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## der Vorgänger

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

May 2013, Volume 59, No. 4

*der Vorgänger* is the official magazine of the Founders' Region, Potomac, Porsche Club of America, Inc. <http://www.pcapotomac.org>. Contributions for *der Vorgänger* should be sent to editor Richard Curtis at least six weeks preceding the month of publication, preferably via e-mail to [dveditor@pcapotomac.org](mailto:dveditor@pcapotomac.org).

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*der Vorgänger* (ISSN 0199-0667) is published monthly except in January by the Founders' Region, Potomac, Porsche Club of America at 16726 Lucy Lane, McLean, Va. 22101. Subscription is limited to members of the Founders' Region, Potomac, Porsche Club of America. Annual PCA dues are \$42 (includes \$18 for *der Vorgänger* subscription). Periodicals postage pending at McLean, Va. and at additional mailing offices. POSTMASTER: Send address changes to *der Vorgänger*, 6726 Lucy Lane, McLean, Va. 22101. Statements appearing in *der Vorgänger* are those of the contributing authors and do not constitute the opinions or policy of the Founders' Region, Potomac, Porsche Club of America, its board of directors or the editors of the magazine. The Founders' Region, Potomac, Porsche Club of America neither endorses any advertisement nor warrants any product or services they may provide. Potomac Region reserves the right to cancel advertisements at any time, for any reason, in its sole discretion. For information regarding commercial advertising and rates, contact the publisher listed above.

Letters to the editor are welcome but should be brief and may be edited for length. Please note if the letter or e-mail is submitted as a letter to the editor; please include a contact phone number for verification.

To subscribe: You must join the Porsche Club of America. Details at [www.pca.org](http://www.pca.org)



# Tip of the hat to dV volunteers

Allow me to give you some examples of the amount of work that volunteers do to get *der Vorgänger* into your mailboxes each month:

Frequent contributor **Sydney Butler**, who flew to Geneva—as in Switzerland—on his own dime to report this month's feature story about the annual Geneva Auto Show on pages 15-17. He's done similar reporting jobs before. Each time, after he's handed in an almost perfect story needing little if any editing and/or corrections, he's back volunteering for the next assignment.

**Michael Madrid**, who holds down a more-than-full-time job as a senior photo editor on the nation's largest newspaper (ask me how I know how hard and long he works!!), still finds time to shoot assignments for *dV*, often having to make several trips on any one assignment. That's par for the course for photographers (again, ask me how I know) and yet they continue to produce strikingly beautiful work.

**Ken Marks**, whose photographic praises we've sung often, continues to grace *dV*'s pages (especially the covers) with his artistic expressions. I liken his work to that of great painters, only he uses a camera instead of a brush.

There are Potomac people who contribute regularly without a byline. **Mia Walsh** is one such treasure. Mia takes a pile of information from PCA each month and within just a day or two turns it into the lists of New Members and Members' Anniversaries.

Unsung *dV* heroes include the hard-working and prolific **Steve Vetter**, who seems to have taken it upon himself to produce content. This month, he has two pieces, one that he wrote on attending Roebbling Road Raceway for the first time plus a DIY on replacing his 944's windshield wiper motor. He often does this without being asked, the best kind of volunteer. Like my 964, Steve's 944 has been featured here a lot. Thank goodness neither of us owns a Porsche car that never needs work.

Spring is finally here. Time to take your Porsche out of hibernation, if that's where it's been. Freshen up all the fluids, check the brakes and battery, and take it for a drive. As **Club President John Eberhardt** points out on the next page, there are lots of upcoming Drive 'n Dine opportunities to exercise your P-car and, perhaps, meet a lot of new friends. An overlooked opportunity for meeting new Porsche friends are the three breakfasts/brunches each month, all excellent, low-key events. No spee-chy-ing and the meals are often followed by lots of car-gazing in the parking lots, often followed by impromptu drives through the countryside.



Richard Curtis

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# PCA and valuable life skills

As I write this, a new group of PCA Potomac instructors is completing their training and getting ready for their first students. I would like to take this moment to thank them for committing their time and their intellect to the demanding job of PCA instructor.

This is a job with tremendous rewards, and let me give you a real example. Even though the first DE is this weekend, I am in Atlanta enjoying a rare opportunity to participate in the NCAA men's basketball final, the culmination of a long plan with an old friend. I decided to drive down through the mountains and make a mini trip out of it.

I was quite surprised, then, as I drove through Roanoke, Va., in April and suddenly encountered a blizzard! I enjoyed over two hours driving in a mountain blizzard in a Boxster with summer tires. This is an episode I am calling "The Skidpad of Terror."

We don't often get the opportunity to drive our Porsches on packed ice with slush. It gets even more exciting when you throw in tractor trailers and drivers who lack an understanding of physics. I counted eight drivers whose lack of physics comprehension resulted in "extreme Newtonian adjustment."

Thank goodness for the Potomac DE program and for the wonderful people and instructors who make it happen. If not for them, and in this case the special people on the skidpad, I am certain I would be thinking about my column from a ditch in Fancy Gap, Va. This is why I encourage all Potomac members to come out for our DEs, autocrosses, and High Performance Driving Clinics.

Our next two DEs are Mid-Ohio May 10-12 and Shenandoah Circuit

June 1-2. I know that some people are a little frustrated with our transition to motorsportreg.com, and I apologize for this, but in the end this will be a good system despite our having to work out the kinks.

For now, you can minimize frustration by registering as early as possible for any event you think you might want to attend and by working with our DE staff to help understand the new process. Our DE volunteers can also help provide a great example of another life skill I have learned through Potomac: people skills.

I have enjoyed improving my people skills through interaction with the great people in PCA Potomac. I get a chance to interact with members not only through DEs, but at events like autocross (next one is April 13) and at social events like our open board meetings and our New Members meeting scheduled for May 4 at Porsche of Rockville.

I am planning on entering my 1986 Carrera in the Deutsche Marque on May 5, where I am looking forward to meeting not only PCA members but great people from the BMW and Mercedes clubs as well.

I have also found that you can improve your people skills when you combine them with a fun country drive, outstanding food (no talking with your mouth full!), and great settings. We have a lot of great Drive 'n Dine tours coming up, including our Spring Gourmet Brunch on May 19 and the Nemaocolin Weekend June 14-16. My favorite way to practice my people skills, though, is with the great group of guys and gals who make up our club. It's not a chore if it's something you love.



Club President John Eberhardt volunteers at the HPDC in March to help student David Fischer in his 1966 912/911.

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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](http://www.pcapotomac.org) >

Calendar > Potomac Calendar and/or [www.pcapotomac.org](http://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.

## April

27: DE tech inspection. 9 a.m.–2 p.m. SportsCar Shop, 45759 Elmwood Court, # 150, Sterling, Va.\*

28: Rally No. 2, Shortest Distance Rally. Story, Page 30.

## May

4: Centreville, Va. brunch.  
5: Deutsch Marque Concours, Nottoway 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. 9 a.m.–2 p.m. AutoTherapy/Pitstop, 25358 Pleasant Valley Road #125 Chantilly, Va.

19: Drive 'n Dine, Spring brunch. Details and registration at [Motorsportsreg.com](http://Motorsportsreg.com).

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. Details and registration at

[Motorsportsreg.com](http://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.

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 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

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 inspection 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.

## 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](mailto:membership@pcapotomac.org)

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**Rally:** Linda and Craig Davidson, [rally@pcapotomac.org](mailto:rally@pcapotomac.org)





## New Potomac members & anniversaries

### May 2013 anniversaries

#### 45 years

John D. Ryan & Christopher Ryan

#### 35 years

Jorge & Susan Carnicero

#### 30 years

William Love  
Kenneth & Lucille Sleger  
Eric Weisblatt & Joseph Magnone

#### 25 years

Ronald & Suzannah Susser  
Jeffrey & Gabriel Tapkas

#### 20 years

Aryan Azarsa

#### 15 years

Air Boss & Lisa Gnassi

#### 10 years

Joe Chang  
Jeff & Melanie Erler  
Brian Golden

Jonathan & Elizabeth Litvany  
Joseph & Cherie Marfori  
Alan & Beryl Saltman  
Edgar Short  
Fred & Paula Walker

#### 5 years

Dave Buc  
William & Sandra Byrd  
Mark & Ellen Cherwien  
Donald & Janice Flynn  
Steve & Mare Fromyer  
Peter Hebert & Daniel Hebert  
Stuart Levy  
Kevin Lucas  
Paul Marsala & Matthew Marsala  
Kenneth & Sigrid Morris  
Rachel Myers  
Christopher & Jill O'Connor  
Tom & Patricia Rainwater  
Edward & Marybeth Reynolds  
Scott & Cathy Stevens  
David Whittle

