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Mercedes Audi

Table of contents

- 5 The editor's column.
- 6 The president's column.
- 7 Club officers and program chairs.
- 8 Potomac's 2013 calendar.
- 9 Potomac anniversaries and new members.
- 10 DIY: How to replace or repair a 911's fuel-sending unit.
- 11–12 For those cold winter months when you can't make it to the track, SIM racing might be for you.
- 12 Potomac 356 Owners Group gets together to celebrate 12th Night.
- 14 Potomac has a dinner to celebrate a successful 2012 season and to say thanks to its volunteers.
- 15–18 Sal Fanelli owns one of a rare Porsche tractors, a one-cylinder diesel. Guards Red of course.
- 19 Club Autocross Chair Gary Baker travels to Hawaii, meets with the PCA Hawaii Region President, and writes about it for *dV*.
- 20 The club's autocross season begins March 17.
- 21 It's time to enroll in Potomac's High Performance Driving Clinic if you hope to attend Driver Education Events in 2013.
- 22 Now the club has a new, online registration system for all its programs.
- 23 The joys of spring usually include a trip to the 12 Hours of Sebring, a rite of passage for car nuts.
- 24 The annual Hershey swap



meet.

25 Hershey's AACA museum is putting on a Porsche exhibit.

26–27 New DE Tech forms.

28–29 Traverse City, Mich. is site of 2013 PCA Parade.

30 Announcements & news.

31 Readers and their cars.

der Vorgänger

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

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To subscribe: You must join the Porsche Club of America. Details at www.pca.org

Finding a way around winter's blahs

When Porsche legend **Dan Rowzie** calls to invite you to lunch followed by a gathering of like-minded old car nuts known as the POETS, you tend to drop everything, rearrange your schedule and fire up the 911 for a trip to Rowzie's hometown of Charles Town, W.Va.

Rowzie, featured in the November '08 *dV*, was a Potomac member when I was barely out of high school, and he was club president in 1969. A few years after that, he co-drove a '73 911 Targa with a 3.0 RSR engine in a certain coast-to-coast race in a little over 38½ hours. A marvelous story teller, he spins wonderful yarns about this and other exploits connected to our favorite marque; you should make his acquaintance.

That's a long introduction to my newest group of old car guys, the P.O.E.T.S group (politely, "Pee On Everything, Tomorrow's Saturday"), which meets monthly in someone's garage or shop to look under hoods and into interiors, have some light refreshments and just enjoy each other's company, all glad that another week is over.

The group's history goes back to "the old days," when a lack of reliable communications (remember land line phones and no Internet?) coupled with a lack of meeting sites almost led to the group's demise. But a core group refused to be stymied, and the group continues to this day. On a cold, dreary day in January, I accompanied Rowzie and fellow Potomac member **Don Kowalski** to a quick lunch in downtown Charles Town followed by a short but interesting drive through some West Virginia countryside to Paul Rose and John Bassler's Vintage Motorcar Co. in Inwood, W.Va.

There we feasted our eyes on an amazingly diverse group of cars in vari-

ous stages of restoration. There were old Thunderbirds, a 1960 Buick (!), several Tri Five Chevrolets and a concours-ready 1939 Cadillac ready to go out the door. The workmanship was outstanding.

There were about 30–40 other POETS standing around as car guys are wont to do, sipping Cokes and eating snacks while they admired the cars. A terrific way to celebrate a week's end.

Potomac's Drive 'n Dine program is currently working to arrange a drive soon to Vintage's facilities. Stay tuned.

If you're interested in the POETS meetings, contact me at dveditor@pcapotomac.org.



Richard Curtis

Many thanks go to **Sal Fanelli**, owner of the "Junior" Porsche diesel tractor featured on the cover and on pages 15–18. Fanelli first introduced his tractor to the public at the 2012 "Gathering of the Faithful" car show sponsored by Potomac at Reston, Va. on the Saturday of Labor Day Weekend, where it drew quite a crowd. Regular contributor **Sydney Butler** interviewed Fanelli and wrote the article while **Syd Imtiaj** shot the spectacular photos that illustrate the article. I believe you'll enjoy their work as they captured one rare aspect of Porsche history.

The DE committee introduces a slightly modified DE Tech Inspection form for the 2013 season. Those pages are printed on pages 26–27.

As I write this in early February, the weather's general nastiness gives strong reasons why we all should go to Hawaii. Therefore, we recommend **Gary Baker's** article on traveling to Hawaii as good and timely reading. The story begins on page 19.

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Your name here

Every month, we get our *dVs* and devour them from cover to cover. We see the names: the volunteers, the participants, the DIYers, the sponsors, the racers and the show 'n shiners.

So where do all these people come from? The same place you do, PCA. I always enjoy making new friends in the club, but I especially enjoy meeting people at their first Potomac event. It's fun seeing Porsche owners discover the club community for the first time, realizing that every Porsche comes with a unique feature—an enthusiastic owners community.

Let's talk about the ways to get out and discover PCA. For the hungry and the overscheduled, we have breakfasts on the first, second and third Saturdays of the month that give you a chance to come out and meet your fellow PCAers while doing something you have to do anyway (eating breakfast).

Maybe you are interested in a gourmet lunch? We are doing two gourmet tours this year—one to the Stonyman Gourmet Farmer in Little Washington, Va. on May 19, and a Fall Foliage Tour to the Schmankerl Stube on Oct. 20. If an overnight tour is more your thing, we are doing two of them this year: one to the Nemaocolin Resort and Fallingwater June 14-16 and a visit to The Homestead Sept. 6-8.

If you are looking to learn more about the performance of your Porsche and experience some of that racing heritage firsthand, we have two programs for you: Drivers Education and autocross. Drivers Education allows you to drive your Porsche at speed on a track with an instructor. Our first High Performance Driving Clinic is March 23 and gives you a great one-day introduction to DE without needing to buy any equipment. For more experienced

track junkies, our first regular DE is April 5-7 at Summit Point.

Autocross is an exercise in precision driving—navigating a cone course as fast as possible. With a lower time and money commitment than DE (usually) it also introduces you to competition, as autocross runs are timed and trophies are awarded. Our autocross school this year is March 16, followed by the first autocross of the season on March 17.

The schools include special exercises designed to teach you about the handling of your Porsche. You will learn a great deal about your Porsche and leave each course a better driver. If the desire to compete really bites you, come volunteer or compete at Club Race Sept. 27-29.

Want to compete without pushing your car around at speed? Potomac has an rally program where you get to test your wits and navigation skills against other drivers for a win and season points. This includes the Wounded Warrior rally on July 27 and the Oktoberfest rally on Sept. 28.

Oktoberfest also includes a car show and gives you another chance to get out and meet other PCAers. Oktoberfest is one of three car shows we are doing this year in an active concours program that gives you another chance to enjoy your Porsche and make new friends.

If you really want to dig into your Porsche, why not come out for a DE tech session? Our tech chairs and volunteers can show you around your car and answer questions you may have about maintenance and design.

Why not come out and join us? Do an event, make some new friends and maybe write an article for *dV*. Who knows, maybe you'll end up as president.




John Eberhardt





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Potomac's 2013 calendar

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

endar > 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.

March

2: Centreville, Va. brunch.
9: Arlington, Va. brunch.
15–19 Zone 2 DE, Virginia International Raceway, Alton, Va.
16: Glen Echo, Md. brunch.
16: Autocross school, Bowie (Md.) Baysox Stadium.
17: Autocross No. 1, Bowie (Md.) Baysox Stadium.
23: High Performance Driving Clinic, Jefferson Course, Summit Point (W.Va.) Raceway. (See related story, Page 21.)
30: Driver Education tech inspection and open board meeting, 9 a.m.–2 p.m. Open board meeting begins at 2. Porsche of Rockville, 1125 Rockville Pike, Rockville, Md.*

April

5: Instructor track training day, Summit Point (W.Va.) Raceway.
6: Centreville, Va. brunch.
6–7: DE, Summit Point (W.Va.) Raceway. Main course.
13: Arlington, Va. brunch.
13: Autocross No. 2, Bowie (Md.) Baysox Stadium.
20: Drive 'n Dine, the Tank Farm, Manassas, Va.
20: Glen Echo, Md. brunch.
27: DE tech inspection. 9 a.m.–2 p.m. SportsCar Shop, 45759 Elmwood Court, # 150, Sterling, Va.*

May
4: Centreville, Va. brunch.
5: Deutsch Marque Con-

cours, Nottaway Park, Vienna, Va. 10–3 p.m.
10–12: DE, Mid-Ohio Sports Car Course, Lexington, Ohio.
11: Arlington, Va. brunch.
18: Glen Echo, Md. brunch.
18: Driver Education tech inspection day. 9 a.m.–2 p.m. AutoThory/Pitstop, 25358 Pleasant Valley Road #125 Chantilly, Va.
19: Drive 'n Dine, Spring brunch.
23: Autocross No. 3, Bowie (Md.) Baysox Stadium.

