

der Vorgänger



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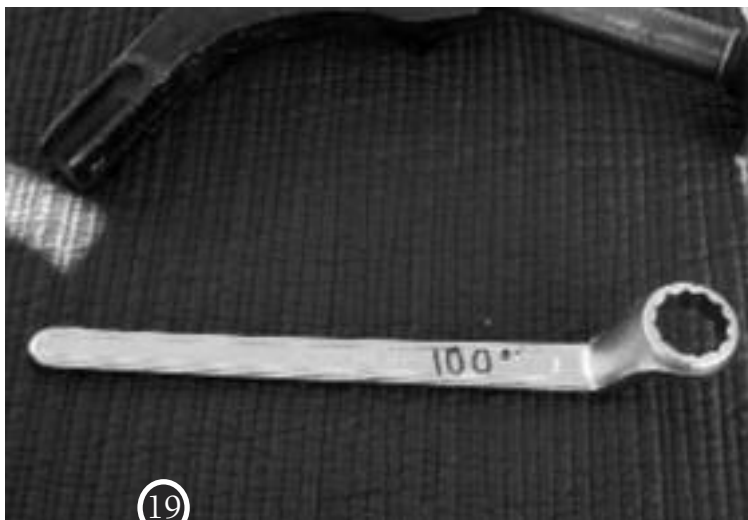


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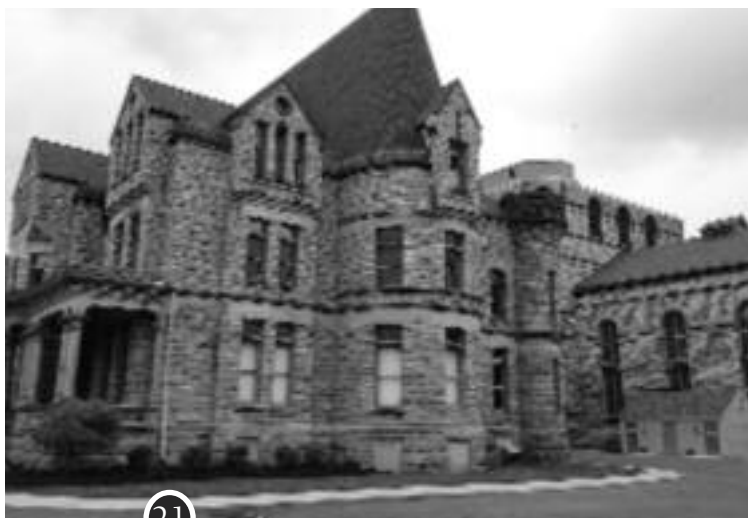
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der Vorgänger

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The editor's column

Great mystery surrounding oil jugs

Rant No. 1: I changed the oil last week in my old truck (200,000 miles!!) and as ever, I used the same brand of oil, Castrol GTX. Although it has come in five-quart jugs from Walmart—my usual place for buying this particular brand—forever, this jug from Advance Auto Parts came in a 5.1 quart jug.

Hmmm. Why the change in quantity?

Although the price per jug was up considerably from the last time I bought a jug, obviously it wasn't because of that extra three ounces. The clerk didn't know why the quantity was now greater.

Curious, I then spent about an hour one morning talking to various people at the Castrol company (they were cheerfully helpful but, in the end, clueless). I then stumbled across "Eric" who theorized that maybe it was because some vehicles required 5.1 quarts.

Hmmm again. Not likely, I thought.

Eric did say that Walmart was the only one selling their oil in 5.0 quart jugs; other vendors, he said, such as Advance Auto Parts, sold it in 5.1 quart quantities.

I wound up talking to several people at Advance Auto Parts, most of them as mystified and clueless as I was and the folks at Castrol. But perseverance finally paid off. "Joe" at AAP left me on hold for only a minute so that he could verify what he thought was the answer: "Walmart," he said, "holds a patent on the 5.0-quart jug size, and other vendors have to sell a 5.1 quart jug to avoid legal problems."


But my friend and fellow Potomac member, a patent attorney, says that the more likely explanation is "... that Walmart's price is so low that stores with a price-match policy [such as AAP] don't want to match it, so they sell a slightly different product, and therefore don't have to price match Walmart."

• • •

Recognition is due to several Potomac folks who contributed to this issue: the inveterate **Steve Vetter** shot photos at the April swap meet in Hershey, Pa.; he also replaced the rear wheel bearings in his 944 track car (surely, with all the DIY articles that Steve has done on that car, there can't be many things left to do!!). **Sydney Butler** attended a 2014 Cayman introduction; **Marvin Jennings** attended the first high-end concours at Pinehurst, N.C.; **Gary Baker** filed a report on his visit to the site of the "Shawshank Redemption" prison; **John Eberhardt** went with a crowd to Little Washington, Va., and to the Mid-Ohio DE event; and **Fatih Seleker** wrote an article on his take on the new 991-based GT3. Enjoy!



Richard Curtis



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What's important to us

In the past month, I have enjoyed our Gourmet Spring Brunch, Mid-Ohio DE, Third Season Autocross, Shortest Distance Rally and our Shenandoah Circuit DE. That's a lot of miles! All through it, I have enjoyed the people with whom I interact.

"It's not the cars, it's the people." We have heard this sentiment many times, and in this day and age it is easy to become cynical about it. But there isn't a day that goes by that I am not thankful for the people in this club and the contributions they have made to my life.

I know just how much our club members care about each other, and just how much they do for each other. As we get back into the season, I get reminded of this every day.

I just finished up the weekend at our Shenandoah Circuit DE, where I got to spend a great weekend with friends old and new on a fun track. It was great to see Dirk Dekker, one of the stalwarts of our club, instructing Shane Howard, who has been attending our events with his father, Dennis Howard, for years and is now finally driving cars instead of washing them.

I got to see Shane on the track, and he looked great. I also enjoyed seeing some new faces getting their track mojo, including Stephen Kiraly, Char Rusnak and Tom Litjen.

Earlier in the month, I navigated for new member Leah Price in the Shortest Distance Rally and led us to a rousing eighth-place finish. It just goes to show, never listen to me when I say "this is gonna be easy!" Well, it didn't matter. We had lots of fun and got to see old friends such as Ken

Harwood and John and Carol Evans. Leah even decided to come out for the Shenandoah DE despite my lousy navigating, but this time she had Jeff Shorey in the passenger seat instead—and it turns out Jeff is a better instructor than I am a navigator.

