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der Vorgänger

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

October 2013, Volume 59, No. 9

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.

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Questions about display advertising rates and placement in *der Vorgänger*, please contact Tony Kelly at dvads@pcapotomac.org

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.

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The editor's column

Discovering Potomac's roots

Thanks to Potomac member **Al Northrop** for his major contribution this month in describing what has happened to the club's original home "track," the Marlboro Motor Raceway. (See Pages 19–25). Although the track hasn't been used in anger since 1969, you can still see vestiges of the old oval and, if you look closely enough, even see the outlines of the road course (Photo, Pages 19 and 20–21).

Northrop, who also recounts his ownership experience with eight Porsches on Page 24, did extensive sleuthing in his reporting, even finding the current gate to the track and photographing it.

Two of Potomac's past presidents contributed also: avid photographer **John Calamos** went through his extensive files to unearth photos from the track's early days in the 1950s, and the legendary **Dan Rowzie** writes on Page 25 the first of what we hope will be many columns about the club's early days. In this first one, he asks the question "Would Porsche be where it is today without those early successes at Marlboro?"



Richard Curtis

Correction: On page 13 of the September issue, we incorrectly identified a car at the Pittsburgh event as being a Panhard. The car is a BMW 700. The accompanying photo showing the car's engine, however, was correctly identified as being a Panhard. Thanks to reader **Louis Schiavo** for catching the error.

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Carpe diem

Carpe diem is either a Latin Phrase that means "seize the day" or a exotic fish recipe. They are words to live by, and words that certainly mean a great deal to me.

We are lucky to live in an amazing place, a world with both pain and beauty living side-by-side, presenting us with almost constant opportunities to change and grow. Those of you who know me know how much of our world I want to experience, so I tend to overcommit and thus live in a state of what Calvin Trillin calls "suspended exasperation." But looking back, it is fun to see the rich journey of my life, a fabric made possible by varied experiences and, more importantly, people.

Change and growth are at the heart of the human journey. Sometimes it comes easily. Every once in a while life throws us a pitch that is easy to hit—a lazy ball over home plate, an easy decision. Sometimes it comes hard. Most of the time it comes hard.

Real change and growth often require us to hear things we don't want to hear, to acknowledge realities we don't like, and to do something about it. How we choose to respond to hard change and difficult realities is, in the end, what defines us.

At our Virginia International Raceway event last month, I took a friend and fellow instructor out for a ride-along. And instead of the flowing praise I wanted to hear, he told me, in not so many words, that I was doing it wrong. I was, understandably, unhappy to hear this, until another friend and instructor pointed out that I was behaving like a crybaby. I didn't like hearing that either.

I had to stop and think about my behavior, and I realized they were both right. Nader Foutouhi was right when he told me I was doing it wrong. I knew he was right, even if I didn't like it hearing it. And Cindy Pagonis was right, too. Instead of sucking it up and learning to drive better, I decided to whine.

Nader and Cindy are good friends of mine. They told me the truth, even though they both knew it was a truth I didn't want to hear. I decided to stop whining and learn how to drive better.

I spent some time with people who knew more than I did, and I got a little better. I gave thanks for good friends with the courage to tell me the truth, even when they know I don't want to hear it.

Our club goes through change, too. Often it is change that we are uncomfortable with or don't want. I, for one, don't want Richard Curtis to step down as *der Vorgänger* editor at the end of this year. But it is time for Richard to make his own change and growth and move onto the next

adventure in his life.

While I will miss what Richard does with *dV*, I am also excited about the new ideas that come with new people. This is true for more than just *der Vorgänger*, it is true in every club program in the ways that new people bring new ideas, ways of doing things and change, some of it easy, some of it hard, but all of it good.

Which is why I want to ask you to come out and volunteer for your club and make your own change. We're only here for a short time, so make the most of it.



John Eberhardt

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derVorgänger

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Potomac's 2013 calendar

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

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

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

October

- 5: Centreville, Va. brunch.
- 5: Drive 'n Dine, winery.
- 6: Autocross No. 6, Bowie (Md.) Baysox Stadium.
- 12: Arlington, Va. brunch.
- 19: Glen Echo, Md. brunch.
- 19: DE tech inspection day. 9 a.m.–2 p.m. Auto Sportsystems Group, 2810-F Dorr Ave., Fairfax, Va.*
- 19: Drive 'n Dine Fall Foliage trip.
- 19: Gold Cup.
- 20: Car detailing seminar, Odds and Ends Detailing, 10 a.m., Sterling, Va.
- 25: Volunteer Appreciation Day. Summit Point (W.Va.) Raceway. Main course.
- 26–27: DE, Summit Point (W.Va.) Raceway. Main course.

November

- 1–3: Drive 'n Dine trip to N.C. Museum of Art, Raleigh, N.C. Special historic Porsche exhibit plus a private collection of Porsches and a Cars & Coffee event.
- 2: Centreville, Va. brunch.
- 3: Autocross No. 7, Bowie (Md.) Baysox Stadium.

Cars 'n coffee gatherings

Fair Lakes, Va.

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

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



Hunt Valley, Md.

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

Burtonsville, Md.

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

Great Falls, Va.

Saturdays, 7–9 a.m., Katie's

- 9: Arlington, Va. brunch.
- 16: Glen Echo, Md. brunch.

December

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

*Tech inspections open to all members

Free DE tech inspections are designed to accommodate DE participants. Participants' cars in the Green, Blue and White groups must have a tech inspection by an approved inspector prior to every event.

However, tech days are also available to non-DE participants on a first-come, first-served basis. 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.

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

Potomac monthly brunch locations

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

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

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

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

Glen Echo, Md.

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

Program chairs

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

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New Potomac members & anniversaries

August 2013 - new members & transfers

Gene & Trina Barlow, 2011 Panamera, Upper Marlboro, Md. (transfer from Northeast)
 Bob Bossa & Elizabeth McIntyre, 2001 911cabriolet, Alexandria, Va.
 Oswald Cartwright, 1999 911, Temple Hills, Md.
 Jim Cosler, 2013 911, Oakton, Va.
 Leslie Crawford, 2011 Panamera, Silver Spring, Md.
 Justin Crosby, 2003 911 Turbo, Woodbridge, Va.
 Mike Daniel, 2005 997, Ellicott City, Md.
 Andrew Elia, 2013 991 C4S, Fairfax, Va.
 Nash Fahmy, 2001 Boxster, Damascus, Va.
 Lisa Gomez, 1987 911, Waterford, Va.

