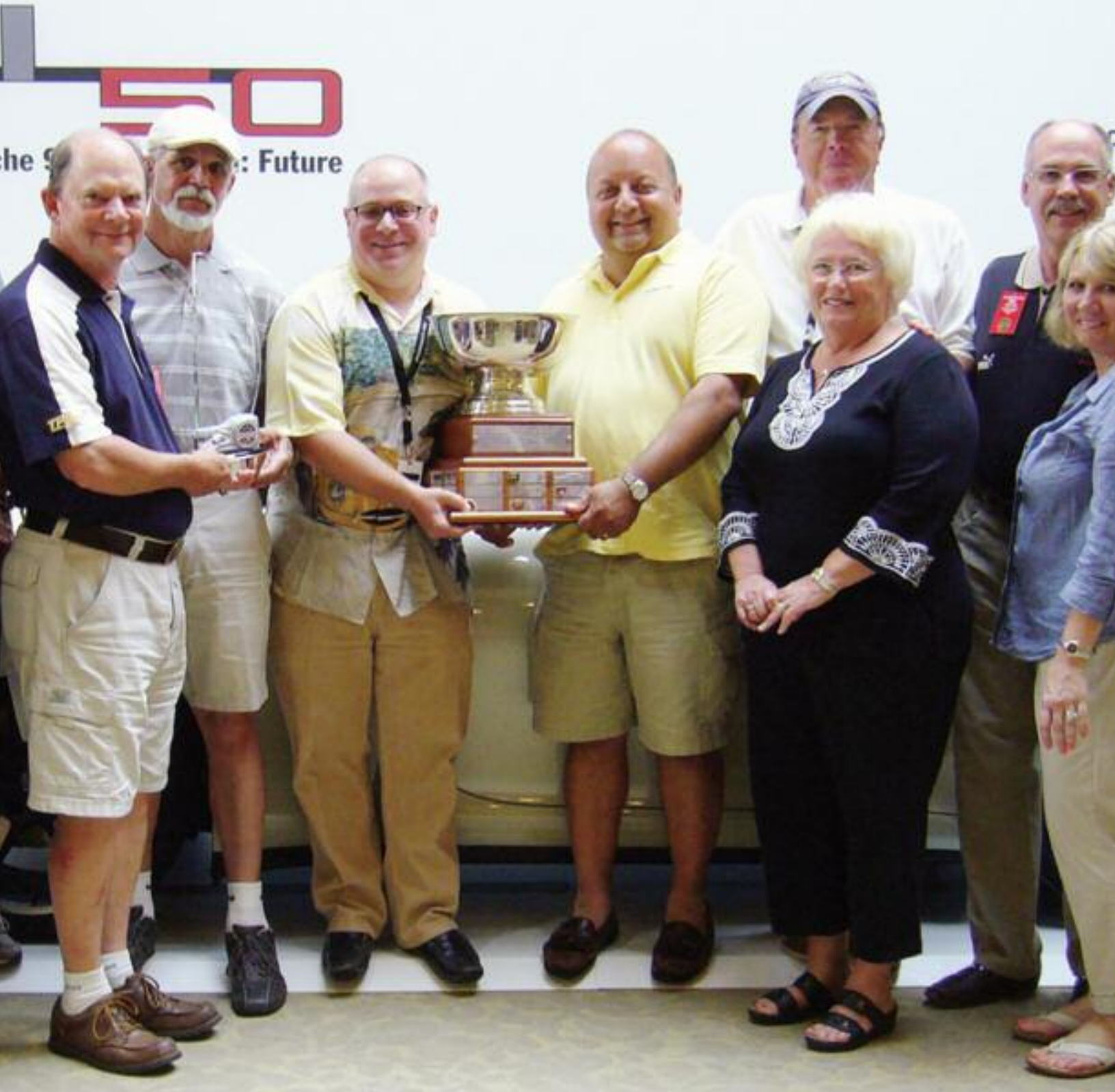


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der Vorgänger

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

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The editor's column A late issue and goodbye

My apologies for what is probably going to be a late arrival for this issue. We had terrible, terrible computer problems that put us weeks behind in assembling this issue. If you've ever had a crash that wiped out your operating system, along with files, e-mails and address lists completely disappearing despite thorough backups you know what we've been through. I've spent hours and hours on the phone that has given me several new BFFs—one of whom is somewhere in India, I'm sure. But the August issue is now done and off to the printers. If it does arrive truly late in your mailbox, we can always blame the postal service.



Richard Curtis

As many of you have heard, I've submitted my resignation effective with the December issue. President John Eberhardt is currently searching for a new editor; if you're interested in this rewarding position, please contact him.

It has been a true labor of love for me to serve as your dV editor the past five years. Except for these recent pesty computer problems, it's been just one happy moment after another. Most of all, I've enjoyed meeting interesting people who have interesting cars. I've enjoyed learning more about what rocks your and my Porsche world.

My wife is retiring this year, which frees us to travel together and experience more of what the world offers, including more Potomac activities. Thanks for your friendship and these memories.

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The president's column

25 miles

The theme song for my journey was "Twenty Five Miles" by Edwin Starr. In 10 days of what I called "Living the PCA Dream" I drove over 2,000 miles in my 2001 Boxster S and got a chance to be reminded of what is great about our cars, our country, our neighbors and our club.

My first stop was Watkins Glen, N.Y. to drive and instruct at Potomac's annual Watkins Glen DE.

For those of you who haven't made this trip, you should. The Glen is one of the grand old tracks of America and is not only fun to drive but is set in the beautiful rolling hills of upstate New York with a charming town and great people. I got to sing for my supper with two great students—John Moore and John Hodges—so I managed to pack nine track days into three days! I think the theme song for this part of the trip should be "Still Crazy After All These Years."

At noon on Sunday, with my students soloed, I packed my gear and started the 600 mile drive to Traverse City, Mich. for Porsche Parade. On the way I saw Hobart College, Buffalo, Niagara Falls and got my passport stamped as I transited Ontario, Canada.

I enjoyed meeting nice people along the way both in the U.S. and Canada, the beautiful sunset in Western Ontario and the realization in the customs line at Niagara that the Boxster probably made me the coolest dude at the border. I certainly made an impression on U.S. Customs in Port Huron as I gave the customs officers an impromptu tech talk on the Boxster (much to the chagrin of the other people in line).

Well, the map said a nine hour drive, but it turned out to be more like

12 when you factored in the border crossings, gas stops and pit stops (I wasn't going to hold it for nine hours!). As I drove through West Branch, Mich. listening to "Midnight Train to Georgia" at midnight, I did question my own sanity for a moment. But I finally made it in at 1 a.m. and two great friends, Fred and Starla Phelps, were kind enough to be waiting for me with a Scotch in hand to welcome me to my first Porsche Parade.

Parade was a blast. If you haven't done one of these, you need to. Starla Phelps co-drove with me in my first Time-Speed-Distance Rally. I found out that I actually am a pretty decent autocrosser, saw old friends, made new ones and got to see the beautiful country of Northern Michigan.

I also got to bring home some pretty neat stuff—but there is another article in this dV about that! On the way home, I stopped off and stayed at a friend's winery outside of Dayton, Ohio. What beautiful country, with wonderful people. Driving home to Virginia the next day, I stopped for

gas in Zanesville, Ohio (with my Parade numbers still on) and got a lot of interest at the gas pump: "Do you race it?" "I sure do!"

What a beautiful place we live in, with such great people. I am glad to be home and won't be doing a drive like this for quite a while. But long journeys like this give us a chance to be reminded of all that is good and beautiful in our world and helps us to appreciate just how lucky we are for the people we love in our lives. Here's to falling in love all over again!

Another story and photos on Page 22.



John Eberhardt

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Potomac's 2013 calendar

The information below is accurate as of date of publication. However, circumstances may change through the year. You're advised to check Potomac's website — www.pcapotomac.org >

Calendar > Potomac Calendar and/or www.pcapotomac.org > Programs for further information and the most up-to-date information. This calendar in *der Vorgänger* will be updated

each month through 2013. Details on the monthly brunches and event contacts are listed below. A listing of Program Chairs is below.