### April 2013 new members & transfers

Annabelle & Irfan Alvi – 2012 911S & 2012 Cayman R  
Mauricio Banegas - 2002 911 Turbo  
Nhon Bui - 2003 911 Turbo coupe  
Ivan & Charlotte Chirinos  
Frank Conway – 2008 Porsche  
AJ Darden - 1998 Boxster  
Carol DeZwarte & John Walters - 2003 Carrera 4S coupe  
Jarrod Elwinger - 1995 993 coupe  
Dan Epps - 2011 911S coupe  
Frank Ernst - 2012 911 C4 GTS cabriolet  
Ron Flax - 2010 Boxster  
Buffy Frank - 2013 911 C4S coupe  
Mark Gessler - 2000 986  
Goose Gosa - 2011 Turbo S coupe

Kurt Hackmeier - 2013 Panamera  
Craig Halper - 2008 Boxster  
Robert Jacobsen - 1995 Carrera coupe  
Mike Jocz - 1999 996 coupe  
Kevin Kennedy & Thomas Kennedy - 1995 911 coupe  
Sameer Lakhani - 2004 911 coupe  
Michael Levendusky – 2008 911 C4S  
Edwin Martinez - 1988 911 coupe  
Bill McDowell - 1963 356 coupe  
Luther Penny - 2003 911 Carrera cabriolet  
Skip Perry - 1985 911 coupe  
Wendell Pope - 2008 Boxster S  
Michael Rothkin - 2003 996 Turbo coupe

Charmaine Rule & Steve Rule - 1985 911 cabriolet  
Mark Salvador - 2005 Boxster S  
Jahmal Sands - 1996 993 coupe  
Dennis & Carol Shepherd - 2002 Carrera 4 cabriolet  
Sarah Skelly - 2011 C4S coupe  
Rich Stephen - 1983 911 SC  
Matt Teems - 2011 GTS cabriolet  
Steve Tucker - 1986 928S coupe  
Craig Yeldell - 2002 Boxster

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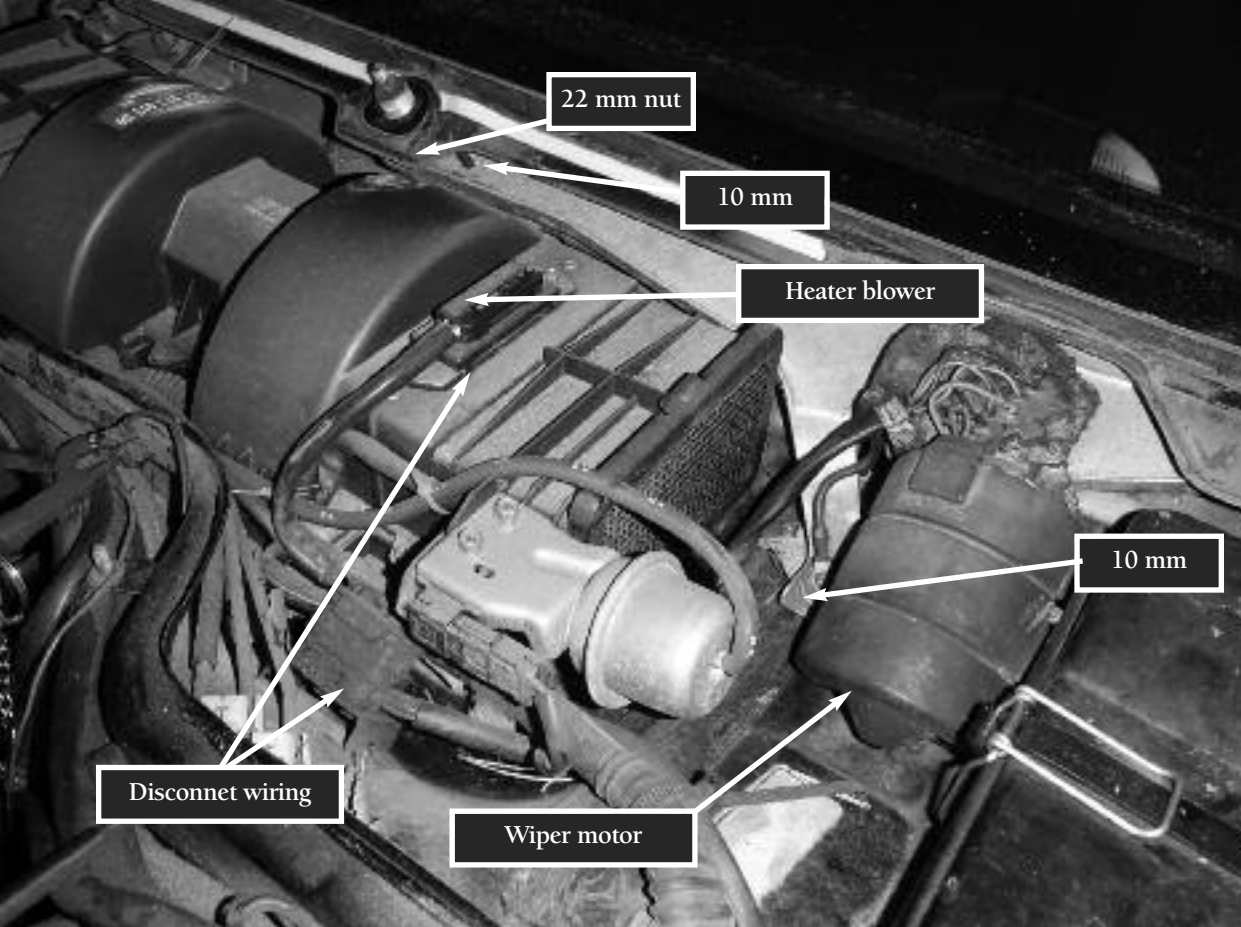


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Left: What the area will look like after you've removed the wipers and rain shield.

Below: There was significant rust signifying that rainwater had gotten inside the motor housing.

# How to replace 944 windshield wiper motor

Photos and story by Steve Vetter  
for *der Vorgänger*

Windshield wipers are an important piece of safety equipment. Not only that, you need them for state safety inspection, and more importantly, track tech inspection.

I found an issue with my wiper motor just before a trip for a DE event in mid-February at Robeling Road Raceway near Savannah, Ga.

When I turned on the wipers, the blades ran slowly and ultimately stopped. Turns out that water can get into the motor and, after a number of years, rust the internals (see photo at right).

I have read tales on Rennlist of folks taking these motors apart and repairing them, but I was not so lucky. I broke it further when trying to take it apart.

Following are the steps for a replacement job:

1. Remove the wiper arms after ensuring they are at the resting spot on the glass.
2. Disconnect the battery.
3. Remove the rain shield, which is taped or glued on near the windshield and pinched under the trim closest to the engine.
4. Remove the two 22mm bolts holding on the wiper pivots.
5. Remove the heater blower, held on by six 8mm bolts, to provide more access.

## 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](mailto:dveditor@pcapotomac.org). A high-resolution photo will be necessary also.*



6. Disconnect the wiring and vacuum hoses to the heater blower.
7. Use a large screwdriver and gently pry the motor up. It's held on by mastic to keep out the rain.
8. Reach under the motor on the passenger side to disconnect the vacuum hose. Tilt and lift the motor to pull it up and out.
9. Remove the 10mm bolt holding on the

wiper arm assembly.

10. With a scribe, mark the position of the movable arms relative to the fixed portion. This is really important for alignment when the wiper assembly is reassembled.

11. The moveable arms can be pried off the assembly with a screwdriver or box wrench. I removed them at the ends, leaving the middle connected. Note the position of the rotating piece

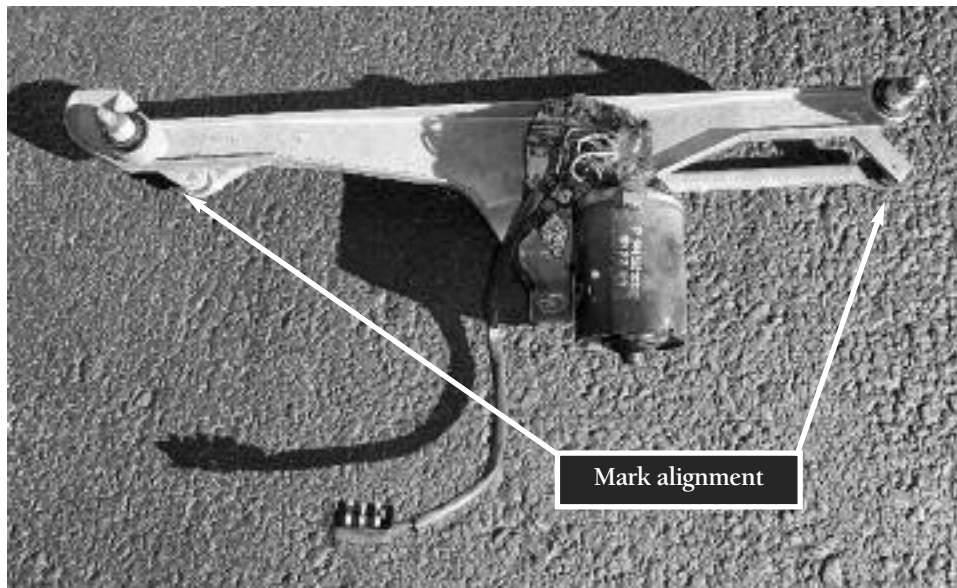




Left: Be sure to disconnect the battery before starting. Disconnect the wiring harness and vacuum lines. This would be a good time to replace all the vacuum hoses that are likely to be as old as the car.