Celia Gonzales, 2008 Cayman S, Ashburn, Va.
 Bobby Greenfield & Eileen Lawrence, 2000 Boxster S, Chevy Chase, Md.
 Arthur & Ines Marlene Hines, 2004 Boxster S, Woodbridge, Va.
 Andrew & Alicia Hubbar, 1984 911, Ft. Belvoir, Va.
 Lyn & Jo Hurd, 1986 930, Gainesville, Va.
 Kevin James, 2013 991cabriolet, Waldorf, Md.
 Greg Jay, 2006 Cayman S Coupe, Ashburn, Va.
 Timothy McNeish, 2006 Cayenne, Bethesda, Md.
 Rick McQueen, 2004 996, La Plata, Md.
 Nar Murthy, 1984 911 Targa, Hagerstown, Md.
 Henrik Ojikutu, 2000 911cabriolet, Bethesda, Md.

Anant & Aparna Raikar, 2011 Carrera S, Falls Church, Va.
 Reggie Sakamoto & DeWanna Stanton, 2013 Panamera, Arlington, Va.
 John Shin, 2010 997 GT3, Vienna, Va.
 Mi Jee Song & George Barnard, 2014 Boxster, Arlington, Va.
 Steve & Ann Sturmer, 2011 Cayman S, Alexandria, Va.
 Wayne Welch, 1988 911, Leesburg, Va.

Transfers

Mark Mattheiss, from Sonnenschein
 Victor Padgett, from Alabama
 George Perry, from Carolina
 Kent Probst, from Shenandoah
 Nathan Solomon, from Hurricane

September 2013 anniversaries

35 years
 Stephen Heyse

30 years
 Steven Brooks
 Russell Morse

25 years
 Mark Wille

20 years
 Roger Armstrong
 Frank Broner
 Chris Overholser

15 years
 Jamie Gil

10 years
 Branko Bozic
 Linda Christ
 John Clay
 Marshall Contino
 Omar Hilmi
 Richard Koller

Roderick Wester

5 years
 James Abramson
 Karl Fosburg
 Kenneth Harwood
 Ray Hook
 Ted Ingalls
 Joseph Kale
 Casey Parkin
 Patrick Vaughan

We incorrectly stated the anniversary date of the following members who celebrated their 15 year anniversary in July, 2013:

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 Carlos Roberts
 David Ross
 Christina Young

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How to install brake scoops in a 944

By Steve Vetter
for *der Vorgänger*

Cooling the brakes allows the consumable parts to last longer and avoid boiling the brake fluid when driving on the track. This is Bruce Mackliet's 944 Turbo. Although it already has brake cooling ducts, the kit we used allows air to be directed directly to the rotors. The process is essentially the same as replacing the pads and rotors, so this article will cover that too.

Brake cooling duct kit

The brake cooling duct kit N.E.R.P. LLC (www.nerp.biz) is available online through various retailers such as Pelican Parts, Paragon Products and Tarett Engineering. Kits are available for 911s, 944s Mini Coopers and some BMW models.

1. Remove the wheels.
2. Remove the pads by pressing them back into the caliper (Photo 1).
3. Remove the caliper's 19mm bolts and hang out of the way (Photo 2)
4. Remove the center cap over the bearing.
5. Insert a 6mm Allen wrench in the channel and loosen the collar nut. (Photo 3)
6. Remove the collar nut on the spindle and pull off the rotor and hub. (This car is an '86 and the hub and rotor are joined. On later cars, the rotors can be removed independently.). Take care as not to drop the bearing and get it dirty.
7. Remove the factory backing plate and cooling scoop and install the new one from the kit (Photo 4)

8. Remove the front valence ("bat wing") using a combination of 10mm sockets and screwdrivers (Photo 5)

9. The factory scoops are removed with an 8mm socket.

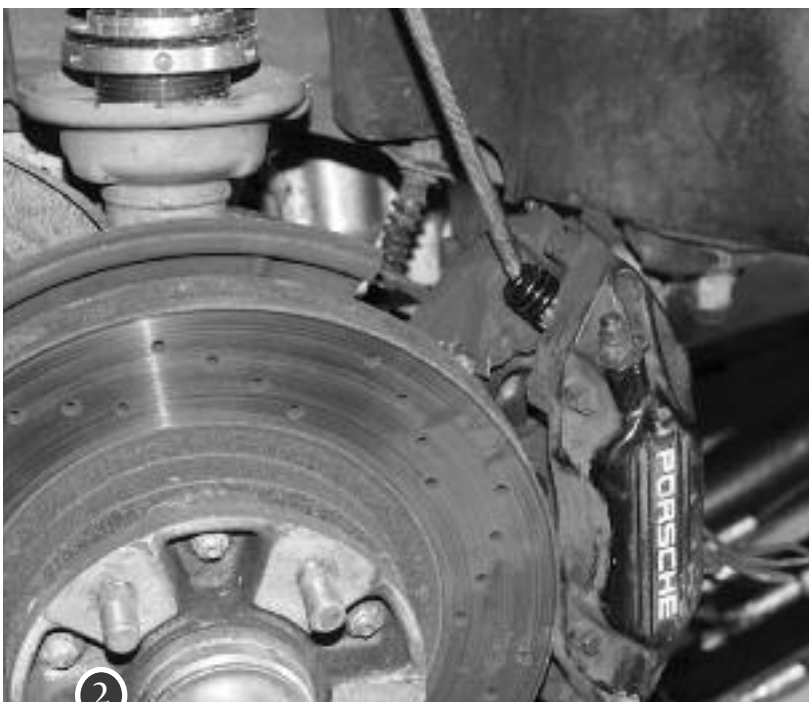
10. On the drivers side, the new scoop fits without cutting. On the passenger side, we made a template of cardboard and trimmed the scoop to fit (Photos 6 & 7). We transferred the template to the plastic scoop and cut it with a hacksaw after the Dremel got dropped and broken.

11. The hose is clamped to the scoops and backing plates. Make several test fittings to ensure that the wheels can still turn (left and right) without ripping out the ducts. Secure them loosely to allow some travel. (Photos 8 & 9)