August

3: Centreville, Va. brunch.
3: Driver Education tech inspection day. 9 a.m.–2 p.m. Location TBA.*
9–11: PorscheFest, DE + Autocross No. 5 on July 10 + Rally, Summit Point (WVa.) Raceway.
10: Arlington, Va. brunch.
17: Glen Echo, Md.

brunch.
17: DE tech inspection day. 9 a.m.–2 p.m. Chapman Auto Werks, 22854 Bryant Court, #103, Sterling, Va.*
24: Drive 'n Dine drive-in movie, Essex, Md.
31: **Concours, Gathering of the Faithful, Reston Town Center, Va.**

30–Sept. 1: DE, Virginia International Raceway, Alton, Va.

September

Aug. 30–Sept. 1: DE, Virginia International Raceway, Alton, Va.

6–8: Drive 'n Dine, The Homestead, Va.
7: Centreville, Va. brunch.
14: Fall High Performance Driving Clinic, Summit Point (WVa.) Raceway, Jefferson Circuit.
14: Arlington, Va. brunch.
21: Glen Echo, Md.

brunch.
21: Club picnic, open board meeting. Location TBA.
27–29: PCA Club Race, Summit Point (WVa.) Raceway.
28: Oktoberfest, Lovettsville, Va. Drive 'n Dine, concours, rally.
28: Wings & Wheels, Leesburg (Va.) Airport.

October

5: Centreville, Va. brunch.
5: Drive 'n Dine, winery.
6: Autocross No. 6, Bowie (Md.) Baysox Stadium.
12: Arlington, Va. brunch.
19: Glen Echo, Md. brunch.
19: DE tech inspection day. 9 a.m.–2 p.m. Auto Sportsystems Group, 2810-F Dorr Ave., Fairfax, Va.*

19: Drive 'n Dine Fall Foliage trip.
19: Gold Cup.
25: Volunteer Appreciation Day. Summit Point (WVa.) Raceway. Main course.
26–27: DE, Summit Point (WVa.) Raceway. Main course.

November

1–3: Drive 'n Dine trip to N.C. Museum of Art, Raleigh,

Potomac monthly brunch locations

Potomac breakfasts and/or brunches are an excellent way to (a) have a meal; and (b) make new Porsche friends or renew friendships with old friends. Meetings are low-key with no agenda.

Virginia: first Saturday of each month, 11 a.m. to 1 p.m. City Grille, 10701 Balls Ford Road, Manassas, Va. 20109.

Virginia: second Saturday of each month, 10a.m. to noon. Thirsty Bernie Sports Bar & Grill, 2163 N. Glebe Road, Arlington, Va. 22207.

The Maryland breakfast is the third Saturday of each month from 11 a.m. to 1 p.m. at the Irish Inn, 6119 Tu-

lane Ave., Glen Echo, Md.

• • •
For more information, contact John Magistro or Mia Walsh at membership@pcapotomac.org

Program chairs

Autocross: Gary Baker, autocross@pcapotomac.org
Club Race: Starla Phelps, Fred Pfeiffer, clubrace@pcapotomac.org
Concours: Ron Davis, concours@pcapotomac.org
Drive 'n Dine: Andrew Fort or Claude Imbt, driveanddine@pcapotomac.org
Driver Education: Alan Herod or Bruce Dobbs, dechair@pcapotomac.org
DE Tech: Dave Diquollo or Dave Riley tech@pcapotomac.org
Rally: Linda and Craig Davidson, rally@pcapotomac.org

N.C. Special historic Porsche exhibit plus a private collection of Porsches and a Cars & Coffee event.

2: Centreville, Va. brunch.
3: Autocross No. 7, Bowie (Md.) Baysox Stadium.
9: Arlington, Va. brunch.
16: Glen Echo, Md. brunch.

December

7: Centreville, Va. brunch.
7: Annual officer election

+ open board meeting. 11 a.m.–1 p.m. Location TBA.
7: Holiday party, Clyde's, Bethesda, Md. 6 p.m.
14: Arlington, Va. brunch.
21: Glen Echo brunch.

*Tech inspections open to all members

Free DE tech inspections are designed to accommodate DE participants. Participants' cars in the Green, Blue and White groups must have a tech

inspection by an approved inspector prior to every event.

However, tech days are also available to non-DE participants on a first-come, first-served basis. You car will be put on a lift and inspectors will look over your car, inspect the brakes, steering and other suspension components. It's an excellent opportunity to inspect a part of your car you don't normally see.

Cars 'n coffee gatherings

Fair Lakes, Va.

Sundays, roughly 8:30–10:30 a.m., Fair Lakes (Va.) Starbucks for coffee and cars is the site, 12599 Fair Lakes Circle, Fairfax, Va., just off Interstate 66 at exit 55B. Don't look for many cars if the weather is inclement.

Hunt Valley, Md.

Saturdays, 8–10 a.m., Hunt Valley Towne Centre @ Joe's Crab Shack, 118 Shawan Road, Hunt Valley, Md. Many, many cars of all types.

Burtonsville, Md.

Sundays, 7:30–10 a.m., "Church of the Holy Donut,"

Dunkin' Donuts, corner of Routes 29 & 198, Burtonsville, Md.

Great Falls, Va.

Saturdays, 7–9 a.m., Katie's Cars & Coffee in Great Falls, Va., 760 Walker Road, Great Falls, Va. This is perhaps the premier gathering of interesting cars in the D.C. area, but be there early, like 7 a.m. If you're much later than that, parking can be difficult. Literally dozens and dozens of interesting cars. The coffee and food at Katie's are also tasty.

Don't look for many cars if the weather is inclement.



Photo by Richard Curtis

A nice '87 Targa (note the vanity license plate) graces the parking lot on a recent Sunday cars & coffee event near Fair Oaks Mall, Va.

New Potomac members & anniversaries

June 2013 new members and transfers

Mark & Lovada Anderson - 1975 914. Transfer from Shenandoah
 Carlos Aponte - 2003 Boxster S
 Ken Becker - 2013 Boxster S
 Jim Bonfils - 2009 Boxter
 Garrett Chang & Tad Doyle - 2009 Boxster
 Ken Corbin - 2010 911
 Lucho De Lucio - 2013 Boxster S
 Stephan Dyson - 2000 Boxster
 Paul Fogleman - 2005 Boxster
 Duane Gassman - 1985 911 Targa
 Robert Green - 2008 911 Turbo. Transfer from Carolinas
 Brandon Jones - 1990 911 cabriolet
 Carol & Joseph Jones -

2011 Cayenne
 Charles Juckett - 1993 911 C2. Transfer from Suncoast Florida
 Meredith Kennedy - 2008 Cayman S
 Terry Kraft - 1987 944. Transfer from Northeast
 DJ Kim - 2013 Panamera
 Harrison Lewis - 2014 Cayman S
 Dave Lueders - 1989 911
 Rajive & Ashwin Mathur - 2009 911
 Bill McAfee - 1998 Boxster
 Joel & Suellen Newman - 2007 Carrera cabriolet. Transfer from Chesapeake
 Keith & Maryellen Noreika - 2013 Cayenne
 Keith Persson - 2011 Panamera
 Roy & Corrina Quader - 2008 911 Turbo cabriolet
 Jason Schad - 1989 930

Roger Schwartz - 2001 911
 Berk Shervin - 2013 911
 Ron Shurie - 2004 928S. Transfer from Chesapeake
 Timothy Staley - 2006 Boxter
 Greg Stuart & Gregory Stuart - 1963 356
 Jay & Christine Sweet - 1999 Boxster
 Jim Vasselli - 2007 997 Turbo. Transfer from Delaware
 Michael Weeldreyer - 1987 944S. Transfer from San Diego
 Thandi Young - 2003 Boxster
 Jay Zeiler - 1991 911

July 2013 Anniversaries

45 years
 Robert Birkland
 John Geissler

40 years
 Grant Crowder
 James Evans

30 years
 Omar Ahmad

25 years
 Gary Baker
 Thomas Barns

20 years
 Michael Edrington
 Michael Gonzales
 Michael Greenbaum

15 years
 James Henry
 George Herrmann
 Gunther Imer
 Timothy Johnson
 Eli Kimel
 Charles Mandolia

David Margulies

10 years
 Andrew Murray
 James Obst

5 years
 Richard Rauch
 Carlos Roberts
 David Ross
 Peter Simon
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In search of lower oil temperatures

By Jim McLeod
for *der Vorgänger*

This article discusses the installation on the engine of a modified intermediate flange for the oil filter. The engine is a 2.0 liter Type IV “Euro” D-Jet installed in a 914 that sees some DE and autocross use.