Lower left: This is what the wiper motor itself looks like after you've removed it from the housing.

Below: Be sure to mark the positions and alignment of the wiper arms.



connected to the motor.

12. Remove the three Phillips screws holding the motor in place. You might need to soak the screws in PB Blaster to loosen them up. I also used an impact screwdriver. It's a bad design.

13. Replace the motor and ensure that everything is aligned the same as it came apart.

14. Installation is the reverse of disassembly. Did you remember the vacuum hose under the motor? Tape the rain shield down under the glass.

This is one of those projects where you get what you pay for. I could have bought a known good motor from a dismantler for about \$175. A new one is about \$500.

I found someone selling one on Pelican. He couldn't take the motor off the assembly due to the three Phillips screws and wasn't sure it was any good. I took the risk for \$25 and it actually worked.

However, there was a problem I didn't know about. The new motor didn't stop at the bottom

when it was shut off; the blades stopped wherever. Not realizing this, I tested it in the car and then reattached the arms, which now tried to wipe down into the engine compartment. Thus, I got to do much of the project a second time.

When the weather is a little warmer, I might try taking the good parts off my old motor and seeing if I can get the wipers to stop properly. I was kind of distracted on the track, but at least I made the event!



# First timer's guide to concours prep

Photo by Ken Hills

**A beautiful 911 long hood graced the Deutsch Marque concours in 2012. This year's concours is May 5 at Nottoway Park in Vienna, Va.**

By Bev Gould  
Porsche Club of America

Have you thought about entering your car in the May 5 Deutsch Marque concours at Nottoway Park in Vienna, Va.? If so, that is great news, and I want to give you a few hints on how to prepare for entering your concours.

In my state of California, the two PCA Zones run a series for concours competition. I am not sure how other parts of the country run their concours. However, what I am going to talk about is fairly universal as far as prepping your car for the first time. Here is a simple approach to get you started.

After you have prepped your car and entered it for the first time, you'll want to know more about what products we recommend; this can be a long list as products change and just about everyone has an opinion.

First, look at the car classifications that are offered for the event you are entering. I would choose the entry level class, like Wash and Shine. In Wash and Shine, only the exterior and interior are judged; you won't have to clean the trunk and engine as well, which could be a bit overwhelming if you are just getting started.

For the exterior, wash the car thoroughly, including the wheels, bumpers, paint, windows, headlights, tires, fog lights and valance. Do not leave any water spots. If you do not have distilled water, wash and dry the car in sections to reduce spotting. This way you can dry it off quickly to reduce spotting.

Polish the car is next. If your Porsche sits outside all the time, you may wish to wax it; if not, a good polish will make your car sparkle. Use a soft bristled brush or toothbrush to remove the excess wax or polish stuck on the rubber or crevice. It will break loose and create a fine dust.

Don't wipe this stuff down with a rag; it will just move elsewhere. Instead, use a soft bristled brush or compressed air to whisk the dust away.

Make sure your wheels and tires are cleaned and polished. Clean the sidewalls with Simple Green or some other cleaner to remove any excess tire dressing or grime.

Use a soft bristled brush to scrub the tires with cleaner. You should be able to rub your fingers across the sidewalls without your fingers turning black or brown. On the wheels themselves, clean and polish the lug nuts, as this is an area judges particularly love to check. Next, ensure you don't have any excess polish along the rim or lug nut area. Don't put a dressing on the wheels, since this stuff just attracts more dirt from the road.

You don't have to clean the wheel wells for a concours; it is a good idea to do so, since it makes a better overall presentation.

Now that you are done with the exterior, it looks pretty darn good, huh? Take a few photos. It is fun to chronicle your efforts and share them with your friends.

The next area to clean for a Wash and Shine Class is the interior. Clean just about everything that is visible and then some. This area does require attention to detail.

First, clean the windows. Why first? You will have to climb in the car to clean them. When you do this you also bring in dirt and debris on your shoes. I'll be honest, I hate cleaning the windows. Finding a good streak-free cleaner is a lot of trial and error. I have found that a solution of distilled water and rubbing alcohol works best with a microfiber towel.

Now that the windows are done, the next area to clean is the upholstery. If you have leather seats, get a good leather cleaner and conditioner. Although I have used a few of them, recently I have been using Connolly's Hide



Care.

With a leather interior it's important to keep the leather conditioned so that it does not dry out and crack.

If your upholstery has seams, make sure you clean these well as dirt and dust collects in the crevices. Use a soft bristled brush or toothbrush to clean them. Clean the seat belt handles. If they are chrome, chrome cleaners like Wenol or Mothers will polish them.

The next area is the dash, instruments, glove box and steering column. Make sure these are all clean of dust and dirt. If the dash is leather, it is important to condition this as well.

Clean the vents and defroster vents. A good tip is to take an old cotton sock and use it like a glove; it works great to pick up loose dust and dirt. Spray a bit of water on the glove to make it slightly damp, and it will pick up the dust and dirt without depositing it somewhere else in the interior.

One area many people forget about cleaning is under the dash. Underneath the dash gets just as dirty and dusty as anywhere else in the car. The stuff over time can build up and is just yucky. If not removed, it also can get on the carpet or affect those with allergies. Judges love to look in this area. Use the sock method to clean it up.

Another favorite spot for the judges (mine too) is the door latches, which get dirty over time. WD-40 does a great job of cleaning them. If you want to lubricate the latches, make sure the lubricant is clean. When this lubricant gets dirty, it becomes abrasive. I use WD-40 for lubrication.

Don't forget to clean the console or door pockets, if you have them. They should be dust/dirt free and empty when

you show the car.

The carpets and flooring should be vacuumed thoroughly. This includes the edges of the carpet, under the mats if removable, etc. Use a vacuum cleaner's crevice tool to get to those narrow or hard-to-reach areas. If your carpet is spotted with dirt, shampoo it. Don't get the carpet too wet when shampooing and allow it to dry before the show.

The day of the show, bring sunscreen, hat, sunglasses, beverages, chair and a mat. You will also want to bring some of your cleaning supplies and tools to do touch-up work once you are at the show.

These are the basics; we can go into a lot more detail on how to prep an automobile for a concours. If you take your car to a detailer first, you still want to go through some of the steps above.

I have been showing my 1970 911E for the past 15+ years. My car had been raced, toured and rallied for years, so I know how tough it can seem to get started. But I have enjoyed seeing how the car has improved over the years and it is an award-winning automobile. Once your car is clean, it is not that difficult to keep it clean.

• • •  
*Bev Gould has been involved in PCA for over 30 years. She has been the Zone 8 representative for PCA and has held many positions within the club. Her 1970 911E has won many awards in both PCA and non-PCA concours d' elegance shows. She and her husband own TC's Garage and can be reached at bev@tcsgarage.com.*

## 30th Deutsch Marque registration form

For further information please contact: [concours@pcapotomac.org](mailto:concours@pcapotomac.org) or call Potomac Concours Program Chair Ron Davis at (703) 409-0513. For BMWs, contact BMW Car Club of America, National Capital Chap-

ter <http://www.nccbmwcca.org/>

For Mercedes-Benz, contact Mercedes-Benz Club of North America, Greater Washington Section <http://www.gws-mbca.org/>

**Event Date:** Sunday, May 5, 2013

Cars enter field between 8:30-11:00 a.m.

**Location:** Nottoway Park, Vienna, Va.

Entrant name : \_\_\_\_\_

Porsche year \_\_\_\_\_ Model \_\_\_\_\_

Address: \_\_\_\_\_ City \_\_\_\_\_ Zip \_\_\_\_\_

Phone: (H) \_\_\_\_\_ (W) \_\_\_\_\_

EMAIL: \_\_\_\_\_

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Children under 12 are free

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# Joe Berger, Potomac's 1968 president passes away

By George Whitmore  
Potomac historian

The club has just learned that Joe Berger, PCA Potomac Region 1968 president, has passed away. Berger joined Potomac Region in 1962.

Berger was active in many Potomac activities, PCA and SCCA rallies, drivers schools, autocrosses and other events such as the 1965 Potomac Pow Wow where he headed the concours program.

In 1966 then-Potomac President Dave Primm appointed him activities chair.

As president in 1968, he was re-

sponsible for appointing a committee headed by Pat Kenny and including Regina Johnson (Doll) and Beverly Schroder to design the official logo for the Potomac Region. This logo remained in use until 1986 when a new logo was created that retained a portion of the U.S. Capitol.

Because Berger was so active in Potomac events coupled with his concerns for national events, he was appointed to be the Zone 2 representative when those positions were established in 1970. Back then, when PCA membership was not nearly as large as today (Potomac had about 400 members then), and the National

office was constantly bombarded with inquiries, a person was needed to filter these concerns.