12. Reassembly is the reverse.

13. If replacing the rotors unbolt them from the hubs using two 13mm wrenches/sockets.

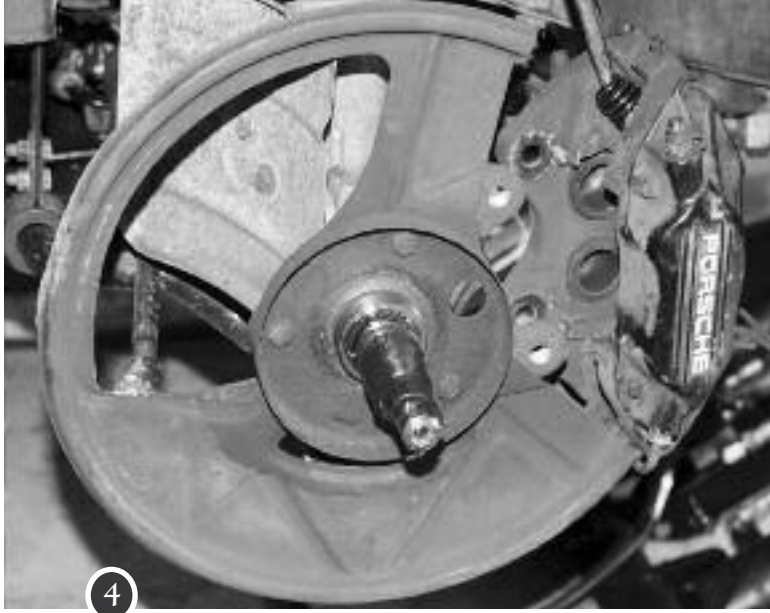
14. The collar nuts should be loose enough to let the washer be moved (slightly) with a screw-



DIY

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

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



driver. If unsure, stop by a PCA tech session where the bearings can be checked. The calipers are torqued to 63 ft/lbs.

15. Before backing out of the garage, pump the pedal a couple of times to reseat the pads.



Photos by Richard Curtis

Left: About 50 people were guests of Porsche of Tysons at an August event at Summit Point (W.Va.) Motorsports Park. They enjoyed a morning and afternoon of demonstrations and ride-alongs in a variety of Porsche automobiles around the Jefferson Circuit.

Dealer entertains customers at track, polo

Porsche of Tysons and Potomac rolled out the red carpet several times this year at various events.

The Tysons, Va. dealer in conjunction with The Founders' Region, Potomac also hosted several "Porsches and Polo" twilight events at Great Meadow in The Plains, Va..

The event featured many polo matches played under the lights along with food and drink for Tysons and Potomac's guests.



Above: Seth Israel, an instructor from the Porsche Sport Driving School in Birmingham, Ala., was on hand to drive guests around the twisty Jefferson circuit. He drove the Porsche Cayenne diesel and frequently had it sideways in the curves.

Above right: Porsche of Tysons Service Manager Chad Morrison explains the ride-along procedure to a guest.

Right: In the first "chukkar" of the polo match, the less experienced competitors demonstrated the difficulty of hitting a little white ball while galloping on a horse.



Above: Potomac members Art Orton and Linda Gifford line up for hamburgers, hot dogs, brats and side dishes at the Porsche of Tysons hospitality tent at the polo event at Great Meadow in The Plains, Va.

Your vote is important to The Founders' Region, Potomac

In accordance with the club's bylaws, the 2014 executive officers will be elected by the membership on Dec. 7, 2013 at the annual membership meeting (location will be announced in the November *dV* and on the website). The 2014 officer candidates proposed by the club's nominating committee are presented below.

If you would like to nominate an additional candidate pursuant to the Potomac Bylaws, please submit your candidate, along with the endorsement of five active Potomac members, to the nominating committee (pastpresident@pca-potomac.org) by Nov. 11, 2013.

Also, your vote is important to Potomac. As a result, Potomac is providing three ways to vote this year—electronic (via Potomac's website), mail-in ballot or in person at the annual meeting. Details regarding electronic voting and the mail-in ballot will be posted on our website and sent out in an e-Blast on Nov. 14.

For president: John Eberhardt

John Eberhardt joined PCA in 2006 after buying his first Porsche, a Boxster. He is currently the club's president, former vice president and former Drive 'n Dine chair.

John is a regular autocrosser, DE participant and races in the 24 Hours of Lemons.

John runs research and operations at his own consulting company.

As club president, John's goals are to ensure a wide diversity of programming for our members, membership growth, expanding the volunteer pool and making sure everyone has fun.



For vice president: Howard Hill

Hill is a native Washingtonian committed to community service with a passion for Porsche since his high school years.

The Porsche light first shined when a friend took him for a ride in his new 1970 911T. Howard had not thought about that joy ride until looking to replace his 1997 Ford Escort. He looked no further after the test drive of his 2007 C2S vividly reminded him of that ride almost 40 years earlier.

Hill has degrees from Duke University and Columbia University. He served as an infantry officer in the Marines while stationed in Kaneohe Bay, Hawaii where he volunteered as a mentor with Big Brothers/Big Sisters of America. He joined PCA in October 2008. In addition to Potomac DE, he has attended events at Lime Rock

Park, Monticello Motor Club, New Jersey Motorsports Park and Mid-Ohio Sports Car Course.

He is the club's current vice president and has spearheaded two PCA license plate projects: one in D.C. and the other in Virginia.

In addition, he plans to become more involved in the various activities that the club now offers and bring a fresh perspective.

For secretary: Michael Handelman

Handelman's passion for Porsches began when he was a teenager and saw his first bathtub Porsche and thought it was his ideal car.

He came to Washington in 1970 to attend George Washington University. He eventually worked at the International Monetary Fund for 28 years until his retirement at the start of 2012. He has been married 35 years to the same wonderful woman, and they have two grown children. After the last tuition payment, Handelman was finally able in 2009 to buy his first Porsche, a 2006 Seal Grey 997S cabriolet.

He is our current secretary and is our co-webmaster. As secretary, he hopes to continue with website activities and offer his support to the executive committee in maintaining and developing activities that continue to be attractive to our large, diverse membership. With his knowledge of innovative technology and new social media applications, he hopes to be able to leverage this to achieve attractive programs that will continue to draw and excite members.



For treasurer: David Dean

David Dean joined PCA in 2003 following the purchase of his first Porsche – a 2003 Boxster S that he and his son picked up in Stuttgart. Following two weeks of driving in Europe with his son and his wife, the car was dropped off for shipping and a long, six-week wait for the next drive.

In 2004, Dean attended Potomac's September HPDC and was hooked for life.

Before his first Drivers' Education event in



2005, David became the proud owner of his second Porsche, a 1979 911 SC prepared for the track. David became a DE instructor in 2010. In 2011, he began Club Racing his current track car, a 1993 RS America.

David received his degree in accounting from West Virginia University in 1986 and is a CPA. He is our current treasurer and a managing member of Fitzwater and Dean, PLC, an accounting and advisory firm in Woodbridge, Va.

For past president: Tuffy von Briesen

We are all sad to see Dick Seltzer, current past president move out of the Potomac Region (to the Kansas City Region), but are glad he will be able to spend more time with his children and grandchildren. Dick has informed the executive committee that because of the move, he will be resigning from the committee effective Dec. 31, 2013. Since the position of past president is vacant, a very active past president, Tuffy von Briesen, is nominated to fill the position of past president.