The same weekend, I instructed new member Rob Campbell in his 996. Rob bought the 996 as fulfillment of a long-time dream and is a great guy with much enthusiasm. We had great fun and Rob picked things up fast, even showing superb car control when he drove into a wall of rain on slicks, giving the lie to the rumor that all of my students spin (thank you Rob!); it's not every student, just most.

I enjoy instructing with all of my students. It is a testament to the ability of people to adapt and form relationships quickly—two people who barely know each other decide that they are going to trust each other in a car going fast on a strange track. The student trusts that the instructor knows what he is doing, and the instructor trusts that the student has good judgment. Incredibly, it almost always works out for the best.

Better than that, it is almost always fun. I can't think of a time where I didn't have a great student, someone who not only learned and improved, but also challenged me to be the best instructor I have the ability to be. A great example is Gary Baker, who has decided to mentor new member Carol DeZwarte and her husband, John Walters. He is wholeheartedly helping them down the slippery slope.

I think if there is one theme that always comes through, it is that PCA brings out the best in us. Let it bring out the best in you.



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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.

July

6: Centreville, Va. brunch.
4: Drive 'n Dine, Wine & Pie.
7: Autocross No. 4, Bowie (Md.) Baysox Stadium.
13: Arlington, Va. brunch.
20: Glen Echo, Md. brunch.

13: Driver Education tech inspection day. 9 a.m.–2 p.m. Autobahn, 3158-A, Spring St., Fairfax, Va.
19–21: DE, Summit Point (W.Va.) Raceway. Main course.

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 (W.Va.) 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, Stephens City, 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: Concours, Gathering of the Faithful, Reston Town Center, Va.

7: Centreville, Va. brunch.
14: Fall High Performance Driving Clinic, Summit Point (W.Va.) 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 (W.Va.) Raceway.

28: Octoberfest, 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 (W.Va.) Raceway. Main course.

26–27: DE, Summit Point (W.Va.) Raceway. Main course.

November

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



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.

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.

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 Tulane Ave.,

Glen Echo, Md.

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

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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

New Potomac members & anniversaries

June 2013 anniversaries

45 years
Kenneth Hintz

30 years
Randolph Gaiss
Jay Spiegel

20 years
Donald Pullen
John Squire

15 years
Howard Federoff
Matthew Hill
Terry Holzheimer
Dennis Obermayer
Guy Samuel

10 years
James Arnold
Stephen MacKeller
John Woods

5 years
Eric Eisen

Mark Fortune
Nancy Greer &
Richard Hart
Timothy & Erika McCoy
John Sheil
Mark & Nicole Wyatt

May 2013 - new members and transfers

Johnnie Abell
Yinka Animashaun - 1990
Carrera 2 Targa
Alessandro Bucelli - 2007
911 cabriolet
Giulliano Camargos - 1999
986 cabriolet
Martin Chin - 2009
Boxster S
Jim Crowley &
Beatriz Ribeiro da Luz -
2014 Cayman
Mike Diandrea - 2013
Carrera 4S cabriolet
Maurizio DiPietro - 1986
911 Targa
Paul Elliott - 2006
Boxster S

Dan Freeman - 1979 911
SC Targa
David Galbraith - 2006
911 C2S - transfer
from Hill Country
Jerry Gager - 2013 Boxster
Torge Gerlach - 2013 911
C4S cabriolet
Nate & Krista Hawley -
1979 911SC Targa
Mary Henze &
David Fleming - 2014
Cayman S
John & Coralee Hodges -
2009 Cayenne
Mark & Sandra Holcombe
- 1982 911SC Targa
Dan Jourabchi - 2004
Carrera
Bill & Eileen Liberti - 2013
Boxster
Glen Macwhirter - 1993
911 Targa
Gerald Mallack - 1977
911S - transfer from
Chesapeake
Ashok & Carly Mannava -
2003 Carrera

Chuck McKeone - 1974
914
Linda Rhodes - 1984
Carrera cabriolet
Kevin & Andrea Ryan -
2000 Carrera 4
cabriolet
Adel Sanchez - 2000
Boxster Speedster
Christopher Scholl - 2013
Boxster S - transfer from
Chesapeake
Joseph Stromick - 2011
Cayenne
Shyam Vyas &
William Huang - 2003
911 Turbo
Brian & Erin Wallace -
1989 911
Bob &
Catherine Weidenfeller
- 2009 C4S
Tripp Whalen - 2013 911
S cabriolet
Don Widener - 2010
Cayman
Al Wong - 2001 911
cabriolet

Barbara Young - family
member of
John D. Young -1990
964 Targa

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How to replace rear wheel bearings

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.

Below: Remove all triple-square sockets (six on the inside CV joint, six on the outer) to remove the half shaft. Note the caliper has been wired out of the way.

Bottom: After removing the brake rotor, remove the splined inner portion of the half shaft.



Photos and story by Steve Vetter for *der Vorgänger*

The rear bearings had gotten noisy in my 944 track car. While the noise is difficult to describe, to me, it sounded like a “lub lub” noise while traveling straight. The noise was much louder while under load in turns.

These steps and photos outline the procedure, which should be substantially similar for other Porsche models. If you wanted to install longer wheel studs for some reason, now is the time.

Remove rear wheels.

Remove the giant nut that holds the spindle. It's torqued to 350 lb-ft so it will not be easy to remove.

Dirt and the car's life in general will make this nut harder to remove. Remove and set aside the large washer.

Remove the half-shaft using a triple-square socket bit (Photo 1). To keep the half-shafts from turning, place a screwdriver in the vane of the brake rotor and wedge it against the caliper.

Remove the brake calipers and hang them out of the way.

Remove rotors. If the rotors are stuck, you can thread a 13mm bolt into the threaded holes and ratchet them off the flanges.

Remove the splined inner portion that bolted to the half-shaft (Photo 2). On some cars the half-shaft and this part will be one assembly.

Remove the flanges with a bearing press tool (Photo 3). This will pull the bearing apart, leaving the race on the flange (Photo 4). The old bearing is destroyed in the process. The tool pulls out the center of the bearing while pressing down on the parking brake shoe assembly. The parking brakes on this model did not need to be removed.



Above: Use a bearing press tool to remove the flange. This will pull the bearing apart, leaving the race on the flange.

Turn the bolt by hand with a wrench; do not use an impact gun or it could damage the tool. If the wrench is hard to turn, stop by the gym and find someone stronger.