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.
21–23: DE, Summit Point (W.Va.) Raceway. Main course.

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. See related story, Page 21.

14: Arlington, Va. brunch.
21: Glen Echo 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, Mountain winery.
6: Autocross No. 6, Bowie (Md.) Baysox Stadium.
12: Arlington, Va. brunch.
19: Glen Echo brunch.
12–13: N.C. Museum of Art, Raleigh, N.C. Special historic Porsche exhibit.
19: DE tech inspection day. 9 a.m.–2 p.m. Auto Sport-systems 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

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

Cars 'n coffee gatherings

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.

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 gather-

ing 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.

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.

Burtonsville, Md.

Sundays, 7:30–10 a.m., "Church of the Holy Donut," Dunkin' Donuts, corner of Routes 29 & 198, Burtonsville, Md.

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, City Grille, 10701 Balls Ford Road, Manassas, Va. 20109.

Virginia: second Saturday of each month, 10–Noon. Thirsty Bernie Sports Bar & Grill, 2163 N. Glebe Road, Arlington, Va. 22207.

The Maryland breakfast is the third Saturday 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: Tony Pagonis, autocross@pcapotomac.org
Club Race: Starla Phelps, Fred Plieffer, 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

February 2013

New members

Donald Ahem, 1985 911
 Bahzad Ahmed, 2011
 Panamera
 Chris Burdick, 2010 Cayman
 Dave Burg, 2002 911C4S
 Don Cahill
 Souad Cherfi
 Wendy Chetney
 Frank Dickey, 2007 911
 Julie Duszak
 Randy Dykes, 2013 911S
 Debbie Feeley
 James Graham, 2003 911
 Dieter Guenter, &
 Susan Guenter, 1990 911
 Frank Hawkins, 2001 Boxster S
 Cathy Heilig & Paul Heilig,
 2008 Cayman S
 Ian Heimke
 Ian Henderson, 1994 968
 Charles Johnston, 1986
 944 Turbo
 Eileen Keane & Ken Keane,

2013 Boxster
 Suzanne Kopp
 Bob Lauer, 2003 911
 Dorthe Levine
 Karen Marshall
 Beverly Moore
 Lee Moore, 2003 911
 Mary Anne Myers, 2013
 Boxster
 Ravi Nangunoori, 2004
 Cayanne
 Jeannie Norris
 Gary Noubarian, 2004 911
 Hugh Pitcher, 2004
 Boxster
 Jonathan Price
 Leah Price, 1999 Boxster
 Chris Ritter, 1991 944
 Dave Robinson & Jennifer
 Robinson, 1993 928
 Lou Schiavo, 2008 Boxster
 Gaylon Smith, 1997 911
 C2
 Steve Smith, 1995 993
 Tom Tanida, 2013 Boxster S
 Randy Tillim, 1997 993
 C4S
 David Wacht, 1995 911

Rob Waddell, 2013 Carrera
 S

March 2013 anniversaries

35 years
 Ed Jordan &
 John Edward Jordan

30 years
 Michael Barry

25 years
 Pete Kurzenhauser &
 Jeanne Kurzenhauser
 Michael Rufkahr &
 Susan Rufkahr

20 years
 Paul & Donna Amico
 Edward Bacon
 Stephen Becker &
 Charlotte Becker
 Dennis Hafer &
 Kathy Hafer
 Steven Randolph &
 Comelia Thorn
 Randolph
 Jay Silberg & Eric Silberg

15 years
 Alexander Berger &
 Amber Blaha
 Richard Edsall
 Paul Hahn & Sohie Hahn
 Jeffrey Jones
 Thomas Snyder &
 Alex Snyder

10 years
 Barry Capelli &
 Sheryl Capelli
 Herbert Glaser
 Dean Hagerty &
 Lois S. Hagerty
 Chan Hoang & Ly Huynh
 Kenyatta Jenkins &
 Ahnie Jenkins
 Mark Lacagnina
 Thomas Litjen
 Christopher Mazzanti &
 Christina Mazzanti
 Dwight Mowery &
 Tara D. Mowery
 A.J. Patterson &
 Bob Knight
 Don Ruschman &
 Mark Ruschman
 Frank Vento &

Julieann A. Vento
 Rick Wiker & Patti Wiker

5 years
 Thomas Beyer &
 Alisa Beyer
 Barry Brown &
 Mary Brown
 Brian Bush &
 Jennifer Matthews
 San Cao
 John Hammer
 Jeff Horowitz &
 Patricia Horowitz
 Wayne Hufnagel &
 Rosalie Hufnagel
 Chris Hunsaker &
 Karl Hunsaker
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 Scott Lee & Jennifer Lee
 William Lyle &
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How to replace or repair a fuel-level sender



Photo by Richard Curtis

The fuel level sending unit is against the fireall on the passenger's side of the luggage compartment.

By Richard Curtis
for *der Vorgänger*

Symptoms: Fuel gauge gives inaccurate readings. Needle might appear stuck at a certain level; on my gauge, the needle would read accurately until about half-tank, then the needle wouldn't move anymore until the next fill-up.

Ease of repair: On a scale of 10, this is a 2.

Fuel level sender unit: 964-641-801-01 (~\$225); gasket ~\$1

Tools needed: Common-tip screwdriver or 8mm socket; large pliers; 7/32" or 5.5 mm socket; small ratchet; carburetor spray cleaner; rags.

Safety tips: Disconnect the battery's negative terminal. Do not perform this repair in the presence of any flame, spark or potential spark. Don't proceed on this repair until the fuel tank is more than half empty. This will prevent gasoline spillage when you pull the sender unit from the tank.

- Lift the trunk lid, peel back the carpet from the top and remove the unit from the car by first prying the control unit electrical connection from the top of the tank gauge (some

early 964s do not have this control unit). Unscrew the worm-drive clamp securing the control unit to the top of the tank gauge. You'll need large pliers to unscrew the tank gauge from the top. There will be no corrosion since this part is plastic.

- Pull the tank gauge/sender only partially out of the tank and allow all the gas inside the sender to drain back into the tank. After the sender has been removed, cover the gas tank opening with a cloth. Do not drop anything into the tank.

If you're going to replace the unit, simply install the new sending unit along with a new gasket.

- If you're going to repair the unit, first place the sender on your workbench. Remove the 5.5 mm (or 7/32") hexagonal nut on the bottom of the sender.

- Remove the end cap. I noticed that mine had two small holes in it. One of those holes was blocked. I sprayed it liberally with carburetor cleaner and that opened it up.

- Invert the sender to determine if the float inside was stuck. (The float rides up and down on a rod with the fuel level in the tank.) I couldn't observe any binding in the float movement; mine moved freely.

- I sprayed the inside of the sender tube with carburetor cleaner, along with the end cap. There is a small hole in the top of the sender; I sprayed that also.

- Reassemble everything with a new O-ring at the top of the sender with part number 999 707 115 40 (~\$1), coating it first with a light coat of grease.



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Photo by Rich Franco

Our son, Richie, working at improving his best lap time of 2:00.1 minutes on Sebring International Raceway in a Corvette C6R. He's now an adult, and we still enjoy friendly competition. And no, I still can't beat his times. (Note: shifter is not in use in favor of the shift paddles on the steering wheel.)

SIM racing can get into your blood

Story and photos by Rich Franco
for *der Vorgänger*

If you ask my wife, all my spare time revolves around Sim (simulated) racing. I don't think that's true, but she sees it as pure addiction.

What led me to Sim racing?

Before I explain why I got involved in SIM Racing, here is some background: The first PCA Potomac event I attended was a Wash and Shine Show at a club picnic held in the summer of 1997. The club members were welcoming, and I was completely hooked by the common interest in all things Porsche. My wife and I became more involved with the club, attending other social events and later taking part in several fun runs, rally events and Potomac autocross.

Potomac's Driver's Education Program (DE) seemed a logical next step. The DE program offers classroom sessions coupled with on-track driving instruction, and I saw this as the perfect opportunity to improve my driving skills, meet other Potomac members and have fun.

I attended the High Performance Driving Clinic (HPDE) in 2009, which is one way to gain entry to the DE program. (The other is participation in three autocross events). I've continued participating in the DE program, doing four or five events per year.

Why Sim racing?

In some ways, I've been a Sim racer since the 1990s when

the first edition of the "Need-For-Speed" arcade video game was released for the PC. Our then-young son was spending what might have been viewed as too much time playing this game, and his challenges in friendly father-son competition drew me in. Before I knew it, I was desperately trying to beat his lap times.

I first heard about "real" Sim racing from discussions on the dorkiphus.net forum. Several list members are instructors in the PCA DE program, and others participate in sanctioned racing events such as PCA's Club Race program. Several members posted on how they use Sim racing to keep fresh with eye-hand coordination, practice braking and turn-in points and improve overall track familiarity.