Berger attended several Parades and headed the Potomac Region Parade XII banquet committee. His pastel blue 1970 Porsche made the cover of *Panorama* in September 1971 with a photograph taken when the Parade was held in Sun Valley, Idaho.

Berger gave up his PCA membership in 2005 when his interests had shifted to his two-wheeled Porsche bicycle.

Joe Berger was a jovial, cheerful person who will be missed.

## New members breakfast

New Potomac Region members since January 2011, are invited to our orientation party at Porsche of Rockville, 1125 Rockville Pike, Rockville, Md., on Saturday, May 4 from 10 a.m.-1:30 p.m. Bring a guest or the whole family. Food will be served.

Club board members and program chairs will be on hand to answer questions. Please register for this event using our online registration site New Member Breakfast at [www.motor-sportreg.com](http://www.motor-sportreg.com).

## 'Shortest Distance Rally' planned for April 28

Our first rally of the 2013 season will be on Sunday, April 28. We will meet at Roy Rogers in the Burtonsville Town Square, 15650 Old Columbia Pike, Burtonsville, Md.

Drivers meeting will be at 10 a.m., and the first car will set out at 10:30.

A Shortest Distance rally is an untimed road rally following an undefined route. Instead of usual route instructions and questions, each car

is given a map and list of questions to be answered by visiting specific locations on the map.

Teams receive penalty points for incorrect answers, as well as for each mile driven during the rally. Thus, the goal is to visit all of the required sites in the overall time allotted (under three hours) while driving the shortest distance possible. The lowest score wins.

The available roads are highways and scenic

back roads of Howard County, and locations to be visited are historical markers, parks and other interesting locations across the county.

The final destination is Looney's Pub, 8180 Maple Lawn Blvd., Fulton Md. The entry fee for this rally is \$25 per car and does not include lunch. Registration must be done by emailing [rally@pcapotomac.org](mailto:rally@pcapotomac.org) or [dogzmom@verizon.net](mailto:dogzmom@verizon.net). There is no online registration



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# Porsche debuts new GT3 in Geneva

Photos and story by Sydney Butler  
for *der Vorgänger*

I am on Porsche's presentation stage at the 2013 Geneva Auto Show, inches away from the gleaming white and just unveiled GT3. Porsche's CEO Matthias Muller is just to my right, swamped by cameras and journalists excited about the 475 hp street racer he had announced only moments before.

A giant media show rose behind me, flashing synchronized images of GT3s—exhausts in full song—careening around apexes at the Nurburgring. Shining like a rocket in the sun, the car would have been right at home on the Cape Canaveral launch pad.

I was disappointed.

Somehow I wanted even more flash, more design flare, more sleekness, more color, more “something.” For a Porsche enthusiast and PCA member for almost 50 years, what was this about? The GT3 was surely an engineering marvel, a fifth generation refinement capable of performance far beyond any preceding “street” 911 (it can lap the Nurburgring in 7 minutes 30 seconds). It will blow the doors, roof and windows off of virtually any hot rod competitor on the road. So why the letdown, why was I underwhelmed?

Then I realized that I had been—yet again—enchanted



The new GT3: 3.8 liter engine; 475 hp at 8,250 rpm; 0-60 mph in 3.5 seconds; top speed 189 mph; rear-wheel steering; electronically controlled, fully variable rear differential lock; titanium rods with forged pistons; 20 inch wheels with center lock; fixed rear wing.



Photo provided by Porsche  
**The new-for-2013 GT3 develops 475 hp at 8,250 rpm with a top speed of 189 mph.**

and seduced by the Geneva Show experience. Who wouldn't be? The halls glitter with the world's most exotic high performance machines, presented on stages replete with industry icons, celebrities, performers and—in the European way—sensual ladies in come-hither poses.

Ferrari, Lamborghini, McLaren, BMW, Aston Martin, Mercedes, Maserati, Alfa Romeo, Audi, Bentley, Rolls Royce—and scores upon scores of other manufacturers—lure you like sirens on exotic shores. Entranced within such a car lover's paradise, it's easy to lose your sense of enduring design and everyday reality.

This year, the white GT3 was competing in what could easily have been called the "World's Got Talent" show.

McLaren debuted its stunning P1, a 900+ hp rocket wrapped in a striking yellow carbon fiber shell.

Ferrari unveiled "LaFerrari," a 900+ hp beauty/beast capable of reaching 185 mph in 17.5 seconds. Lamborghini displayed the Veneno, a love it or hate it monster with more wings, vents and spoilers than the Batmobile.

Mercedes/AMG showed the new A series (with a stage appearance by music rage Usher), a mini street rod with a four-cylinder turbo that accelerates from 0-60 in 4.7 seconds. These are all sensational cars, the summits of current engineering, design and development. Their press conferences were glamorous affairs, attended by hundreds of reporters and admirers, each jostling anxiously for a better view of the spectacle on stage.

In the midst of such allure, I couldn't blame myself for betraying the GT3 for more exotic designs. I even mentioned my impression to Michael Mauer, Porsche's chief designer who graciously gave me some minutes of his tightly scheduled time.

His response: "Porsche designs performance and usability first, with emphasis on simplicity, clarity of line, and historical antecedents. Even as we envision and produce such cars as the 918, or the 960 if we decide to build it, we will remember and incorporate traditional performance and design cues from our first cars on through our most mod-

ern 991 models."

I mused over Mauer's words and that white GT3 as I spent two more days in the Geneva Show halls. I stopped making direct design or performance comparisons, and thought more about what makes a brand great and lasting, what specific markets and goals must be identified, how investments must be made and constantly realigned with changing demand and economic conditions. I began to regain my long-held admiration for Porsche as a company, and for that white GT3 as a fine performance/design achievement.

And, remarkably, I saw the GT3 from Mauer's perspective. Performance came first: a 3.8 liter engine producing 475 hp at 8,250 rpm; acceleration from 0-60 mph in 3.5 seconds; top speed 189 mph; rear wheel steering; electronically controlled, fully variable rear differential lock; titanium rods with forged pistons; 20-inch wheels with center lock; fixed rear wing.

Then came usability and historical design: everyday usefulness on the street or track; the iconic 911 design, with cues harkening back at least to 1963; adherence to the form follows function principle, nothing in excess, no frills.

As is my habit at shows over the years, I spent my last moments at the Porsche stand, trying to absorb the sensations and to gain a sense of Porsche and its particular place in the fascinating world of performance car manufacturers. I thought of Ferrari, McLaren, Lamborghini, Mercedes and the spectacular automobiles they presented. I began to understand that direct comparisons alone are deceiving.

It is not a matter of which design or car is better than another, or of which one accelerates the fastest. It is more a matter of which companies, in their particular chosen markets, provide the best products and the highest customer satisfaction. Ferrari and McLaren and Porsche are foremost in their chosen realms, but a Ferrari is not a McLaren or a Porsche, and vice versa.

So just where does Porsche and its new GT3 fit in this high flying performance world? My answer starts with the



Long-time PCA and Potomac member Sydney Butler is a frequent contributor to *der Vorgänger*. He owns several Porsches including a 1961 356 and a Cayenne.





Left: Also known as the Ferrari F150, the new top-of-the-line car from the Prancing Horse factory is named LaFerrari and comes equipped with a V-12 engine plus a hybrid power source. Top speed is expected to be well in excess of 200 mph.

Below: McLaren displayed its new P1 wondercar at Geneva. The 217 mph two-seater hybrid's main power source is a twin-turbo V-8 for a total of over 900 hp.

full panoply of high quality Porsche offerings. Want a wonderful and affordable open-air experience? Consider a Boxster. Want a sport SUV? Buy a Cayenne. Want an all-out, cutting edge hybrid racer? Spring for the 918. Want an icon in the sports car world? There's the 991.

Want a race refined, high revving street/track performer? Remember that white GT3 unveiled in Geneva. I cannot name another company that offers such an array of splendid performance automobiles.

As I walked away from the Porsche stand, I turned to notice the enthusiastic crowd admiring (and no doubt dreaming about) the Caymans, Cayennes, Panameras, 991s and Boxsters on display. That white GT3, now resplendent in my eyes, fit in nicely, even proudly.



## Expect huge crowds; plan ahead for Geneva

For most of the year, Geneva is a dignified center of international diplomacy and fine watches. Lake Geneva borders a low skyline of fine hotels and elegant shops. Cars move easily on lakefront boulevards, and outdoor adventurers board trains for the splendid surrounding countryside.

But all changes in March of each year, when some 700,000 automobile enthusiasts visit the Geneva Auto Show, now in its 83rd year.

The 2013 show featured no fewer than 160

international debuts from manufacturers around the world. Major manufacturers like Porsche, Ferrari and Mercedes—and countless others—choose this neutral country site to show off their finest, while visitors fill the restaurants, shops, taxis and trains.

Visitors can choose (and of course pay dearly for) elegant hotels such as the Kempinski or Angleterre, or stay in more modest but certainly enjoyable accommodations in or outside Geneva. (I stayed in nearby Lausanne and took the wonderfully efficient train directly to and from the show center).

Booking months ahead is a must, as return-

ing exhibitors and visitors often reserve large room blocks on an annual basis.