Notice the scoring on the race (Photos 6 and 7); this was the cause of the noise in the car. The ball bearings were not significantly worn.

Remove the large circlip. To avoid it shooting across the garage, grab it with vicegrips once the edge is loose.

Assemble the bearing press with a disc the size of the bearing in the recess and the cup and hat on the outside of the car. The cup will catch the used bearing (Photo 5).

Clean the inside of the bearing pocket and sand the pocket gently with emery paper. The idea is to make the surface as smooth as possible to slide in the new bearing. Do not use brake cleaner or other chemicals.

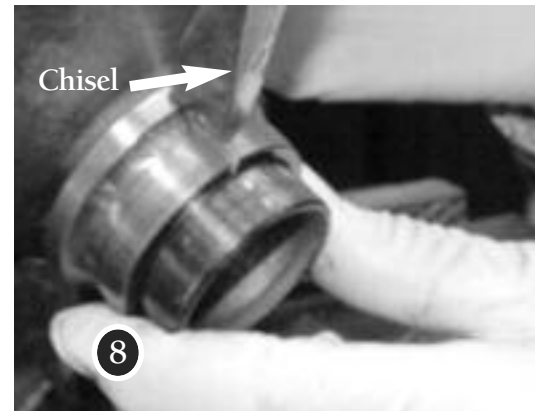
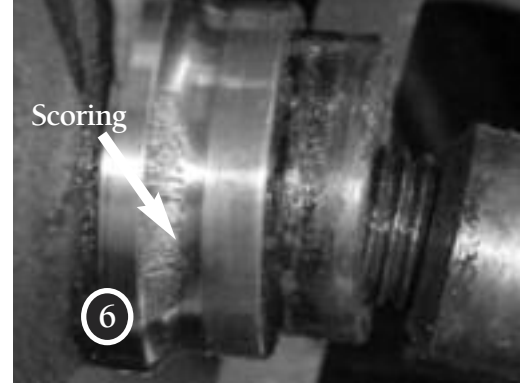
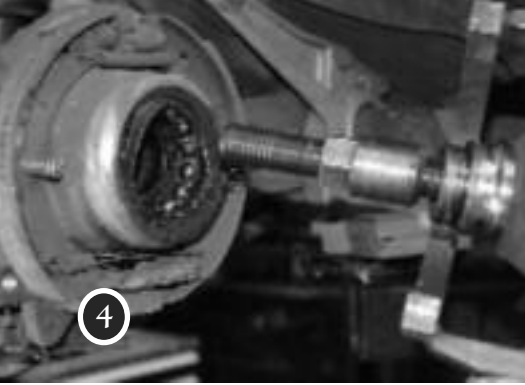
Using a torch, heat the aluminum arm until it's hot (Photo 9).

Grab the new bearing with a section of PVC pipe or other suitable tool. Photo 10 shows the expandable exhaust spreader we used.

Align the bearing with the bottom edge and press it home with one swift motion. The heating expands the aluminum pocket and makes it easier to install the bearing.

If you stopped partway or the bearing otherwise got stuck, assemble the bearing tool such that the outer ring ONLY touches the outer race. You do not want to put force through the ball-bearing section. This will cause unnecessary wear and possibly ruin the new bearing. Again, turn the tool by hand.

Reinstall the circlip, then, using a Dremel, cut a notch in the old inner race. When cut most of the way through the metal, use a chisel to crack the bearing race and pry it off with a screwdriver. Clean the spot where the race was and dress with the emery paper.



- ④ When the flange is removed, the bearing will be destroyed.
- ⑤ Don't use impact gun on this bolt.
- ⑥ Arrow points to scoring on bearing.
- ⑦ A Dremel tool slices through inner race; chisel and screwdriver complete task.
- ⑧ A chisel is used to crack the bearing race.
- ⑨ A torch heats the aluminum arm.
- ⑩ Align the bearing and press it home with one swift motion.

The flange with the wheel studs is drawn in similarly to the bearing. In the inside of the A-arm should be a small ring from the bearing kit, the same size as the inner race; again avoid putting any lateral pressure on the ball bearings.

Reinstall the spindle from the inside, the big washer and a NEW pinch nut. Tighten the nut but don't torque it all

the way. Install the rotors and calipers. Torque the bolts.

Install the half shafts. Use the same screwdriver technique to hold the axle still and torque the bolts.

Finally, torque the giant nut to 350 lb-ft, which is about the equivalent of a 200-pound man standing on an 18" long socket ratchet.

Reinstall wheels and enjoy the newfound quiet!

Above: Potomac's Kurt Mickelwait torques the spindle nut to approximately 350 ft/lbs by applying his weight (approximately 200 lbs) to an 18" long socket (200 x 1.5 = 350 lb-ft).

Will the new 991 GT3 be good enough?

By Fatih Seleker
for *der Vorgänger*

Opinion

I have had the pleasure and privilege to own a 997 GT3 MkII for daily commuting and occasional track sessions, and it has been the best-compromised car I have ever owned.

I do not mind being in heavy traffic with my third pedal, the relatively taut suspension or the non-adjustable sport bucket seats. I enjoy those attributes on the track too much to complain about imperfect conditions on my daily commute.

My car fits me perfectly, talks to me on every occasion through the steering and gear shifter. These cars are meant to be driven and driven frequently. Actually, the less you drive the more problems they exhibit in the long term. Most important, my GT3 reminds me every time I turn it on that it came from a racing pedigree and that performance is just a few pedals away at any time.

Porsche launched the newest GT3 in the U.S. during the New York International Auto Show in March to an enthusiastic Porsche Club of America crowd. The new generation 991-based GT3 boasts notable technological advancements including a 475 hp at 8,250 rpm, naturally aspirated and a direct fuel injection (DFI) engine. The

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.

label to attract new customers to the brand.

End of the Metzger era

Since the first launch of the GT model line in 1999, Porsche used and kept improving the Hans Metzger-designed engine that was used in the 996-based Le Mans winning GT1 prototype. Mated to this reliable and high-performing engine has been the derivative of the famous G50 transmission. Together with an evolving chassis and suspension, the GT3 has been a benchmark for high-performance sports cars.

With the new 991, Porsche is offering a 3.6 liter DFI engine along with a PDK+

transmission, neither of which yet has a racing pedigree nor have they proven their reliability. In addition, the 991 GT3 is loaded with more luxury and new technologies that add weight to the base car and incorporate even more computer-controlled driving features. This has caused suspicions among hard-core enthusiasts. Adding insult to purists' injury, Porsche is not offering sport bucket seats or a manual transaxle, both essential tools for track junkies.