I saw Sim racing's immediate applicability to my growth in the DE program. My plan for the 2012 DE season included Mid-Ohio, Watkins Glen, Summit Point and Virginia International Raceway. I saw that I could gain valuable experience and confidence driving these virtual tracks before getting out there in the real world.

(Continued on Page 12)



A commercially available Sim Rig features a steering wheel, pedals and comfortable racing seat permanently mounted to a solid frame. Triple-screen monitors, a beefed up computer tower with enhanced graphics processing capabilities and a sound system complete the rig.



Here's an example of a home-built Sim rig built from lumber with a seat obtained from an auto recycler. The cost is approximately \$100. I considered building something similar but instead plan to purchase a commercially available unit from retailers such as Gamepod, GT Omega, rSeat or Playseat

The Sim racing environment

In March 2012, I signed up for an initial three month subscription with iRacing (www.iracing.com). Getting started was easy. We already owned several models of gaming steering wheels and after that, all that was needed was a basic PC and access to the internet. This service and the cost structure are explained on the iRacing website, but generally it's about \$10 per month.

The system caters to both oval and road racing, and you can take your pick of the type of driving you want. My intent was to focus on the tracks of Potomac's DE program.

The initial subscription includes 10 tracks and seven cars that range from beginner to the intermediate ability level.

What sold me was the fact that both Summit Point's Main and Jefferson Circuit were included in the subscription. You can buy nearly every other track in the world for around \$15 each. Examples of the cars included are the Mazda Miata MX-5, Pontiac Solstice, Spec Racer Ford, Legends Coupe and Cadillac CTS-V race car.

Other cars are available for download at a cost of around \$13 each. A full listing of cars and tracks that come with basic subscription is included. Once my credit card payment was processed, the service installed several files on my computer, and I was ready to begin driving.

I added Mid-Ohio, Watkins Glen and Virginia International Raceway as additional tracks to my subscription and set out to learn the driving lines and work on consistency and smoothness. I drove these simulated tracks in what's called Test Mode, which means no other cars on the course.

Any contact with a guard rail or tire wall will cause damage that almost always negatively impacts the handling of the car. Significant crashes require pit stops for repairs.

Unfortunately, the service does not include any Porsche models, but the cars available in the simulation are plenty challenging. I focused on competing with the SCCA Spec Racer Ford as its rear-engine design is somewhat similar to our 911SC in the hope that the driving experience would translate into real-world skills.

Tracks included with a basic iRacing subscription:

- Charlotte Motorsports Park
- Mazda Laguna Seca
- South Boston
- Okayama International
- Oxford Plains Speedway
- Summit Point
- Lanier Nat'l Speedway
- Lime Rock Park
- Thompson Speedway
- USA Inter. Speedway

Included cars

- Legends Ford '32 coupe
- Pontiac Solstice
- Spec Racer Ford
- JR Motorsports Street Stock
- Mazda MX-5 cup
- Mazda MX-5 roadster
- Cadillac CTS-V

Full immersion in Sim racing

As the Driver's Ed season came to an end in October, I began looking for something to fill the void. I signed up for a few events in the iRacing Rookie Class and quickly found myself sliding down a slippery slope. I've since been promoted to an iRacing Class B Racing license and compete in leagues that have races scheduled every night of the week.

Races are real-time, wheel-to-wheel, multi-car sessions. You can find yourself competing with drivers from across the globe in almost every event.

Standing starts are generally used on road courses, while oval-track races begin with rolling starts behind a pace car.

Both road and oval race sessions begin with a five-minute warm up, after which the field is shown the checkered flag, signifying the end of the warm up. Cars are then placed on the grid based upon warm-up session performance or qualifying heat performance. Most races last 20 to 30 minutes but some may run for two or more hours.

The iRacing Service puts great emphasis on sportsmanship and crashing other racers is strongly frowned upon. The system keeps track of your performance and assigns you an iRacing Safety Rating, one of the factors considered toward promotion.

As you compete in races, time trials and qualifying sessions, off-track incidents, contacts with barriers or other cars are recorded and carry safety rating penalties. There have been instances where drivers were banned from the service for continuous reckless or inappropriate driving. These factors make iRacing a real simulation tool, something completely different from arcade-type games.

My "Sim rig"

The old arcade-style steering wheels we owned were okay as a starting point, but it soon became apparent that a better wheel was going to be needed for anything serious. After researching options and costs, I decided on the Logitech G-27 steering wheel (includes three pedals and H-pattern shifter) as the best bang for the buck. This wheel has excellent feel and provides an adjustable amount of force feedback.

I mounted the steering wheel and shifter to my computer desk, and the foot pedals are on the floor beneath the desk, not an optimal set-up, but it works. (See photo on Page 11)

Future plans

My next step is to buy a permanent mounting structure for the steering wheel, pedals and shifter that can be adjusted to simulate a realistic driving position. I found plans on the internet to build something out of dimensional lumber. But a rig constructed this way is heavy and takes up quite a bit of floor space (see photo above). I concluded that a ready-made unit is a better option.

For now, I'm keeping myself entertained competing in events across the world and continuing to build my iRacing Safety Rating and experience. Much as at real-world DE events, I've made a few acquaintances in the Sim world after competing with many of the same people in different iRacing Leagues.

Now I just need to convince my wife that Sim Racing is not an addiction...



Potomac 356 Owner's Group celebrates 12th Night

By Richard Colella
 Photos by Gerry Dreio
 for *der Vorgänger*

On Jan. 12, members of the Potomac 356 Owner's Group got together for their annual celebration of 12th Night with good food, drink and camaraderie. Coincidentally, this was the 12th year that POG has gathered for this event.

The festive evening began with cocktails and hors d'oeuvres at the Rockville home of our hosts, John and Muriel Ogilvie. Everyone enjoyed the chance to catch up with old friends and meet some new ones as well. There were a variety of adult beverages, but the apple martinis have become an annual hit.

Following cocktails, the group drove the short distance to the Manor Country Club for dinner (no 356s in attendance, since everyone was inclined towards modern conveniences, such as adequate heat). There we dined in style, as befitted the occasion with filet mignon, Chicken Chesapeake and crusted rockfish with a very nice red or white wine, followed by raspberry sorbet for dessert.

The after-dinner conversation



was relaxing, and folks continued to hang out for awhile longer. As the hour got late, small groups drifted towards the door and took their leave, with another lovely 12th Night celebration in the rear-view mirror.

Top: Everyone posed for a group photo at the Manor Country Club.

Above left: (l to r) Tom Barrett, Heinz Werner Bade, Rosemarie Barrett and former Potomac President Dan Rowzie.

Above right: (l to r) Dick and Sandy Milstead and Sandy Kemper.

Left: Host John Ogilvie (left) and Phil Ege pose with a cardboard cutout of James Dean.



Clockwise from top left: Susan Kimmitt and Inter-sport's Charlie Murphy. Elaine Kash, Craig Moen and Jane Cromley Curtis. Club Vice-President Howard Hill and Gail Tyrus-Hill. Enthusiasts of the Year Linda and Steve Gifford. Instructor of the year Dave McMahon. Newlyweds Vicky and Paul Kravetz. Evan Close and Euro Pros' Jack Ford. Club Historian George Whitmore and Katya Forbes.

Annual awards banquet held at Tower Club

Photos and story by Richard Curtis for der Vorgänger

Almost 200 150 Potomac members and their guests met Saturday evening, Feb. 9 at the Tower Club in Tysons Corner for the club's annual awards banquet. Club officers and the co-chief Instructors presided over the festivities The club's sponsors were recognized and several awards were presented:

- Enthusiasts of the Year awards were made to Linda and Steve Gifford of Springfield, Va. recognizing their active participation and volunteering in many of the club's activities.
- Long-time member Dave McMahon was enthusiastically recognized as the Instructor of the Year by the Co-Chief Instructors, with Club President John Eberhardt noting that being an instructor often means the instructor sacrificing a lot of their own DE weekends to help other drivers.

• President's Awards were presented to three special members who have devoted many years to strengthening the club's activities:

— To retiring Co-Chief Instructor Dirk Dekker for his many years of service at the helm of the club's DE instructor program and previous service as Club Race chair. In accepting the award, Dekker—a retired crop duster—said that it wasn't true that he had survived three helicopter crashes; "it was two helicopter crashes and one airplane."

— To long, long-time Autocross Program Chair Tony Pagonis and Cindy Pagonis for their many years of service to yet another successful club program, as well as instructing and volunteering at both Club Race and DE Registration.

The Founders' Region, Potomac is the Porsche Club of America's oldest and largest region.