Geneva airport is a model of efficiency, and direct flights are available several days a week on United from Dulles.

Those details aside, Geneva is a car enthusiast's dream set in old world charm. Crowds seem to be absorbed magically by excellent planning and welcoming residents. Travel is Swiss-efficient, and the show is a fantasyland of exotic cars, future technologies and European style. If you are looking to set your automotive dreams and imagination afire, book now or regret it later.





## Amelia Island celebrates 50th anniversary of Porsche 911

**Above: 1963 Porsche 901 Prototype presented by Don and Diane Meluzio of York, Pa.**

Photos and story by John Truban for *der Vorgänger*

**Below: 1968 Porsche 911 Polizei presented by Ken and Ryan Silber of Muttontown, N.Y.**

Held each year in early March at the Ritz-Carlton, the Amelia Island Concours d'Elegance is generally the first venue of the year where one can see top-quality fine automobiles. We arrived in Florida Thursday, March 7, and immediately went to the Gooding & Company auction preview to see what exciting cars would be crossing the auction block on Friday. Gooding & Company holds three exclusive auctions each year in Scottsdale, Ariz., Amelia Is-

land near Jacksonville, Fla. and Pebble Beach, Calif. Their offerings tend to feature European sports cars with a sprinkling of American Muscle, Art Deco and Down-Right Ancient automobiles. They had a number of Porsches available this year that included:

- 1957 356A Speedster - \$280,500
- 1969 911S - \$143,000
- 1973 Carrera RS 2.7 - \$550,000
- 1962 356 Carrera 2 coupe - \$341,000
- 1958 Speedster - \$187,000
- 2005 Carrera GT - \$341,000
- 1989 Porsche Speedster - \$104,500
- 1964 356C coupe - \$77,000
- 1973 Porsche 911S 2.4 - \$198,000
- 1962 356B Cabriolet - \$96,800

(Per Gooding & Company auction results data. Sale amount includes 10% buyer's premium)

On the first day of the auction, 72 cars were sold for a total of \$28,163,500. Among those sold were a 1928 Bentley Semi Le-Mans Tourer for \$2.75 million and a 1966 Ferrari 275 GTB Long Nose Alloy for \$2.365 million.

There were no surprises with the Porsche sale numbers. The prices were in line with the market, and each car was bought fairly based on its condition. 356s continued to hold their own. Early 911S models once again proved they are not just a fad and the Carrera RSs still have booster rock-







**Potomac PCA member John Truban, right, examines a 1962 356 Carrera 2 coupe with good friend and longtime PCA National Judge Weldon Scrogam, at the Gooding & Company auction.**

ets attached to send their prices to outer space.

The Carrera RS market has grown in leaps and bounds over the past year because of the strong belief among Porsche aficionados that it is the most pure and drivable Porsche from an era when Porsche was at its best.

The next event we attended was the 50th anniversary celebration of the Porsche 911 at the Ritz-Carlton. This event consisted of a panel that included Peter Schutz, retired president of Porsche Cars, AG, race engine engineer Alwin Springer, retired director of design Harm Lagaaij, Hurley Haywood, former Brumos crew chief Jack Atkinson, Vic Elford, Bobby Rahal and Patrick Long.

We arrived for the event an hour in advance to find ourselves in a line that weaved its way deep into the bowels of the Ritz-Carlton.

We listened closely for over an hour as the panel told stories about the early days of Porsche Racing. Vic Elford talked about winning early rally races in Porsche 911s borrowed from the dealer showroom floor. He also told of the look on a dealer's face when, after a rally race, he returned a borrowed 911 covered with dents, scratches and dirt.

Peter Schutz described how he saved the 911

from extermination in the early 1980s as the company moved towards the newly designed front-engine Porsches.

Hurley Haywood spoke of his racing exploits including his memorable impact with a low-flying seagull at the Daytona 24 Hours. Afterwards, he traveled around the track with half the bird's bloody body on his lap and the other half hanging out of the broken windshield.

Bobby Rahal described his successful racing ventures and how Porsche is viewed in the racing world.

Alwin Springer talked about the precise nature of developing racing engines with reliability and unbreakability. Jack Atkinson told stories of the early days of Brumos Racing and how the famous red, white and blue livery became synonymous with Brumos.

Harm Lagaaij (pronounced La Guy) spoke as only a designer can about the history of the 911 and the necessity for the 911 to change. "I see no reason why the Porsche 911 cannot continue forever," he said, offering the most optimistic and lasting view of the 911's future.

On March 10, the 18th Annual Amelia Island Concours d'Elegance took place at the Ritz-Carlton Golf Club. Bill Warner, the founder and

chairman, schedules this annual charitable event to benefit the Community Hospice of Northeast Florida.

Each year a famous and accomplished race car driver is honored. This year's honoree was Sam Posey, who successfully raced various cars, including a Ferrari 512M, a F5000 McLaren and a Dodge Challenger Trans Am Series.

The Concours d'Elegance also features and highlights various makes, designers, models, etc., each year. The 50th Anniversary of the Porsche 911, the Corvette Sting Ray, Ford GT40, Lamborghini and the race cars of Harry Miller were celebrated this year.

Roughly 25,000 people poured into the 9:30 a.m. event and rushed to their dream cars.

We were there primarily to view the Porsche cars. The lengthy display highlighted the 911 history from early development cars such as the well documented 1963 Porsche 901 Prototype of Don and Diane Meluzio to various Brumos race cars.

We saw early 901s and 911s, a 911R, a 911 STR Safari, various RSRs, 934s, 935s and Carrera RSs. They even had the 1985 Porsche Speedster Design Study and a 1968 911 Polizei (Police Car).

We also viewed early racers such as the 904 GTS, 906, Carrera 6, Carrera Abarth GTL, as well as street cars like the 1957 GS/GT Carrera Speedster, GT Speedster and 356A Speedster. Overall, these were some of the best examples of their kind in the world. The concours judges poked

and prodded every inch of these cars to select a winner in each class.

In a disappointment to Porsche owners all over the world, a 1936 Duesenberg SJN won the coveted "Best in Show" award, and the 1968 Ford GT40 that won Le Mans in both 1968 and 1969 took the "Concours de Sport" award.

I highly recommend attending this event at least once in your lifetime. I guarantee you will become addicted and find yourself wanting to attend every year.

Amelia Island is quickly becoming a direct competitor of Pebble Beach, which has long held the rank of the premier concours event in the world. The level of quality and the variety of fine automobiles seen at Amelia Island is almost unparalleled.

There is plenty to see for everyone, especially for PCA members. The Pebble Beach of the East Coast is a must-attend event for any avid car fan. Start planning now for March 6-10, 2014.

• • •  
*PCA members John and Charlene Truban are the owners of Truban Motor Company located in Winchester, Va. specializing in Porsches.*



# On the road to Roebbling Road

Above: Welcome to Roebbling Road Raceway, a few miles northwest of Savannah, Ga. near the town of Pooler. Unlike most tracks, to enter the paddock there is no bridge over or tunnel under the actual race track, so drivers entering or exiting the paddock must wait for on-track traffic to clear.

Photos and story by Steve Vetter for *der Vorgänger*

This winter, I decided that I would check out a new track. For years, Ed Clowser of the Blue Ridge Region has been telling me about the Florida Citrus event on President's Day Weekend in February. Though it's a three-day event, with the first day for instructor training, I only drove Saturday and Sunday.

I certainly can't say that this article is a how-to-drive Roebbling road; it's more of a how to explore a new track. Maybe some of this is how not to.

## Make sure the car is ready.

My maintenance of the car was certainly not what I usually do before the season starts in the spring. In fact, I decided that this was really an extension of the last season. I did make a point to change the brake fluid. As described somewhere else in *der Vorgänger*, this event almost didn't happen as I found that the wiper motor broke about a month before the event.

Below: Clear enough?



## Tires

At the end of the season, I was using a set of old Hoosiers I got from Dr. Peter Kaufman. I had forgotten the reason was that I had not one but three corded RA1s in the basement. David Riley combed through his collection and found three tires that he thought would last a week-

end. Lo and behold, I didn't realize that I needed all three until I got ready to take them to the shop for mounting. I made plans with Ed Clowser for him to bring a spare since my only remaining tire was looking a little "iffy." More on that later.

## Pre-planning

It's good to have some idea where you're going. Since this was straight down I-95, I thought I couldn't screw it up (unlike when I missed the turn for Mid-Ohio in Lexington and wound up in the middle of nowhere).

When I got to Roebbling on Friday afternoon, I rolled up just as a bunch of folks were sitting in their tow vehicles waiting to get into the track. They opened the gate and one of the kind locals waved me in; I was eager to get out of the race seats after an eight-hour drive.

As I rolled through the gate, a lady asked to see my armband. I didn't have one, and she asked me to stop. The others rolled by, the gate closed behind me and next thing I knew, there were cars whizzing by on a hot track 20 yards away.

Roebbling has no bridge or tunnel. You just wait and officials let you cross the track between sessions.