Purists thought the world was coming to an end when Porsche decided to move away from air-cooled engines to liquid cooling. Although an "era" of superb cars did come to a close with the model 993 air-cooled generation, the new generation of liquid-cooled engines proved it was the right choice for Porsche.

Despite any criticism, I believe the new GT3 will prove its worth on both road and track. Although I also have a few reservations (I haven't had the chance to drive the car), it is probably the best car in the market for enthusiasts like me who are looking for a dual-purpose performance car.

I want a car that I can drive daily without undue punishment and a jarring ride. I also want a car delivered from the factory that can provide exhilaration and adrenalin-pumping performance at the track. I want a four-year warranty; I want a car that looks attractive and distinctive and shows its performance potential; and, of course, I want a car that fulfills that potential under any circumstances. I want a car that does it all without compromising the luxuries I expect when I am in traffic or just cruising. On paper, the 991 GT3 delivers in abundance on all fronts.

So, what are the purists' reservations?

The 911 GT3 always demanded respect from its driver. It requires experience to extract its full potential. The level of satisfaction the GT3 gives its driver when driven well is incomparable to any car that I have driven. A GT3 should not be easy to drive; it separates boys from men, or so goes the perception among some of its purists.

In addition, the GT3 has a racing linkage and pedigree that is as important to purists as any other feature. They need to know and feel that what Porsche is racing in international venues is incorporated into the DNA of the GT3. That racing heritage is buried deep in the history of the model starting with the RS and RSR cars of the '70s and '80s, and more directly with the famous Le Mans GT1 prototype. The prototype was not just an engineering exercise, nor a one-off effort, its technology and performance was



PCNA photo

The new 991-based GT3 comes only with a PDK transmission, a first for the GT3 line of Porsches.

newest GT3 also comes only with a PDK transmission, wider tracks front and rear, electric steering with rear-wheel steering and a longer wheelbase.

The result is a slightly faster time to 60 mph and nearly a 10-second quicker lap time on the Nurburgring's north loop than the previous model. There is no doubt that the performance of the new GT3 is formidable; however, its specifications, features and what it represents to the purists have also been equally controversial.

According to Porsche, the new GT3 has been designed to be easier to live with on a daily basis while still extracting its full performance potential during occasional track use. For all practical and business purposes, seeing the significant increase in demand for GT cars that carry some of the largest profit margins, Porsche wants to use the GT3



fed into the first GT3 as well as the Carrera GT.

Trend setter

Porsche launched the original 996 GT3 in 1999. It was based on the 911 Carrera, which was known as the “Cup” and used in 1998. The two main purposes of the GT3 were to serve as the homologation basis for the FIA GT3 class and to offer enthusiasts a taste of the racing heritage without compromising daily luxuries and drivability.

Porsche never made efforts to reduce the GT3’s weight compared to the base 911. Although Porsche did incorporate a few lightweight items in the older GT3—Recaro seats, smaller battery, no spare wheel—the strengthening of the gearbox and engine components pushed the dry weight of the GT3 higher by 66 lbs. from the base 911.

Porsche launched the 996 MkII GT3 in 2003, which shared its engine with the 996 GT3 Cup model followed with the “Club Sport” model that was 60 lbs. lighter than the base GT3.

In perception, the 2004 996 MkII GT3 and the Cup model was what the U.S. market has known as the original GT3. This established the perception that the GT3 model was the road-going version of the factory race car.

The GT3 RS was developed to the FIA N-GT and Le Mans LM-GT standards. Both the RS and the RSR were based on the original GT3.

The 996 MkI GT3 weighed 2,970 lbs., whereas the quoted dry weight of 2,503 lbs. for the RS is a significant difference. Thankfully, the 997 generation Porsche corrected the omission of either the RS or Club Sport versions in the U.S. market, and imported all versions of the GT3, GT3 RS and GT3 RS 4.0.

All versions utilized the Metzger engine that was shared with the 997 GT3 Cup, R and RSR models. The number of part numbers that are common between the base GT3 and GT3 Cup is a key selling point of the model; many engine, suspension and gearbox components are interchangeable between all versions of the GT3, including the Cup model.

Although the 997 GT3 is a superior car to the 996 GT3 in every way, the 996 GT3 is still probably the most sought-after dedicated track weapon for Porsche purists, while the 997 MkII GT3 remains the perfectly balanced multi-purpose sports car. The 997 MkII GT3 RS is the best choice for ultimate track performance, and, finally, the 997 MkII GT3 RS 4.0 is the collectors’ edition.

Now the trend is changing; new engine and transmission, a more compliant suspension, a longer wheelbase for increased stability, rear-wheel steering to decrease understeer and increase agility through turns, a paddle-shift transmission to make it easier on us through heavy traffic and increased performance on the track.

Now anyone who can afford the new GT3 will be able to drive as fast or even faster than purists who spent years learning the art of driving fast in a 911 GT3. Will the GT line become more diluted with new drivers who don’t necessarily have to appreciate the history, pay their dues on the track for years to learn the finer points of managing the understeer and rear-engine biased oversteer or throttle steering out of corners?

Non-purists are good for any car company’s bottom line and, perhaps, that is why Porsche must seek expanding their market to them. That slight shift in marketing does not mean the purists are not served also.

We have not driven the 991 GT3 yet and as GT3 chief engineer Andreas Preuninger suggests, we should wait to drive it first to form our conclusions on the new GT3. However, for the purists it is not just about the numbers or even the intangible sensations you experience during the driving, it is also about heritage, history and culture.

Change is always difficult to accept, especially when the outcome is unknown. I believe that over time, we will get over it. I believe that the new 991 GT3 will be not only be good in bringing new customers to the brand, but it will be even a better choice for drivers like me who look for multi-purpose performance cars. I am confident that Porsche will not disappoint the hardcore purists with their 991 GT3 RS.

PCNA photo

The new 991-based GT3 develops 475 hp at 8,250 rpm with a 9,000 rpm redline from its naturally aspirated flat six engine.



Left: Owners Susan and Alan James describe the menu to Potomac Drive 'n Dine participants who drove to Washington, Va., for the club's annual spring brunch at the Stonyman Gourmet Farmer.