Plowing for Porsches

Sal Fanelli keeps rare Porsche tractors up and running

By Sydney Butler
for *der Vorgänger*

There were tractors everywhere when I grew up in rural Tennessee. Green-and-yellow John Deeres, red-and-grey Fords, red Cases and Farmalls, even orange Worthingtons. It was the late 1950s, and those tractors guzzled gasoline, spewed steam from overheated radiators and wore out your knee and shoulder with stiff clutches and gear levers. There were no diesels, and surely no round-nosed ones with “Porsche” on the cowl.



But by those years, a Porsche representative named Roland Lohnert was selling air-cooled diesel tractors with hydraulic couplings tied to mechanical instead of clutches. Lohnert was promoting torque, reliability and easy operation.

Lohnert offered a Junior model with one cylinder, a Standard model with two, a Super model with three and a Master model with four. Most were red (though some later very early ones were green or orange) but all were sold into a headwind of long established American models and a post-war buy-Amer-

Above: Stafford, Va.’s Sal Fanelli poses in the field with his Junior model, one-cylinder Porsche diesel tractor.

Left: The Porsche tractor registry boasts of over 400 members. Porsche sold about 1,000 tractors in the U.S. until sales were discontinued in 1968.

Photography by Syed Imtiaz



Top: Fanelli's Porsche collection contains the diesel tractor and a Guards Red over black '87 Targa.

Above: Although centrally located like most Porsche tachometers, the only gauge is for temperature.

Far right: Gears from Fanelli's diesel tractor parts collection.





ica mentality.

Porsche and Lohnert certainly made an effort to peddle their German product, even hoisting one (with Lohnert sitting on it!) into a third-floor ballroom of a downtown Boston hotel. They would sell some 1,000 tractors until 1968. But the competition—and the reluctance of Americans to adopt metric tools—was too much to overcome.

Lohnert shut down the sales operation, bought all the remaining spare parts, secured them in a warehouse, and finally set up a small-order parts business located in Castle Rock, Colo. around 2003.

Those parts would return to the East Coast in 2011 when Salvatore “Sal” Fanelli purchased Lohnert’s entire inventory. Fanelli’s Porsche tractor passion had developed slowly over the years. A graduate with a mechanical engineering degree from Clarkson College in Utica, N.Y., he had pursued his avocation of repairing and restoring automobiles. There was a 1966 GT-350 Shelby Mustang, a 1970 Camaro Z28, a 1978 Triumph Spitfire, a 1987 red/black Porsche Targa (that he still owns and drives), a 1952 Army Jeep and a 1987 Lotus Super 7.

But Fanelli’s passion caught fire in 2003 when he saw a 1959 Porsche tractor in Yuma, Ariz. “I fell in love, but the owner was not ready to sell. When he finally agreed, it took two years for my tractor to arrive on the East Coast. His dad had owned some 400 other tractors, which were also being sold, and my tractor was misrouted all over the Midwest.”

Fanelli spent 18 months restoring the tractor, and just missed entering it in the 2011 “Gathering of the Faithful” in



Reston, Va. “But I finally had it ready for the 2012 event and had a ball showing it. Everyone welcomed me with open arms, and kids especially loved climbing all over it. I didn’t mind a bit, since I had powder-coated the footstep up to the seat, and there was no way anything could have been damaged.”

Top: The restored Porsche one-cylinder diesel engine.

Above: Fanelli holds a re-manufactured cylinder head.



Above: Sal holds a remanufactured cylinder for a Porsche diesel tractor. He recently bought out a Porsche diesel parts specialist in Colorado and moved it to his Northern Virginia home office, where he and his wife, Susan, run a parts business.

By 2011, Fanelli had come to know Roland Lohnert well. “Roland was so easy to work with. He would just send the parts I needed, never asking for a deposit or a credit card. When he indicated that he might want to sell his inventory, I flew to Castle Rock, and we sat around for a few days just making lists of what was in the various bins scattered about. We negotiated a fair price in 2011, and that was it. He is still a great friend and invaluable advisor.”

Today Fanelli is busy selling from his cache of Porsche diesel tractor parts from a home office in Stafford, Va. He and his wife, Susan, (to whom he has been married for 36 years) can be contacted through the “Spare Parts” link on www.Porsche-Diesel.com, the official site of the Porsche-Diesel North American Registry. (The site provides a fascinating history of Porsche tractors from their beginnings to the present).



“I love talking to folks all around the country who are restoring and using their tractors. We are working on an online order system, but for now I just take orders over the phone and try to help the 400 Registry members solve problems the old-fashioned way.”

Like other older Porsches these days, tractors are beginning to increase in value for collectors. “Collectors want an example of all four models, but individually a good Junior is worth \$25,000 and a rare Master can be worth over \$60,000.”

In addition to his parts business, Fanelli is restoring a 1959 Standard and shopping for a Master. He is one busy and committed enthusiast and jokes about “clipping Summit Point apexes at 5 miles an hour.”

There is little doubt that for him—even as tractors go—“there is no substitute.”



Aloha, PCA's Hawai'i Region

By Gary Baker
for *der Vorgänger*

My family and I made it to beautiful Hawaii in July. We stayed at the Moana Surfriider enjoying the sights, sounds and tastes of Hawaii. From the moment I set foot in Hawaii, I felt the world slow down to "Island time." Island time for me meant no DE or autocross.

The next big thing to do was find out about the PCA Hawaii Region. I got in touch with Ambro Ilagan and asked if he would like to meet and swap stories.

My first thoughts were "will I see any Ferraris ala 'Magnum P.I.'?" Will Ambro be like Jack Lord, probably best remembered as Steve McGarrett in the television series "Hawaii Five-O"? Heck, I even found a Ferrari store on Kalakaua Avenue near the hotel.

Ambro Ilagan is the PCA Hawaii Region President.

We chose a meeting point close to my hotel and near his home and met in a Sears parking lot at Ala Moana Mall, the largest shopping mall in Hawaii and the 15th largest mall in the United States. It also is the largest open-air shopping center in the world.

I hopped into a taxi with my son, Kallist, to meet with Ambro. While hunkering down near a bench in the parking lot, Kallist and I heard a beautiful rumble that turned out to be a spectacular black-on-black 1997 993. Ambro pulled in greeted us with a huge Hawaiian smile.

We begin to talk autocross. Ambro had visited our pcapotomac.org website to check the results on our recent autocross event and mentioned that he noticed PCA President Manny Alban had participated.

I asked Ambro about PCA Hawaii. Ambro shared the following information:

The PCA Hawai'i Region (*Hawai'i* is the Hawaiian spelling) is comprised of approximately 180 members, and with affiliates, around 290. Most are located on the main island of Oahu.

The membership fluctuates from plus or minus five members throughout the year due to the transitory nature of the islands with military transfers and others migrating to and from the mainland.

There is an average of about one event per month ranging from island cruises, community charity drives such as the Hawaii Food Bank Drive and the Toys for Tots campaign, an annual car show (Concours d'Elegance), human interest sup-



port and an annual Christmas party.

General membership meetings are held bi-monthly and the *Sonne Porsche* newsletter is posted on their website at <http://hi.pca.org/> that contains information about the club including membership, email addresses, a gallery of members' cars, information on up-coming events and archival information and photos from past events.

The website also provides members with links to Porsche websites, classifieds, parts and repairs, aftermarkets and other helpful information. The Hawaii region celebrated its 50th anniversary in 2009, and then-PCA president, Kurt Gibson, and his wife participated in their celebration and annual concours d' elegance at the Aloha Tower Marketplace.

Panorama magazine contained a fairly comprehensive article with pictures of this event.

The Hawaii Raceway Park was shut down around eight years ago. The club held quarter-mile racing events and participated in SCCA events. After the park was closed, the advent of the island's Superferry between islands renewed hope of having events on Maui and the Big Island, both of which still have racetracks. However, because of objections from environmental and Hawaiian groups for encroaching on the land, the Superferry met its demise after a few months of operations. There are sports enthusiasts who continue to lobby for building another raceway park on Oahu.

Mahalo Ambro for taking the time to meet with me and sharing your club's story.

• • •

Gary Baker is PCA Potomac's Autocross Co-Chair

Photo by Gary Baker

PCA Hawaii Region President Ambro Ilagan poses with Gary Baker's son, Kallist, who is holding a Hawaii Region T-shirt presented to him and his dad. Ilagan drives the black-on-black '97 993.

Have you ever tried autocross?

Begin with introductory school, graduate to real thing next day

Photo by Christophe Avril

Right: New to the post of Potomac's autocross program, Gary Baker (at right) in his late-model cabriolet, is an avid autocrosser.

Photo by Gary Baker

Below: Traffic cones are used to delineate the autocross course, most often laid out in a large parking lot, such as the one used by Potomac at Bowie (Md.) Baysox Stadium. The cones are soft to help from marring a car's body when the cones are run over.

By Gary Baker
Potomac Autocross Chair
for *der Vorgänger*

The 2013 PCA Potomac season is ready to begin. Newcomers are welcomed to be introduced to the sport of autocross.