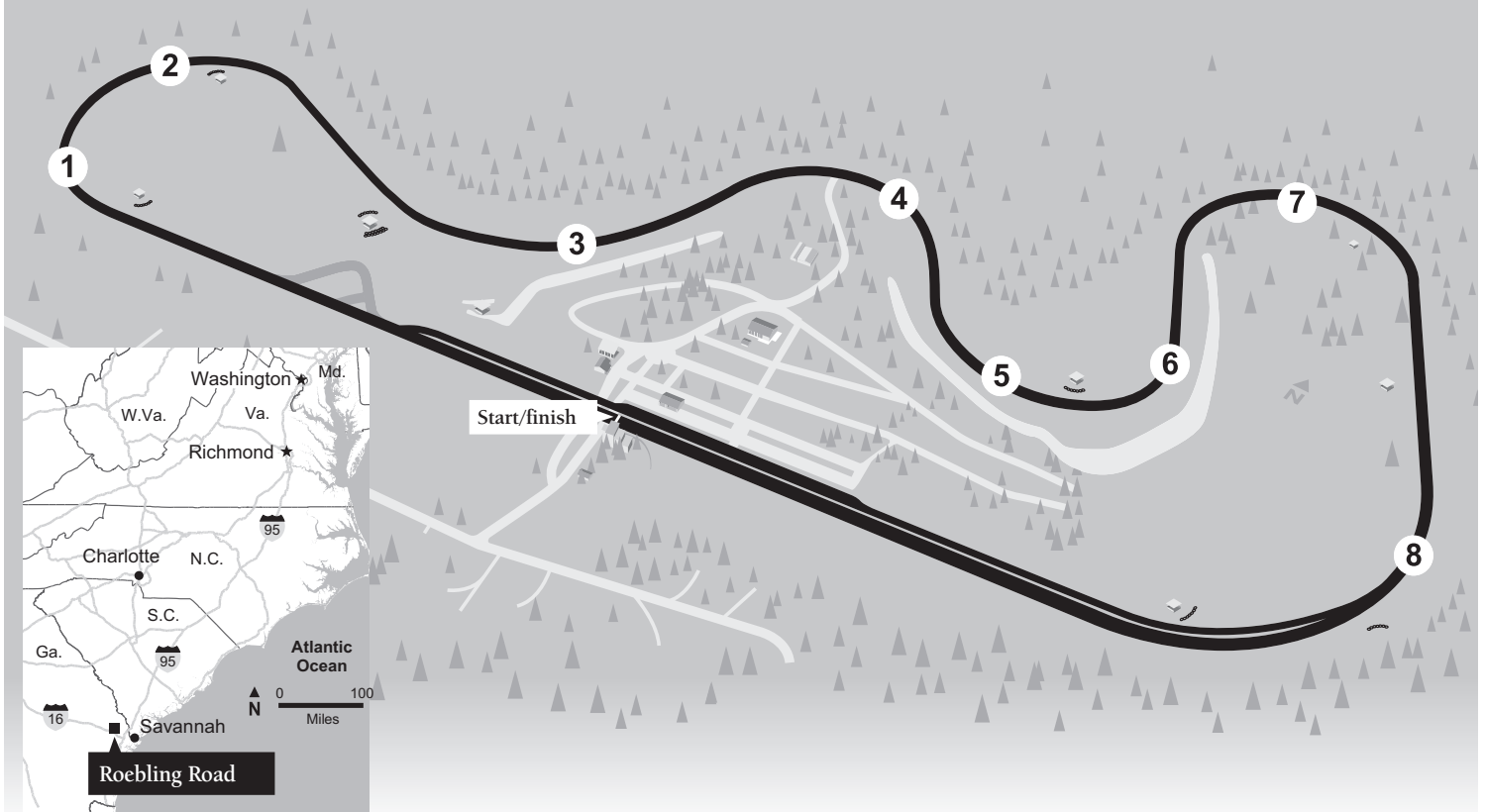
Once I got the armbands worked out, Ed rolled up with another truck with Virginia tags; it was former Potomac member Pete Kaufman, who had moved to the Blue Ridge Region from Potomac.

## Local rules

After the chewing out I got related to the armband (it was a nice chewing out. Since this was Georgia after all) I paid special attention to the local rules. The paddock was all grass, and it will get in your car. Morning dew makes it stick to your shoes. Take a mat to wipe your feet.



# Roebling Road Raceway



Roebling also has special areas made of concrete where you can use a jack. Fortunately, I parked next to one since I swap wheels every day. Pay attention to other local rules, such as sound restrictions. Pete got several black flags for being over the 103db noise limit.

Since I had signed up as an instructor, I was placed in the Red group and given a red sticker for my car. To balance the car counts, I was placed in Black with a black armband.

The race steward admonished me for not driving in my proper run session. A new black sticker allowed me to be in compliance.

## Watch the schedule

Potomac has a nice unwavering White, Red, Black— followed by a break— then Blue and Green to finish the schedule. Citrus Region passed out nice little cards with the schedule on them, but it was nothing like what I was used to. My student was in Green and one time Blue was after my session. The next time I came off the track to my student's idling car...waiting. Oops.

## Prepare for anything

The weather was supposed to be warm. I was wearing a T-shirt in the tech line on Friday. Saturday brought a cold, windy day, but, fortunately, I had brought a track bag with clothes for every contingency. (Remember, the weather at the track is the weather at the track ... and only matters 25 minutes at a time!). I was disappointed I could not use my sunscreen, but I was glad I had a raincoat since it rained. When it came time for my session, I had trouble deciding what to do. I knew Bob Hopkins, who you'll typically see



at the skid pad, would not let me live it down if I skipped a session due to rain, especially when I drove eight hours to get there. So with Obi Bob Kenobi speaking in my ear, I went out for a fun rain session with wipers that I was glad I had fixed.

A rain session on well-worn tires IS a learning experience. When you stop seeing other cars, it's a little unnerving. Did they all pit? Did they know something I didn't?

**Roebling's paddock is all grass with the exception of a few areas that had concrete pads where you can use a jack.**



Roebling is flat with little in the way of an elevation change. Most of the turns have some off-camber element to them, none of which you can be experienced from the comfort of your computer.

I did get a ride-along with Ed and that helped a ton, but it was tough watching similarly matched cars just walk away while I figured things out. It was worse when I watched

my laps timer's predictive timing constantly showing times starting with a "+." Oh, and all those cars with the S.C. and Georgia tags? Well, they knew the track better than I did.

Oh, yeah, and most of the participants had trailers; I had to drive my car home! A new set of skids marks into the tire wall or passing a spun car was a constant reminder to have fun, but, remember, there's no prize for this.

### Equipment

In addition to setting expectations properly, ensure the car is up to snuff. The "newsed" tires developed an unnerving out-of-balance condition that would shake the car like crazy at speed. I was starting to psyche myself out about the one iffy tire. Sure enough, I corded it.

I pitched Ed's spare into the back and snuck out before the last session started. I wanted to get it mounted and still have time to make the group dinner.

Apparently, Goodyear will not mount a used tire for liability reasons. They suggested I take it to Pep Boys in

Like an oasis in the desert, a tire shop that would mount used tires rose up in front of Vetter at the bottom of an off-ramp, giving him the opportunity to mount a badly needed tire.

Were they all waiting by the wall watching for this Virginia fool to spin off into the grass?

### Expectations

Despite having a lot of track days there's no substitute for actual seat time to learn a track. I watched a YouTube video or two before the event, but that was of little help once I was on the track. There was no way to judge camber, elevation or braking points from a random video.

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downtown Savannah, 15 miles away. Evidently, there's no money in Mom and Pop garages any longer since the town of Pooler, Ga., does not have any such thing open on a Saturday at 5 p.m.

Off to Savannah! As I exited the interstate, the bottom of the ramp yielded a tire shop and it was open! The Brother's Tires swapped the used tire after looking at me as if I were insane. I gave them a quick lesson on R compound tires and showed them the rollcage and safety equipment.

Soon I was on the road for dinner. Then the car developed a new problem for me to worry about—the shifter seemed to move about an inch back and forth while in gear.

**Social**

I somehow made it back to the hotel, showered and made it to Fatz for the group dinner. I met some nice folks from Georgia, and they shared a similar tale of woe when dealing with Goodyear and used tires. I also caught up with Micheal Cohen and John Hotz, Potomac members from Owings Mills, Md., who had driven down together towing a double trailer.

It was fun meeting familiar faces with the local folks; beer, our love of track driving and Porsches made the conversation flow.

**Homeward bound**

After a fun weekend, all that was the drive home. Previously, I have driven home non-stop from a Mid-Ohio event, and I hated it. I figured a stop two hours or so from the track would be a good place to rest my head. I do not recommend the Manning, S.C., Super 8. The price was nice,



but I expected to be murdered.

Sleeping with one eye open, I made an early night of it and was back on the road at 5:30 to watch the sun rise from behind the wheel. At some point, I passed John Cochran from Chesapeake pulling his Porsche-striped trailer. (It was cool to have seen so many folks I knew so far from home.) I was home by noon and enjoyed the rest of Presidents' Day with my family. The shifter problem was diagnosed as a loose bolt at the transmission, not a worn bushing as I had thought. I'm super happy that it didn't fall off over the weekend.