Potomac brunches at Stonyman Gourmet

Photos and story by John Eberhardt
for *der Vorgänger*

On Sunday, May 19, PCA Potomac returned to the Stonyman Gourmet Farmer in Washington, Va., for the fourth year in a row.

Many of us are familiar with the Inn at Little Washington, but few of us are familiar with the mercantile around the corner. The Stonyman is owned by Susan and Alan James, and they put a great deal of effort into finding some of the best and freshest Virginia farm produce.

With artisanal cheeses, fresh breads and meats and many delicacies from their own family farm, the Stonyman provides a fantastic farm-to-table dining experience.

This year was the best yet. We had a covered pavilion for dining and a very effective indoor buffet line. Everyone enjoyed getting out, driving twisty country roads and eating

and drinking delicious gourmet foods in a charming country setting with the blessing of no cell service!

We started with herbed fromage blanc, pate de campagne and a vegetable terrine. These were served with fresh baked bread, including lavash and crostini and paired (for the first time) with a delightful chardonnay (Domaine Guillot Broux Macon Villages Cruzilles Les Genevriers chardonnay 2009. The wine is only available at the Inn at Little Washington and the Potomac Brunch!

We then moved on to the main course, where we enjoyed braised Shenandoah lamb with rosemary, free-range spring chicken sautéed aux herbes de Provence, assorted Provençal-style vegetable tarts, cumin-glazed carrots, roasted new potatoes and various quiches and tarts. All of these were paired with a subtle and delicious French Grenache (Domaine Rouge Bleu Mistral Cotes du Rhone Grenache Syrah Mourvedre 2010) that made for a delicious second course.

Next came a salad and cheese course, including a Farmstead Tomme, prior to moving on to a dessert course that included a flourless chocolate torte, freshly made strawberry gelato, crème fraiche and cookies.

Desserts were paired with a delightful dessert wine (Domaine aux Moines Roche aux Moines Savennieres 2010 Chenin Blanc) that nicely complemented the desserts. At the end of the meal, we raffled the remaining seven bottles of unopened wine, and winners included Tom and Karen Decker, Harleigh Ewell, Gary and Ann Chevalier and Kevin North, among others.

All in all, everyone had a great time making new friends and catching up with old ones. I, for one, thought the company was fantastic and certainly had the best time I have had yet. It was a perfect day.

Below: Potomac members Ken Harwood and Pat Greaney enjoy Lamb and Chicken from Alan James.





Hershey's swap meet can be a sweet trip

Every spring, the roads to Hershey, Pa., are filled with Porsches of all ages, models and descriptions.

In addition, many trucks and other vehicles are driven there in hopes either of returning home with some long-desired and hard-to-find Porsche part(s), or they're carrying parts to sell.

Regardless, the large parking lot outside the amusement park is a gold mine for enthusiasts or just an opportunity to while away a spring day checking out the scene of the Central Pennsylvania PCA Region annual swap meet.

This year, the swap meeting coincided with a Antique Automobile Club of America's Museum exhibition of significant Porsche cars.

The meet has a history of not-the-most-enjoyable weather, but this year's was bothered only by crisp temperatures and blustery winds.

Photos by Steve Vetter for *der Vorgänger*

Above: One of many vendors at Hershey during the annual Porsche swap meet.

Right: Gil Bohene of Alexandria, Va., was looking particularly well dressed for a swap meet. He scored a late-model steering wheel.





Above: The photographer's young daughter, Corrine, 6, found a car her size, a nice 904 GT.



Right: Just one of many Porsches in the For Sale corral.



Below: A 959 Porsche rally car was for sale. Many vendors at Hershey display special cars that represent the wares they're selling. Many of these cars are also for sale.



Right: Potomac's DE Co-Chief Instructor Dan Dazzo, right, enjoys a lunch break with Ron Gordon, a Chesapeake Region member. Gordon is a member of PCA National, the Parade concours committee and a judge.



Jason Roberts, left, and Karl Macklin of Silver Spring, Md., bundled up against the cold, blustery but dry weather.



Above left: OG Racing's Mark Francis was just one of many, many vendors at Hershey selling their products. Mark is a long-time Potomac member.

Above: Corrine Vetter makes like the Michelin man.

Left: Large parts.





Top: Some vendors brought a truck load of parts.

Above: Lots of Porsches in the concours at Hershey including these two 356 Speedsters. The first Speedster debuted in 1954 as a 1955 model.

Left: PCA Executive Director Vu Nguyen.

Right: A rare '93 968 cabriolet in Mint Green. The 968, introduced in 1992, was largely a new car powered by the 3.0 liter, 4-valve 944S2 engine with 236 hp. The 968 was available in both coupe and cabriolet versions and continued to be produced into the 1995 model year.





Above: “Take me to your leader” Jonathan van Hise, left, “TT” McLeod, and Ed Hahn model the latest in DE headgear.

Photo by Roger McLeod

Left: Dave Fox catches a nap between run groups.



Above: Sunday was cold!

drive a 944, a Boxster S, a Cayman “RS,” a 3.2 911 and a 996 C2S – all in one weekend! And what a great experience – every one of these cars is different, with different power, different handling, and a different feel. But every single one is a Porsche—with amazing capability and poise on track.

And what a track! Mid-Ohio is a highly technical track, where knowledge of the track surface, camber and elevation

matter. It rewards a precise, patient driver with a very, very fast ride and an excellent track flow. I enjoyed coming back and enjoyed teaching my first student (Bob) and my second student (Steven Allman) about this amazing track. I certainly enjoyed figuring out how to drive it in five different cars.



While at Mid-Ohio, take a side trip to the ‘Shawshank’ prison

By Gary Baker and Scott Van Gorder
for *der Vorgänger*

As a travel agent, I am always on the prowl for interesting sights when visiting places far from home. This, my second visit to Mid-Ohio Sports Car Course, was worth the drive and provided plenty to see.

The trip from my home in Rockville, Md., to the raceway took six hours and 40 minutes, including a 20-minute rest stop on the Pennsylvania Turnpike, where I ran into Bob Mulligan. He was towing his white track car. One piece of advice: follow Mr. Mulligan—he knows the shortest route to the raceway. I passed Bob and still ended up behind him three times. Granted, one time my EZ Pass malfunctioned when the toll both did not recognize the device and would not activate the gate to let me exit. Bob was gone.