Potomac will host its autocross school at Bowie (Md.) Baysox Stadium at 4101 Crain Highway, Bowie, Md. on March 16 followed by Autocross No. 1 on March 17.

The autocross school will provide one-on-one instruction to develop individual skills piece by piece. Students will end the day driving a full timed course. Registration is now open online at pcapotomac.org. The cost for the school is \$90.

One of the appeals to autocross is that the speed is considerably less than you

would experience at a full-size track. The challenge is the course. Autocross is a form of motorsports that emphasizes safe competition and active participation. An autocross is a timed competitive event in which drivers navigate one at a time through a course defined by traffic cones or pylons. Drivers test their skills against the clock. Penalties are assessed for hitting cones. Cones are soft and do not damage the driver's vehicle.

As an entry-level motorsport, autocross provides a steppingstone for drivers looking to move into other, more competitive events such as PCA Potomac DE events. A High Performance Driving Clinic event (see story on next page) or a series of autocross events are required to advance to a DE.

Emphasis on safety is a key factor to our

success. In the fall of 2001, PCA National set forth a program that would allow 16- and 17-year-olds to participate in autocross events.

The program is open to fully licensed sons or daughters of active (paid up) PCA members. The PCA member parent must be present at the event at all times. Please contact the autocross chair at autocross@pcapotomac.org for additional information.

A typical autocross event replicates a miniature racecourse. Emphasis will be on safety and car control as you accelerate, brake and negotiate each turn.

In 2012, Tony Pagonis, Potomac's past autocross chair, relinquished his position after six years as chair. I want to thank him for all he has done to make PCA Potomac autocross such a success. It will be an honor to fill his footsteps in the autocross program. Hopefully, Tony will now have time to be a regular driver at the events.



HPDC: How to improve driving your Porsche

By Tuffy von Briesen
for *der Vorgänger*

The Founder's Region Spring High Performance Driving Clinic is on Saturday, March 23. This is a great opportunity for you, your spouse or children at least 18 years old to learn car-control skills under an instructor's guidance.

High Performance Driving Clinics (HPDC) are instructional sessions tailored to members with no previous driving experience beyond the "normal" daily commute. An HPDC provides a safe, controlled environment to learn and practice advanced defensive driving techniques and car control. Drivers can practice car control on a skid pad. Many participants say the skid pad alone is worth the day.

The HPDC is designed to enhance members' driving knowledge so they feel safer in all driving situations. The HPDC improves driving skills and increases awareness of how the car handles in different situations. The HPDC provides the ideal start for those who may want to participate in Drivers' Education (DE) events but is open to any interested Potomac member.

There are no special requirements to participate in a HPDC except a valid unrestricted driver's license; you also must be at least 18 years of age and a PCA member or associate. You will need a car, but unlike other Porsche club events, HPDC allows any make or model automobile; trucks, SUVs or other unsuitable vehicles are prohibited. Porsche Cayenne's are permitted.

No special tires or brakes or other car modifications are suggested. Learn more about your car just as it sits. Simply make sure the existing tires and brakes and other mechanical equipment are in good condition. A tech inspection prior to the event is not required, but an inspection at the track in the morning of the event will be provided.

The day begins with an EARLY arrival (6:30 a.m.) at Summit Point (W.Va.) Raceway's Jefferson Circuit. Find an empty parking space in the Jefferson's paddock and unload all loose items. Bring some type of cover (a tarp), and place what you remove from your car on the cover for protection from the elements. Go to registration, pick up your schedule, nametag, car number and place a lunch order.

Drive your car to the tech inspection line; just follow the signs. After tech inspection, park again and go to the classroom for some coffee.

The HPDC proper begins with a classroom briefing. After the briefing, you will rotate between classroom, driving exercises and skid pad driving exercises. Closed-toe rubber-soled shoes are required for the morning portion of the HPDC. No helmet is required for the morning exercises.

The afternoon is devoted to lapping sessions where you can apply the skills you learned earlier in the day. This often is the most exciting and rewarding part of the event, but it is optional. The lapping sessions are similar to a Drivers' Education event and to participate you must have a helmet. Helmet rentals are not available at the track, but OG Racing in Sterling, Va. is one place to rent helmets. You must also dress in accordance with DE requirements: long pants and long sleeve shirts of natural fibers.

Potomac Region has scheduled two one-day HPDCs this year. You can register using the same online Internet system used for Drivers' Education. Preference is given to those who have NOT previously driven on a track or those novice drivers who have not had the opportunity to attend a HPDC.

For more information contact Alan Herod or Bruce Dobbs, DE co-chairs at dechair@pcapotomac.org or Roger McLeod, DE registrar at deregistrar@pcapotomac.org or visit the Founders' Region website at <http://www.pcapotomac.org>

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Potomac upgrades registration systems for 2013 season

By Michael Handelman
for *der Vorgänger*

In 2012, the Potomac executive board decided it was time to upgrade and merge the two main online registration systems that the club has used for many years.

The two systems had been serving the club well but were not keeping up with user preferences as our members are increasingly web-savvy. They expect the versatility and user-friendliness they find on other sites. In addition, meeting the requirements for keeping member information secure has become a more complex process and continually retrofitting the existing systems with the latest security technology would be an expensive undertaking.

After an extensive search, the executive board voted to move all registrations to MotorSportReg.com. This means our Driver Education, Drive & Dine and autocross programs will now use the same system. Our members will have one-stop shopping for all major activities in 2013.

The new system offers these benefits

- Central, secure member database
- Collects data important to your team
- Handles major credit cards as well as e-check
- Easy email blaster for staying in touch
- No lock-in
- Works with MyLaps, AxWare and other timing systems
- Real-time inventory system only sells what you have available
- Syndicated calendar generates exposure and increases participation
- Over 350 organizations listed
- In 2012, handled more than 6,500 events and 350,000 registrations
- Landing page for Potomac members that focuses on Potomac events
- Ability to search by organization, month, track and type of event

Potomac was operational on the new system at the end of January. All members will need to create an account on MotorSportReg if they do not already have one. This is an easy process with plenty of help available from the vendor if there are any questions. It is easy to select PCA Potomac, The

Founders' Region as your default region for your account.

In addition, we have already added custom fields for the different programs to collect information like number of track days or autocross class.

Potomac will be continuing to maintain the old DE system for another year so drivers can refer to their stored data of number of track days. It will be up to each member to update his or her new accounts with past information. The old system can be reached at <http://pcapotomac.us>.

Potomac looks forward to the benefits of the new system both for members and for volunteers who will support and enjoy the new features. The club will be working hard to minimize any transition issues and will address any as quickly as possible. This can only be a success with the support of all club members, and the club is confident that it will be.

If you have any questions or suggestions, please feel free to contact Michael Handelman (secretary@pcapotomac.org), any of the program chairs or Potomac executives directly.

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12 Hours of Sebring: A rite of passage

By Ken Koop
The Yellowstone Region

It's mid-March, and that means one thing to many sports car lovers: The Super Bowl of sports car racing in North America or simply SEBRING!

Approximately 130,000 spectators make the pilgrimage to an old Air Force Base in Central Florida to attend the 12 Hours of Sebring March 13–16.

For Porsche people, this year means being able to see the 997 Cup cars compete in the Porsche GT3 Cup races as well as the Speed World Challenge GT Series.

The Historic races always have a number of vintage Porsches in them to bring back some fond memories. But the big one—the 12 Hours—is why everyone comes.

During the four days of the year we attended, we had ample time to walk around the paddock to see the cars up close and watch the teams work on their race cars. On the day before the 12-hour race, all the drivers were in their paddock areas for an autograph/picture session. Anyone who wants to take pictures of the drivers or autographs on the

posters of their cars can get them at this time. For the shopper in all of us, many vendors are present with models, hats, shirts and decals of your favorite car. Every year we attend, there are still more items to purchase.

PCA along with three local regions provide a Porsche Corral and a large hospitality tent with TVs, tables and seats. In the Corral, as many as 250 Porsches are parked. A lunch/barbeque is also served to PCA members on one of the afternoons during Sebring week. Porsche Cars North America provides two or three race teams to talk about their cars and drivers who answer questions about the race. Drivers and team owners are all available and are accommodating to PCA members.

Usually, past and present Porsche race dignitaries also come to answer questions. Each had humorous and interesting stories to tell about Porsche racing. We were treated to a special tour of the Porsche Motorsports Transport sponsored by PCA, PCNA and the ALMS.

The transport contains everything a race team could possibly need during the race week. Extra engines, transmissions, gears, axles and suspension components are all in stock to support the race teams. We were then taken on a tour of two teams where we were given an inside look at their race programs. Questions were asked as we watched the final preparation of the cars before the next day's race. It is amazing how much work still

needed to be done to the cars on the night prior to race day. If you wanted to sit in one of their cars and have a picture taken, they were all too accommodating.