Loaded up and ready for the road. Vetter's 944 easily pulls his tire trailer with a large tool caddy mounted.

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# Smiles galore at autocross school

By Gary Baker  
for *der Vorgänger*

For some March Madness defines basketball at its best. March Madness to a “Cone Banger” means getting up at 5 a.m. to set up for our first event at Bowie (Md.) Baysox Stadium. The autocross committee members eagerly arrived early to prepare for our annual autocross school of the year.

On-site registration went smoothly. I attribute this to the efficiency of PCA’s new registration system, the [motorsportreg.com](http://motorsportreg.com) website. We catered breakfast and lunch from Panera Bread for all of our instructors, students and committee members.

Thirty-six eager Porsche enthusiasts arrived for school. Many students were new Porsche owners, and autocross had the pleasure of teaching them how to drive their vehicles at speed in a safe environment.

Congratulations to Mary Anne Myers for bringing her new Porsche Boxster to the school, and welcome to PCA. She was particularly nervous about driving her car at a higher speed, but she finished driving superbly.

The autocross school is designed to give our students the chance to experience forces mimicking emergency braking and swerving to avoid an obstacle on a roadway. Once students feel comfortable with this many become avid autocrossers and DE drivers.

Each student had three 45-minute exercises. Each ex-

ercise station focused on a different set of skills to include slalom, skid pad and figure eights, as well as navigation through a mini autocross.

After lunch we combined the three exercise stations and formed a regular autocross course that gave each student the opportunity to drive against the clock. The smiles visible through helmets were the highlight of my day. Several students told me that they shaved seconds off of their timed runs.

Upon completion of the school each autocross student was awarded a free day autocross certificate to be used in the 2013 autocross season.

Each participant also received a complimentary autocross T-shirt. The design of our T-shirt features our “Cone Banger” logo and “Cones are Evil.”

Our autocross T-shirts are on sale at [www.motorsportreg.com](http://www.motorsportreg.com) online for \$15.

George Soodoo, a regular DE tech inspector for the Founders’ Region Potomac summed up the event particularly well: “Thanks for the excellent coordination of the Potomac autocross school I attended at Baysox Stadium. I enjoyed it and picked up some very good tips and advice from all of my instructors.”



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Registration is open for all our events. Make sure you register for PorscheFest 2013 at Summit Point (W.Va.) Motorsports Park. This event fills up fast and actually will be on a "real racetrack," Summit's Jefferson Circuit.

Remember, "Cones are Evil" and check on [pcapottomac.org](http://pcapottomac.org) for our updated photos as well as results under the autocross section

The next autocross event is May 25 at Bowie (Md.) Baysox Stadium.

Photos by Tony Pagonis

Above: Beautiful 964 RS weaves through the cones.

Above right: Instructor Steve Mitchell goes over points with his student.

Right: Instructor John Bendekovic does the morning briefing.

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

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# My adventures with bodyshops

By Ken Burton  
for *der Vorgänger*

A few years ago, being the good husband that I am, I traded my car in for the SUV my wife had to have. In exchange, I would get her Porsche 993. (Sacrifices are sometimes made for the ones we love.)

Without going into a dozen or so stories, I'll just say over the years modifications to the stock 993 were being explored. This included bodywork after we had to go off road on our way to the Porsche Parade in Fort Worth in 2004.

Apparently, the lane we were in was much more desirable to the gentleman driving the big rig with the tandem trailers outside of Charlotte. He moved over without seeing our Polar Silver car in the process of passing his cab, and we entered the grass at about 70 mph.

For those of you who have not been to a High Performance Driving Clinic at Summit Point, you need to sign up as soon as you can. That HPDC experience saved our lives. When all was said and done, we only had damage to the underside of the bumper.

After the car swap with my wife, I was using the 993 as a daily driver, weather permitting, and suffered the usual stone chips on all of the normal panels and mirrors. I even had a gouge on a bumper that I suspect was done at a repair shop. (Now I check the car when I pick it up and not the morning after.)

It took a few years for me to decide on what body modifications I wanted to make. Every year during my trip to the Hershey, Pa. swap meet, I would search for parts to accomplish the look I was after.

A friend who manages a dealership of German luxury cars (Porsche was not one of their manufacturers) recommended a body shop. This should have been a warning sign.

The body shop had a good reputation, and the work at the shop looked good. We agreed on a price and the work to be performed, and I dropped off the car. Several weeks later, I picked up the car, and I began to see issues with the work.

I accept that people make mistakes. I also believe that you can tell a person's character by the way they handle mistakes. This body shop was outstanding in their customer service. They would take the car back and fix it.

For those who have never had a car repainted, there is more to it than a shiny paint job. There is disassembly and reassembly and quite a bit of prep work. If you get fixated on just the new paint, you'll miss the smaller details. I found myself returning repeatedly to the body shop for the smaller details. This became a problem because (a) they were located in Pennsylvania; and (b) I'm not the most patient person on the planet.

Then it hit me. This body shop was not familiar with Porsches, and they were doing the best they could. Their training was taking place at my expense, and I could not reasonably expect them to do it right.

I was washing and waxing the car during the unseasonably warm weather this past November to keep it shiny during the winter garage period. Things seemed to be going well until I saw the flaw!

On a 993, there is a seal between the fender and the cowl on each corner. This does not seem to be a complicated part, a significant part or something that would make the factory send a representative over to fix. However, it was too difficult for the body shop I used.

Instead of removing and replacing the seal, they cut off the top of the seal to paint the car and replaced the top with adhesive after the car was painted. Their choice of adhesive did not hold.

I was shocked first by the work then by their casual response. They were willing to fix it, but I was no longer expecting them to fix things correctly.

I needed to find someone who could fix it correctly.

What better place to start than Porsche dealers with body shops who would be familiar with the cars. (For those still reading, we are now getting to my reason for writing.) I called several dealerships in the Pennsylvania, Maryland and Virginia area that would (a) answer the phone; and (b) have a body shop on the premises.

I went to one dealer and got a written estimate to replace the seal. The estimate was for slightly less than \$50 for the seal and labor of 3.5 hours to remove glue from the fenders plus 6.6 hours to remove and install the fenders and yet another half hour to remove the fuel door and remove and install both fender liners. The total came to slightly less than \$700.

Now we come to the part of the story where I reflect and figure out how I got here. I'm the guy in the supermarket fussing at his wife for going down an aisle twice, and now I find myself about to pay to get my car painted—again—within just a few months. I must have done something

wrong. Returning to square one, I searched for the best body shop in the area knowledgeable about Porsches.

My research examples of research took me to Euro Pros Collision Center in Gaithersburg, Md.

I went there for an estimate where explained the situation. The gentleman assisting me said he had to get the owner to see what could be done. That's when I met Jack Ford, one of Euro Pro's owners.

Ford looked at the car and asked some questions such as who did the work, how long had it been since it had been painted and why was I bringing the car to him and not taking it back to the shop that did the work.

Ford took me into his shop and showed me some of the cars they were working on. The shop's attention to detail was remarkable. When I was at the shop, I met both the

incoming and out-going Potomac Region presidents, and they summed it up best when they said that Ford and his workers were tartists.

I'm not exactly sure why Ford agreed to do the work. Most shops would not correct another shop's work, and Ford did say this wasn't something he normally does. He explained how he needed to remove the seal and the risks associated with his process. He said that he would meet me on a Saturday to do the repair, and he wanted me to see what was involved.

Later, Ford and I met at the shop early one Saturday morning. He began working on my car immediately. Instead of dismantling the front end, the seal was reached by opening the doors and removing two bolts at the top of the fender.

Both sides were completed in under an hour. I spent more time speaking with Jack afterwards than he spent actually working on the car. Since I had purchased the two seals separately, my total cost with Euro Pro was \$50 for labor.

Co-owners Jack and Derek Ford started Euro Pro Collision Center 12 years ago. Over that time, they have built an impressive business reputation for doing quality work especially on Porsches.

My personal experience is that their reputation, though well deserved, pales in comparison to who they are as people. I am confident that they will be the only ones repairing any German cars I own. But since I strongly believe those who suffer the consequences should always make the decisions, you make your own choices.

• • •

Ken Burton is a long-time Porsche enthusiast.

## Why I love my Porsche

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





Potomac's Brian Walsh, left, Ed Clowser (of Blue Ridge Region) supervise Barry Neff as he checks the air pressure in the tires of his Cayman R at a July 2012 DE at Summit Point. Neff, a PCA member since 1968, has been driving Summit Point's main circuit so long that he remembers the track before the carousel was built.

# 47 years of a personal Porsche passion

Photos and story by Richard Curtis  
for *der Vorgänger*

If you spend antime browsing the way-back issues of *dV*, you can't help but be surprised to see Barry Neff's name in *dVs* as early as 1968.