The engine is described as “Euro” because the compression ratio is that of the 914 delivered in Europe (8.0:1) compared to the ratio of the 914 delivered in the USA (7.6:1). The Euro ratio is easily obtained by installing a piston set. D-Jet, or D-Jetronic, is the stock electronic fuel injection system for 1.7 liter and 2.0 liter 914 engines for model years 1970–76.

The car was driven in DEs with the stock engine-mounted oil cooler only. Oil temperatures were quite high when measured after a DE session—as high as 250° when measured using an analog dipstick thermometer from Mainly Custom by Design.

When delivered after purchase, the car had a front-mounted auxiliary oil cooler connected to a “sandwich” adapter with thermostat control mounted between the intermediate flange and the oil filter.



Figure 1: Earle's sandwich adapter with thermostat mounted on intermediate flange

After the observation of the high oil temperatures, the sandwich adapter was installed and the auxiliary oil cooler was connected to the adapter. Even after the aux oil cooler was connected, oil temps were still too high.

After a DE session, I felt the aux cooler and it was

cool to the touch, making me suspect some blockage was preventing the hot oil from circulating in the cooler. The aux cooler and hoses were checked for restrictions, but none was found. This condition was discussed with the Potomac 914 model expert, Ray Plewacki of Auto Sportsystems Group (ASG), who explained that the hot oil was not circulating in the cooler because of a pressure-relief valve in the intermediate flange.

The stock flange has a ball-and-spring relief valve so that in the case of a clogged oil filter, oil would still circulate through the engine, bypassing the filter through the relief valve.

Figure 2: Intermediate flange with ball and spring relief valve and oil filter

The back pressure of the aux oil

cooler circuit was such that the hot oil was circulating through the relief valve. The solution would be to replace the relief valve in the intermediate flange with a block-off plate to cause the oil to circulate through the cooler.

A plate was purchased from ASG, and a spare intermediate flange was taken to Rod Rowland, a 914 owner and friend who is the director of engineering at MATSYS, Inc., and is also the can-do-anything of the company. Rowland machined and installed a plate into the spare flange.

Figure 3: Intermediate flange with plate installed

Installation of the flange required removing the stock engine-mounted oil cooler, since the top mounting nut is blocked by the cooler.

Removing the cooler required removing the fan housing. Removing the fan housing required removing the crankshaft-mounted cooling fan. Maybe you can see where this is going.



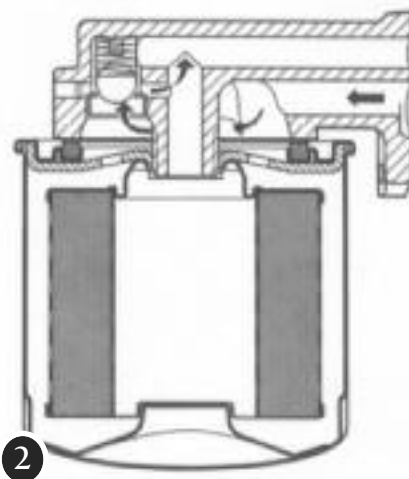
While the more knowledgeable and skilled might be able to do all this with the engine installed in the car, it was decided to do the work with the engine removed, since other work, including a valve adjustment and general cleaning, would be easier without the engine.

On a 914, the engine and transmission can be removed as a unit, which I was able to do with a single floor jack.

Over the course of several days, after work and in spare time, the intermediate flange was installed. After the drive

to the tech inspection for the Shenandoah track event, the aux oil cooler was warm to the touch, which indicated to me that the modification was successful. The car has not been tracked yet to see how the modification affects oil temps after track usage.

Thanks to Ted Speck, another 914 owner who also lives in Vienna, Va. for his help in installing the engine.



DIY

Working on your car should be approached with all due caution and with safety foremost in mind.

Share your own do-it-yourself stories with dV readers by sending an email to dveditor@pcapotomac.org. A high-resolution photo will be necessary also.



Potomac Region swarms at 2013 EuroSport tour

By Kevin Sims
for *der Vorgänger*

The Founders' Region, Potomac attended the 2013 EuroSport DC tour in force. The European car tour in early June had 125 cars participating with about half of the cars being Porsches ranging from 997 Turbos, 997 GT3s, 996 Turbos and classics such as 930 Turbos, 911 Carreras and a couple of 944 Turbos.

Porsche left a strong impression on the multi-marque European car event.

The group of Ferraris, Lamborghinis, Porsches, Maseratis, Aston Martins and Lotuses met at Seneca Creek State Park in Maryland for breakfast and then departed on a 2½ hour tour of the Maryland countryside.

The roads involved many curves and elevation changes and included picturesque views of Maryland's horse farm community. At the halfway point, the group stopped at Manor Tavern in Monkton, Md. for a pit stop to witness the beauty of the surrounding horse farms.

The event's tour route was lead by Valentino Balboni, a noted test driver, in a Lamborghini provided for him, the Balboni edition Gallardo LP550-2. Valentino departed the pit stop later than most, giving people the opportunity to run alongside him on the route.

Many Porsche drivers ran next to him giving the thumbs-up while revving their engines. Along several stoplights, Porsches pulled up next to him taking pictures and talking to him. On this day, everyone involved shared in the camaraderie of European car pride.

The tour ended at Martin State Airport 10 miles north-



east of Baltimore. There was a display of classic fighter jets provided by the nearby Glenn L. Martin Air Museum.

Event participants enjoyed a BBQ lunch, swapping tour route stories with fellow exotic car owners and climbing into the cockpit of fighter jets.

At the airfield, Balboni gave a talk about his experiences with Lamborghini. XCOR Aerospace introduced their company's LYNX sub-orbital spacecraft concept. The 2013 EuroSport DC event was a huge success and the PCA's Potomac region was enormous part of it.

Photo by Jon Squire

Eric Prexus with his slant nose 911 drove the roughly 80-mile EuroSport tour through the Maryland countryside.

Stephanie Anderson displays one of artist Kelly Telfer's prints made from the painting on the easel while Telfer looks on. The print depicts Bruce Anderson's silver Speedster with his 1964 SCGT coupe in the background.



Saying goodbye to a true Porsche legend

The Canepa museum is dedicated to the spirit of automotive competition and the celebration of engineering excellence. On display are a broad spectrum of racecars and motorcycles from the golden age of motorsport to modern times. The museum showcases examples from multiple disciplines with everything from Can-Am to NASCAR, sprint cars to Le Mans.

Canepa Design is located at 4900 Scotts Valley Drive, Scotts Valley, Calif. 95066. The Canepa Motorsports Museum is open Monday–Saturday 10 a.m.–4 p.m. and is free to the public.

Story and photo by Dan Rowzie for *der Vorgänger*

Bruce Anderson passed away in February. While family memorials have been held, the memorial this spring was for us, his Porsche friends, to pay tribute. Anderson was a Porsche technical guru, a PCA senior technical editor, *Excellence* magazine columnist and author of the *Porsche 911 Performance* handbook.

I would like to share my trip with you. First, it was not sad! Bruce loved good wine, jazz, Porsches and cats. We had excellent wine and a fine quartet playing some fine jazz. Surrounding us at the Canepa Design's building were some of the best Porsches in the world. Thelonus and Mingus, Bruce's two cats, were at home.

Bruce Canepa's place in Scotts Valley, Calif., midway between San Francisco and Monterey, was the perfect site for this celebration. After saying hello to Stephanie, Bruce's widow, and signing in, it was off to admire the cars in the Canepa showroom.

Mixed in with fine collector cars was a 1940 19-foot Chris Craft runabout, a 1951 Vincent Black Shadow motorcycle and the 1932 Ford highboy street rod roadster. It was more museum than automobile showroom.

The second deck did house a museum. All of Canepa's former race cars—and there were many—were on display. There are an RS Spyder, two 917s, a 934 and a 935 all veterans of hard-fought battles on the world's best known

tracks.

Canepa's cars represented all facets of racing. There are dirt track cars, drag racers and the twin turbo 911-powered sand rail that came close to setting a record at the Pikes Peak hillclimb.