We walked around the track at least once for exercise during the race as well as to feel the excitement from the crowds. You get great viewing angles from the various viewing mounds and bleachers throughout the 3.6 mile track. Seeing the cars coming directly at you into high-speed sweepers or exiting slow hairpin corners gives a great perspective on the ability of these race cars and drivers.

The 12 Hours along with the 24 Hours of LeMans are the two greatest sports car races in the world and are events any sports car enthusiast should try to see at least one time in their life. A good friend of mine always asks me if I ever get bored at the four days of racing. The answer is always, NEVER! There are always so many things to do, new cars to see and interesting people to talk to at the race.

The race week at Sebring marks the first days of spring, the melting of snow, the warm Florida breezes blowing in your face and where the roar of race car engines can first be heard for the beginning of the next race season. For me personally, Sebring is my "Springs, Rite of Passage," and an event I look forward to every year.

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Hershey swap meet, April 20

The Central Pennsylvania Region of the Porsche Club of America is once again bringing its world-famous Porsche-Only Swap Meet to Hershey, Pa., on Saturday, April 20. This is without exaggeration the largest event of its kind on the planet. It typically brings nearly 650 vendors, around 1,000 Porsches and over 6,000 visitors from all over the world together in the HersheyPark parking lot every year.

If you're seeking an obscure Porsche or an obscure part for your Porsche, this is your best chance to find it. Dealers and Porsche packrats in a 250-mile radius will be bringing their odds and ends for sale or swap.

You'll see exotic Porsches found nowhere this side of Stuttgart and Porsche personalities ranging from PCA muckety-mucks to (sometimes) celebrities like Jerry Seinfeld. As always, we'll feature a People's Choice Concours on Saturday and Sunday autocross, too.

There will be reserved Porsche-only parking for over 900



2012 photo by Steve Vetter

Parts, such as the 911 roof above, are among many parts to be found at Hershey.

cars. Admission is free but parking is \$15 per car. Gates open at 7:30 a.m. and close at 4 p.m. Food and portable toilets will be available on site. Pets are not allowed on the grounds.

Vending spaces are \$100 on the day of the event; includes two spaces. Each additional space is \$50 plus a \$25 township fee. Each space is approximately 9 x 18. Gates open for vendors at 6:30 a.m. Contact cpa-pca.org for further information.

Porsche Corral available for private sales at \$25 per car. Preregistration of the Corral is not necessary. Event is held rain or shine.

Club Race flagging school

The Washington, D.C. Region SCCA Novice Flag School is open to PCA volunteers who wish to help Potomac Region put on the September Club Race.

This year's school is March 23, 2013 at Summit Point (W.Va.) Motorsports Park. Plan to be there early and spend the day as you will be trained by some of the SCCA's corner workers.

For details, please call Fred Pfeiffer at 301-729-2407 or email him at fpfeiffer@atlanticbb.net for additional details.

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Hershey Museum opens special Porsche exhibit

The Antique Automobile Club of America (AACAA) Museum is celebrating its 10th anniversary in 2013. The first exhibit of the New Year will be Porsche Style & Design, Jan. 25 to April 28.

This display will highlight a vast number of Porsche road and race cars, including variants of the 356, 911, 914 models, as well as some more modern cars, as part of an exhibit that encompasses the full history of Porsche and kicks off the 50th anniversary of the 911. The show will include examples of both air and water-cooled production models, prototypes and famous racing versions that dominated the world's race courses for decades.

This exhibit will display numerous products from Porsche the design firm and Porsche the sports car manufacturer that enabled the company to succeed and prosper. While Porsche profited as an engineering design firm, its fame came from the achievements of its sports cars.

As a special program in conjunction with this exhibit the AACAA museum is proud to feature "An Evening with Karl Ludvigsen," on Friday evening, April 19. Ludvigsen is the automotive author who recently won the Dean Batchelor Award for his book "Porsche: Origin of the Species." This will be a special ticketed event with more details and tickets available in early-2013. This is also the kick off to the Central Pennsylvania Porsche Swap Meet being held in Hershey April 20



(see story on page 24).

The AACAA Museum is located just off Route 39, one mile west of Hersheypark Drive in Hershey, Pa. Regular admission is \$10; seniors 61 and older, \$9; juniors, 4-12, \$7; and children age 3 and under are free. During 2013, special admissions are offered two guests (ages 4 & older) admission for just \$10, which is half the regular admission price. No additional coupons or discounts accepted. For further information, call 717-566-7100 or visit www.aacmuseum.org.

Photo by Michael Furman

The original 901 prototype that eventually became known as the iconic Porsche 911 first appeared in 1963. It will be among the Porsches starting in the AACAA museum exhibit.

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2013 PCA Potomac Driver's Ed Tech Inspection Form



This form must be completed for EVERY Vehicle registered.

Section-A must be completed no more than **TWO-WEEKS** prior to EACH DE EVENT.

Section-B will be completed at the track EACH MORNING of the DE.

Other Information - to be completed by owner/driver prior to inspection

Driver Name(s): _____	Car#f: _____
Model: _____	Color: _____
Year: _____	Modified: _____
Event date/Track: _____	Run Group (circle): Green Blue White Black Red

SECTION A

(In the Shop)

Authorized Inspector - Complete Section A Only

This vehicle inspected by: (check only one)

- PCA Potomac authorized tech inspector
- PCA tech inspector approved by other region safety chair
- Porsche or other dealership
- Specialty repair shop or independent Porsche mechanic

NOTE: NO vehicles maybe inspected by a driver of the car

Inspector Name (print): _____

Inspector Signature: _____

Shop/Dealer or Region Stamp

Shop Name: _____

Address: _____

Pre-Event Inspection

MUST be performed PRIOR to the event! these inspections WILL NOT be performed at the track and must be performed by an PCAP authorized inspector no more than two (2) weeks prior to each event

P F **Windshield & Wipers:** No cracks in front and rear screens in front of driver, or intersect two edges. If present wipers must be operational and blades in good condition.

P F **Brake Lights:** Functioning Properly.

P F **Mirrors:** At least one securely mounted rear view mirror. All rear/side mirrors as per original spec must be in place. Recommended that right side mirrors be installed on cars not originally so equipped.

P F **Pedals:** Free return and in good operating condition. Firm brake pedal.

P F **Seats & Headrests:** Seats that do not include MANUFACTURED routing holes for both shoulder AND anti-submarine belts may NOT be combined with harness restraints and must be used ONLY with original 3-point seat belts. Porsche or aftermarket seats that contain the necessary holes may be used with approved 5, 6 or 7 point harnesses that have been properly installed, or with the factory 3-point type seat belts. All seats must include some type of headrest, either integral with the seat or separate, and it must extend above the midpoint of the back of the helmet on the vertical plane of the seatback. For all instructed groups, vehicles must have equivalent type seats and restraints for both driver and passenger, but they need not be matching in brand, model, etc

Safety Restraints: Safety restraints and factory seat belts of all types must be in good working condition with no visible fraying, fading, or other degradation regardless of age. Only vehicles with an approved seat (see above) may use 5, 6 or 7 point harnesses. All harness sets must be SFI or FIA certified, and must have at least one dated manufacturer label attached. Harnesses may be used for a period of 5 years from the month/year of manufacture for SFI sets OR until December 31st of the year of expiration as indicated on FIA approved sets. 4-point harnesses are not allowed unless they are in full compliance with strict PCA guidelines. In general 4-point harness must have been designed to work in a specific vehicle and that vehicle-tag must remain attached to the 4-point belt system.

P F Harnesses should be routed and adjusted per the manufacturers' instructions or per the PCA Club Racing guidelines/diagrams. **Shoulder straps MAY NOT be secured to a harness guide bar (only guided by the bar) unless such installation is approved by the manufacturer (written proof required).** The angle of the shoulder harness going back from the driver's shoulders cannot be more than 30 degrees above nor more than 10 degrees below the horizontal plane of the shoulders, and must follow the manufacturer installation specs. Harnesses must be installed with appropriate graded hardware (metric 8.8 or SAE Grade-5 or better) and large backing washers where necessary. Clip-in style belts must have pins or safety wire installed through the release mechanism at each eye-bolt. It is recommended to keep harnesses as short as reasonably possible to minimize stretch under loading. Harnesses must remain secure on shoulders in all situations. 5 or 6 point harnesses and approved seats are required for all cars that exceed the modifications permitted for the "Stock", "Prepared", or "Spec" classes per PCA club race rules (i.e., cars that would be classified "Super Classes"). The Club Race rules may be found at: <http://www.pca.org/Activities/ClubRacing.aspx>. See page 2, Section B (at the track) for minimum helmet requirements

P F **Roll Bars:** Any make or model open car delivered with factory installed roll over protection meets the minimum standards for PCA DE events. In these cars the soft-top must be in the up position or the hard top installed. Any open car not fitted with factory installed roll over protection, must have a roll bar installed, which meets the "broomstick" rule (the driver's helmeted head is below a bar placed on top of the roll bar and windshield). If installed, roll bars or cages and their installation must meet PCA Club Racing standards. All Targa tops must be installed unless there is addition roll over protection. All sunroofs must be in the closed position. The windshield alone is not considered to be factory roll over protection. All cars that exceed the modifications permitted for the "Stock", "Prepared", and "Spec" classes per PCA club race rules (i.e., would be classified "Super Classes") must have roll bars that meet PCA club race specs for materials, design, installation, and height. Top of the main hoop must be at least two inches above the driver/passenger's helmet when seated in the normal driving position. See details in Appendix A of Club Race rules. Note: some tracks may have additional roll over requirements for Boxsters and other open cars that supersede PCA's.

