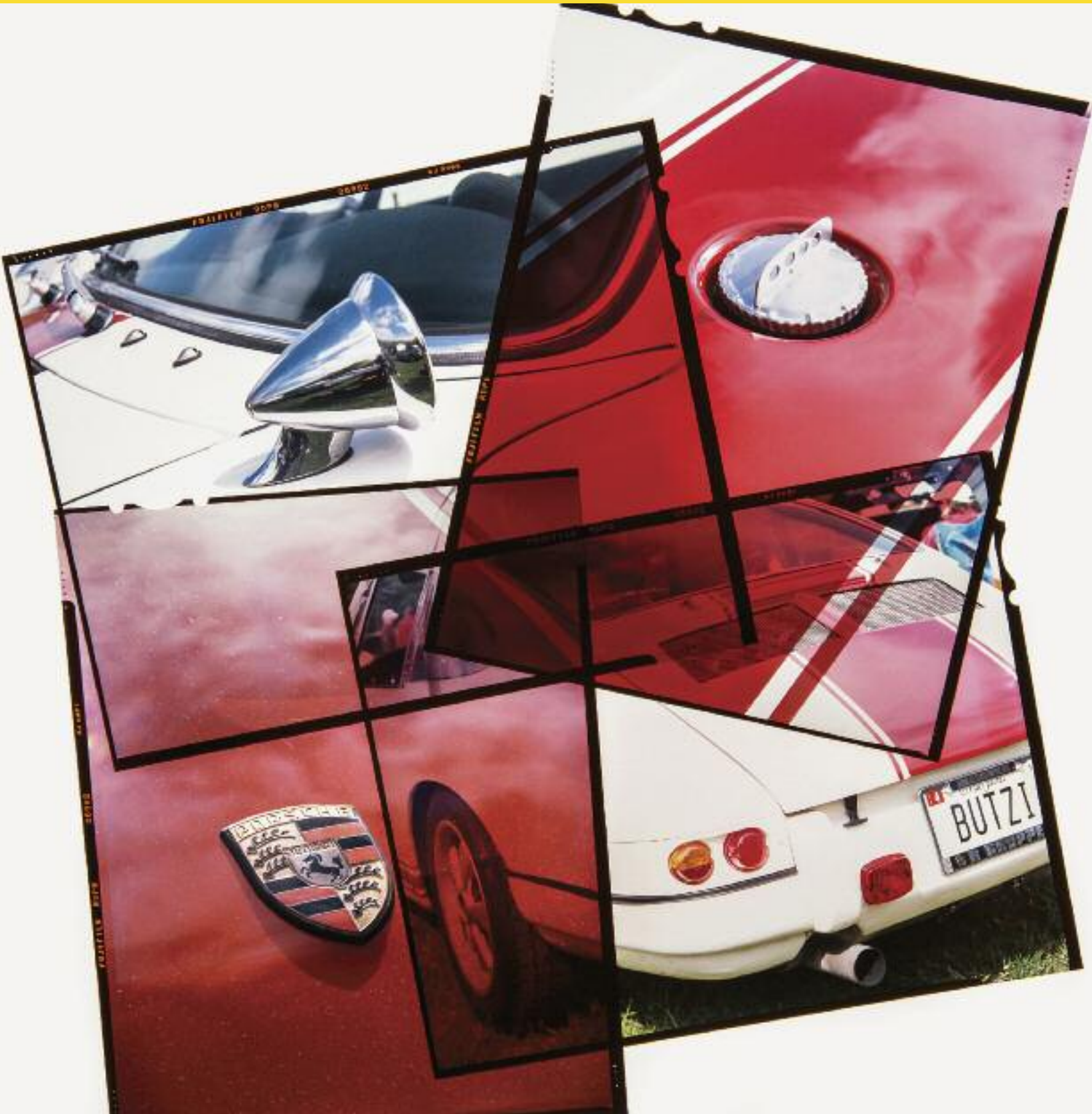


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der Vorgänger

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Publisher: Tony Kelly
6726 Lucy Lane
McLean, Va. 22101 dvpublisher@pcapotomac.org

Editor, designer: Richard Curtis
6032 Makely Drive
Fairfax Station, Va. 22039
703-239-1678 dveditor@pcapotomac.org

Contributing photographers: Ken Hills, Michael Madrid, Ken Marks, Tony Pagonis, John Vrankovich, Mia Walsh.

Contributing writers: Tuffy von Briesen, Sydney Butler, John Eberhardt, Rich Franco, Jonathan Kinberg, Tony Kelly, John Magistro, Tony Pagonis, Starla Phelps, Steve Vetter, Mia Walsh.

Proofreaders: George Soodoo, Linda Gifford

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The editor's column

Deutsche Marque: Creativity, passion all around

If you missed this year's Deutsche Marque concours, you missed a whopper of a good time. Beautiful weather blessed the skies and many, many beautiful Porsches blessed the showfield.

The stories of their owners were captivating. For example, I spotted **Carroll Kissler** and his 1985 911 that he's owned since October 1986. Kissler has not only hung onto his, he's driven it daily, racking up 302,000 miles.



Richard Curtis

The engine has been out of the car only once, to replace the clutch at 186,000 miles.

On the other end of the mileage spectrum was an original owner, Guards Red 1988 911 with only 8,147 miles. Owned by **Jeff Tapkas** of Crownsville, Md., it was a car of beauty, too.

Thanks go to hard working photographers **Ken Marks** and **Michael Madrid** who made time on their busy Sunday to contribute excellent photographs. You can see them beginning on Page 13. That's Madrid, below, shooting the cover layout with a monorail view camera that he's owned since college. Here's his description of how he made the shots:

"Photographs are 4x5 transparencies made on Fujichrome RDP with a monorail view camera and various lenses (a 203mm Commercial Ektar and a 90mm Schneider Angulon).

"Although it has been a couple years since I've used it, I enjoy the experience because it's the opposite end of the photography spectrum from motor-driven cameras at 10 frames a second. The large-format camera slows me down, and I must devote attention to the detail of the swings and tilts this camera offers, upside down and backwards, one sheet at a time.

"The image on the ground glass at the back of the camera when composing and focusing is upside down and backwards because the 'view' is actually straight through the lens without a mirror prism like a conventional 35mm single-lens reflex camera. Exposures are made one sheet at a time via a film holder loaded in total darkness with two sheets of film, one on each side of the holder."



Bruce Wakefield
Director

CPR

Vintage Porsche Restoration

9329 Ocean Gateway
Easton, MD 21601
410-822-8322

410-353-2274 Cell
cpr.bruce@gmail.com

A love affair with cars

One of my PCA friends summarized my last column for me on the phone: "Friends . . . good times . . . I love you guys . . . yada, yada, yada."

That led me to decide that maybe it was time to lighten up a little and share some of my lighter views on Life, Love and Lower Control Arms.

My love affair with cars started as a kid in my hometown, where someone owned a Guards Red 911 Carrera with a whale tail that I would drool over when I rode by on my Schwinn 10-speed. It was just such a beautiful, different car. It looked and sounded like nothing else in town, and it got everybody's attention. I thought to myself: "I need one of those."

My first experience actually driving was at 13 on a family camping trip and was a clear lesson in why you should not let your teenage son watch Burt Reynolds movies.

My father, a good man cursed with a wicked child, finally gave in to my endless pestering for the keys and a shot at taking the family Chrysler for a spin on some of the local dirt roads. I promptly managed to get the car airborne, followed by a nice power slide.

My younger brother was excited because I became the object of my father's wrath for the rest of the trip and, as he said later "I learned a lot of cool new words." This was also the beginning of my lifelong commitment to teaching colorful language to young people.

The Chrysler eventually became my first car, and at 17 I gave it a tune up every four weeks. I was too young to know that you only needed to give

Chryslers a tune up between wars. I went off to college and, between my summer money and a generous parental subsidy, managed to get my hands on a beautiful, black secondhand Audi 200 Quattro, which I also tuned up about every other month. I have fond memories of a college ski trip in that car, but after college I moved to New York City and had to sell it. I cried when that car was driven away.

A few years later, I moved to California and bought a California hot rod, a 1991 Audi 200 Turbo Quattro 20-valve. This was when I started DEs and learned a valuable lesson: don't drive anything you don't want to buy.