Behind the showroom, the immaculate shop was set up with rows of chairs and a podium. Betty Jo Turner, former editor of PCA's *Panorama* and husband and photographer Leonard Turner, gave brief, moving and funny tributes to Bruce.

Bruce's good friend, PCAer Bill Patton, swears that he never discussed Porsches with Bruce, only jazz. His stories of attending various jazz performance with Bruce were hilarious.

Dale Miller, Porsche historian, concluded the tributes. Automobile artist Kelly Telfer presented Stephanie with a painting of Bruce driving his silver 1957 Speedster, with his 1964 SCGT coupe in the background. Telfer will have 911 prints of this painting available.

Another special part of this day was buying print number 714, which is the last three numbers of that old Bay Area autocross/time trial champion, #83714, that's out in my garage.

Thanks Bruce.



Rowzie is a past president of The Founders' Region, Potomac. He lives in Charles Town, W.Va. and was featured in *der Vorgänger* in the November 2008 issue.



Panamera: It feels like home

By Bob Beck

Porsche likes to speak of its DNA.

Study the Porsche family of cars and you'll understand what Porsche's DNA is all about. It's a family of technology, passion and proportion in motion. It is perhaps best said that nothing drives like a 911. If you are going to build the ultimate sports car, it goes without saying that it will be compared to a 911. Introduced 50 years ago, the archetype 911 defines the sports car.

On the other hand if you are going to build an ultimate sports sedan it would typically be compared to an Audi/Mercedes/BMW/Maserati-ish sort of thing. There are a lot of good choices in the luxury sports sedan category — A8, M5, CLS AMG, Quattroporte. At one time it would have been hard to choose, but no longer.

Today there is only one choice and it is unequivocally the Porsche Panamera. It's that good. You simply need to drive it to understand.

As a born skeptic—and a 911 man—I traveled off to sample the new Panamera. As a 911 man I don't do automotive change well. With apologies to Porsche, I haven't even completely accepted the Cayenne.

I have owned or driven every type Porsche made and enjoyed them all, but I'm a 911 man at heart. There is something intangible that gets in your blood with the 911. It is driving perfection.

Now, frankly, my automotive world order has been rocked. A middle-age fog could be clouding my vision but I'm rethinking the whole 911-man thing. Maybe a Panamera could fit in my garage, too? Maybe I'd like to take the wife and kids when I lap the Nürburgring. No, my manhood is not withering as we speak. I am still loyal to the 911 but the Panamera is an amazing car. Perhaps it's even worthy of consideration as the perfect Porsche.

The technology and numbers of the Panamera have been well documented by now. It brings a lot to the game with an efficient direct-injection engine mated to a smooth seven-speed PDK transmission with all of the suspension and engine tuning buttons one could dream of located on the center console.

S and 4S versions sport a 4.8-liter, 400 hp V8 engine, while the Turbo version pumps out a conservative 500 hp to all four wheels. When the launch control feature activates, it's nothing short of amazing. Prices range from \$90K to over \$130K.

All this tech goodness delivers stunning performance. The Panamera Turbo has a Porsche-stated 0-to-60 of 3.8 seconds, only three-tenths slower than the 911 Turbo. The 400 hp normally aspirated Panamera turns in a healthy 5.2 second 0-to-60. Tie this together with the legendary Porsche chassis and brakes and we're off to the races.

But numbers and factoids don't make a Porsche. The roads and race tracks of the real world are where Porsche

Panameras, like most Porsche models, come in a wide variety of flavors from the base six-cylinder car at around \$93,000 to the \$175,000 V-8, 520 hp Turbo S. With all the options checked, the price can rise to over \$190,000.

has earned its reputation.

How does it drive? As expected in a six-figure car, the Panamera is perfect for a long-haul drive in the city or country. The long wheelbase and sophisticated suspension tuning make for a perfect compromise of supple ride and top-of-the-class handling. With its smooth PDK transmission, efficient direct-injection power in the 400 or 500 hp range, it takes off like your favorite executive jet. To complete the experience, Porsche adds to that what it calls an “executive class interior.”

Porsche is extremely good at most things, but they have yet to master Mother Nature. So I tackled Road America in the wet... very wet. An ark would have been more appropriate for the biblical proportions of rain. Chassis dynamics and physics come to play much earlier in this kind of weather. Fortunately, I had Porsche factory driver Patrick Long riding shotgun to help temper my driving skills.

Belted into a six-figure car with 500 horsepower on a wet track I had never driven, Patrick and I paddled up to speed. Once settled into the cockpit, I would have sworn I had jumped into a 911. It felt like home. The cockpit is designed to feel like home for the 911 driver. The power and handling are world-class good. The car feels completely neutral and begs to be pushed hard even in the wet.

The steering is precise, but a little numb on feedback compared to the 911, but this is understandable with the large engine up front.

The Michelin Pilot Sport PS2s offered amazing grip as I found out when I unleashed the 500 hp Turbo on the back straight. The thrust was astonishing. The only thing that felt out of sorts was the sweet engine sound coming from the wrong end of car. Oh well, lots of Le Mans winning cars have had the engine up front.

The Panamera looks like a Porsche and one must see it in person to judge how well form follows function. My experience is that when you see it and drive it at speed that the Panamera morphs into a thing of absolute beauty.

The most important design feature of the Panamera is the interior. Fittingly, this is the first Porsche that focuses on passengers as well as the driver. It is a unique interior synthesis between sports car and luxury sedan.

It is a distinctly Porsche interior with a splash of English-like coachwork and luxury to boot. This the most luxurious interior seen from Stuttgart. Four things immediately stand out: the ascending center console, reminiscent of the Carrera GT; the four individual seats, all 911-style sport seats for great support; the amount of space in the rear, where even taller passengers will find plenty of legroom and headroom (with room for those well over 6 feet tall); and the versatility of the luggage compartment, thanks to the folding rear seats.

The driver feels coddled by all the dynamic features of the Panamera interior—seat position, pedal placement, instrument panel and so on. Fortunately, the dynamic luxury the driver feels is shared with all the passengers; the experience is indistinguishable from one seat to the next.

The center console extends into the rear seats, so the rear passengers can access their individual gadgets for climate control and seating options.

I sense a paradigm shift coming and it is the Panamera. Perhaps this is the first archetype for the super sedan. Porsche definitely built a better sedan and in the process they may have built one of the best Porsches ever. Sixty plus years ago, Dr. Ferry Porsche built the car he wanted and the world loved. Now Porsche has built the car you and your family will want.

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Luxurious trip to Nemaacolin, Fallingwater

By Chas Roscow
for *der Vorgänger*

Frank Lloyd Wright once said, “Give me the luxuries of life and I will willingly do without the necessities.” I had never been to Nemaacolin Woodlands Resort before, but I figured the three-hour ride from the D.C. area to the mountains just south of Pittsburgh would be a gas. Plus, I was itchin’ to attend a PCA event that lasted longer than a few scones and lunch in Glen Echo, Md..

A quick eyeball of the Nemaacolin website revealed endless activities. I thought to myself: “Sporting clays, driving a Porsche through the mountains and a cigar bar?”

My testosterone level was rising. Within 60 seconds of reading, I knew I wanted to sign up for this event. I quickly summed up the pros and cons of which car to take. Now, understand that I am a man with 997 or 991 tastes, but I have a budget that only affords me the luxury of an old but reliable 993 C4 or my reproduction (a fancy word for “fake”) 550 Spyder. Tough call.

I envisioned the roar of the air-cooled 993 engine that sounded like a single-prop plane, its 18-year old bones gripping the pavement, keeping up with the newer 911s or the more nimble mid-engine Caymans and Boxsters. But wait! I thought. The forecast was just right for the 550 Spyder. She’s topless and only 1,200 lbs. And her mid-engine stance and nostalgic race pedigree could turn heads as well as bent roads even if she was not one of the original 96 Spyderys ever produced. Plus, the open air is pure therapy. Ask any Boxster owner.

I clicked through the rest of the website. Spa-treatments, shopping, nice restaurants, pet friendly, a pool, ac-



tivities for kids, pony rides and a real zoo? The testosterone quickly melted into family-man ointment.

Over the next 60 seconds, I realized that while my wife would be just fine to see me enjoy Father’s Day doing manly things like firing a shotgun while chomping a cigar and drinking scotch, it would be even more fun to include the whole family.