P F **Fire Extinguishers:** Optional, but recommended. If installed, must be BC or ABC rated, 2.5 lb minimum, fully charged, and mounted securely metal-to-metal within reach of the driver.

- P F **Battery:** Check for corrosion or signs of leakage. Battery should remain securely fastened when wiggled vigorously.
- P F **Engine Compartment (general):** ANY LEAKAGE OF FUEL OR BRAKE FLUID IS UNACCEPTABLE. No excessive engine oil, coolant, or power steering fluid leaks. Hoses/wires must be in good cond. (no cracks/abrasions) and secured away from all moving parts. No unused or uncovered openings through firewall. Late model 944/944T check fuel supply rail for leaks (upgrade must be installed if not in place).
- P F **Engine & Transmission Mounts:** No cracks/distortion in metal or if newer style mounts no obvious fluid leaks. 911/912 check condition of rubber bushing in rear mount and for cracks in engine and transmission support bars.
- P F **Date of last brake fluid flush: Fluid type: Brake Fluid:** Level must be visible in reservoir. Must be DOT-3 or-4 and must have been flushed within 90 days of the event (Exception: Approved racing brake fluids can be used up to 180 days)
- P F **Engine Accessory Belts:** Properly tensioned and in good condition.
- P F **Body, Windows and Glass:** All body panels, spoilers, air dams etc. must be securely attached to the chassis. No cracked head, tail, running or fog lights. As part of a feasibility test suction cups to mount cameras, to windows will be allowed. Mountings are subject to approval at Grid Tech. It is recommended that all such mountings include a tether to some part of the chassis or dash. Suction cup mounting of anything to any external body panel is prohibited.

Vehicle MUST be raised to complete the remaining inspections:

- P F **Oil Lines:** All pressurized oil lines (scavenge or supply) must have threaded connections. **NO push – on connections are allowed!**
- P F **Wheel Bearings (front & rear):** Check for play – no discernable play on newer cars or minimal or within wear specs on earlier cars.
- P F **Tyres:** Check tyres for wear limits, NO cord showing, no off track bead damage, and no cracks or plugs in side wall. Remind driver to check tyre pressures and lug nut torque (90 ftlbs or to factory specifications). Nut engagement on studs should be at least the diameter of the stud. Recommend that wheel weights be taped down. Check that tyres pairs (i.e., both fronts, both rears) are at least the same size and type. Minimum 3/32" tread depth on contact patch area of street tyres. Discernable tread on DOT approved competition tyres.
- P F **Brake System:** No cuts or abrasions in brake lines. **NO LEAKS ARE PERMITTED** Rotors in good condition; surface cracks are acceptable as long as cracks DO NOT reach outer edge of the rotor or form an uneven surface. Additionally, for drilled rotors: no cracks connecting two or more holes. Calipers should be firmly attached. Brake pads must be at least the thickness of the backing plate at the start of each day. Brake rotors and pads will be inspected each morning of the event.
- P F **Front Suspension:** No excessive looseness in steering or suspension. Lower trailing arm to radius arm tight. Axle and shock bolts tight. Tie rods secure. Boots, bushings, and oil seals in good condition. Shock absorbers firm without excessive leakage. Check ball joints under tension and compression on cars equipped with aluminum control arms (i.e. 944, 968 etc.) to insure that there is no play.
- P F **Rear Suspension & Axles:** No looseness. Check half-shaft bolts and stub axle nuts. No or very minimal rotational play in half-shafts. CV joints not binding in axial direction and are not dry. CV boots in good condition with no tears. Shock absorbers firm with no leakage. All mounting points for sway bars are intact with no visible cracks.
- P F **Exhaust:** Securely fastened, good condition, no leaks.
- P F **Rust:** No excessive chassis rust or damage to suspension/chassis mounts or parts. All body panels should be attached firmly to chassis with no "flapping."
- P F **Additional Comments:** Note any other unsafe condition.

Section B (at the track) Grid Tech (performed at the track EACH morning of event): In addition to items below, grid tech inspectors **WILL** check that any deficiencies above have been corrected, and may at their discretion re-inspect any items above. Instructor's cars must also be inspected each day of the event. But instructors may opt to have another instructor conduct this inspection. Instructors **CANNOT** inspect their own car. **AFTER** completing Grid Tech take the **SIGNED Tech form WITH** your driver's license to registration.

- P F **Car Numbers:** Both sides and front of car (can be on windows not normally down while on track). Numbers must be clearly visible and at least 6" high.
- P F **Engine Compartment:** Check for unusual sounds, smoking, odors, or leaking fluids. Check tightness of all fluid caps, and that battery is secure.
- P F **Throttle Return:** With engine running, check for free operation and positive return to normal idle. Check return spring operation as appropriate.
- P F **Floor Mats & Other Loose Objects:** Car phones, radar detectors, EZ Pass etc. **AND** their non-permanent mounting brackets must be removed and stored. Remove all loose gear, tools, equipment, paper and supplies. Driver's removable side floor mat must be removed.
- P F **Gas Cap:** In place and secure, gasket intact.
- P F **Wheels/Tyres:** Check tyres for wear limits, NO cord showing, bead damage, and no cracks in sidewall or tyre repair plugs. Remind driver to check tyre pressures and lug nut torque (97 ftlbs or to factory specifications). Nuts engage on studs by at least the diameter of the stud. Hub caps must be removed (does not apply to factory allowed center caps). Valve caps in place. Recommend that wheel weights be taped down. Tyres pairs (i.e., both fronts, both rears) should be same size and type. Minimum 3/32" tread depth on contact patch area of street tyres. No discernable cord showing on DOT approved competition tyres. Center lock wheels must be properly torqued and their center caps must be removed to allow checking locks during morning techs.
- P F **Brakes:** Check brake lights are working. Inspect wear limit of brake pads – **EACH DAY**. Check for excessive rotor cracking.
- P F **Sunroof & windows:** Sunroofs must remain completely closed. Remind the driver that windows must be fully down for each occupant.
- P F **Helmet & Driver Protective Equipment:** Helmet must be at least SA 2005 (includes Snell M2005 Motorcycle helmets). Note: Snell approved Motorcycle (MC) helmets will only be allowed for Green and Blue run group drivers in cars **NOT** equipped with any of the following: roll bars, cages, racing seats, 5 or 6 point harnesses. MC helmets of any type are **NOT** allowed for drivers in the White, Black or Red groups. Full coverage rubber soled shoes, **long sleeved and long legged clothing** and socks are required. Clothing made from natural fibers is highly recommended. Drivers' suits, gloves, shoes and neck brace made of Nomex or similar fire-resistant materials are recommended but not mandatory.
- P F **Arm Restraints and Face Shields:** Occupants in open cockpit cars must have approved arm restraints and full face helmets with the shield in place. Target bodied cars, 914s, and exotics must run with the top in place unless the occupants have arm restraints and full face helmets with shield in place. (Note: In any vehicle running without a full top, the structure at the B-pillar is considered to be a roll bar and must meet the roll bar height requirement (at least two inches (2") above top of occupants' helmets.)

Car has **PASSED** all Section A & B checks Grind Ins. Name (print): _____ Sign: _____

Drivers License Expiration Date: _____ Driver 1: _____ Driver 2: _____



PCA's Parade heads to Traverse City

Photo by Traverse City Convention & Visitors Bureau

By Porsche Club of America

Traverse City, Mich. as seen from the air. The site of the June 23–29 Parade is 763 miles from Washington, D.C., about a 12-hour drive. The city, with a population of slightly under 15,000 (2010 Census), sits at the head of Grand Traverse Bay.

Nestled on the shores of Lake Michigan and the Grand Traverse Bay, the Grand Traverse Resort and Spa will host our 58th Porsche Parade this summer: June 23–29. With 900 acres of rolling greens, woodlands and waterfront, a multitude of vineyards, orchards and coastal roadways nearby, there is much to see, much to do and much to enjoy!