I have since stopped bringing my checkbook to DEs. I later moved to Washington, sold the Audi and bought a 1998 Porsche Boxster because I wanted to "feel the wind in my hair while I still had some." That car gave me many years and over 200,000 miles of faithful service

until the engine finally gave up at New Jersey Motorsports Park last October. It gave me close to 100 track days and another lesson about not bragging. I sold it as a project and bought a used 2001 Boxster S as a DE car.

But what happened to that first Porsche I fell in love with? Twenty-five years later I saw my 1986 Carrera, and it looked just like the one I lusted after as a teenager, so I bought it. It is something, after years of hard work, to drive away in your childhood dream. It is still new to me, but it definitely gets attention: "Do you know why I pulled you over, sir?" Oh, and I still do the occasional power slide too.



John Eberhardt and Doug Carlton at Potomac's May 5 Deutsche Marque concours.

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Drivers' Education

Drivers Ed: Alan Herod dechair@pcapotomac.org
 Registrar: Sally Herod deregistrar@pcapotomac.org
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 Chief instructors: Bob Mulligan (703) 709-8400, Dan Dazzo 410-819-6789 chiefinstructor@pcapotomac.org
 Tech chairs: David Riley, Dave Diquollo tech@pcapotomac.org

Programs

Autocross: Gary Baker autocross@pcapotomac.org
 Drive 'n Dine: Claude Imbt, Andrew Fort driveanddine@pcapotomac.org

Club Race: Fred Pfeiffer clubrace@pcapotomac.org
 Concours: Ron Davis, 703-409-0513 concours@pcapotomac.org
 Historians: Fred Phelps, George Whitmore historian@pcapotomac.org
 Legal officer: Howard Hill legal@pcapotomac.org
 Membership: John Magistro, Mia Walsh membership@pcapotomac.org 301-907-8031
 Public service & public relations: Kel Hodge publicrelations@pcapotomac.org 703-963-0411
 Rally: Craig and Linda Davidson rally@pcapotomac.org 301-706-5776 (Craig) and 301-233-1530 (Linda)
 Safety: John Sullivan safety@pcapotomac.org 410-608-3440
 Social, meetings: Annabelle Alvi, Michaela Shoop social@pcapotomac.org

Sponsor: Jody Lagioia sponsor@pcapotomac.org
 Volunteer coordinator: John Eberhardt volunteers@pcapotomac.org
 Zone 2 Rep: Tom Zaffarano zone2rep@pcapotomac.org 484-678-7746
 Webmaster: Michael Handelmann and Ken Harwood webmaster@pcapotomac.org 301-652-0575

Model experts

Cayenne: OPEN cayenne@pcapotomac.org
 Cayman: Chad Todd chad_todd@msn.com
 356 & 912: Tim Berardelli 356@pcapotomac.org
 911 (older): George Whitmore 911@pcapotomac.org
 930: Roger Bratter 930@pcapotomac.org
 964: C2 & C4: Roger Bratter 930@pcapotomac.org

(Boxster): John Eberhardt boxster@pcapotomac.org
 914 & 914/6: Ray Plewacki 914@pcapotomac.org
 944 & 968: Charlie Murphy intsptperf@aol.com
 924: John Brown 924@pcapotomac.org
 928: Kevin Lacy 928@pcapotomac.org
 993: ('95-'98) Jose Herceg joseherceg@yahoo.com 703-691-1771

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Publisher: Tony Kelly dvpublisher@pcapotomac.org
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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.

June

1: Centreville, Va., brunch.
1–2: DE, Summit Point (W.Va.) Raceway. Shenandoah Course.
8: DE tech inspection day. 9 a.m.–2 p.m. Intersport, 1524 Spring Hill Road, McLean, Va.*
8: Open board meeting. 2 p.m., Intersport, 1524 Spring Hill Road, McLean, Va.
8: Arlington, Va. brunch.
15: Glen Echo, Md. brunch.
14–16: Drive 'n Dine, overnight trip to Fallingwater, Pennsylvania. Details and registration at Motorsportsreg.com.
21–23: DE, Watkins Glen, N.Y.

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.
28: Octoberfest, Lovettsville, Va. Drive 'n Dine, concours, rally.
27–29: PCA Club Race, Summit Point (W.Va.) Raceway.
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.

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.

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

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

New Potomac members & anniversaries

May 2013 anniversaries

40 years

James & Tracy Cahoon

35 years

Douglas & Jane Hanscom

30 years

Robert & Anne Yerman

25 years

Wade & Sydney Herren
Robert & Angela Novas

20 years

Jerry Kurihara
Michael Levitas &
Harris Levitas

15 years

Robert Abbott &
Brandi Bryant
Brett & Rachel Armstrong
Hugh Arsenault
William Bauman &
Phyllis Kaye

Philip Down &
Philip Down, Jr.
Monte Gingery

10 years

Carlos Arroyo
Tracy & Susan Bryant
Jim Chapman
Mick & Mia Frankel
John & Jennifer Hanna
Shelly & Steve Heller
Carlos Lastra &
Sheri Tumbow
Trini Miguel &
Bret Cooper
Victor & Carol Padgett
Stephen & Susan Peterson
George & Miriam Tsantes
Duncan &
Andrea Wilkinson

5 years

Ted Andersson &
Anne Engen
John & Virginia Chessnoe
Mark Nowicki &
Debra Babarsky
Brian Rydell
Jim Rydell

Randolph & Deborah Sese
William &
Catherine Simmeth
Ted & Cindy Speck
John Thomas
Jacob & Rachel Wagner

April 2013 new members & transfers

Max Aronow &
Tricia Rawlings - 2001
911 coupe
Bill Becker - 2006 Boxster
Maurio & Katherine Carter
- 2006 Carrera S coupe
Charlotte Chirinos - transferred from Shenandoah Region
Ray Chung - 2013 Boxster S
Greg Collier - 2009 Carrera cabriolet
Joe Cunetta &
Christy Villarreal - 2000
996 coupe
Patrick Greaney - 2007
911 Turbo - transferred from Hurricane Region

Jerry Greenspan - 2012
Cayenne S
Mike Hammon - 2013
Boxster
Jeremy Hampson &
Chat Stear - 1986 944
coupe
Gregory Jackson &
Aric Moore - 2009 911
Bob Kennedy - 2008 C4S
coupe
Chriss Knisley &
Renee Henrich - 2009
Cayenne - transferred from Chesapeake Region
Tom Knox - 2008 Cayenne S
Timothy & Elizabeth Kutz
- 2008 Cayman S
Thomas Le - 2010 Boxster S
Lucien Lewin - 1969 912 - transferred from Central Pa. Region
Mike Patterson - 2001 996
Turbo cabriolet

Daryl Pendleton - 2008
Cayman - transferred from Northeast Region
Wayne Preschel &
Chrissy Hale - 2005
911 C4S cabriolet
David Shiff &
Cathy Khosrovian -
2012 C4GTS cabriolet
John Vitarello - 2013 911
James Wallace - 1969 912
Kim Wallace - 2008
Boxster
William Waybourn 2013
Panamera 4 - transferred from Blue Ridge Region

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Who would ever ‘need’ one of those?

Above: Total weight of car, accessories, such as tires and tools, plus the weight of the driver and passengers are figured into a safe towing weight.

Below: Drivers can also get creative and carry their track tires on the roof by using a roof rack.

By John Vrankovich
for *der Vorgänger*

Help, I’ve fallen and can’t get up! Down a slippery slope, that is.

It all started at my first DE. I had already been injected with the DE gateway drug, HPDC, and was really enjoying my time at the track. Then I started to notice all the dedicated track cars and the trailers used to haul them. I was envious, mainly because the cars looked cool, not because dragging a trailer behind me looked appealing. I thought,

“Why would I ever need one of those?” I could understand wanting another set of tires at the track, but a trailer just seemed like overkill. So, life went on.

Then, at my second DE, I saw tires ON TOP OF (cue angelic music) a car. Not only a car, but the same car as

mine, a Porsche Cayman S (owned by one of my now track compatriots, Greg Guarnaccia).