Without further hesitation, I signed up my wife Wei, Freddie and Jack. That meant we would be driving her

Photos by Jim Albin

Top: The group assembled for a photo.

Above: The author, Charles Roscow, left, met two new friends, Ted and Larry, while shooting clays at Nemaacolin.



Photo by John Eberhardt
Chas Roscow, author of this article, at diner with James and Stephanie Hitt.

2011 Cayenne. Don't get me wrong. The Cayenne is a fine cruise vessel. But that car, loaded with my wife and our 2 ½ and 4-year old sons, is about as exciting to drive as an Olds Delta 88. But looking back, we had a great time. We will remember that weekend for the rest of our lives.

We met up with a group in Frederick. I counted 16 Porsches at this rally point, but there were others. The ride to and through the Pennsylvania mountains was beautiful. I followed a black 993 cabriolet most of the way there, and he and the pretty girl in the passenger seat were loving life. You could just tell. Later on I saw them at dinner. Hard to tell why there were both glowing red. Was it from the excitement of driving a 993 Cab like a bat outta Philadelphia or the sun? But what a sight to see; a long row of Porsche cars floating in rhythm with the rise and fall of the twisting roads. Lots of open fields and open throttle (a few times).

From the moment we stepped foot in the main lodge we were impressed. And the rooms were superb. I read that the ornate French-inspired décor was patterned after the famous Ritz Paris.

As their brochure says: "The Chateau Lafayette" features a grand reception lobby, Tea Room, Cigar Bar, Hardy and Hayes Jewelry Store, Chateau Signature, an upscale clothing boutique and Nemaacolin's Forbes Five-Star and AAA Five-Diamond fine dining experience, Lautrec.

The Chateau also features some exquisite pieces from the \$45 million Hardy Family Art Collection. And that is

just for starters.

We also went to the Zoo, spent a sunny afternoon in the festive outdoor pool, enjoyed the vintage-style ice cream parlor, walked around the forest and shot 100 rounds of sporting clays and yes – indulged in a fine adult beverage and enjoyed a fine La Gloria Cubana Robusto for Father's Day. We didn't even get to the horseback riding or off-road jeep adventures offered by the resort. My buddy's wife relaxed with a much-deserved massage at the spa. I hear the home tours were amazing, too.

But despite a world that captured all the beauty man and nature has to offer, from wild animals to breath-taking architecture, not everything was calm and serene.

On Saturday morning, I found myself headed to the forest with two other PCA members named Ted and Larry, for 100 rounds of sporting clays. Both gentlemen were excellent shooters, and blasting clays from all directions (even at you!) seemed fun and easy for them. Ted even held his shotgun at his side while smoking his pipe, then upon his call "on report," our guide hit a button and out came this clay disc about the size of a tachometer hurling through the air. "POWWW" ... Ted's shot turned the clay disc into fragments and dust.

He also had a way to make a person feel welcome and at ease. He encouraged me to relax and have fun. Larry was an excellent shot too. I had not held a shotgun since high school. But Ted and Larry patiently gave me a few



Photo by John Eberhardt

Left: Wei Roscow and sons Freddy and Jack enjoy their meal at the Nemacolin Resort.

Photo by Jim Albin

Below: Ann Albin poses in front of Frank Lloyd Wright's most famous house, Fallingwater. The house was aptly named because it was built over the falls of the creek. The house was built in 1936–38 as a vacation home for the Edgar J. Kaufmann family of Pittsburgh. It was used until 1963 when it was entrusted to the Western Pennsylvania Conservancy.

great tips, and I even broke a few clays! What a feeling; like a solid golf shot, or a strike in bowling.

I must admit, I have never heard of a “controlled launch.” And I thought I had expended every ounce of manliness I had in me for two hours out of the barrel of a Beretta Silver Pigeon Over/Under shotgun. But I needed a ride back to the lodge about a mile away. At first, Larry seemed like a gentle man. He was pleasant to talk to, calm, friendly and was so patient with me, a novice. His expert shooting skills were impressive. What a fun person to be with.

Larry drove a stunning 2014 Aqua Blue Metallic Cayman S that offered 325 hp and was capable of going from zero to 60 in 4.4 seconds. I guess I just was not prepared for him to demonstrate that fact.

We pulled onto the street. Larry depressed both the accelerator and brake to the floor. The engine revved. The tach approached the red paint. Then came what will forever be known as the Nemacolin Launch. He let his foot off the brake and in 4 seconds flat that Cayman was in Pittsburg and Larry and me were pulling our heads back from the rear storage compartment. I was shocked. What fun!

I understand why some opt for the PDK over the manual tranny. No human could shift as fast as that mechanical work of art could. No way. Wow, that was a blast.

I thought I was a car guy or something. That 10-second ride scared the living John Wayne out of me and made me cry for my mom. I honestly think it was not Larry's fault. I really believe that Cayman S took a perfectly fine gentleman and turned him into Mad Max on a tardy canon.

I still look back on that day and laugh. Because on one particular Saturday, between the small amount of time between breakfast and lunch, I met two perfect strangers and had one of the best times of my life. Kudos for the people



who organize these events.

And this is what the PCA is for me. It is not just a marketing tagline. It really is about the people. Every minute spent at Nemacolin was fantastic, and each time I attend a PCA event I meet nice people. I look forward to many more adventures with strangers who drive cool cars.



A first-timer's trip to the Glen: Great fun!

By Carol DeZwarte
for *der Vorgänger*

“Look, it’s Dick Seltzer!” I gleefully proclaim to my husband as we drive south on NY 14 Thursday evening after spending the afternoon wine tasting on Seneca Lake. A black Cayenne pulling a car trailer was approaching, and I was beaming over having identified the driver by the car. This is, after all, the fourth step to belonging to the club. The first three being:

- 1) Pay your dues.
- 2) Start volunteering immediately (it’s a great way to meet people!),
- 3) Find a mentor of sorts, someone you click with who is willing to help you navigate events, introduces you to people and kindly responds to all emailed questions, even at 4 a.m. on the way to a DE in Watkins Glen, N.Y.

As the Cayenne drove by us, we saw the trailered car



Top: One major attraction to DE drivers at Watkins Glen, besides the track itself, is the garage area, out of sun, wind and rain.

Above: Gregory Shand drives his car through grid tech at Watkins Glen.

Photographs
by John Walters
for *der Vorgänger*



was blue. It wasn't Dick. Nor was it Ross McNair, my calm and capable instructor for the weekend who also arrived in a black Cayenne. In fact, we never learned who it was. Rookie mistake No. 1: Assuming there's only one driver who is towing his Porsche with a Porsche.

Thursday's car and trailer dropoff at the track, one of many perks of this event, was in full swing. We passed several more trailered beauties on our way back to the hotel.

Friday morning, we arrived early and went through grid

tech immediately (Rookie mistake No. 2: forgetting to bring your helmet to tech), then wandered around the garage to challenge ourselves with how many face-name-car combos we had learned to date.

No one warns you when you join a car club that you don't just have to learn names with faces; you also have to recognize faces by just their eyes in a helmet and be able to identify drivers by the car and number passing you at 120 mph!

Top: Following nose-to-tail through Turn 11.

Above left: Down the front straight headed toward Turn 1.

Above: Bob Piccone drove his 968.



Above left: Sandy Van Leen on track viewed through a chain-link fence.



Above right: The famous track at Watkins Glen, home for many years to the U.S. Grand Prix, now hosts NASCAR and other events, including club events .

Right: David Raznick's 911 gets some help in the paddock.



Below: This article's author, Carol DeZwarte, in a relatively-new-to-her 996. When she and husband went hunting for a Honda, this is what they wound up with.



Another perk of the Glen: The garage is a large, open building with about 30 garage doors and room for an aisle down the middle about 10 feet wide. It is a welcome respite from the sun on sweltering summer days like the one we had, and it provides a shaded area where folks gather to chat and watch mechanical projects with great interest, usually at the same time. We had splurged on a bay at the last minute and would do it again in a heartbeat given the setup of that garage and how it fosters camaraderie.