Upon check-in in Belleville, I decided to browse through some of the local brochures to check tourist attractions available for drivers bringing spouses or children. I discovered something quite interesting. The movie “Shawshank Redemption” was filmed in Ohio, not in Maine where the movie took place.

On Saturday, the second day of the three-day event, I told David McGrew and Scott Van Gorder (PCA member since February 2012 and an avid autocrosser), as well as Chung Lee, visiting from the Riesenrotter Region, about the prison, and we decided to visit.

We took the time from our lunch hour and the additional time left before we had to go back on track and drove to the prison, which took about 25 minutes.

One thing to consider: the Ohio State Reformatory is an active prison with a new side and an old side. My GPS

directed us to the new section of the prison. A reluctant prison guard gave us directions to the historic side. Although Scott was wearing a prison-orange jacket and our cars were festooned with large track-day numbers, we clearly were tourists. It took only a few minutes to get to the historic section, where we spent about 20 minutes seeing the outside. Tours are available, but due to our limited time, we decided to pencil in a visit to the museum next year.

Four major motion pictures were filmed at the Ohio State Reformatory: “Shawshank Redemption,” “Air Force One,” “Tango and Cash,” and “Harry & Walter Go to New York.”

The magnificent reformatory was opened in September 1896, and, after housing over 155,000 men in its lifetime, the prison closed on Dec. 31, 1990. The old prison has a beauty that belies its ugly past. Standing at its gates offers an opportunity to consider history while appreciating our own present good fortunes.

Self-guided tours, which allow independent exploration at your own pace, are now available for the entire facility. The average time for a self-guided tour is one hour.

Inside you can see the Shawshank prison warden’s office, the parole room, and Andy Dufresne’s escape tunnel at the prison. Chocolate saw dust and water were used in the escape scene to resemble the sewer. You can also see the yard where Andy and Red would talk.

I discussed arranging a PCA group tour with the curator for next year and have information available for anyone interested. Feel free to contact me at autocross@PCAPotomac.org for more information.

By the way, let’s not forget that Mid-Ohio is a great raceway and ranks on top of my list. Visiting the historic prison makes the trip to Mid-Ohio even more worthwhile.

Photo by Scott Van Gorder

Chung Lee, left, David McGrew and Gary Baker in front of the Ohio State reformatory 14 miles from the Mid-Ohio Race Course.

Reflections on my first autocross

Potomac's third autocross of the season was attended by 78 cars. See the full report on pages 24–25.

By Roy Jensen, California Inland Region
Reprinted from *Winding Roads* newsletter, July 2007

After having recently being mystified about what “autocross” is and how much or little wear and tear it might inflict on my Porsche, I finally mustered up the courage to satisfy my curiosity. I am glad that I did.

I will address the car issues first, and then give some thoughts on the actual experience itself. In my estimation, unless you are trying your best to go as fast as you can, taking your car to an autocross is not at all hard on your car, more like a brisk drive on a two-lane road.

However, if you do decide to push as hard as you can, there will be some wear and tear, primarily tires and brakes. Even so, it is well worth the slight wear of doing this once or twice a year for the increased skill and knowledge of your car that you will gain by trying your hand at this.

I made it to the venue a little before 7 a.m., and a friend was already there along with a few other early birds. I told the organizers that it was my first time and they were friendly and helpful, as everybody turned out to be as the day progressed.

I emptied my car of all loose items and passed tech, a

simple inspection to make sure the car was road worthy. Any car in basically good shape will pass. Then after a brief drivers meeting, we took a parade lap (one lap around the track at modest speed, perhaps 20-35 mph).

There were 17 cars in three groups. One group worked as corner workers (resetting cones that were knocked over, etc.) while another group drove. The cars were spaced out quite far apart so there was never the feeling that someone would be gaining on me. The starter knew to give me extra time my first time out so I could focus on the course without worrying about the following car.

My first lap was tentative at best. Even though I had walked the entire course with a knowledgeable friend, I still did not know my way around the course and had to look to find my way.

As the day progressed I became familiar with the course, and my confidence grew dramatically. I think my first lap was around 2:28.

I dropped nearly 20 seconds in my first session of five laps. I made plenty of mistakes, approached turns all wrong and generally drove like a newbie. After my first session, an experienced autocrosser gave me a ride for his first five laps.

I learned a lot about when to brake—much later than I had been doing—and also about how to be decisive when entering the turns. The goal is to pick a line and drive through the turn purposefully. I learned a lot in my short

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ride-along.

During my second session, I felt far more in control and started both experimenting with lines through the turns as well as going significantly faster, all the way up to "too fast," at which point I went off the course in a big, but harmless, way. Can you say "drove right into the adjacent field?"

Both the car and I survived, and on the next lap I went faster than I had up to that point. A little after noon we broke for lunch. I spent the lunch break talking with a more experienced driver, from whom I learned still more.

I should note that many cars spun or got off their line and had to slow mid-turn, so even the more experienced drivers make mistakes.

Observing from the corners offers an opportunity to study the various ways the cars approach the turns, what works and what definitely does not work.

After lunch, in my third and last session, which consisted of two practice laps and then three timed laps, I followed my lunch-time plan: First lap, drive slow and focus on the best line around the course, including changing gears manually (my car is a 928 automatic). Then on lap two I was planning to do the same, but pick up the pace.

Up to this point I had left the car in third gear, but now I tried keeping it in second through the slower sections and only shifting into third in the faster sections (about 80 mph). How did I do? My first lap that session was a 1:38, followed by a 1:24.

I felt in control! In the end, my timed laps were under 1:25. I was happy with my progress for the day.

Would I do this again? Yes. Do I recommend this to others? Yes! If you don't want to do competitive driving, try autocross anyway, at a speed you are comfortable with. No-



Photo by John Walters

Ron Bremer drives his '80 911 SC hard through the cones at Potomac's May 25 autocross of the 2013 season.

body will try to make you go fast; you are free to pace yourself. I can attest that starting slow and building speed later works much better than trying to go fast right away.

Use this low-risk venue to practice and explore your car's braking and steering capabilities. You will be amazed at your car's grip and braking power. That knowledge may just save your life one day.

If like me, you have a little bit of competitive spirit (though I clearly have little talent), you might be pondering how much better you could drive with more experience and maybe some better tires.

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Big turnout for autocross No. 3

By Scott Van Gorder
for *der Vorgänger*

On Saturday, May 25, The Founders' Region, Potomac held its third autocross of the 2013 season. A chilly morning, a windy and warm afternoon, and 78 cars marked the event, which was a great PCA Potomac team effort.