I was intrigued as I wandered around looking at the contraption he created and thought, “I really need one of these.” I spoke with Greg about it and started to build one the following weekend. His was made from a Porsche brand roof rack and a custom fabricated aluminum plate.

Since my “specialty” is woodworking (it’s my hobby and I have no clue how to work with metal), I decided to build one from parts I had lying around the house: an old Yakima roof rack, some extra connectors and two maple planks.

My custom tire rack treated me well. Our first journey together was to Watkins Glen. Since I already had an extra set of wheels, I bought a set of R-compound tires and hauled them on the roof to The Glen. I didn’t use them much, though, since it rained most of the weekend, which made my street tires come in handy.

I used the tire roof rack all the way through my second DE season. I drove to events on street tires, which I used when it rained. R-compound tires were used when the weather was dry.

Last winter I contemplated buying a trailer. I had conveniently (my wife’s term) traded in my daily driver for an SUV that could tow 5,000 pounds. My Porsche was now a dedicated track car and, while still street legal, it wasn’t that comfortable on long drives. I was also planning to do just a few more track modifications that would make it even more impractical/illegal for driving to the race track.

The idea of getting a trailer was just a passing fantasy





until I received a text from Richard “The Evil” Galloway that said, “There’s a Trailex for sale near you.” He had seen a For Sale post on an Internet forum. He, too, was searching for the same used Trailex as I was but had decided to pass on this one. Well, that was all the encouragement I needed (thanks, I guess, Rick!).

I arranged to meet the seller to inspect the trailer. Since it was almost brand new, inspection luckily didn’t require any actual knowledge on my part. It also came with everything I needed and more: brake controller, utility box, wheel rack, tie-down straps, and many more locks and keys than I could have contemplated needing. I struck a deal and arranged to pick up the trailer a week later.

I’d like to say that I did extensive research on what trailer to purchase and that I have plenty of knowledge to impart to others considering a trailer purchase, but I didn’t do much research. Since my vehicle’s tow capacity was only 5,000 pounds, I knew I wanted a lightweight aluminum trailer. Because I had seen many Trailex trailers at DE events and had many friends that had been using them for years, I decided to purchase that brand.

I now owned a trailer but had no clue what to do next. I decided to contact the most reliable sources I knew, my “virtual” track friends on our local track forum, Dorkiphus.net. I was overwhelmed by all the support and advice I received. The following week, I had a tow hitch installed and purchased the correct size ball and ball mount.

Armed with advice, I was ready to tow my trailer home. Hitching it, with the help of the seller and his friend, and driving it home went smoothly. The hard part was next: backing it up my steep driveway and introducing it to my wife and son. I had told her it would fit in our driveway (at least I hoped it would).

I had thought about practicing backing it up in a parking lot a few times before I brought it home, but I decided to forego that to head straight home. Trial by fire has always worked best for me (I’m too lazy to practice anything). I lucked out and had little trouble tucking it into a corner of our driveway.

My wife thought it looked great and that it added a level of sophistication to our homestead. I may put Christmas lights on it this winter to bring even more attention to it!

The only item I still needed was a winch. I probably could have done without one simply by driving the car onto the trailer, but I thought a winch might be helpful. I considered getting an electric winch; since they were too costly, I ordered a manual one. I mounted the winch to the trailer and cranked the car up the ramps. It was so easy even my 8-year-old son could do it unassisted.

The next challenge was figuring out how to mount and



Above left: When considering a trailer, you must consider total weight as a factor. Aluminum, such as this model, is far lighter than steel.

Above: Before venturing out onto public roads, get some practice backing up a loaded trailer.

Left: Your new rear view.

Towing tips:

- Practice backing up.
- Test drive the trailer on the Interstate with the car.
- Check tire pressures and lug nut torque often.
- Check straps after 10 miles.
- Keep a checklist so you don’t forget to pack anything.
- Remember what to inspect on the trailer.
- Carry spare wheel bearings and preferably two spare wheels.
- Take a jack, tie-down straps and wheel chocks.
- Remember wheel chocks before un-hitching the trailer.
- Don’t forget the keys for the trailer or the car!

secure my car to the trailer. I didn’t realize all the controversy over how to tie a car to the trailer. I received many contradictory suggestions; cross the straps, don’t cross the straps, strap to the wheels, strap to the suspension. The best advice I received was not to overanalyze it: “There is not and has never been a rash of track cars falling off trailers during transport” – Edward Hahn. I’ve tried both crossing only the front straps and not crossing the front or rear straps. After trips the car seemed secure either way.

My first journey with the trailer was to Virginia Interna-



Above: The ultimate in track accommodations is a motorhome, plus you can use it to tow your trailer.

Left: Many DE drivers start out by using a small trailer suitable for towing light loads, such as your track tires, tool box and other accessories.

Among several important and highly desirable accessories is a winch for when loading the car onto the trailer by yourself.

tional Raceway for the March PCA Zone II DE. I was a bit nervous. Sure, I had taken some practice runs near my house and on the interstate, but this was the real thing.

I drove about 10 miles on the interstate, stopped to check my tie-down straps, and jumped right back into my SUV. The trailer's handling seemed smooth as long as I didn't make quick lane changes. The drive was uneventful. The only scare I had was when it was going so smoothly I thought to myself, "Is the trailer still back there?" My heart skipped a beat before I looked in the mirror. Thankfully, it was still there.

Based upon this one trip, the greatest benefit of trailering for me was how quickly I could pack and leave the track after the last run. I no longer had to bring a tarp and store all my luggage, tools and track accessories elsewhere over the weekend. I was able to store everything in my tow ve-

Pros ...

Don't have to worry about finding a friend to tow you and your broken-down track car back home.

Family can travel to the track with you.

Put fewer miles on the track car.

Easy to pack up and leave track.

Can move car farther from street legal.

Spouse, neighbors will love its curb appeal.

Make many new friends who want to borrow the trailer or haul their wheels.

and Cons

Trailer storage. Need plenty of space at the house or somewhere close by to store it.

Family can travel to the to the track with you.

Expensive if you don't have a tow vehicle.

hicle and pack it Sunday morning. Previously, it took me at least an hour and a half to pack my car, mount my tire roof rack, mount the wheels and tie them down. Driving the car onto the trailer after my last run and tying it down took about 10 minutes. My wife appreciated my getting home earlier than expected! At least she likes one aspect of owning the trailer.

Did I mention I saw a motorhome pulling an enclosed trailer at VIR? I was intrigued but thought, "Who would ever need one of those?"



30th Deutsche Marque fills the field

By Ron Davis
Potomac Concours Chair

The combination of a 30th Deutsche Marque anniversary, the celebration of 50 years of the 911 model plus great weather made for a record-smashing turnout for this year's Deutsche Marque.

Vienna, Va.'s Nottoway Park was awash with 100 Porsches of all models, double the usual number of cars in this event. Included was a line of 911s from 1966 to 2013.

David Miller gets special mention for the weeks he spent tapping into the 911 network and for setting up this awesome display. In addition, there were 356s, 912s, 914s, 924s, 928s, 968s, Boxsters, Caymans and even Sal Fanelli's gleaming red 1959 Porsche one-cylinder diesel tractor.

The turnout was also high for the Mercedes and BMW clubs—also on the showfield—so about 200 of Germany's finest automobiles were on the field.

It was a remarkable event that kept a frantic crew of facilitators, concours judges and helpers going full tilt all day. The registration table was a flurry of activity as Diana Davis, Sheri Brindle, "Tuffy" von Briesen and John Eberhardt tried to keep up with the many PCAers who signed up that day. We even had a good number of Chesapeake Region folks show up, including PCA National President Manny Alban who brought his '90 911 C2.



Our club truly appreciates the support of sponsors Porsche of Tysons Corner, Mercedes-Benz of Tysons, Odds & Ends Detailing, Dent Masters and Harrell's Miniatures.

The wine and cheese reception was a mob scene as the trophies were being awarded. We want to thank club President John Eberhardt, David Dean, Jim McLeod and Rick Flanagan for handling purchase and delivery of drinks and ice for the reception. A special thanks to John Hopkins of Fairfax County Parks whose hard work and cooperation during the entire day made our show such a success.