Tuffy has been involved with cars all his life. One day in 2003, he wandered over to Porsche of Arlington and walked out with a neat 2003 996 cabriolet and membership in the Potomac Region of PCA. He began participating in Potomac events at a High Performance Driving Clinic and then became involved in the Driver's Education program. Tuffy was the DE Registrar in 2006 and chairman of the DE program for 2007. He volunteered for Club Race for three years and worked on the Potomac Escape into American History and PCA/Potomac Porsches at the International Gold Cup. He was elected vice president in 2008 and served as president in 2009–2010. Tuffy was appointed the Zone 2 secretary in 2010 and continues to hold that position. Tuffy also serves on the PCA National Staff, formerly as the National Awards Coordinator and currently as the Porscheplatz/Car Corral Coordinator.



Augustoberfest

Photo by Ron Davis

By Ron Davis
for *der Vorgänger*

Trophy winners: Jim Hobbins, left, for his 1963 356; Joe Howell for his 1984 944; and Bill Tate for his 356 '58 Speedster.

Take perfect weather, German food and beer, a Bavarian band and dancers and mix in Porsches, BMWs and a Mercedes and you have Hagerstown, Md.'s Augustoberfest 2013. It was a wonderful event that drew 22 cool cars including a few Bimmers and Benzes.

The cars drew lots of admirers from the Fest-goers who were quite pleased when they were invited to vote for their favorite cars. They had a tough chore though, because some sharp cars showed up.

While the voting went on, most participants were downing brats/sauerkraut and Bavarian potato salad while quaffing Hofbraus served in genuine one-liter mugs. The Alt Washington Bavarian folk troupe danced to music provided by "Die Schlauberger" and the "Heidi and Heimat Band" with alphorns.

What a shock it was to learn that PCAer Stephanie Bo-raas and Geoffrey Davis were among the dancers! Our members are into all sorts of neat stuff.

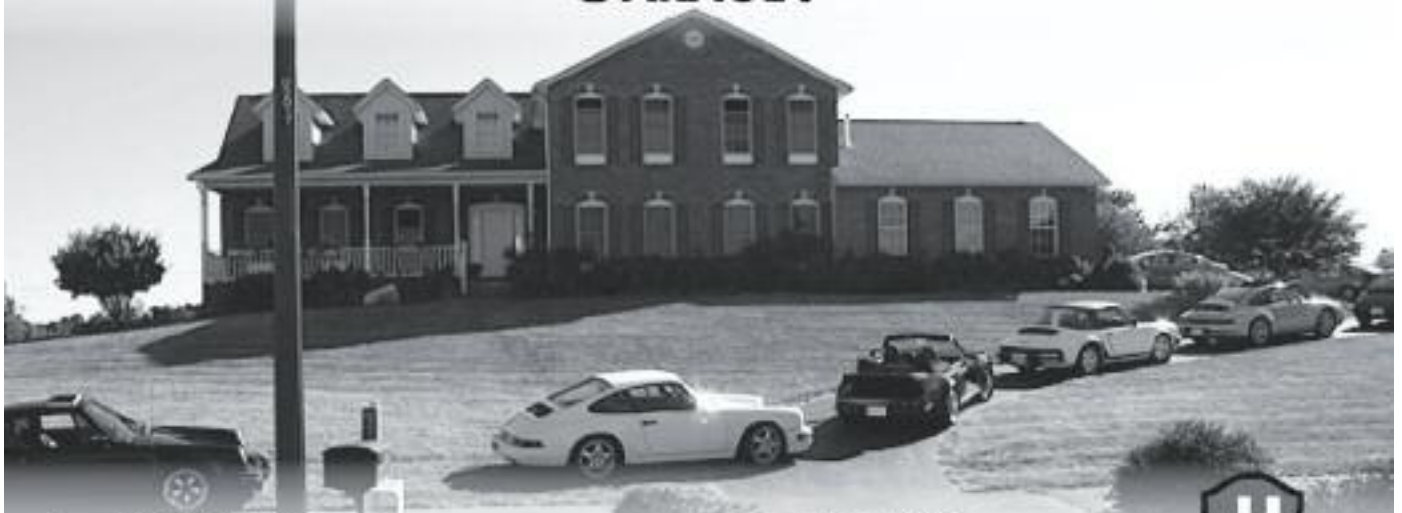
When the ballots were counted, top honors went to Bill and Cheryl Tate and their pristine '58 ivory white 356



Speedster, Joe and Judy Howell's spotless red '84 944 took second while Jim Hobbins' superb white '63 356 coupe placed third.

The car show went off without a hitch thanks to lots of help from Joe Howell and his wife Judy who helped Diana Davis with registration.

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2013 'Gathering of the Faithful'



Top: Gerry Dreio catches some shade at the Pavilion at Reston Town Center while admiring Tim Berardelli's '59 Convertible D.

Above: Christian Turner's 1986 944 Turbo.

Page 15: Larry Frazier's '65 356 cabriolet heads a line up 356s. 23 356s turned out for the event.



Photos by Richard Curtis

Left: Sandy Kemper with his '65 356 cabriolet that he's owned since 1982.

Below left: Craig Moen, new 991 owner Michael Sherman (that's his new car they're all standing in front of; he picked it up in Europe), club Rallymasters Craig and Linda

Davidson take a breather after a long day of car-gazing. The temperature was cool in the morning but warmed up considerably—especially in the sun—as the day wore on.

Above: John Miller's 1972 911E Targa with its distinctive yellow headlights is a frequent

participant in Potomac events such as the "Gathering of the Faithful" and the annual Deutsche Marque Concours.



Below: Registration was run by Diane Davis, left, Muriel Ogilvie and Cheryl Brindle. Concours Chair Ron Davis sits at the end of the table while chatting with participants Rob Abbott, right, and Tim Berardelli.



Photos by Richard Curtis
 Top: Richard Collela, left, gets a description of Ray Wills's (black T-shirt) '72 911T.

Above: Two of Potomac's past presidents, Bob Williams, left, and Dan Rowzie, right, met at the annual Gathering of the Faithful in Reston, Va., Town Center.

Right: Eric Wills, left, and Larry Frazier share a moment in the morning sunshine at Reston Town Center. Their cars were just two of about 60 cars registered for the event.



Top: Peter Simon applies some finishing touches to his '63 356 coupe that he's owned for six years. He also owns a 1960 AP17, the first production Porsche tractor that he hopes to have restored for the 2014 Gathering.

Above: Potomac member and vendor of Adam's Products Darryl Nichols was present with a display of his shop's wares. Nichols donated many of the door prizes that were given away.



Once, there was a racetrack in Marlboro

Story and photos by Al Northrop
for *der Vorgänger*

So the old Marlboro (Md.) Motor Raceway wasn't the Indianapolis Motor Speedway. At least it was hands-on, local, intimate and you didn't have to walk a mile or two from whatever parking space you managed to find. It was located in Upper Marlboro, Md., just off U.S. Route 301. In fact, it's still there, theoretically at least.