The Parade is the PCA's annual convention, a week-long extravaganza of car events, tech sessions, social events and fun. Whether you like to autocross, rally, tour or concours, there is plenty to do and see. Attendance will be roughly 2,000 people, most of whom arrive in their Porsche automobile. The Parade is a great family vacation, and the Traverse City area has a wide variety of kid-friendly activities.

You must register in advance for Parade as there is no on-site signup. Registration opens March 12. There will be a link to register on www.pca.org and parade2013.pca.org.

Parade has four competitive events each year

The Porsche Concours d'Elegance gets started early on Monday, June 24 on the fairways of the Grand Traverse Resort. Whether you are an experienced concours participant, a first time entrant or a volunteer, there is an opportunity for every Parade entrant to get involved in this prestigious event.

The concours is not just about the competition, it's about getting involved and participating with others who share a common appreciation for the Porsche marque.

New this year is that the concours will include a "street" class for those who want to show their cars, but on more of an entry level. In the new street class, only the interior and exterior, including wheels and tires, will be judged.

The Mobil Time-Speed-Distance (TSD) Rally on Tuesday takes us in and around the vineyards, orchards, forests and dunes of the area in a rally that's sure to be remembered.

The Michelin Autocross is on Wednesday and Thursday, at the nearby Antrim County Airport. With the Parade team promising a challenging old-school runway autocross, this is sure to be a fun event.

The Technical/Historical Quiz will be presented to those who dare on Friday morning. Entrants will be tested on their knowledge of general Porsche interests, mechanical details and the historical aspects of the Porsche family, business and the ever-growing line of models and variants. Be sure to study for a top score or just show up to see what you think you know. Source materials for studying will be available on the Parade website as the date draws near.

Banquets

We host five banquets during the week at the resort. We also have two "open" nights for you to sample the local fare of Traverse City.

Other activities

You can't do it all! We have activities for kids and teens, an art show, goodie store, a 5K run/walk, a gimmick rally, an radio-controlled model car contest, and our local tourmeister has assembled several driving and van/motorcoach tours to show us the beauty and interesting locations around the Grand Traverse Bay area.

We end the week with a true Parade of Porsches through the east side of Traverse City and up Old Mission Peninsula.

The Parade Tech Academy will be held Friday, and once again, we have an mix of our PCA Technical Committee and

outside speakers.

Michelin hosts a “drive and compare” where you can take laps in two identical Porsches, with two different types of tires. We will have a golf tournament on The Bear golf course at the resort, host to the state’s oldest tournament, the Michigan Open Championship from 1985 through 2008.

Lodging

The Grand Traverse Resort and Spa is our host hotel and can accommodate all Parade goers. The resort properties range from beachfront condos in a variety of configurations, to the centrally located hotel and tower rooms. Special PCA rates will be available; upon registration you will receive an authorization code to access these rates.

Entrant eligibility and fees

You must be a PCA member to register for Parade and only registered participants may participate in Parade activities. Entrants and co-entrants must be PCA members, but they need not be family or affiliate members.

Automobile eligibility for the autocross, concours and TSD rally is outlined in the Parade Competition Rules (PCRs) available on the pca.org website. An entrant and/or co-entrant may enter up to two automobiles (thus separate cars for the concours, rally and autocross), and only Porsches as defined in the PCRs may be registered. Entrants may participate in other events (such as tours or gimmick rally) in any automobile, even if it is not a Porsche.

Everyone signing up for Parade must pay an entrant fee of \$159, which covers the entrant and co-entrant.

Fees for the four major competitive events are:

- Concours — \$30 per car
- Autocross — \$30 per driver
- TSD Rally — \$15 per car
- Tech/Historical Quiz — \$15 per person.

Entrant fees for guests are as follows:

- JPP/CAFP — \$20
- Child age 13-15 — \$15
- Child under age 13 — \$10
- Adult guests — \$30

JPP (Junior Participant Program) entrants are the sons, daughters, nieces, nephews and grandchildren (16 or 17 years old) of PCA members. CAFP (College-Aged Family Program) entrants are the sons, daughters, nieces, nephews and grandchildren (18–25 years old) of PCA members.

Other guests are welcome, however, only the entrant, co-entrant and JPP/CAFP entrants may enter the competitive events (except children ages 13-15 may register for the Tech Quiz). If other guests are PCA members, they must submit their own registration and pay their own registration fee to enter the competitive events.

Our PCA Group rates will be available three days prior and after (June 19 – July 2) based on availability.

For further information, consult the Parade website at parade2013.pca.org. If you are unable to find your answer there, email Kathleen Behrens, Parade Registrar at registrar@pcaparade.org or call 503.579.3423 (please leave a message).

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Order your Potomac Region member badges for April delivery



This will be the first order of the 2013 season, so order now to get your name badge in time for the season. Potomac Region PCA badges are back. We are now taking orders for the fourth batch. The badges measure 3 inches wide by 1 1/4" 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 the shipping and handling fee by picking up your badge at a club event.

We will place the next order for badges on March 31,

2013. Delivery would be in about 3-4 weeks after order. To speed ordering, you can pay using 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 if you would rather pay by check this 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.

How you can contribute to *der Vorgänger*

Your favorite Founders' Region monthly newsletter/magazine can benefit from your observations and experiences.

We are always in need of articles, photographs, illustrations, maps and charts to help tell the stories that intrigue us all.

All around us are wonderful stories just waiting to be told. If you feel you don't have the time or expertise to tell those stories yourself, at least pass along your ideas. Those can be of interesting Porsche people you meet, or interesting Porsche cars you come across.

Here are some ideas that resonate with *dV* readers:

- Travel stories that involve a

Porsche. One example is Tim Atkinson and daughter's trip across the country in a new-to-him 964.

- Visits to car museums.
- DIY (Do-It-Yourself) articles on some small or large DIY project that you've done. Examples abound, from rebuilding an engine to replacing hood struts.
- Interviews with interesting people who own interesting Porsches. One example that appears in this issue is on Sal Fanelli, who owns a Porsche tractor.

• "My first experience with PCA Potomac," which could be what your High Performance Driving Clinic was like, or your first Drivers Education event or just an intertain-

ing Drive 'n Dine.

- Why-I-Love-My-Porsche articles are always welcomed, but they must be accompanied by a photo of you with the car.
- Photographs of yourself or fellow Porsche owners with their cars; examples are seen in every issue of *dV* on Page 31.

Write your stories, shoot your photos (no low-resolution cellphone photos, please; we simply can't use them) and send them to me; I'll help you clean up the grammar, spelling and punctuation.

Please send to dveditor@pcapotomac.org or call me at 703-239-1678. Thanks.

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, this exhibit of notable Porsche cars 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 local Porsche attractions.

The exhibition will showcase approximately 24 superlative machines beginning in 1900, when Dr. Ferdi-

nand Porsche designed the world's first hybrid, up to a conceptual race car powered with hybrid technology. From the 1938/39 Typ 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 that defines the marque.

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. In discussion now with lenders such as Chad McQueen, the Ingram Collection and the Porsche Museum in Stuttgart, NCMA will present Porsche's design story.

The exhibition affords the opportunity to partner with local universities, such as the N.C. State University College of Design, to develop innovative programs including design workshops and symposia; other programs will include a road film series, and college and high school design and video projects.

Join PCA the easy way

Just point your smartphone with a QR app at the image at right. 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.



Advertisers' index

Allsports Grand Prix	7
Autobahn	29
AutoSportsystems Group	24
At Speed Motorsports	6
Curry's Auto Service, Inc.	21
Glass Jacobson	5
John Hallen Realty	23
Intersport	3
Odds and Ends Detailing	29
OG Racing	22
Onesta Design	24
PCNA	2
Radial Tire Company	10
RPM	7
Shah & Shah	9
Stuttgart Performance	29
TPC	25



Readers and their cars

Photo by John Vrankovich

Above: Dirk Dekker, at the April 2012 DE, is retiring this season after four years as co-chief instructor of Potomac's DE program. Dekker lives on the Eastern Shore and was featured in the November 2011 issue of *dV*.

Photo by John Vrankovich

Below: Tony Pagonis suffered a major malfunction at the 2011 Turkey Bowl when "someone" forgot to latch his '84 944 Cup's hood pins. He lost not only the hood but the windshield as well! Luckily, he was able to run the remainder of the event. Pagonis previously owned another 944, an '85 bought in 2007 from Potomac's Starla Phelps who bought the car new. She used it as a track car for several years including a stint in PCA Club Racing in Stock Class. Pagonis used it to teach his two sons. That car has now moved on to its third Potomac owner.



Photo by Richard Curtis

Above: Mike Smalley at a DE in July 2011 spends some time sweeping up his paddock area after suffering on-track problems with his 964 Turbo.





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This colorful helmet, photographed at 2012's ALMS race at VIR is owned by Green Hornet Racing's owner Peter LeSaffire. Photo by Ken Marks