I was so nervous in the drivers meeting I could barely stand it, but nerves were quickly replaced with concerns about animals and food on the track (which I've learned we call "lunch"). I don't know what "gators" are unless they're clothing or reptiles; never heard of Armco; certainly must have misheard what I thought was mention of a meatball flag, and pretty sure I'm gonna die if the space between the barriers on the bridge in The Esses is anywhere near as narrow as the instructors were implying.

By the time the Green group's first run came along, I'd already had plenty of folks tell me not to worry if, after my first run, I was too discouraged about faring poorly on the track and thought perhaps this wasn't right for me. They said many people feel that way. Ready for sucking, I climbed in and headed out.

My first lap maximum speed was 75. I think I heard Ross make a mental note to request someone faster for his next student. The biggest mistakes I made were when other drivers came up behind me quickly and I got nervous about holding them up. For me, this was the hardest part of the weekend: Handling the constant stream of cars cruising up behind me. I tended to be worried about slowing them down, which moved my focus away from driving and caused mistakes.

Friday ended, and I thought I'd had a pretty good day. Not cocky, just feeling like this was a lot of fun. I can't wait to keep learning and driving more. At the end of Friday's last run, my instructor turned to me and said, "Well, I can tell you that I feel extremely safe in the passenger seat."

Yes, logically, I know this is a good thing and I want my instructor not to turn tail and head to the DE chair begging to take me off the track. But... do you know that moment in Disney's "Alladin" when the genie is trying to help Alladin compliment the princess, and Alladin can't think of a word to use? He comes out with, "You're very... punctual!" I think the genie in my car just called me punctual.

Tomorrow, I will be punctual, AND I will drive better.

Saturday morning arrived several hours before we were ready to wake up. At the track, I wandered over to help at grid out. Almost held up a red/black driver because he didn't have a "Saturday" Tech sticker. He pointed at his instructor armband and said "Instructor!"

I'm thinking, "Umm, so what?" Rookie Mistake No. 3: Don't even THINK about holding up a Red/Black driver because the tech sticker isn't there. No one told me instructors are exempt from daily grid tech! Volunteering at grid out is a great way to work on that fourth membership goal: Start to marry eyes and helmet combinations to cars, car numbers and names. I highly recommend it.

Back in the car, I soon learned everything I need to know about playing poker with my instructor: Drive a good line into a turn and he would let out a soft chuckle. Too hot and you get a "whoa whoa" and a hand gesture.

By the end of the first day it was starting to make sense, and I was finding value in listening for both the car's tells and Ross's. I learned it's okay to have my everyday street tires squealing at me, and that I will not be the only one leaving the track drenched in sweat. Also, when you take your car on the track drops its mileage by about 60%. I'm going to have to make a list of things people don't tell you before your first DE, which will include how many times the car needs more fuel!

I learned that a proper Green group way of handling Turn 1 at the Glen goes something like this in your head:

"At the 400 foot marker: gas. 300: gas. 250: oh crap, gas. 225: Don't let up. I'm gonna die. 200: Waitforitohmygodimgonnadie. 170: brake HARD. Turn in. THUMP THUMP THUMP my street tires aren't happy with that! Apex. Floor it. Listen for instructor's chuckle."

The whole weekend went by in a flash. Friday night's track walk was eye-opening. The elevation change on the track is so different from what it feels like while at speed—even Green group speed! I soaked up all the advice I could from my instructor, whether in the driver seat or by noting his lines and braking patterns when he took me out.

Rookie Mistake No. 4 occurred on the first ride along. Midway through, because I wasn't used to the hard braking and high speed turns, I began to feel nauseated, spending the second half of that run only thinking "Don't puke in his car! Don't ask him to pull over so you can puke. Don't be THAT noob." Proud to say that got better by Sun-



day, too.

Throughout the event, my better half, John, also a rookie, was getting hundreds of photographs of the weekend to share with all of you. Instructor Ross complimented me on my pit crew, and I acknowledged I had the best one there! So, for those of you who wonder why the club photos of DEs and AXs this season have too many shots of the new girl in the 996 who still has a lot to learn, now you know. The photographer is biased.

As a social event, we were thrilled with the outcome. We are fairly (okay, ridiculously) nerdy and antisocial, so I was nervous about no one talking to us because no one knew us. Shouldn't have been. Even though we were at the end of the garage near a couple of empty bays, the gents nearby were as welcoming, friendly and supportive as you all know Potomac's members are.

They were generous with lending a hand, an ear, a suggestion or even tools. Not to sound like a broken record with other recent articles here, but the cars wouldn't be half as much fun if the people weren't also so great.

Things I think are critical for a great weekend at the Glen if you're a beginner:

- Rent a garage stall for the weekend. Keeps you out of the sun and in the loop.
- Budget fuel fill-ups into the trip plans so you don't have to remove money from the wine-buying plan.
- Take advantage of any time on the track you can get, to include the track walk and getting ride alongs with your instructor.
- Don't try to stop an instructor from getting onto the track because they're missing a sticker from 2nd or 3rd day Tech.
- Work grid-out at least one day.
- Bring a decent tire gauge. Or make friends quickly. The \$4.99 version doesn't cut it.
- Catch up on sleep beforehand. You'll be too hyped up and having too much fun to sleep during the weekend!

Jonathan Van Hise's dad, Tim Van Hise, changes tires on his son's 944 in the garage at Watkins Glen.



Potomac wins Region of the Year; other trophies

By John Eberhardt
for *der Vorgänger*

I just got back from an amazing journey across America, the centerpiece of which was Porsche Parade in Traverse City, Mich. Nine hundred miles in each direction and about three hundred miles while there. With about 800 PCA members, 700 Porsches and seven days of fun in a beautiful setting along the shores of Lake Michigan.

If you have never been to a Parade before, you need to go. Imagine almost all club activities (tours, rallies, autocross, dinners, DE, concours, tech sessions) packed into seven days—that's Parade.

While there, I had the pleasure of participating in almost all of those (autocross, TSD rally, tech quiz, tours, tech and dinners) with results that may not have put me in the top but were certainly respectable showings for a newbie! I wasn't the only newbie at Parade, and I wasn't the only one competing.

Let's start with a list of Potomac members and friends who made it to the 2013 Porsche Parade: Dan and Gail Dazzo, Fred and Starla Phelps, Gary and Ann Chevalier, John and Muriel Ogilvie, Bob and Christine Schmitz, Dave and Carol Shivers, Bruce and Virginia Bade, Kevin and Cindy North, Rick and Patsy MacInnes, Ellen Beck and Bob Gutjahr, Ron and Linda Gordon, Stephen and Lynn MacKellar, and Brad and Casey Russell.

So how did we do in competition? Well, pretty darn good! Two members, Dan Dazzo and Bruce Bade, took first place finishes in the concours on Monday, Dan Dazzo took a first place autocross finish, and I took a fourth place autocross finish, honorary members Ellen Beck and Bob Gutjahr took first place finishes in the tech quiz and concours, and most exciting of all—Potomac was awarded the coveted Ferry Porsche Trophy for Region of the Year! Many



Photo by Bill Simon

Above: Showing off the Region of the Year Trophy and Ferry Porsche Cup. (l to r) Bob and Christine Schmitz, Dave and Carol Shivers, Gail Dazzo, Ellen Beck, Bob Gutjahr, Starla and Fred Phelps, Dan Dazzo, John Eberhardt, PCA National President Manny Alban, Ron and Linda Gordon, Rick and Patsy MacInnes, and Muriel and John Ogilvie.

Photo by John Eberhardt

Above left: Starla Phelps with new friend Carl Armand from the Chicago Region.

Left: Gary and Ann Chevalier show off the banana that Gary won at the Parade Volunteer's Lunch.

thanks to all of our volunteers, chairs and members who have made Potomac the Region of the Year!

In addition, in Zone 2 Sherry Westfall (Shenandoah president) was awarded Enthusiast of the Year and First Settlers Region won the Community Service Award. What a great outcome! Next year's Parade is in Monterey, Calif., and I for one will be there with better tires since I intend to finish third or better in the autocross!

Annual Potomac picnic set for Sept. 15



2012 photo by Rob Bobbitt

Plenty of food and Porsche fellowship marks the annual Potomac club picnic.

The Potomac Region Picnic is back. The picnic will be held at Fort Hunt Park, Va. Located on the lovely George Washington Parkway about six miles south of Old Town Alexandria, Va. near Mount Vernon, Fort Hunt was originally part of George Washington's Mount Vernon estate.

