 p.m.

David Murry

TRACK DAYS

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OCTOBER 13-14

VIR America's Motorsport Resort
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Summer cooling at the track

By Steve Vetter
for *der Vorgänger*

The summer here in D.C. hasn't exactly been comfortable this year. Driving a car at the track in 100-degree weather in a long-sleeve shirt, safety gear and helmet doesn't exactly leave you refreshed. I have found a partial antidote. Last summer at Porschefest, Chris Mazzanti (featured in *der Vorgänger* in January 2009) turned me on to the concept of the Cool Shirt® for Driver's Education driving. Typically, these shirts are worn under Nomex racing suits by racers competing for a trophy, but there's no reason I couldn't use one in my DE 944.

The Cool Shirt® is a closed loop system consisting of a shirt covered in tubing and a cooler full of ice water. A small pump in the cooler circulates the water from the cooler to the shirt removing heat from the driver's body.

There are several brands and a number of accessories including a rheostat to limit the speed of the pump (and the actual cooling), a bracket to mount the cooler, etc. I bought the basic kit consisting of the cooler, the hose and the shirt. I raided the Pep-Boys and Home Depot parts supply for everything else I needed.

The main two things needed for this project are a location to mount the cooler securely while driving and a source of power. In my 944, I mounted the cooler in the spare tire well where it fit perfectly.

I drilled a hole and mounted an "eye" bolt at the bottom of the spare tire well and ran a ratchet strap through the guide holes on the cooler. I pulled key-switched power from the radio and installed a switch on the console to turn the pump on and off as needed. The power wire was connected to a quick-disconnect plug, and the ground was tied in with the common ground screw for the taillights. I also added an inline fuse, since it seemed like a good idea when mixing water and the car's electronics.

I was able to test the setup at the July event at Summit Point. At the last minute, the decision was made to allow short-sleeve shirts, so I simply wore the shirt on top of what I was wearing. My first thought on turning on the unit is not fit for publication, so I will describe



Photos by Richard Curtis

Vetter wearing his Cool Shirt® on a hot July day at Summit Point.

the sensation as being lowered into a swimming pool with your clothes on. Since the water was so cold I found myself switching the unit on and off during the 25-minute session.

Although I was sweating under my helmet, I felt much more refreshed than past events where the heat tended to contribute to missed apexes and fatigue.

Since this was the first event I used the cooler, I took notes on what worked with respect to preserving the ice all day.

Some of the other drivers with coolers removed them from the car between sessions. The location of the cooler next to the hot transmission probably contributed to the ice melting sooner than desired. Saturday night, I froze some old water bottles overnight.

These seemed to hold up through Sunday's lunch a little better than the bag of loose ice cubes I bought on Saturday morning. I refilled the cooler with a bag of ice from Chez Summit at lunchtime. This was important; the air conditioner broke the week before so I just wore the shirt home!



Left: The shirt's cooler is stored in the trunk (note the tie-down). Above, the arrow points to the cool-shirt switch that Vetter installed.



Photos by Richard Curtis

Bob Pontbriand with his 1988 944 and 1989 944 S2. He's set up a Facebook page for Northern Virginia, D.C. and Southern Maryland 944 and 968 owners

Two 944s that found a home

By Robert Pontbriand
for *der Vorgänger*

My admiration (love) for Porsche automobiles started some years before I was old enough to drive. The first Porsche models that I noticed were 356s. At some point during high school I got to know a 356 Porsche owner. He always had several 356s around at his outpost in Westport, Mass., which were usually in various stages of restoration to include a 911 that he might have used as a daily driver.

On more than one occasion, I had toyed with the idea of buying a Porsche 356, 911 or a 944. The first time was in the late '70s, but the problem was that at time I didn't have a driver's license. By the time I did, it was obvious insurance was going to exclude me from ownership until I was a bit older. When I was of age and could finally afford one, the 944 had built itself a less than positive reputation. Meanwhile, the 356s and 911s were escalating quickly in value keeping it at a too-high price.

What was a teenager to do? I ended up with a red 1973 VW Beetle that lasted through my last two years of high school, college and beyond. During that time the '73 bug became as close to a Porsche as I would get for a number of years. The number of engines, transmissions, etc. that I went through or blew up won't be accounted for in this article.

But now, more than 23 years (10 of those in Japan) after my attraction to Porsche models began I found a Porsche 944 NA. I literally stumbled across it several years ago. I walked out on the wrong deck of an underground

parking garage in Crystal City, Va. There it was sitting with a "For Sale" sign hanging inside the windshield. I called the owner, took it for a drive and the rest is history. I have owned the NA for several years. In the past year, I found and purchased an '89 944 S2.

The '88 NA is a great handling car, but the S2 is now an everyday driver and still a rush anytime I want to stomp on the accelerator without the headaches and expense of a turbo 944 or 911. Let me say these cars still get ample attention on the road and other sports cars have even attempted to outrun me from a few stoplights.

The designs are timeless, and I remain passionate about the cars' driving capabilities. I think the 944 line continues to age well, and in some areas has an almost cult like following. At present, the Porsche 944 is as inexpensive as it will ever be; some even believe it is on the brink of collectability. It is amazing to note that for many buyers the 944's attraction is not its reasonable price and negligible depreciation but its practicality as an everyday car. With regular maintenance used 944s have been known to clock up 200,000 miles without major incident.

At present I am attempting to bring together other 944 and 968 owners in the Northern Virginia, D.C. and Southern Maryland area. If you own a 944, 968 or have questions about them please take a look at my online group and feel free to contact me. On facebook

<http://www.facebook.com/#!/group.php?gid=115066241873713>

or email:

rainmain1996@gmail.com

Why I love my Porsche

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

Readers and their cars



Photos by Richard Curtis

Top: At a Virginia breakfast meeting, Gary Brindle, Potomac's secretary, shows off his 1975 914 that he's owned for three years.

Above: Richard and Clara Addo of D.C. with their recently acquired 1992 964. The Addos live in Alexandria after being stationed in abroad for four years.

Far right: Kevin Sims, left, and Mike Levitas discuss Levitas's new GT2. during the July DE at Summit Point.

Right: Ivan and Ivan Arzola at the July DE.





Row upon row of Porsche tails at the May Deutsch Marque Concours in Vienna, Va. Photo by Michael Madrid