The Internet will tell you that you can see the raceway from the highway. Good luck on that. Dial it up on Google Earth—you can barely make out what's left of the oval, and you'd have to search carefully to see the road course buried in the overgrowth of trees.

Eugene Chaney built the original oval in 1952. It has been rumored that he mined gravel from the site to use in the construction of adjacent Route 301. Then he turned the site into a racetrack, first building a dirt oval that was later paved. Eventually the oval was incorporated into the paved road course that opened in 1954, a time when there were few racetracks in the U.S.

MMR closed after the 1969 season with the opening of Summit Point Motorsports Park in Summit Point, West Virginia.

No discussion of the Marlboro track would be complete without mention of the Lavender Hill Mob. Named after an early '50s British movie with that title, the Lavender Hill Mob was a group of Washington, D.C., Region SCCA sports car racing aficionados who would enjoy the sport whenever opportunity was offered. The then-dirt oval that

constituted MMR was one such place.

It has been said that "the Mob" was the catalyst that convinced Gene Chaney to pave the oval and extend the course to create the first iteration of the road course.

Originally the road course was a rather simple 0.7 mile course. That crude initial effort was extended in the winter of 1956-57 to its ultimate 1.7 mile configuration. The tightness of that 1.7 mile course is credited with developing the driving skills that served many famous sports car racing legends quite well.

A key track feature that I recall is that by incorporating the oval into the road course, a unique situation was created. Due to the mild banking of the oval as you entered the oval at its high outer edge at speed, you would be air-

Above: Aerial view of the Marlboro Motor Speedway taken in 2011. Highway U.S. 301 is at upper left. You can see the oval clearly.

Photo by John Calamos

Sometime in the early 1960s, a 356 Speedster is seen gaining on a competitor as they exit the oval.

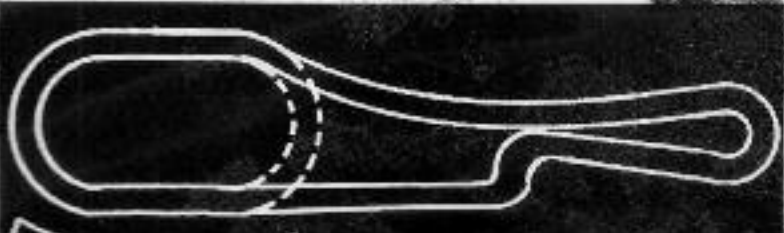
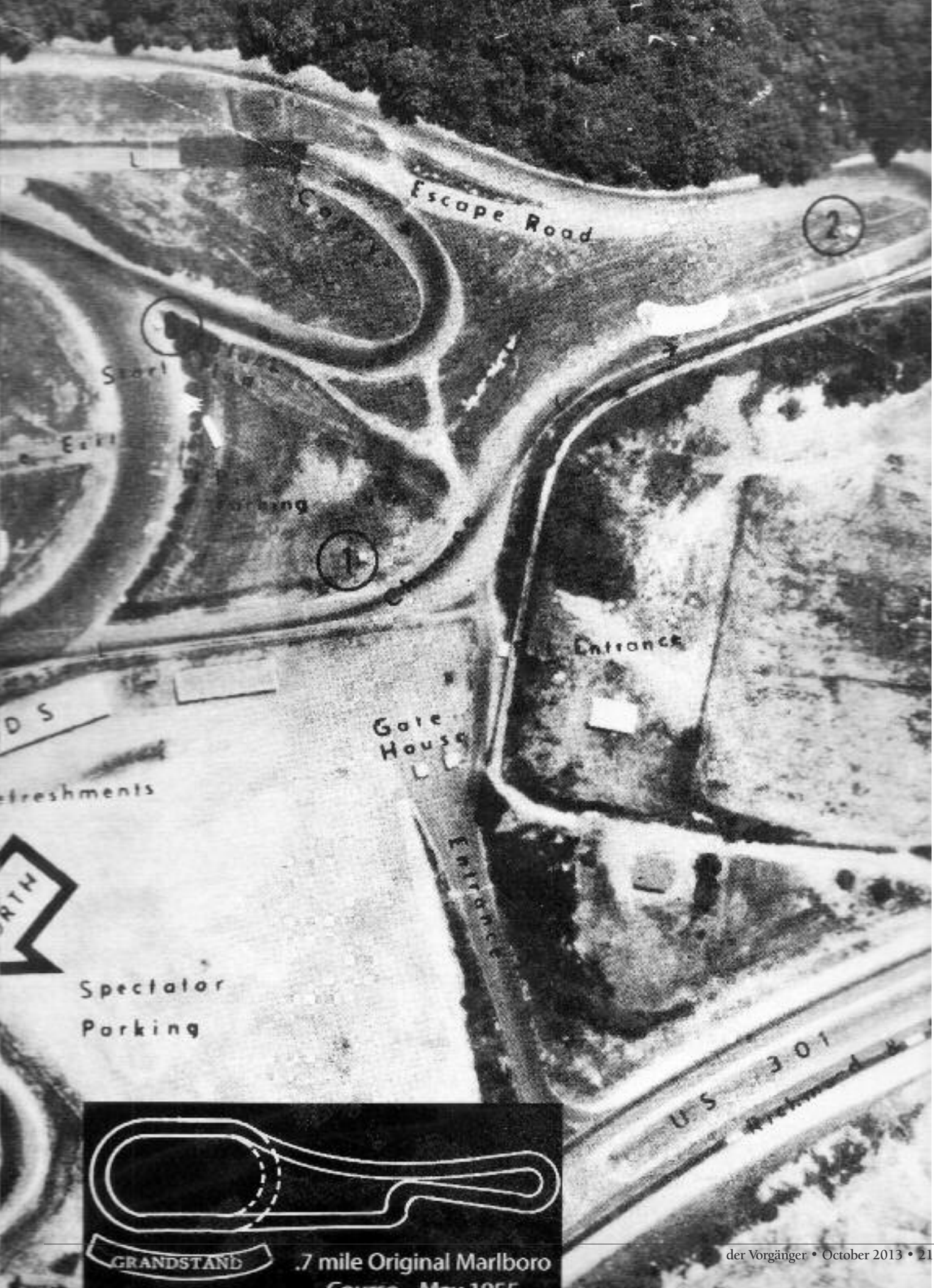




Marlboro Motor Speedway
Home track of the Lavender Hill Mob
and Washington DC, Region, SCCA

1st SCCA Road Course Race
1955
Final SCCA Road Course Race
1969

Length: 1.7 miles



GRANDSTAND

.7 mile Original Marlboro
Circuit, May 1955



Pages 20–21: This aerial photo of the Marlboro track taken sometime in the 1950s or '60s, from Dan Rowzie's files shows the development of the track from the original oval to the addition of a short 0.7 mile road course to the track's final iteration of 1.7 miles.