The menu will feature grilled Nüremberger-style artisanal Bratwurst sausage, burgers, sides and desserts. Local micro-brewed beer and sodas will also be available.

The sausages and burgers are handmade at Society Fair in Old Town Alexandria (a "must stop" for meat aficionados.)

In addition to the fantastic food, participants may park their car in the "wash and shine" car show in the parking lot set aside for Porsches. There will also be games and other diversions.

The picnic will be held on Sunday, Sept. 15, 2013 from 11 a.m. to 4 p.m.

Located at the Fort Hunt Park, Picnic Area B, there will be Porsche-only parking and a covered shelter.

Payments may be made through the Potomac PCA online reservations (look under Programs>Drive and Dine>Registration>

https://pcapotomac.org/index.php?option=com_dregister&Itemid=82

Adults are \$18; children under 12, \$5. Registration is required by September 10. Coordinator: Mike Budinski, 202-596-0437.

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Open quarterly board meeting well attended

Once every quarter, the club holds an open board meeting so that every member can see how the sausage is made. Here's an account based on the official minutes of the meeting held on June 8.

The meeting commenced precisely at 2 p.m. (as advertised) and ended precisely at 3 p.m. The meeting was preceded by a buffet lunch.

Those present included club Vice President Howard Hill, who chaired the meeting in the absence of President John Eberhardt. Also attending were Past President Dick Seltzer, Treasurer David Dean, Secretary Michael Handelman, Social Chair Annabelle Alvi, DE Tech Co-Chair David DiQuollo, *dV* Editor Richard Curtis, Rally Chairman Gary Baker, Webmaster Ken Harwood and several additional members.

Howard Hill opened the meeting with a show of appreciation to Charlie Murphy and InterSport for hosting that day's activities.

Murphy announced that Potomac's Starla Phelps had just published a special quilting calendar that is available for sale (proceeds will go to charity). If interested, contact Starla directly at Starla@pcapotomac.org.

The minutes from the March 30 meeting were approved.

Treasurer David Dean reported on the financial health of the club, which is in good condition with approximately \$65K in hand. He announced that all programs were currently breaking even and were meeting their goals.

Membership: Michael Handelman reporting for Chairman John Magistro, said that membership at 2,334 remains the largest in PCA.

Concours: Dick Seltzer, reporting for Chairman Ron Davis, said that the club had just completed the Deutsche Marque Concours that celebrated 30 years of the concours. This year's concours called special attention to the 50 years of 911s. There were over 100 Porsches at the event.

Autocross Chairman Gary Baker said that the most recent autocross on Memorial Day weekend had 78 participants. The event was actually over

capacity, but the team was able to pull off a fun event. Baker announced plans to do an autocross for charity on Oct. 6 with more details to follow.

Dick Seltzer reported that the club had a successful **Drivers Education** event in early June at Summit Point's Shenandoah circuit along with one at Mid-Ohio.

Drive 'n Dine: Howard Hill reported that the polo events sponsored by Porsche of Tysons Center are starting up for the year, and the next D 'n D will be the Fallingwater trip in June. The Homestead trip was approved by the executive committee and is advertised on the web and in *der Vorgänger*.

Social: Annabelle Alvi is already planning for the dinner at PorscheFest. After that will be the annual picnic and a holiday party.

der Vorgänger editor Richard Curtis said he will be stepping down as the editor of *dV* after this year, and the club will need to find a replacement. All gave Richard a round of applause for his excellent stewardship of the magazine over his tenure. Anyone interested in taking over as chief editor should contact John Eberhardt at president@pcapotomac.org.

Sponsorship and Public Service: Howard Hill announced that a special day with "children at risk" of Stafford County would be held at our next Summit Point DE. Chip Taylor will be leading the event in which we hope to buddy up the kids with several drivers for a few hours of mentoring and education. We will also have a lunch and parade laps for the kids.

The Virginia Tags program was presented. We have 125 pre-paid applications and we need another 175 to make it happen.

Webmaster Ken Harwood said the main web site has been quite stable and hasn't required much attention. The club will be looking for help of a web designer in order to update or replace the existing template so that we can migrate to the latest version of Joomla.

There was no new business and the meeting was adjourned. The next open meeting is scheduled for Sept. 21.

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Porsches, polo ponies just seem to go together

Porsches and Polo is back for 2013, with joint sponsorship from Porsche of Tysons and PCA Potomac.

The next Porsches and Polo event will be held Aug. 17 at 6 p.m. at Great Meadow in The Plains, Va. You are welcome to come and enjoy the polo, food and wine as guests of Porsche of Tysons Corner and PCA Potomac.

We will be barbecuing burgers, hot dogs, chicken and veggie burgers. Entry will be at Gate 2 on Old Tavern Road.

To participate, you need to register your car and pick up a Porsches and Polo sticker at Porsche of Tysons Corner on Rt. 7 in Tysons Corner, Va. Just ask at the front desk or see Jim Elefantis.

Additional Porsches and Polo is Saturday, Sept. 7 at 6 p.m.



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November trip planned to N.C. museum for Porsche exhibit

A chance to see significant Porsches

Photos by the NCMOA

By Michael Handelman
for *der Vorgänger*

Above: One of the most dominating race cars of all time, the 1971 Porsche type 917 in Martini Racing livery.

Below: A 1949 Gmund coupe, one of the rarest Porsches, has an aluminum body. About 50 Gmund cars were built and sold from 1948 to early 1951.

Several months ago, I ran across an article describing a special exhibit at the N.C. Museum of Art in Raleigh that would open in mid-October that will highlight some iconic cars from Porsche and private collectors. It seemed to be a tempting opportunity for a Potomac Drive 'n Dine. I mentioned it to several people including our fearless leader, John Eberhardt.

"Great idea," he said. "Can you take the lead?"

I hope that I will not regret that. As part of the discussions with many other Potomac members, I found out from *dV* Editor Richard Curtis that there is also a nearby private Porsche collection owned by the Ingram family (who are also contributing several cars to the exhibit), who would be happy to host us and open the collection.

As my planning began, I quickly learned that on the first Saturday of every month there is a Cars & Coffee gathering in nearby Cary, N.C., that features over 400 cars. A plan started to take shape to see the private collection, visit the cars and coffee event and then cap it off with a tour of the exhibit at the museum.

In addition, we needed a nice place to stay and since this was a one-time event, it had to be special. I was told about the Umstead Hotel and Spa in Cary. According to the marketing literature, "The Um-

stead Hotel and Spa was conceived and built with the muses of Art and Nature. These inspirations paired with impeccable, sincere service should make for an exquisite visit."

Of course, this all sounded great, but I decided I needed to go on a scouting mission to confirm and work out all the details. The earliest I could do this was the first weekend of July, and accompanied by my wife, I have just returned from this mission.

The first thing I did was to wake up early Saturday to head over to the Cars & Coffee. It was impressive with over 400 cars of all models and makes. I saw about 30 Porsches along with other European makes, but American cars were by far the largest numbers.

After that, my wife and I headed over to the Museum of Art to see where the main exhibit of notable Porsche cars would be.

This will be a special exhibit curated by automotive historian Ken Gross. The exhibition will display 24 superlative machines beginning in 1900, when Dr. Ferdinand Porsche designed the world's first hybrid car powered by hybrid technology. From the 1938/39 Type 64 Berlin-Rome racer to the James Dean-era 550 Spyder, from Steve McQueen's Porsche Speedster to the stunning 918 Spyder hybrid, there is a virtually unbroken lineage.

For more information, visit the special website at http://ncartmuseum.org/exhibitions/porscheby_design_seducing_speed. The museum itself is quite impressive. My wife and I spent over three hours just looking at the indoor exhibits, which include many Rodin sculptures. The museum also has over 160 acres of fields, woodlands and

Drive 'n Dine



creeks that include an art walk that runs through the park.

At this point, I was already saturated and ready to head home, but first I had to visit the hotel in Cary, N.C. and the private Ingram collection in Durham. (Raleigh-Durham-Chapel Hill combine to create the Research Triangle.)

The hotel is the only five star hotel in all of North Carolina, and it was impressive. The furnishings and art on the walls told us this was not your typical hotel. They have a wonderful set of banquet rooms that we will use for a big dinner while we are visiting.