A large crew of volunteers came together under Autocross Chair Gary Baker's leadership to make the event successful and great fun.

It was 6 a.m. and the temperature was an out-of-season and unwelcoming 43 degrees. The weather felt more like mid-winter than mid-spring, but, the conebangers were undeterred, and the parking lot at Baysox Stadium in Bowie, Md., came to life.

The equipment trailer arrived fully stocked, having been prepared four nights before the event and subsequently towed to Baysox by an early riser. Traffic cones were laid across the soon-to-be autocross course, waiting to be shaped into a long, hard and fast course design: clockwise, with three loops lying in wait to trick drivers off course.

The registration table was stocked with pens, forms and wristbands beside a tall pile of morning pastries and drinks. Registration went smoothly, thanks to process improvements including pre-printed waivers and registration forms already filled out with driver data produced by the timing

system software.

The public-address system and timing equipment were wired—more on that later—and tech inspection was staffed.

Drivers began to arrive by 7:30. Drivers walked the course, cars were prepped in an adjacent lot and the drivers meeting set the tone for a great day.

There were 78 drivers. Three heats. Four runs each, including re-runs, as needed.

This event, like all other Potomac autocross events, allowed drivers of varying ability and driving different marques to test themselves against themselves at a low to medium speed, experiencing performance driving and developing a sense of their cars' limitations and capabilities.

During the day, beginners received advice from volunteer instructors. Out on the course, experienced drivers showed them how to do it.

A wide variety of Porsches graced the course, as did an assortment of other marques. Ever heard of a Merkur XR4ti? It was fast, like its driver. The Merkur was not alone. Thirty-three of the 78 registered cars were non-Porsche marques, attracted by the quality of the event.

By mid-day the temperature had risen along with the fun. It was sunny and 65. Just about perfect, other than the wind.

A gust of wind knocked over a wireless timing transmitter, damaging the transmitter. After making an effort to



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repair the damage, and after showing some serious calm under pressure—imagine drivers in helmets, cars at the grid, engines humming, waiting on a fix—course officials abandoned the timing equipment and went new school/old school: manual timing that was staffed by a group of iPhone-equipped volunteers. Two volunteers timed each car, ensuring accurate results.

At the end of the day, all the cars had completed four laps each plus a few re-runs. More than 300 total laps were completed, making this a highly productive event.

The fastest time of the day was by Craig Stuard in his R-comp Ford Cobra with a blistering time of 63.4 seconds. This was his last and fastest lap of the day, as it should have been.

The fastest Porsche of the day was piloted by Engelbert

Muelhaupt in his modified 1971 911T with a time of 66.5 seconds, which was nearly two seconds quicker than the second-quickest Porsche. Impressive. Sitting still, Muelhaupt's car looks fast, and with the engine running, it sounds fast. But on the track, it looks slow. Slow is fast.

By 4 p.m., the Baysox parking lot was once again vacant. A blank canvas for autocross No. 4 on July 7. Preparations are already underway for this next event. Volunteers met on the Sunday and Monday following autocross No. 3 to repair the wind-blown timing equipment. Next time around, no iPhones required.

For more information check out our autocross FAQ at www.pcapotomac.org and then pick a date to join in the fun. The autocross registration fee is \$35 paid in advance on motorsportreg.com, or \$45 on the day of the event.

Photo by John Walters

Engelbert Muelhaupt set fastest time of the day for Porsches in his modified '71 911T. He was nearly two seconds quicker than the next quickest Porsche.

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First Pinehurst concours attracts huge crowds

Above: Porsche and Corvette were the honored marques.

Photos and story by Marvin Jennings for *der Vorgänger*

Below: Potomac's Marvin Jennings, left, with Rory Ingram of the Ingram Collection, and Magnus Walker.

The most common words used at the first annual Pinehurst Concours d'Elegance in early May was "cold and wet." One year ago, historic Pinehurst, N.C. was experiencing over 100 degree weather. This year it barely made it above 60. Despite the weather there were still lots of enthusiasm with over 5,000 car lovers turning out.

To honor the Pinehurst resort's 118 years of existence 118 cars were selected to participate in the inaugural event.

Bob Ingram was the honorary chairman of the inaugural Pinehurst Concours d'Elegance and had a showing of cars from his own personal collection.

To kick off this event there was a Iron Mike Road Rally for concours participants on Friday. The rally was a 70-mile round trip from Pinehurst to the Ft. Bragg Parade Field.

Ft. Bragg is one of the largest Army bases and offered the perfect opportunity for participants to display their vehicles and observe some of the Army's finest machinery. This venue provided an excellent opportunity for mingling.

On Saturday, there were 118 Porsches and Corvettes—the featured marques—that lined the field in battle formation to honor two timeless classics.

Magnus Walker, the noted "Urban Outlaw" of Internet fame, drove a 1967 911S through the center of the line-up followed by noted restorer Cam Ingram in a 1964 Porsche 904 GTS.

Later that day RKM Collector Car Auctions held an auction where over 100 cars passed the auction block.

The Pinehurst Concours drew cars from 20 different states and will be locked in for the first week of May for the next two years. Magnus Walker was happy to be invited to this event and promised to return next year. His feeling that this was an awesome event was shared by many.

Pinehurst provides the perfect venue for those of you who like to golf and also have a passion for cars. It is situated approximately two hours from Carolina Motorsports Park (CMP) near Kershaw, S.C. and roughly two and a half hours from Virginia International Raceway (VIR).

Jennings is a long-time Potomac member now retired to the Pinehurst, N.C. area.






Above: Early model 911 with stylish golf club bag on the engine cover lid.

Above right: Peter Boyle's 1938 Steyr Roadster claimed the Best in Show award. Boyle is from Oil City, Pa.

Right: Richard Taylor of Lumberton, N.C. won second place in Production Prewar 1916-1942 for his 1936 Stout Scarab.

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New Cayman introduced

By Sydney Butler
for *der Vorgänger*

Three new 2013 Porsche Caymans—dark metallic blue, white and racing yellow—glittered under Porsche of Tysons Corner showroom lights.

Differences from the original series were apparent—longer wheelbase, larger rims, elegantly sloping roofline, redesigned rear section and tail lights—and drew admiring comments from guests.

Tysons offered a fine buffet, and friendly dealership personnel and Porsche area representatives graciously discussed the new cars' features.