Photo by furnished by Barry Neff
 Above: Long-time Potomac member Barry Neff provided this photo from his files. It shows him in his 356 trailing a 911 at a Marlboro event in 1969. The track closed later in 1969.

borne. And, as you left the oval at the high outer edge at speed, you'd be airborne again. It was said that if you could drive at Marlboro, you could drive anywhere.

Given the proximity of the Beltsville Speedway Oval and the quarter-mile drag strip in Aquasco, Prince Georges County was truly a hub for regional motor racing of all types.

For example, Roger Penske—yes, that Roger Penske—got his start at MMR. The road course also attracted other famous competitors such as Mark Donahue, Dr. Dick Thompson, Bob Tullius, Sam Posey, Bob Sharp and Bruce Jennings.

Racing at Marlboro wasn't limited to sports cars. Stock cars and go-karts were a regular part of the MMR scene. Trans-Am made a stop at Marlboro in 1966 and again in 1967.

Attendance was strong and went beyond the grandstands. Bob Claggett, a highly respected local attorney born and reared in Upper Marlboro, recalls how kids would pay 50 cents to a neighboring property owner to watch the races from a hill overlooking the track. In time Chaney erected a high wall to discourage the freeloaders, but the homeowner cleared some trees farther up the hill and the

kids came back, paying a dollar to watch.

And, of course, PCA was there. The first Drivers Education event was held in 1965 at MMR, and everything indicated that it was the first PCA DE in the country. In those years there was only one drivers school a year, and its arrival was greeted with great anticipation.

"Carl (Skip) Reber was the OD of the first Driver's School," says former club president Dan Rowzie. "I'm pretty sure [the school] was the first one in the country, at least as a PCA event. Sandy [Rowzie's wife] and I ran our first school with our 'new' '62 cabriolet in 1966. What a wonderful experience!"

The last PCA gathering at MMR was in 1969, the year the track closed. Because I began working in Upper Marlboro in the fall of 1969, I never saw an organized race there.

Did I say the track closed? Well, perhaps organized and



Photos by John Calamos

Above: Spectators, crew, media all clamber atop the berm of the oval part of the track to watch the start of a race in 1962.



Far left: Roger Penske was an early competitor at Marlboro as was Mark Donohue, Phil Hill, Dr. Dick Thompson, Sam Posey, Bruce Jennings, Bob Sharp and Bob Tullius of Group 44 fame.

Photo courtesy of Mark Cherwien

Left: A June 1965 issue of *Der Vorgänger* (note different capitalization!) included coverage of Marlboro events.

sanctioned racing ended, but for years anyone could just drive through the open gate and right onto the track. My first experience was with my 1970 Karmann Ghia along with my brother-in-law's Triumph Spitfire and my other brother-in-law's Chevy Malibu SS. We'd race around the track a few times, scare ourselves silly and then leave.

One day about five of us headed to the track; I was driving my first 914 Porsche. We pulled in from U.S. 301, and, to our surprise, we saw two police cars chasing a man in a sedan on the track.

We stopped rather abruptly at the open gate and watched. They would stop the man,

Story continues on Page 25

Wanted: More garages for more Porsches

By Al Northrop
for *der Vorgänger*

Northrop's current "Version 8.0" Porsche, a 2008 Carrera 4S cabriolet. It's also his first with an automatic transmission and his first all-wheel-drive Porsche.



I like to call my current Porsche "Version 8.0." It is my eighth, and I've loved every one of them. Calling any one of them my favorite would be difficult. Each one was special in its own way. On the other hand, if Version 8.0 wasn't my favorite in comparison to one of its predecessors, why wouldn't I trade it for a copy of that predecessor?

Version 1.0 was a 1971 914, particularly special because it was, after all, my first. Following on the heels of a VW Karmann Ghia, that yellow 914 was a real kick. 914s were easy to work on and trick up a bit. Extractor exhaust, blue coil, etc. and if you had the money and wanted to get really fancy, ditch the fuel injection for a pair of two-barrel carbs. I never went that far, but I must admit that '71 wasn't stock.

Then came Version 2.0, a natural progression to a 1976 914 2.0. I added even more modifications and had a great bit of fun at DE events at Summit Point, W. Va., beating "faster" cars through the turns. (Note: I did get rid of the yellow and green plaid seat coverings in favor of homemade black corduroy coverings.)

A white '83 944 followed as Version 3.0. We're talking serious rubber and perhaps the most balanced and easy to drive hard of the eight. To this day my daughter tells me from time to time to keep my eyes open for a nice 944 for her. Knowing that such an acquisition for her would require a father's subsidy keeps me in check. Unfortunately, Version 3.0 was totaled when a fellow ran a red light right in front of me. As a testament to the structural integrity of Porsches, the driver's door wouldn't open, the passenger door barely opened, the car was, as noted, totaled, yet I was relatively unhurt.

Year chronology took a step back for Version 4.0, a 1980 Weissach Edition 911. The car was gorgeous with its small rear spoiler and what I called metallic muddy river water paint. It was tarted up a bit with gold BBS wheels. As we all know, there's a real joy in the sound of that air-cooled flat six, and my first 911 brought home that joy with every turn of the key. Unhappily, my first 911 followed in the footsteps of my first 944. One otherwise beautiful day in September, a pickup truck jacked up about a foot off the ground came around a curve at great speed in my lane, leaving me nowhere to go but "into the toolies." It, too, was totaled, but yet again I walked away unscathed.

Another 911 quickly took its place, this time a Guards Red 1986 Carrera. More refined, and with more power and

more head-turning quotient, this one, Version 5.0, was the one I kept the longest. I've kept track of the car through two subsequent owners, and I know where it is today. If I had a three-car garage and heard that it was once again on the block, maybe, just maybe...

While looking at Audis with my wife one day, the dealer somehow convinced me to take a Boxster S for a test drive, just for fun. At that point I'd had the '86 for just over 11 years and somehow was struck with new car fever. I shopped around a bit and then bought my only new one in the line of eight Porsches. That 2003 Boxster S might well have equaled the 944 in balance. Version 6.0 was also fast. Version 6.0 was also my first true cabriolet. Version 6.0 was also equipped with a sport suspension and sport seats. Version 6.0 was also a bit too stiff, and, with not even a vestigial back seat, a bit too cramped for my wife's liking. I can't blame her for being a 911 lady.