Top photo by Michael Madrid

Above: Concours judge Jim McLeod grades the 1968 911 of Rob Abbott. Abbott found the car in California, and it was finished about a year ago. It has been highly modified and was inspired by the famous 911R cars that Porsche had built in the late 1960s for rallying (in fact, a 911R won the Monte Carlo rally).

Photo by Richard Curtis

Left: Best of Marque winner Harvey Cherner's 1962 356 cabriolet, which also won Best of Marque at the 2011 Deutsche Marque concours.



Photo by Ken Marks
 Randy Moss entered his gorgeous 1984 Carrera 911 Turbo with white interior and white Fuchs wheels.

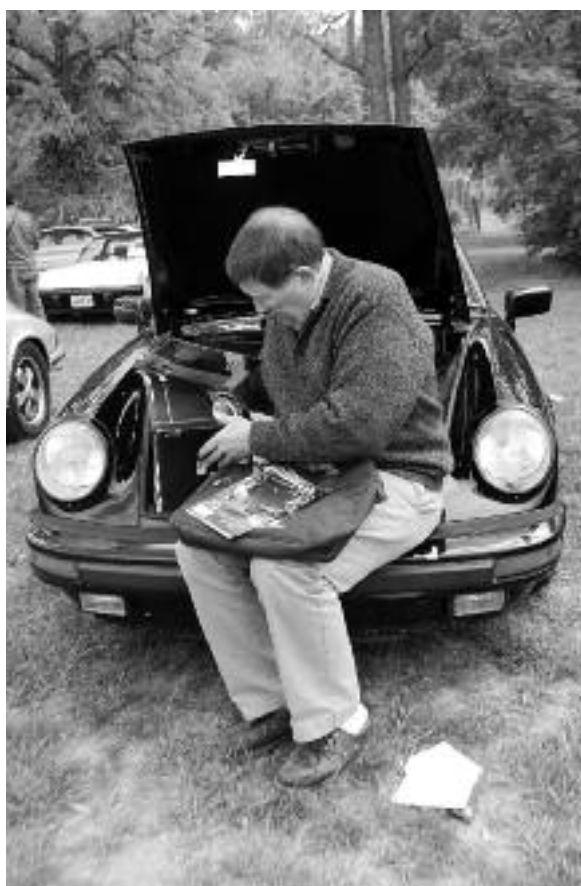


Photo by Richard Curtis

Above: Carroll Kisser of Old Town Alexandria, Va. knows something about keeping an old Porsche running. In 1986, Kisser traded a 944 for this 1985 911 that now has 302,000 miles on the odometer. He drives the car daily. The engine has only been out of the car once, to replace the clutch at 186,000 miles. Kisser is a 30-year member of PCA.



Photo by Richard Curtis

Above: Jennifer Lennox of Mitchellville, Md., waits for her husband, Antoine, in front of their rare 1992 Turbo that they've owned for three years.



Photo by Michael Madrid

Left: The 1963 356B of Jim Hobbins took second place in the 356 Concours class, impressing judges with this pristine trunk and compete tool kit.



Photo by Richard Curtis

Above: John Rothenberger of Great Falls, Va. poses on the showfield with his new-to-him extremely rare and desirable 1973 Carrera RS, number 802 of 1,370 touring models built by Porsche. He's owned the car that he found on the Internet for two years and drives it regularly. His previous Porsche was right after college, a 1973 911T.



Above photo by Ken Marks

Above: Donald Zink drove his 2004 911 from his home in Oak Hill, Va.

Above photo by Richard Curtis

Left: Darnestown, Md., resident Walt Ziffer entered his 2008 GT2. He won a first place People's Choice Award in Coupes All Years.



Top photo by Richard Curtis

Top: Jeannie Carlton and her dog, Carly, doze in the cool morning behind her and husband Doug's 1985 Turbo. From Derwood, Md., they have owned the car since 1991, buying it from the Maryland State Police after the car had been impounded.

Photo by Michael Madrid

Above: Celebrating Cinco de Mayo, John Ogilvie's 1998 Carrera S arrived on the showfield and soon thereafter was affixed with a colorful sombrero.

Photo by Richard Curtis

Left: Alexandria, Va.'s David Conrath, a new Porsche owner and Potomac member of less than a year, entered his 2003 911 Targa.

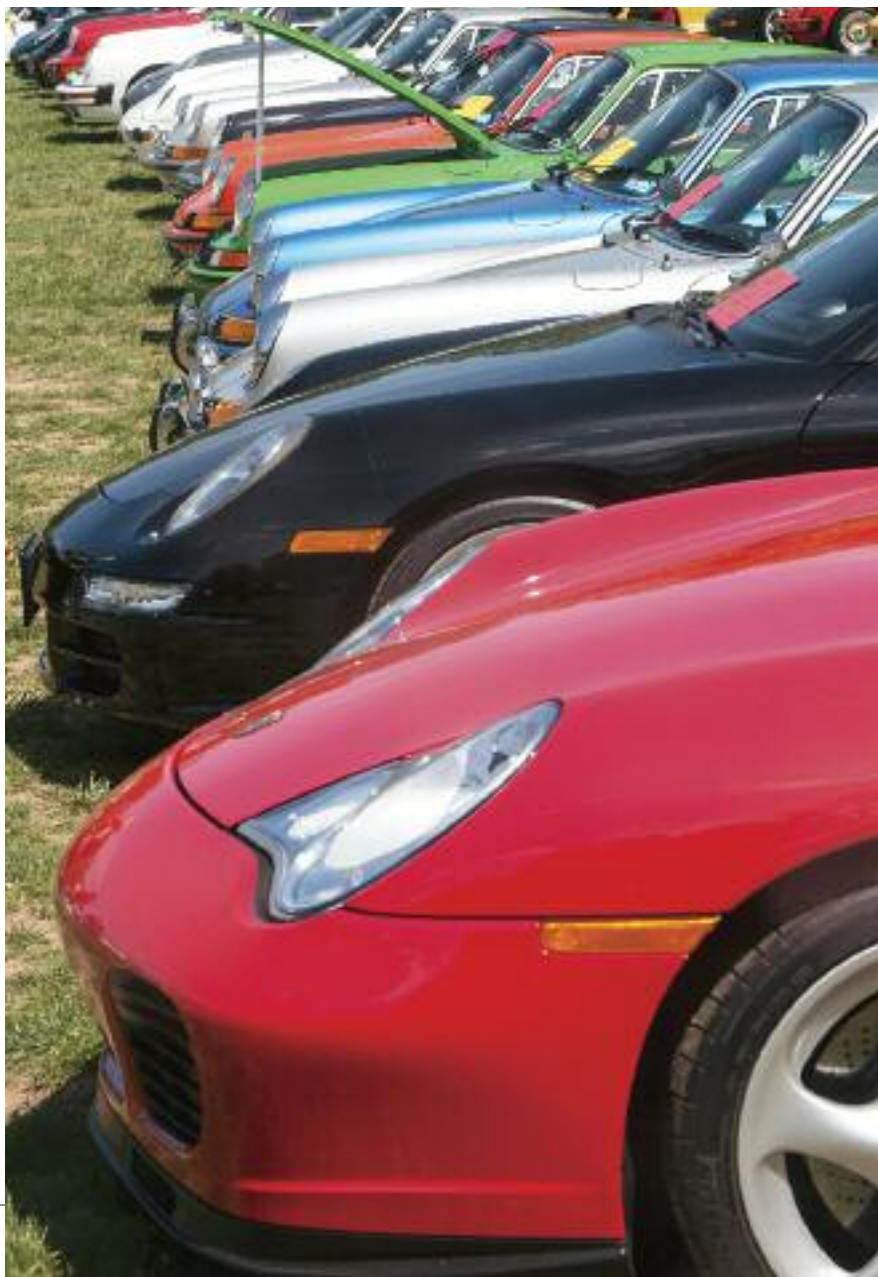


Top photo by Ken Marks

Above: Odenton, Md.'s Rob Abbott has a period-correct 1968 911 car, one of many Porsches that he owns. He also entered a 1972 914.

Photo by Michael Madrid

Right: As a part of this year's Deutsche Marque, efforts were made to display one car from each year of 911 production for the model's 50-year run. The effort fell short only by a relatively few cars. However, there were many duplicate cars for some years that enhanced the enjoyment of the concours for everyone. Overall, the concours attracted 100 entries, the most ever in the Deutsche Marque's 30 year history.