When he separated from the Air Force at Andrews Air Force Base in 1968, Neff didn't waste any time in answering the Porsche call. He bought a 356 within a week. Not long after he showed up at a DE at the now-defunct Marlboro (Md.) Motor Raceway, first as a flagger but not long after that as a participant.

"When Marlboro closed, we (Potomac) were without a track for about a year," says Neff. "It was known that Marlboro was going to close, so the closing wasn't a surprise. We had to wait about a year until Summit Point (W.Va.) Raceway was opened (in 1970)." Neff remembers Summit before the carousel (Turns 5-6- and 7) was built.

Neff owned the 356 for 2½ years, driving in DEs and then in racing events. "I was totally smitten (with racing)," he says. "I later moved up to a Formula Vee. I did Formula Vee for about a year after attending a SCCA driver's school. You had to go to the school to get your novice license," he says. "(But) I blew the engine, which was quite a setback."

He bought an '83 SC and drove it for two years before moving to a Boxster S, then a white Cayman R in which today he is a regular DE participant and instructor. Neff continues to drive regularly in Potomac DE events, towing it to the track where you'll see him with his wife, Saralyn.

One of Neff's favorite tracks is Watkins Glen. "I like the speed, the flowing turns. For a guy like me it's wonderful. For some reason, I just get it. I don't have to relearn the track each time."

What does this PCA veteran of 45 years like most about Potomac? "For me," he says, "it's coming to the track."



## What happened to Marlboro Motor Raceway?

Those were times of dramatic change in the track situation in the Washington, D.C. area. Although Marlboro — site of many SCCA and other track activities — had been around in various forms since 1952, it was closed in 1969 because of safety concerns and other issues. Today, most of the track remains in Upper Marlboro, Md. and can be seen from nearby U.S. 301.

Above: Neff in front of the trailer that he uses to haul his Cayman R track car to and from tracks. Although he's frequently a participant and instructor at Potomac's home track, one of his favorite tracks, he says, is Watkins Glen.

# Spring HPDC attracts 32

Photos and story by Richard Curtis  
for *der Vorgänger*

On a blustery but dry day in March, 32 aspiring drivers and a like number of volunteer instructors attended Potomac's spring High Performance Driving Clinic held at Summit Point (W.Va.) Motorsports Park's Jefferson Circuit.

Thirty-two drivers showed up early, had their cars safety inspected and—after coffee and a breakfast of pastries—attended a morning of classroom instruction led by Bill Scott Racing's Don Ruschman. Classroom topics included what to do in a skid, steering, braking, driver's positioning, vehicle dynamics and car control.

The remainder of the day was filled with on-track instruction. First, the larger group was divided into three smaller groups. The groups rotated among the skid pad and braking exercises and slalom/driver techniques on the Jefferson Circuit.

Following the lunch break, the students took to the track again. The three groups took turns for an entire afternoon of lapping the Jefferson's 1.1 mile track with instructors in the other seat.

## Sign up now for fall HPDC

Potomac's fall HPDC will be Sept. 14, also at Summit Point. Sign up early because attendance is limited to just 33 drivers. To register for the HPDC, go to [www.pcapotomac.motorsportreg.com](http://www.pcapotomac.motorsportreg.com)

Several students commented favorably on the experience. "This was great," said Jimi Yui of Takoma Park, Md. "It makes you want to come to another one. There was lots of time on the skid pad." Yui drives a 2012 Targa 4S.

First Settlers Region member Charlene Rusnak, who brought her 2011 Boxster from Virginia Beach, also viewed the experience favorably. "(This instruction) is good for society," she said.

Attending an HPDC is one way to qualify for further instruction at a Drivers Education event on Summit's main track, again with ride-along instructors. Another way to be eligible for DE is to participate in a minimum of three autocrosses.



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Clockwise from above left: Jean Kapusnick with instructor Don Mattran in her Cayman await their turn during the braking sessions.

Instructor Don Ruschman during the morning classroom session.

Club Past President Tuffy von Briesen directs traffic on the Jefferson circuit.

Students' cars, arranged in three groups, were lined up on the pre-grid.

Instructors and students mingled during the lunch break.



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# Am I covered while driving on-track?

By Porsche Club of America

For many years PCA driving enthusiasts had a sense of comfort knowing that their standard auto policies covered them while participating in PCA Driver's Education events. Most policies had language that only excluded coverage while participating in "timed or competition events."

Since PCA DEs are educational in nature and untimed, most insurers would pay for damages incurred at these events. Incidents causing damage to vehicles at PCA DEs are rare, but when they do happen the damage can be significant.

For individuals involved in DEs, it is important to review your policy before you go to your next track event. Many insurance consumers don't file their current policies, but insurance agents will send a copy of the current policy upon request.

A quick review of the exclusions section of the policy typically reveals any language targeted at eliminating coverage while participating in events held at racetracks. Enthusiasts' vehicles are often the most treasured property they own, so it is important that they do their research and understand whether coverage is included under their standard policy while participating in DE events.

Around the 2003-2004 timeframe, it seems that many insurance underwriters recognized the additional exposure presented by individuals involved in DEs and modified their exclusions section accordingly.

At the beginning, a few companies implemented new language to exclude coverage "on a surface used for racing," "in a performance driving event" or even worse "at a race-track facility." Since the initial roll-out of the exclusions, it seems that the majority of auto insurers have followed suit with these restrictive exclusions for individuals involved in DEs.

[Potomac member and regular DE participant Scott Bresnahan is an Allstate senior agent who confirms that "Insurance companies continue to evolve the language in auto policies to be more restrictive.

Some companies are more on top of that than others" so you cannot assume that the coverage your friend has would also apply to your situation. "The language (in policies) varies by state," says Bresnahan. "My advice is to read your policy and pay particular attention to your exclusions."

Many PCA DE enthusiast members have researched this topic in the past, prior to 2003, and believe that they are still covered while driving in events. Enthusiasts must understand that insurers do have the ability to change policy terms at each policy renewal. The typical policyholder receives their renewal, looks at the bill and sends a check to renew their policy. In the pages following that bill, insurers include a coverage update that details any policy changes. Unfortunately, these changes often go unnoticed by insurance consumers.

"Remember, too," cautions Bresnahan, "that even if you are covered under your personal auto policy for a track incident your insurer has the right to non-renew your policy to avoid future losses. This in turn may lead you to being labeled high risk with future sky rocketing insurance premiums."

DE participants who do not have coverage under their standard auto policy and aren't willing to take the financial risk of driving on track without coverage do have options available. The website, ontrackinsurance.com offers a HPDE Insurance Program. This program offers

single-event physical damage insurance. The premiums are based on car value. As an example, for a car valued at \$40,000, the cost of single-event coverage (1-3 days) would be approximately \$250, with discounts if you buy coverage for multiple events.

[Bresnahan says that track insurance is only the smart thing to do. "If you want to be 100% risk free I would purchase track insurance. This will make sure your investment is truly protected and has no adverse affect on your personal insurance policy."

[Additionally, he says, "For those who race I would recommend getting a policy to cover you to and from the track when towing and when your car is in the paddock. I have mine through Hagerty and it runs me about \$800 a year. (It's) well worth the peace of mind in case you are involved in an accident or someone who has no insurance hits you on the road. It also covers you for fire and theft when your car is parked in your garage or in the paddock.]"

Do not assume that you still have coverage while participating in DEs based off research or questions asked of your agent years ago.

Before your next event, check your policy and go to that event knowing whether you will or will not be covered in the case of an incident that causes damage to your car. If your research shows that you do not have coverage, consider getting supplemental coverage.

## 2014 Cayman introductions

At least two local Porsche dealers are offering introduction to the curves of the all-new 2014 Cayman.

On May 2, from 6:30 p.m.—9:30 pm., Porsche of Tyson's will host Porsche enthusiasts in their showroom at 8601 Westwood Center Drive for the Cayman rollout. RSVP to jelefantis@penskeautomotive.com for food, drinks and pure sports car fascination.

Similarly, Porsche of Silver Spring will present the new Cayman at a social event on May 4 from 3-5 p.m. Please RSVP for yourself and guests to silverspringcaymanrelease@gmail.com We look forward to seeing all of you there. If you RSVP'd to any of our previous events you should be receiving an email shortly asking you to RSVP to this one as well.

## Join PCA the easy way

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

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

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



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## Readers and their cars

Photo by Richard Curtis

Left: Long-time Potomac member Marvin Jennings helps out at the scales during the annual Club Race in 2012 that drew 110 entries. Jennings has now retired to North Carolina but was visiting during the Club Race weekend and dropped by to help.

Photo by John Magistro

Below: Kirstin Knott of Arlington, Va. picking up her new 2013 Boxster S at Porsche of Arlington on March 9. She has been a PCA member for 2½ years.



Photo by Tony Pagonis

Above: Jean Kapusnick, a Potomac Autocross Committee member, helped out at the 2013 autocross school held at Bowie (Md.) Baysox Stadium. The next autocross event is April 13, also at Baysox.







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Three generations of Porsches are visible in this photo: an '08 997 Turbo, two 996s and 356 with a red interior. Photo by Sven Dharmani