So, after three years, Version 6.0 left in favor of Version 7.0, a 2005 Carrera S. With each step there was a unique and wonderful performance upgrade, and Version 7.0 was certainly no exception. Aesthetically it was also special for my wife whose favorite color is blue. The blue leather interior of the '05 S was the plushiest of any. This was another car, my first with built-in navigation, by the way, that I could have driven forever but for one thing: I sure missed summer driving with the top down in the Boxster.

Why did I buy the '08 Carrera 4S cabriolet in February 2010 with temperatures in the 40s if I was lucky? Because it was there and it was gorgeous and, well, it had heated seats. Speaking of the seats, they are of the adaptive sport seat variety, and I can't imagine ever having anything but from here on. The interior is terra cotta leather, which for some reason blows me away every time I slide behind the wheel. Version 8.0 is my first foray into the world of automatic transmissions in a Porsche as well as my first all-wheel-drive Porsche. The Tiptronic works wonderfully. I miss shifting, but at my age maybe it's time to say goodbye to the third pedal.

I could easily go on for another 10 pages singing the virtues of each Porsche I'd owned, but I'm still reluctant to single out a favorite. So I'll just echo the good Dr. Ferry Porsche. Which one is my favorite? That's easy after all—the next one.

Why I love my Porsche

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



Continued from Page 23

get him out of the car, pat him down, chat a bit and then do it all over again. It quickly became apparent that all of them were police officers holding a practice or training exercise.

We drove in, and with unfounded arrogance, I mentioned that we wanted to “test our new tires.” I wasn’t sure whether or not the officer would believe me, but he asked if we could wait 20 minutes until they were finished. Being the gracious sort that we were, we agreed to wait.

Within a few short years, a chain link fence and No Trespassing signs went up, the asphalt began to break up, the grandstands began to collapse and the ever-encroaching

vegetation took over.

The MMR is currently for sale (if interested, I’ll give you the realtor’s contact information). Much of the property is in a flood plain, thus limiting its use.

A few years ago a group of us with no financial means thought it would be a great place to open a used sports and pony car dealership, with the signature attraction being a few hot laps around the track with each automobile purchase. In addition to the lack of funds, the flood plain issue put water on that idea (sorry, I couldn’t resist).

Al Northrop lives near the site of the old Marlboro Speedway. He has owned numerous Porsches (see his Why I Love My Porsches on previous page).

Photo by John Calamos

Above left: In 1952, a spectator at a race on the old Marlboro Motor Speedway road course would have found a future Formula One World Champion—Phil Hill—on the grid.

Photo by Al Northrop

Above: The Marlboro track has been closed since 1969.

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Did Marlboro help to sell Porsches?

By Dan Rowzie
for *der Vorgänger*



Porsche, new to the auto world in 1950, took even longer to become a known brand in this country. It was about 1955 when Porsche became a recognized car company. Our movie idol, James Dean, was killed in his 550 Porsche Spyder on his way to a race in Salinas, Calif. His death gave more, but sad, recognition to the Porsche brand. Also, Porsches were appearing on the roads in some metro areas and were raced on weekends across the country.

Still, Porsche was out of synch in the U.S. marketplace. In the few car magazines available, coverage of “foreign” cars was minimal. TV commercials featured Detroit’s offerings—“See the USA in Your Chevrolet” was one famous and oft-heard ditty. Families during that time usually had Dad, Uncle Bob or Grandpa being either a “Ford man” or a “Chevrolet man,” and they would doggedly buy those brands.

The autumn unveiling of the new car models was a special event that had everyone excited about what each automaker had in store. For several weeks, we tried to peep through cracks or

tiny tears in the paper covering showroom windows to see the new models.

There were major annual changes since this was the jet age. By the mid-1950s the Detroit automakers had revolutionized the world of automobiles.

Straight-six engines and distinctive protruding fenders disappeared to be replaced by more powerful overhead-valve V8s and slab-sided bodies draped with chrome.

GM took this trend all the way to the wall with the 1958 Buick. Just the huge bumpers, monster grille and the wide side trim were about one-half the weight of a 1958 Speedster.

It was in this atmosphere that Porsche was trying to sell cars in the U.S. Porsche, with tiny engines at the wrong end and simple, melted-bar-of-soap shape, did manage to sell some cars. I believe that their technical intrigue and their racing performance helped sell these little fellas.

On racetracks across the country, Porsches were beating cars with far more horsepower every weekend.

One such track on the East Coast, Marlboro Motor Raceway, just outside Upper Marlboro, Md., played an important part in Porsche’s sales.

At Marlboro, the Washington/Baltimore area sports car track, we saw some of the finest Porsche drivers in the country. In the late 1950s and early 1960s the E Production Porsche Speedsters of the Wenger Racing Team were meticulously prepared with engines built by Mary Russell.

A team of PCA members drove these cars to hundreds of wins. One driver, Bruce Jennings, also drove one of his three Carrera Speedsters on the same weekend, but in C Production.

In the same race, higher horsepower A and B Production cars, such as Ferraris and Corvettes, usually saw the rear of Bruce’s Speedster as it hit the exact same apex time after time, revving to 8,000 rpm over and over.

Bruce reported that one of these four-cam Carrera engines remained in his Speedster for 53 races. Fifty of those races were wins!

Watching the Speedsters doing their dance and realizing that these little cars were technical marvels created the desire to have one some day.

• • •
Dan Rowzie, a past president of The Founders’ Region, Potomac in 1969, has been featured in dV in the November 2008 and October 2011 issues. He lives in Charles Town, W.Va. His current Porsche is a much-modified black Speedster.

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Porscheifest autocross attracts 65 participants

By Gary Baker
for *der Vorgänger*

"Porscheifest" autocross and a timing glitch update!

The 2013 Founders' Region autocross season is coming to an end. For those drivers who have participated regularly in our events, they may be aware that our Race America timing system has had some glitches. We have been able to rectify the timing issues with a bit of delay at the events. It is my pleasure to announce that the system has been calibrated and serviced by Race America, and we are ready to autocross without timing issues.

Porscheifest 2013 brought out 65 participants. The autocross event was held on Summit Point (W.Va.) Motorsports Park's Jefferson Circuit on August 10. This was the first year we held the autocross session in the afternoon on the circuit, and it gave the opportunity for participants to enjoy the Porscheifest barbecue dinner afterwards. For those of you who have never autocrossed on a track, this is a real treat.

The course design received rave reviews. Regular autocross participants that usually do not drive on a racetrack seemed to enjoy the adventure thoroughly, and our DE participants enjoyed the challenge navigating those pesky cones on the track.