Winners

Best of Marque
Harvey Cherner, '63 356 cabriolet

356 (Concours)
1 — Harvey Cherner, '63 cabriolet
2 — Jim Hobbins, '63 356B coupe
3 — Tony Connor, '61 356B notchback

Early 911s, 912s, 914s 1965-83 (Concours)
1 — Eric Sulcs, '69 911T
2 — Chris Wilson, '72 911T
3 — Ray Wills, 911T

Mid-911s 1984 - 98 (Concours)
1 — Robert Clark, '97 911
2 — Gerson Cuellar, '91 911
3 (Tie) — Jeffrey Tapkas, '88 911
3 (Tie) — Sean Schmergel, '88 911

Late 911s 1999 – 2012 (Concours)
1 — Stephen Mackellar, '12 911 Turbo
2 — Jessie Fermin, '05 911-997 Carrera S
3 — Glenn Druckenbrod, '07 911 Carrera S

Boxster/Cayman (Concours)
1 — James Kelly, '08 Cayman
2 — Ron Gordon, '07 Cayman S
3 — Scott Stevens, '08 Boxster S

924, 928, 944, 968 (Concours)
1 — Bob Gutjahr, '79 924 Sebring
2 — Mike Frachel, '87 928 S4
3 — David Robinson, '93 928 GTS

356s (People's Choice)
1 — "Littlejohn" Schebish, '58 356 Speedster
2 — David Grant, '64 356C
3 — Dick Bowker, '62 356 notchback

Coupes All Years (People's Choice)
1 — Walt Ziffer, '08 911 GT2
2 — Rob Abbott, '68 911
3 — Doug Carlton, '85 911

Open Cars All Years (People's Choice)
1 — Gary Brindle, '10 Boxster
2 — Hank Allen, '09 911 cabriolet
3 — Roger Downey, '02 911 Carrera 4 cabriolet



Lewis Hauser: Saving Porsches from the grave

Photo by Michael Madrid

Hauser at work welding in his shop in an industrial park in Merrifield, Va. Karosserie Ltd. has been in business restoring Porsches of all ages since 1984.

By Jonathan Kinberg
for *der Vorgänger*

Here's an unpalatable thought: Where does an old Porsche go to die?

This is a difficult notion for any Porsche lover to embrace. Are any of us free from discomfort pondering the final sheet-metal-crushing consequence for one of our prized cars from Zuffenhausen? Perish the thought about such an acrimonious demise for the dutiful family member that is our own beloved example.

Fortunately, there are people who work daily to absolve us from having to entertain notions of Ultimate Porsche Interment. You can count Lewis Hauser, owner and operator of Karosserie Ltd., among



them. Karosserie is a place where rusty shells bearing the Porsche crest are rejuvenated; indeed, they are lovingly and individually restored beyond their original glory.

Karosserie is nestled among a warren of wood shops, tile stores, stone suppliers and machine shops in a small industrial complex off Prosperity Avenue in Northern Virginia. It is an unassuming unit, unrecognizable as a Porsche specialist shop except for the familiar upside-down bathtub silhouettes ornamenting the entrance.

For the unindoctrinated, the ambiance is that of any collision repair facility. For the proselytized, the sights, sounds and smells summon distant, often magical, memories that had been



mothballed in the present-day context of our lives. Once inside, a visitor will spot a detached 356 rear end. Elsewhere, high on a lift, is a curious vehicle cloaked in blankets. Its identity is betrayed by the familiar positive camber posture of swing axle-suspended drive wheels, bookending a heat-sink-covered magnesium oil sump casting from Porsche's past.

Directly ahead are the familiar rounded front fenders of a 1951 356 coupe. The coupe's new black finish is being lovingly color sanded by its owner, Potomac's Pete Archibald. Archibald is a guest craftsman in this theme park that welcomes fanatics.

Another step deeper into the shop and your sense of smell is overwhelmed. A trace of familiar leather aroma brings forgotten memories bubbling up. Images and emotions are relived as though they'd happened only hours before.

After a few more steps into the deceptively cavernous works, the recognizable curvatures, ridges and valleys of a pre-A style 356 dashboard sits on work support stands. It has been recently painted factory-correct green and is slated for refitting along with a matching green interior to Archibald's black coupe, serial number 11111. Hauser, 54, stands behind the car, carefully color sanding the fresh paint. He excuses himself to wash the paint dust from his hands. His imposing 6-foot-2-inch frame is in contrast to a smooth voice and gentle personality. He walks behind a confectioner's-style display case making up an integral part of the office counter. Here is a myriad of playfully exhibited Porsche models, collectibles and rare parts that underscore

a love of all things Porsche.

Hauser is eager to talk to anyone with an interest in Porsches. He confesses his belief that the limited-edition, hand-signed, scale model of the green Panamera given to Ferry Porsche on his 80th birthday is the most valuable miniature in the case. The model, owned by PCA member Dave McMahan, is on loan to the "Hauser Museum."

Hauser's involvement with improving the appearance of cars began in his youth with a love of paint and bodywork. He tells a story about pulling an air compressor and automotive refinishing gear in his father's station wagon and making a couple hundred dollars a job on his neighbors' cars. "In '76 or '77, I would go to the Mattos paint store and purchase mismatched auto paint for \$10 a gallon. I'd change the color, fix damage—all outside."

As a youngster growing up in Springfield, Va., he remembers his older brothers always having exotic cars. "They had an old rusty A coupe and a B coupe that had been burned in an engine fire," Lewis says. "They cut up the A, and we used the top as a sled—probably not the safest thing to do 'cause it still had its A-pillars attached." As for the B, "its engine had its carburetors melted to the cylinder heads, but the boys turned it into a runner by using the engine from the A. Mom sewed corduroy over the seats."

From late 1978 through '81 Hauser's career nearly took on a different complexion. "I worked as a busboy for Fritzees in Fairfax," Hauser recalls. "It was a lot of fun and a cool restaurant. I would have loved to do that as a profession!"

2010 file photo by Richard Curtis

One of Hauser's five Porsches is this totally original '55 356 that was present at the first PCA Parade and also at the 50th Parade in Hershey, Pa.



Above photo courtesy of John Wood; right 2010 photo by Richard Curtis
Above: The “before” photo of John Wood’s ’53 as it was when Wood bought it. **Right:** The “after,” with Wood in the background, after Hauser completed the restoration. The car was featured in the February 2010 issue of *dV*.



Photo by Ken Marks

Above: Noted Porsche collector Dick Brumme, left, and Lewis Hauser, who worked together to resurrect Brumme’s extremely rare ’50 cabriolet.

“I have known Lewis since the early ’80s. He has worked on several of my cars including a ’72 Mercedes coupe, my ’61 roadster and the 1950 cab! He does excellent work and runs a great shop. Everything is done on time and with no surprises.

“He has a really weird sense of humor, but I like it. He is a good guy.”

However, Fritzbees was near a Porsche restoration shop called Porstoration. Owner Doug Dutton finally gave Hauser his first employment working on Porsches in 1980. In 1983 he moved to a job working for interior specialist Paul Collier, learning the nuances of Porsche interior work. “Later,” Lewis recalls, “right around when the movie ‘E.T.’ came out, Paul Zehfus offered me space in his shop to build a few Porsches for him. I remember that because Paul was always making fun of how E.T. looked.”

Karosserie began in loaned space owned by Paul Zehfus. After Hauser completed two cars for Zehfus, Karosserie opened in 1984 at its original location on Roanoke Street in Fairfax.

Hauser confesses his love of car painting has waned at this stage of his career, though he still occasionally breaks out his spray guns. He freely describes what he does for a living as fun. While not considering himself a perfectionist, Lewis says that Porsche bodies leave Karosserie better than when they left the factory.

At Karosserie things are done the way they used to be done. Using stripping chemicals, Hauser removes paint from one panel at a time. He keeps most of the vehicle assembled, including weather stripping, to insure panel alignment. Body filler is applied directly to the bare metal, and then he covers the work with etching primer.