We were able to negotiate an attractive rate at just \$199 a night plus tax and service charges. Normal rate for the hotel is \$299 a night. We will have 20 rooms on a first-come first-serve basis. To make reservations just call the hotel at 1-866-877-4141 and let them know you are with the Potomac region of PCA. For more information, visit the website at <http://www.theumstead.com>.

The final leg of this mission was to visit the private collection. The Ingram collection has over 60 cars with about 40 on display at all times. These are all museum quality cars that are unique in their own rights. The family is somewhat private about it and does no marketing or advertising and has no presence on the web.

At time of publication of this article, we are still in negotiation with them to let us visit. I am optimistic that this will happen. We will publish an update on our website if it does.

The planning mission is now over and the tentative event will look like this: Arrive at the hotel on Thursday, Oct. 31. Friday, Nov. 1 visit the private collection and have a buffet dinner at the Umstead. Saturday, Nov. 2 visit the



Above: Porsche type 804 F-1 car built and campaigned in 1962.



Left: 1961 356B 1600 GTL Coupe Abarths were built in very limited numbers in 1960-61 for racing. The car enjoyed lightweight aluminum bodies with a four-cam Carrera engine

Cars & Coffee followed by a lunch at the N.C Museum of Art and tour of their Porsche exhibit.

We will have optional drives and a tour of Duke University by some alumni who are Potomac members. This could still change but should be firm by early August so check our web site for the latest updates. Registration at the hotel should be made as early as possible and the event registration will open on MotorSportReg in early August.

Looking forward to the trip and hope you can join us.

The N.C. Museum of Art is located at 2110 Blue Ridge Road, Raleigh, N.C. 27607. For more information, go to www.ncartmuseum.org



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'Gathering of Faithful' fast approaching

By Ron Davis
for *der Vorgänger*

"Gathering of the Faithful" on August 31, how did that happen? Well, Sunday is Sept. 1, and Monday is Labor Day, so there you have it! No matter, you just have to start shining up those 356s, 911s, 924s, Boxsters and other great Porsches a little earlier than you thought.

As usual, we will again be at the Reston (Va.) Town Center and will reserve the pavilion for the 356s. All other models will be displayed on main street centering on the fountain. As has become traditional, this will be a non-competitive show with lots of door prizes.

For those looking for their own idea of special prizes, those can be found in Reston's many stores.

The \$5 registration fee for showing your car will be collected at the door, a price you can't beat for such a popular event. Spectating is free!

Last year we had about 70 cars and one tractor!

We will begin parking cars at 9 a.m., but early birds can get breakfast at the adjacent Panera Bread or at the nearby La Madeline restaurant for a nice French breakfast.

So, shine 'em up and come on out.



2010 file photo by Richard Curtis

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Wounded Warriors rally scheduled for July 27

By Linda and Craig Davidson
for *der Vorgänger*

Finally the news you've all been waiting for—our second annual Wounded Warriors Rally.

This year's event will be held on Saturday, July 27, rain or shine! This rally is for Porsches only!

The format will be the same as last year, "All About Speed," where you have to add/subtract all the numbers on speed limit signs.

We will all meet at the Pooks Hill Marriott in Bethesda, Md. at 9 a.m. and caravan to the hospital. We are scheduled to pick up our navigators at 10.

Once we get all our navigators situated, we will drive to the Human Genome offices on Travillah Road in North Potomac, Md. where we will have our group photo op.

Then teams will set off on an 80-mile course through Montgomery, Howard and Frederick counties. The final destination is Branded 72 BBQ on Gude Drive in Rockville. Friends and family are welcome to join us there for lunch and awards.

All you need to bring are a couple clipboards and a \$50 bill (no checks or small bills, please).



Rally news

Now the bad news: While we have no problem getting plenty of volunteers to drive, with the slowdown of the war in Afghanistan the hospital is receiving fewer wounded vets (but that's a GOOD thing).

The Corvette club recently ran a rally with them and only had nine soldiers show up on rally day. While our goal is to have 30 cars, we might not have 30 vets, and we won't know that until a day or two prior to rally day.

If you're interested in volunteering, send an e-mail to Craig at rally@pcapotomac.org.

2012 photo by Emerson Sanders
PCA National President Manny Alban arrived at the 2012 Wounded Warriors Rally with Bob Gutjahr at the wheel of his 356 coupe.



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Classics on the Green sports & classic car show

The 29th annual Classics on the Green, Sports and Classic Car Show and Wine Festival will be held Sunday, Sept. 15, 2013, at the New Kent Winery, 8400 Old Church Road, New Kent, Va., about 30 miles east of Richmond.

The event opens to the public at 11 a.m. and will continue until 4 p.m. (rain or shine). The fun begins on Saturday, Sept. 14, with driving tours, sightseeing, shopping and a dinner at the winery.

Last year's event featured over 250 automobiles and motorcycles on the show field. There will be vendors offering food, goods, services, fine art and crafts. The winery will feature a variety of Virginia wines from its own and other Virginia vineyards.

This year's featured marque celebrates the heritage of Mercedes-Benz and will include a 50th anniversary display of the classic Pagoda SL. There will also be a display commemorating the 50th anniversary of the Porsche 911.

Advance purchase admission to the car show and wine festival is \$25 (advance purchase will be available through the COTG website). Admission for the car show is \$10 for adults (children 12 and under are free). A portion of the proceeds from the car show are donated to the Richmond Fisher House at the McGuire Veterans Medical Center.

Additional information and ticket purchases available at www.classicsonthegreen.com.

Order your Potomac Region member badges

Now is the time to get your name badge.

Potomac Region PCA badges are back. We are now taking orders for another batch. The badges measure 3 inches wide by 1¼" high and include your name, board position or car model, along with the Potomac Region logo.

The badges are blue with white lettering and have a magnetic clasp, so they won't put holes in your clothes.



The cost is \$20 each plus \$5 shipping and handling if you want it mailed to you. You can save shipping and handling by picking up your badge at a club event.

Delivery would be in about 3-4 weeks after order. To speed ordering, you can pay with a credit card or e-check by using our new registration system www.pcapotomac.motorsportreg.com to order your badge. We will use our main web registration system for ordering, and paying by check will be available, too.

There is no limit on the number of characters for each line, so if you want to list multiple cars you can. If you have any questions feel free to contact Michael Handelman at secretary@pcapotomac.org.

Join PCA the easy way

Just point your smartphone with a QR app at the image below. That will take you to the PCA website where you can find the form for joining.

Membership entitles you to receive not only *der Vorgänger* every month (except January) but also monthly issues of PCA's official national magazine, *Panorama*. Some dealers recognize membership with a discount on parts.

The Founders' Region, Potomac is the founding region of PCA. The club offers over 100 events each year, including Driver Education events—including free Tech days for all members—Drive 'n Dine and other social events, autocrosses and rallies.



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'People's Choice' car show

Shine up your garage queen and head to Hagerstown, Md. on Sunday, Aug. 25 and help the town pay tribute to its German heritage at the 18th annual "Augustoberfest" celebration. There will be German food, beer, live music and entertainment plus lots of stuff for kids to do in the childrens area.

For those who want to show off their Porsches, there will be a low key "People's Choice" car show right next to the huge circus tent where all the action is located.

Registration will be at the gate and is only \$10 including one ticket to the "Fest." Additional adult tickets are \$5, kids 12 and under are free.

The car show area will open at 9 a.m. For more details and directions, go to www.augustoberfest.org or Contact Ron Davis, Concours Chair at concours@pcapotomac.org.

Readers and their cars



Photos by Richard Curtis

Left: Potomac's Collin Mechler of Reston, Va. discusses his 944 Turbo with fellow 944 owner Brian Fugok of Bloomsburg, Pa. Fugok, a member of Riesentoter Region, was attending his first Potomac event at Summit Point in April.



Above: John Moore of Bethesda, Md., with his '04 Boxster. He has been a PCA member for six years and has participated in several Drive 'n Dines and a rally in addition to the April DE event.

Photo by John Vrankovich

Left: Potomac member Chris Manzuranis with his wife, Joanna, and their then-six-year-old daughter, Lia, at the Watkins Glen DE 2012 event. They live in Boyds, Md.



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Beautiful new 991 model at a Porsches and Polo event held at The Plains, Va. in May 2012. Photo by Ken Marks