It was a fun and fine evening, appropriate for the exciting new Cayman models.



Photo by Sydney Butler

The 2014 Cayman's price begins at \$52,600. The car comes with a 275 hp flat six with a 0–60 mph time of 5.4 seconds, a top speed of 165 mph and returns 30 mpg in the manual transmission equipped model.

Options include torque vectoring (PTV), active suspension management (PASM), Sports Chrono Package, Power Steering Plus, bi-Xenon headlights, ceramic composite brakes and others.

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Potomac plans fourth annual trip to the Homestead

By Alex Lunsford
for *der Vorgänger*

The fourth trip is being planned to the Homestead resort, and it promises to be our best yet! We will depart Friday, Sept. 6, about 10 a.m. from Haymarket, Va., and drive mostly back roads to the Homestead via the Shenandoah National Park through the towns of Luray, Bridgewater and Churchville.

As in past years, we will have lunch at the Depot Grill in Staunton, Va., and then drive for two more hours of fun on Route 250 west over to McDowell, Va., and a run south to link up to Route 39 for the drive over Warm Springs Mountain.

We should arrive about 5:30 p.m. at the Homestead just in time for happy hour and then dinner at Sam Snead's Tavern. A group dinner is being planned for both nights for those who want to attend. Drinks and dancing are available in several pubs and clubs afterwards.

The Homestead is absolutely fabulous with all kinds of ways to have fun—pools, tennis, world-renowned golf, horses and carriages, shooting, falconry (yes falconry), bowling and wonderful meals from casual to dressy.

It's one of Virginia's finest properties and a place made even better with a group of friends. It is also one of the best resorts in America for kids so feel free to bring them. At \$189 per night for a nice room it's a great deal. Suites up to the sybaritic are available for extra fees.

On Saturday morning, we are planning a group drive

for about two and a half hours (with breaks) over the best roads of Pocahontas County, W.Va., arriving at the Greenbrier Resort about 12:30 p.m. Next, we will have lunch planned followed by a private tour of the Greenbrier's exclusive Cold War-era Congressional Underground Bunker. <http://www.greenbrier.com/Activities/The-Bunker/Bunker-Tours.aspx>

We should have an hour afterwards to tour the Greenbrier to see if we want to host the 2014 tour at the Greenbrier instead of the Homestead.

We will depart the Greenbrier about 5 p.m. and arrive at the Homestead by 6 p.m. At 7, a local bluegrass band, Route 220 South, will play outside for us while we enjoy a outdoor BBQ dinner next to the firepit.

Sunday is a free day, so you may do anything and leave when you desire.

We have secured a special rate for Potomac Club members starting at only \$189.00 per night (excluding resort charge of 15%, taxes of 9% and meals). The resort charge covers gratuities for housekeeping staff, use of fitness center and pools, access to family pool complex, nightly movies, afternoon tea, wired and wireless connectivity and on property transportation.

We have 20 rooms reserved, so please act fast. There is a \$100 fee per person that covers the cost of your bunker tour ticket, the bluegrass band and a great T-shirt.

Let me (alex_lunsford@yahoo.com) know if you are interested in joining our trip to the Homestead, and I will send you the information you need to reserve your room.



File photo by Michelle Massa
Potomac's 2013 Drive 'n Dine trip Sept. 5-8 to the Homestead resort in West Virginia will include a tour of the infamous Cold War-era Congressional Underground Bunker at the Greenbrier resort.



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Wounded Warriors rally scheduled for July 27

The club's second rally will be the Second Annual Wounded Warriors Rally on Saturday, July 27. Potomac provides the cars and the drivers, and the hospital in Bethesda will provide wounded warriors as navigators.

Last year we had 35 cars; we hope to increase that this year. This event fills up FAST.

The third rally is our annual rally to Oktoberfest is on Saturday, Sept. 28, in Lovettsville, Va., where there is a large German population. This event is held the last weekend of September every year.

The rally is followed by a car show in which all the spectators can vote on their favorite car. Traditionally, BMW, Mercedes and other German cars will be represented, but Porsche always has the most entrants.

There is also a drive to this event, without the rally part.

Our rallies usually attract 25-35 cars. We always start somewhere where there are restroom facilities and end at a restaurant with a large parking lot. Fees can be anywhere from \$25 to \$50 per car, depending on whether or not a meal is included. We like to start around 10 a.m., and finish mid-afternoon.

Signing up for rallies

You can sign up for a rally event ahead of time by emailing Craig or Linda Davidson at rally@pcapotomac.org. The online registration will be available approximately one month before the rally date and will close the day before. Some rallies will require pre-registration (picnics, vineyard tours, etc.)

Send emails with questions to rally@pcapotomac.org

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 the 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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Charity drive, car show July 28 on Eastern Shore

The 12th annual Chrome City Ride for kids with disabilities is set for Sunday, July 28.

All motorcycles, street rods, sports cars, classic and custom cars are invited.

This event benefits The Benedictine School, established in 1959 in Ridgely, Md., 25 minutes east of the Bay Bridge.

There will be door prizes, a 50-50 raffle, trophies, an auction, food and entertainment.

The Benedictine school provides educational, residential and day services for children and adults with developmental disabilities, ages 5 through 60.

For further information and registration locations call 410-634-2292 or visit the school's website at www.benschool.org.

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Readers and their cars

Photos by Richard Curtis

Left: Jeff Tapkas, of Crownsville, Md. poses with his '88 911 at May's Deutsche Marque concours. The one-owner car has only 8,147 miles. Tapkas is a 25-year PCA member. He also owns a 944. This was his first Deutsche Marque.



Above: Chris Swatta of Annapolis, Md. chats with past Potomac President Tuffy von Briesen at the 30th annual Deutsche Marque concours in May. Swatta's car, a 2007 GT3, salvaged from the floods of Hurricane Sandy, has been refurbished and will be featured in an upcoming issue of *der Vorgänger*.



Photo by John Vrankovich

Above: 10-year-old Zachary Calcagno, son of club member Bill Calcagno, at a 2012 Lemons race.

Left: Kurt Mickelwait, left, helps Craig Estey repair an oil leak on his '90 C2 track car at the April DE at Summit Point (W.Va.) Motorsports Park. This was Estey's first DE; he usually runs Club Races. Estey, in his second year as a PCA member, is from Leesburg, Va.



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Photographer Ken Marks spied this detailed 944 engine compartment at a Katie's Cars and Coffee meeting in Great Falls, Va.