Hauser shuns the popular notion that spreadable body filler material, commonly called plastic or putty, is inferior to metal-based body solder/fillers. Aside from the health risks associated with lead-based materials, spreadable body filler remains more flexible over time, and it is less likely to crack or break away from the panel. Hauser says most sandpaper abrasive imbeds itself in and adversely reacts with the lead. This can cause the paint to bubble years after the finish has cured. Lead has to be filed, not sanded, which means a thin layer of plastic filler is nearly always necessary anyway.

While replacement body panels are available from many sources, Karosserie’s craftsmen hand fabricate some of their replacement panels. One Karosserie craftsman, David Ramatowski, says that commercially available panels rarely fit properly. Hauser nods in agreement.

One example is a set of custom front wheel covers laying on one of the older cars in the back. Like those used on early racing cars, these aerodynamic front wheel covers were handmade in limited numbers. They’re not found in any parts catalog and certainly epitomize the notion of “unobtainium.” Self-taught, Hauser rolled these examples himself on the English wheel. The wheel covers are perfect mirror images of each other and look exactly like those featured in vintage Porsche photographs.

Although he is reluctant to single out a favorite project, after a few moments of consideration, Hauser fondly mentions a car he calls the “Sportolet” that he built in 2003. The car (pictured on the next page) is now owned by Potomac’s Rob Abbott. Originally a ’56 coupe, Karosserie fused two cars together to create a two-seat cabriolet with a long, sloping, high-fendered rear end. Members of the Porsche family saw the Sportolet at a 2010 Labor Day weekend “Gathering of the Faithful” in Reston, Va., and during the 50th Porsche Parade concours in October 2010. The Sportolet once was displayed at the Smithsonian’s “America on Wheels” exhibit.

Hauser also recalls a black ’53 cabriolet (pictured above) done for Potomac’s John Wood that was featured in *der Vorgänger* (February 2010) and many months later in *Excellence* magazine. The car won best-in-show at Porsche 356 Registry meetings in 2008 and 2009.

Hauser owns five Porsches himself. First is a totally original ’55 Pre-A coupe in its original black finish with red interior (pictured on Page 19). Second is a rust-free ’58 Speedster in original factory blue. Third, his son drives a ’59 coupe (pictured on next page) that’s been temporarily painted with a paint roller (like you would use on your kitchen wall!). Fourth, Hauser has been working lately on his ’66 911. And, last, he recently replaced his daily driver, a Chevrolet HHR SS, with a 993.

Porsche lovers honor the totality of control the marque has consistently delivered, along with the balance of handling and braking as well as speed. In the opinion of Porsche lovers everywhere, a Porsche deserves respect for its performance, timelessness, elegance and ingeniousness. Appreciating the artisty integral with a Porsche’s original conception and assembly is what sets the Karosserie restoration shop apart.

Hauser believes that no Porsche is ever too far gone to deserve a restoration. One example is a 1953 356 on which he’s currently working. This specific car “was rusted through or completely missing the entire bottom eight inches,” says Hauser, “but the car has an interesting racing



Photo by Michael Madrid

Top: Hauser, along with long-time Karosserie Ltd. craftsmen Tony Shea and David Ramatowski with Hauser's '59 coupe that—despite Hauser's noted skill with a paint gun—was painted with outdoor enamel paint applied with a paint roller!

history. So, it's a significant car" and worth the effort and expense to restore.

Hauser excels at that rare opportunity to express himself creatively. He is not one to shy away from evolving any Porsche to be more than what its creators envisioned. An example is the shop's one special project, a project known internally as "The Mutant." The car is under covers, in the back of the shop, unfinished, with welding seams exposed. It is a 356 with a 911 engine. Almost in direct defiance of the current hot-rod mentality of violating the pedigree of the base car, the Mutant will retain all the elements that made it a Porsche when it left the factory. All parts, no matter their source, are Porsche in origin.

There is a perpetual future for our beloved German sports cars. Thanks to Lewis Hauser and his crew of craftsmen at Karosserie Ltd., and shops like it, all Porsches could outlive their owners. There's a pleasant thought we can take to our graves.



2010 file photo by Richard Curtis

Hauser's custom "Sportolet," which he built for himself in 2003 and later sold to Rob Abbott. The car, originally a '56 coupe, was transformed by combining a front cowl and hood of one car to the back of another, creating a two-seat cabriolet.

Season's first autocross attracts 38 entries

By Gary Baker
for *der Vorgänger*

The Founders Region 2013 PCA Potomac Autocross season is off to a good start. Competitors have enthusiastically participated in two of our seven events. Registration is now open for all of our events scheduled in 2013.



Photo by John Walters

John Vrankovich leans into the driver's side window to check that all is ready for autocrosser Carol DeZwarte's run through the cones.

Autocross No. 2 was held on April 13 at Bowie (Md.) Baysox Stadium with 38 drivers competing. It was exciting to see participants from our school and event number one anxious to compete and perform well.

Spring is finally here and you bought a Porsche. You would like to drive fast, but you don't know where. Autocross No. 3 is right around the corner on May 25. In case you miss that, autocross No. 4 is July 7.

It is much safer to autocross than try to speed on or off an exit ramp to try to see what your Porsche can do.

As a bonus, the drive from the Washington metropolitan area to Bowie, Md., is quite pleasant. The sunrise on U.S. Route 50 is magnificent and the breakfast catered at our event will spoil you. Bagels

and cream cheese, please.

To be fast at autocross you must have car control and know the course well. Arrive early and you'll have an opportunity to walk the course before you drive and compete against fellow drivers. As the season progresses, we make the courses more and more difficult. If you would like an instructor to guide you in becoming a fast driver, our cadre of instructors will be happy to help.

If you reregister online and pay in advance, it's only \$35.

First place finishers on April 13

Chris Hunsaker, '90 964
Denise Dersin, '04 Boxster S
Ed Wright, '05 Boxster S
Scott Van Gorder, '12 Cayman R
Seymour Slatkin, 997
James Wingfield, '86 944
Ethan Pinkert, '89 911
Gary Baker, '02 996
Tony Pagonis, '89 944

All results as well as photos are also posted on our website. PCAPotomac.org.

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Fewest miles driven determines winners

By Linda Davidson
for *der Vorgänger*

Sunday, April 28 marked the start of the 2013 rally season with a new format and lots of new participants. As always, Mother Nature shined on us, and for the first time in rally history, 20 cars signed up, every car showed up and nobody showed up who hadn't signed up! Thank you!!

The format for this rally was "shortest distance." Teams used a map of Howard County, Md., along with a list of questions that had to be answered by visiting sites on the map.

Teams were told which grid number of the map to look in for each clue, with more detailed instructions as to exactly where within each grid to find the answer. Teams were given ample time to plot out their course on the map before setting out. Points were given for each mile driven, each incorrect or missing answer or showing up at the finish



Photo by Robert Wilkoff

Rally winners were, left to right, Regina and Eric Dull (1st), Bill Serelis and Ron Kinsley (3rd) and Sarah and Eric Christensen (2nd).

line after the allotted time (no one got these). Therefore, the idea was to have the LOWEST score possible.

Of the 20 teams, nine cars had scored all the questions correctly, so it came down to which team had driven the fewest miles.

First place went to the rookie team of Eric and Regina Dull with 49.6 miles. In second place was Eric and Sarah Christensen, another rookie team, with 52.7 miles. Third place went to rally veteran Bill Serelis and navigator Ron Kinsley with 53.8 miles.

The rally ended at Looney's Pub in Fulton, Md., where they all compared notes as to how they each tackled the route. Everyone seemed to enjoy this new format, so look for it again in the future.

Next rallies

We only have two more rallies planned for this season. The next one will be the Second Annual Wounded Warrior Rally, July 27. The last will be the annual drive to Oktoberfest in Lovettsville in September. Contact Rally Chairman Linda Davidson at rally@pcapotomac.org for further details.

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How to replace stock 964 engine mounts

Photos and story by Marvin Jennings
for *der Vorgänger*

Recently I had been having problems shifting my 1993 RS America (964). The symptoms were difficulty shifting into first gear and shifting from first to second. Occasionally the shifter would pop out of gear.

Unsure what caused the problem, I began with the most obvious—replacing the bushings in the shift rod. Even after 100,000 miles, the rod bushings were in remarkably good shape, but since I had taken everything apart, I decided to replace them. However, the problem was still there. Then I started thinking the worst: a transmission rebuild. Oh, no!

During a local Cars and Coffee meeting, I met a fellow 964 owner who was admiring my car. As we were discussing my engine modifications, he noticed my engine mounts and said they were definitely bad because they were sagging. He said that his car had had the same symptoms as mine with the difficult shifting.

Immediately after I got home that day, I searched the Web for Porsche 964 OEM engine mounts. Wow! OEM engine mounts from a popular online parts source were \$320 each, and I needed two of them!

Recalling the discussion with my new Cars and Coffee buddy, I remembered that he had recommended purchasing a pair of Wevo engine mounts, which cost \$149 each. The Wevos are offered in two different grades of bushings,

blue and black. The blue is similar to the factory RS mounts, only slightly softer, and is geared towards dedicated race cars. The black is even softer and geared for people who do an occasional DE or autocross but primarily use their cars for street driving. I chose the black.

Here is a step-by-step procedure on how to replace stock 964 engine mounts with the Wevo engine mounts.

No extraordinary tools are required, just the usual set of 1/2"-drive and 3/8"-drive sockets, ratchets and extensions.

Warning: Do not get intimidated by this project. It is ridiculously simple. On a scale of one to 10 with one being the difficulty of changing a tire, I would rate this job a solid two. Since you will be working under the car, take caution in preparing the car for this job.

PROCEDURE:

- Chock the front tires.
- Jack the rear of the car and put car on jack stands. I like to place my jack stands under the control arms.
- With a hockey puck on the jack, place the jack under the engine and lift the engine slightly until you see the exhaust move only slightly but no more than that.
- Raise rear deck lid and observe the location of the engine mounts. (See picture on next page).
- Locate and remove the plastic plugs directly beneath the engine mounts. It may be easier to remove these from beneath the car.
- Removing the old mounts on both sides are about

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.



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Far left: What stock 964 engine mounts look like after you've removed them from the car.

Left: The replacement Wevo engine mounts installed. Installation is one of the easiest DIYs you can do. Only three bolts secure each engine mount: the two 10 mm bolts you can see in this photo plus one 18 mm nut that is accessed from beneath the car. You'll need to jack up the car or put it on a lift.

the same level of complexity; however, the driver's side is slightly more challenging because of the vent hoses and deck lid release line. It doesn't matter which side you remove first. Using a 1/2" drive ratchet with an 18-inch long extension and an 18 mm socket, insert in hole from beneath the car and remove the nut from the bottom of the engine mount.

If your engine mounts have not been replaced recently, this step may require brute force.

- Go to the engine bay and remove the two 13 mm bolts from the engine mount. At this point you should be able to wiggle the engine mount out of the engine mount cavity.

- Because the Wevo mounts come tie-wrapped exactly as they should set into the engine mount cavity, **do not**

rearrange these parts. Place an engine mount in the cavity and screw in the two 13 mm bolts.

Do not tighten to spec yet because you will have to align these bolts and the M12 bolt through the center hole.

The Wevo kit comes with a new M12 bolt. Place this bolt through the center of the mount and through the engine carrier. At this time you'll need to solicit the help of someone since it is difficult to start the nut on the bottom and hold the top bolt as well.

Once you have started the center bolt, you can torque the 13 mm bolts to 18 ft.lb or 25 Nm. Then tighten the center bolt to 40 ft.lb or 55 Nm.

- Repeat for the other side.

- With both engine mounts in place and all the hardware torqued to spec, adjust your muffler exhaust pipe since your new mounts have taken up the slack of your old sagging mounts. Don't forget to replace the two plastic plugs in the corners of the engine sheet metal.

From beginning to end this job took me less than an hour. After a test drive the verdict was that the shifting had improved and the ride height of the engine had been restored. There was a slight increase in vibration but not enough to be an issue. Be safe and enjoy your new, improved ride!

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

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How to neutralize winter cobwebs before DE season

Photo by John Vrankovich

Michael Copperthite (No. 13) leads Kenyatta Jenkins through a tight turn at the Allsports Grand Prix indoor karting track in Sterling, Va. Karts are available for rent for individual sessions in addition to group rentals.

By Collin Mechler
for *der Vorgänger*

This was my first full winter living in Northern Virginia and, despite having had the warmer months at my disposal to get familiar with the Potomac region, my attendance at various meet 'n greets was spotty at best (I blamed work).

Combine this distinct lack of sociable contributions with a three-year decrease in my amount of track time, I determined something must be done. An indoor karting league would do just the trick: it would ensure our collective “mad driving skillz” remained fresh while providing me fulfillment of a selfish ulterior motive: actually getting to know some of the local PCA chaps.

Much to my pleasant surprise, the league was well received. At its peak, we had nearly 30 racers paid and registered. Most of the racers were with PCA, but we did allow non-members to join in the fray—the more the merrier! I’m sure some of us may be regretting this decision, as this allowed for a few ringers to crawl out of the woodwork.

Nevertheless, the inaugural season went off without a hitch, and I had a fantastic time with every single racer. The racing took place at Sterling, Va.’s Allsports Grand Prix. They were a significant reason for this season’s success.

As the eight-event season drew to a close (each event contained three heats of races, plus a qualifying round), the points battle was tight. The racers were divided into three weight classes: GT1, GT2 and GT3. In each weight class, the trophies were not decided until the last race of the last event. Take that, Formula One!

So here’s how the season ended:

In GT1 category, it was a fight to the finish. Until the last race, Potomac’s Kenyatta Jenkins was continually trading positions against a hard-nosed kart junky. Overall points



lead changed four times throughout the course of the season. Despite focused driving by Jenkins, the overall points lead edged in favor of his good-natured nemesis by a mere two points (out of 600), netting Jenkins the second-place trophy. Third place went to PCA’s consistent-yet-deadly Andrew Fort, who proved on many instances he would be there to capitalize on any of your mistakes. Fort narrowly beat fellow PCAers Ruffy Zarookian and Kathryn Turner for a podium spot, both of whom were exceptionally skilled at driving smooth, fast and consistent laps.

The GT2 category’s synopsis is perhaps a bit biased, as the first-place trophy went to yours truly. In my defense, I was only trying to save the competition from a local Audi club member (one of the aforementioned ringers) who ended up taking second (again, by just two points).

The final podium spot was occupied by Potomac’s John Vrankovich, who fought to the last race to earn his spot. The GT2 class was well contested overall, with the top three spots changing from event to event.

Other PCA’ers are Autocross Chair Gary Baker and fellow DE driver Bill Calcagno. Both Baker and Calcagno had a zen-like approach to driving that seemed to rub off on the other drivers, simultaneously improving lap times and increasing safety.

Finally, the GT3 class was the class where attendance seemed to pay off.

PCA’s own Jim Bynum took first place in the GT3 class with a clean sweep of straight first place finishes in his weight class. Bruce Mackliet and Ed Hahn took second and third, respectively: both achieved an identical points total but Bruce was ultimately victorious due to his perfect attendance.

Speaking of attendance, Spec Racer Ford racer and Porsche nut Greg Cirillo gave Jim Bynum a run for his money, but late-season attrition was Cirillo’s unfortunate undoing. This class routinely saw additional competition from other PCA members, namely Greg Seeman, Ardy Alam, Jim Tyson and Alex Lunsford, all of whom were quick and sociable additions to the league and were a big reason for the season’s ultimate success.

Plans are already in place for next year’s competition. Stay tuned.

Photo by Mike Copperthite

The winter karting league director in its first season was Collin Mechler, right. He won the GT2 class. There were three classes divided by weight. Also pictured is John Vrankovich, left and Jim Bynum, middle.



New club members get warm welcome

By John Eberhardt
for *der Vorgänger*

Potomac had its annual New Members meeting on Saturday, May 4, with over 100 new members in attendance. Everyone enjoyed a complimentary breakfast from The Omelette Man, and Porsche of Rockville was gracious enough to host the meeting in their beautiful showroom in Rockville, Md., all organized by Membership Chairs John Magistro and Mia Walsh.

New members were introduced to the Potomac Executive Committee: Past President Dick Seltzer, President John Eberhardt, Vice President Howard Hill, Treasurer David Dean and Secretary Michael Handelman.

Members then heard about the different programs from Potomac's program chairs. Craig and Linda Davidson talked about rallying. Alan Herod, DE co-chair, and Sally Herod, DE registrar, introduced members to the concept of Drivers Education to the membership, while Concours Chair Ron Davis talked to members about showing their cars.

Club Historian George Whitmore give a brief overview

of the history of our region, and Autocross Committee Member Jean Kapusnick talked about the fun of autocross. Executive committee introduced members to Club Race, Drive 'n Dine, Tech, Social and *der Vorgänger*. In all, the club offers almost 100 events a year across 10 programs.

I am happy to report that many of our meeting participants have already registered for events.

Photo by George Whitmore

Over 100 new members to Potomac were feted at a breakfast meeting at Porsche of Rockville where they learned about the club's many activities.





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My first DE tech experience

Photos and story by Steve Hunt
for *der Vorgängert*

One of Potomac's DE tech inspectors, Hugh Arsenault, sets the lift arms beneath Hunt's RSA. Among the items inspected at DE tech sessions are brakes, brake lines, seat belts, batteries, exhaust systems, wheel bearings, brake lights, windshield wipers and many other items.

I am the proud owner of a 1993 911 RS America (no air conditioning or sunroof) that I ordered tourist delivery and was able to drive more than 165 mph on an autobahn in Germany. After returning to this country, I picked up my car at the Porsche port processing center in Charleston, S.C.

One of the first things I did after driving to my home in Alexandria, Va., was join PCA Potomac, and I have remained a member for the past 20 years.

When I first joined the club, I believed the best way for me to experience the car was on the track, and PCAP drivers education events filled the bill. While I enjoyed driving the car at its (and my) limits on tracks such as Summit Point and its Jefferson Circuit, Lime Rock, Watkins Glen and Mid-Ohio, one of the biggest benefits I discovered was the DE tech inspections held before the events at an area Porsche dealership or local independent shop.

First, of course, is making sure the car is in prime condition for the track event. My thanks to the PCAP volunteers who give their time and expertise to check the cars and to the shops that provide their bays and lifts.

The pre-event inspection is quite extensive and involves examining the car from headlights to taillights and everything in between. That includes windshield and wipers, brake lights, mirrors, pedals, seats and headrests, safety re-



straints (whether factory seat belts or harnesses with approved seats), roll bars (for any model open car with factory roll over protection), fire extinguishers (optional, but recommended), battery (checked for corrosion or signs of leakage), the engine compartment, engine and transmission mounts, engine accessories, brakes and the body, including windows and glass. And that's just while the car is on the ground.

The vehicle must be raised to inspect its oil lines, wheel bearings, tires, brake system, front suspension, rear suspension, axles and exhaust. On top of that the car is inspected for excessive rust and any other unsafe conditions, and the brake fluid in the car must have been flushed

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within 90 days of the event. What all this means is that your Porsche is given the equivalent, or more, of an annual inspection at a dealership or shop, and, best of all, it's free.

I already knew most of that, but what I didn't realize until reading a recent issue of *der Vorgänger* earlier this year is that tech inspections are open to all club members, including non-driver participants, on a first-come, first-served basis. As noted by the * on *dV's* 2013 calendar (which lists all DE tech events, locations and times), "Your 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." And that says it all.

On March 30, I took my car to Porsche of Rockville, arriving around noon for the tech inspection, which was operating from 9 a.m. to 2 p.m. that day. This was perfect timing because there was no waiting at all. John Toth and Hugh Arsenault immediately began doing their job by going over every inch of the car.

I had taken my car for its annual service to a local dealership a few months earlier, and it had been given a clean bill of health; however, with a 20-year-old car you never know what to expect.

In general, everything was going well, and then eagle-

eyed Hugh spotted a problem. While looking under the passenger-side rear wheel well, he noticed that an oil line had developed a crack. The good news was doubled when I learned that it was not a line that was under pressure, and it had been discovered before completely breaking.

The bad news, according to the dealership, was that it needed to be replaced, along with two other lines that were brittle. The cost was \$900 (\$225 for three hoses, and \$675 for labor). Again, with a 20-year-car, these things come with the territory and are to be expected.

I'm thankful to the DE tech inspectors for finding a relatively small problem before it became a bigger problem. The other good thing about the DE tech inspections is that, unlike the actual track days themselves when drivers can be a bit harried preparing to take their cars onto the track, the tech inspections are more laid-back, giving PCAP members the opportunity to relax and get to know each other and to check out each other's Porsches.

Since the tech inspection in Rockville was finished by early afternoon, I had time to take an afternoon joy ride with a friend to Thurmont, Md., for lunch at the famous Cozy Inn & Restaurant, near the Camp David presidential retreat and Cunningham Falls. We stopped in historic downtown Frederick on the way back and still arrived home in Alexandria by early evening.

The next opportunity to take your car for a tech inspection is June 8 at Intersport, 1524 Spring Hill Road, McLean, Va. Check the *dV* calendar for additional dates this summer.

Whether your car is one, 10, 20, 30 or more years old, having it checked at a DE tech inspection and learning more about it is a worthwhile endeavor for any Porsche owner. And you can't beat the price!



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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.



Driving tour June 9 for sports cars

2013 EuroSport Tour DC will be held on June 9 as a car driving tour of Porsches, Ferraris, Lamborghinis, Maseratis, Aston Martins and Lotuses through the back roads of Maryland.

After the tour, there will be a People's Choice concours at the Martin State Airport that will include a display of fighter jets. Valentino Balboni, the Lamborghini test driver, will also participate in the driving tour.

The drive will begin at Seneca Creek State Park in Gaithersburg, Md. Registration will be open from 8 a.m. to 9 a.m. Tour participants

2012 photo by Kevin Sims

To help shake off the driving cobwebs after a long winter, EuroSport Tour DC will be hosting a unofficial drive 'n dine event for European sports cars, including Porsches, Ferraris, Lamborghinis and others.

will be served coffee and a breakfast sandwich. Valentino Balboni will be driving with us in a Lamborghini.

A barbecue lunch will be served at the Glenn L. Martin Aviation Museum at Martin State Airport in Middle River, Md. Our 2013 con-

ours will feature the cars surrounding a display of fighter jets. Car-crazy event participants will be allowed to sit in the fighter jets while being instructed in simple flight basics. Balboni will do a technical review on the new Lamborghini Aventador at the jet fighter display.

The cost is \$54 per person prior to June 9. Day of registration will be \$67 per person

For questions, contact Kevin Sims at (703) 586-5136 or email him at autobahnambition2@gmail.com.

in the area.

The exhibition will showcase approximately 24 superlative machines beginning in 1900, when Dr. Ferdinand Porsche designed the world's first hybrid, up to a conceptual race car powered with 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's a virtually unbroken lineage.

With the support of Porsche and individual collectors, Gross is bringing together cars from around the globe to tell the Porsche story with rare prototypes, ground-breaking race cars and an intriguing history of hybrid technology.

The exhibition affords the opportunity to partner with local universities to develop innovative programs including design workshops and symposia.

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Historic Porsche exhibit slated for 2013–2014

"Porsche by Design: Seducing Speed," organized by the N.C. Museum of Art in Raleigh and curated by automotive historian Ken Gross, is an exhibit of notable Porsche cars that will be on display Oct. 13, 2013, through January 2014.

Potomac is tentatively planning a Drive 'n Dine trip to see the exhibit and other Porsche attractions



Readers and their cars

Photos by Richard Curtis

Above: During the 2013 HPDC at Summit Point (W.Va.) Motorsports Park, Joe Lagioia used his trailer as a ramp to adjust the shocks on his 2003 911 Turbo that he's owned for three years.



Above: HPDC participants Desrthe Levine, left, from Denmark but now living in Alexandria, Va., Charlene Rusnak of Virginia Beach's First Settlers region and Jimi Yui of Takoma Park, Md., during a noon-time break.

Left: Long-time DE participant Ryan Magrab of McLean, Va., used the April 6–7 DE weekend to shake down his new-to-him track car.



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Doug Carlton's 1985 911 Turbo stood still at the recent Deutsche Marque Concours for photographer Ken Marks to snap this photo.