Congratulations to Porscheifest first-place finishers:

- John Vrankovich, P4, with a time of 46.211

- Steve Mitchell, S3, 47.034
- Aric Moore, P5, 47.187
- Seymour Slatkin, S5, 48.078
- David Stoesser, P1, 48.614
- Kahlil Natichoff, S1, 47.677

The autocross committee hardwired our timing system for use on the Jefferson Circuit to avoid any timing-related delay. I am happy to announce that the system worked flawlessly.

Timing update! I sent our Race America timing system via UPS to California for diagnosis and repair. The Race America tech tested our T-Link timing system and discovered several items that needed repair.

I was surprised to hear that one of the 5050 B timing senders had a bad battery holder as well as a bad IR. The other sensor, which was working fine, however, had to be tuned to match the performance of the other senders due to an update on our software. Also, one of the T-Link antennas was bad, limiting its distance.

Last but not least the track cables had intermittent connections when moved, causing false trips.

Potomac autocross looks forward to hosting you at our next event. Please feel free to register online at www.pcapotomac.org. Come out and enjoy the fun and be a part in testing our recalibrated timing gear.

As always, breakfast is served at our Baysox events.

Next autocrosses

Autocross event No. 6 will be held at Bowie (Md.) Baysox Stadium on Oct. 6 followed by our final event on Nov. 3. Registration is available online at www.pcapotomac.org and is limited to 66 cars.

Baysox Stadium is located at Prince George's Stadium near the intersection of U.S. Route 301 and U.S. Route 50.



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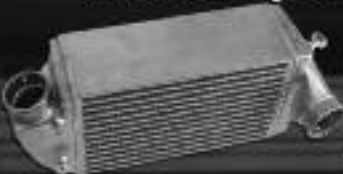


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Registration open for Potomac trip to Raleigh Porsche exhibit

An extraordinary trip to see the “Porsche by Design: Seducing Speed” at the N.C. Museum of Art in Raleigh, N.C.

The museum marks its first design exhibition, exploring the history and development of the Porsche lineage from the 1930s to the present.

The Potomac region has organized a Drive ‘n Dine trip Nov. 1–2 to visit the museum along with a stay at a five-star hotel/spa. To learn more about the exhibit visit the museum’s website at: NCMA (http://ncartmuseum.org/exhibitions/porsche_by_design_seducing_speed).

The Potomac group will get a docent-led tour of the exhibit along with a gourmet lunch in a private dining room.

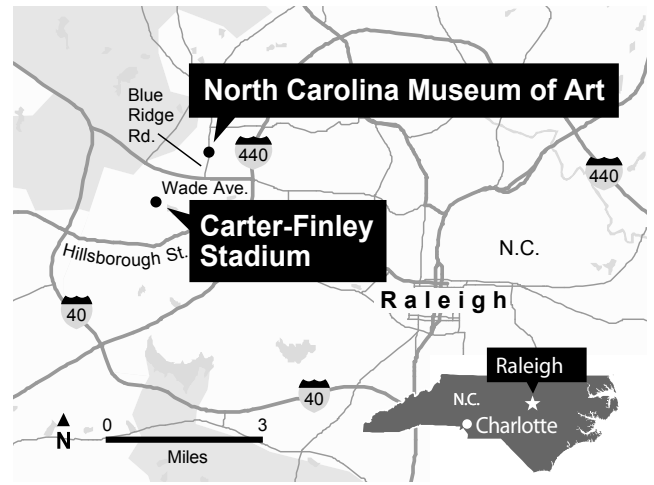
We have a rate with the Umstead Hotel and Spa (<http://www.theumstead.com/>) of \$199/night for three nights, Oct. 31–Nov. 2.

To book your room, call 919-447-4050 and reference code GRCVB1013 or mention Porsche Club of America to secure our special rate and book rooms for the program.

This hotel is located on 12 acres of wooded land, gardens and a lake in Cary, N.C., a close-in suburb of Raleigh.

In addition to the museum, we will tour the Ingram Collection, a private Porsche collection in Durham, NC. This collection contains over 60 significant cars (about 40 on display at any one time) ranging from 356s, racecars, to the latest 911s, all in concours condition. The N.C. Museum of Art is located at 2110 Blue Ridge Road, Raleigh, N.C. 27607. For more information, go to www.ncartmuseum.org

Register at MotorSportReg. Cost is \$225 per person, which will include a banquet dinner at the hotel on Friday night, the Ingram collection with beer and wine, the N.C. Museum of Art exhibit and lunch. For information, contact Michael Handelman at mhandelman@pcapotomac.org



Tentative schedule

Thursday, Oct. 31: Hotel check-in. Optional dinner with others.

Friday, Nov. 1: Drive on back-country roads or time at the spa. Ingram Collection at 4 p.m. Buffet dinner at the Umstead at 7:30.

Saturday, Nov. 2: Early drive to Cars & Coffee in nearby Cary, N.C.. 1 p.m.: Museum of Art for lunch and special exhibit tour.

Late afternoon visiting the exhibit or optional tours of Duke University or N.C. State University.

Sunday, Nov. 2: Drive home with lunch stop for BBQ.

Register on-line at MotorSportReg.com and get latest up-to-date schedules. Looking forward to this onetime special event for PCA members.



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Last rally of the year will be to Lovettsville

The final rally of 2013, the Annual Rally to Oktoberfest in Lovettsville, Va., will be Saturday, Sept. 28.

We will meet in the parking lot of Worthington Manor Golf Club, 8329 Fingerboard Rd., Urbana, Md. 21704 at 10 a.m.

After a brief drivers meeting, cars will head out in two minute intervals to drive an 80-mile route through rural back country roads. The drive can easily be completed in under 2½ hours.

This will be a gimmick style rally where teams will have to identify certain things they see along the pre-arranged route. GPS will be of no help as you must follow the designed route in order to answer all the questions.

The rally will end in a field in Lovettsville where we will be joined by other German autos for a car show and awards. The top three scoring teams will receive trophies, as will the top three fan-favorite cars.

Anybody walking by will be able to vote. While we're in Lovettsville you will be able to enjoy many German-style foods and beverages, along with entertainment and a local craft show.

Cost for this event is \$25, which includes entry into the car show. There is no online registration. Please contact rally@pcapotomac.org if you're interested in participating.

Join PCA the easy way

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

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

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



Fall detail clinic

Odds and Ends Detailing will hold a detailing clinic for all "wash and shine" fanatics on Sunday, Oct. 20 beginning at 10 am. The event will cover everything from proper wash and dry techniques to machine polishing and day-to-day maintenance of all things cosmetic related to your vehicle.

If you've attended one of the previous clinics, come back for a re-

freshener, or if you've missed out on past events, come learn some fresh ideas on cleaning and see some must-have tools and products in action.

Feel free to bring a friend as the information presented isn't just for your Porsche. Additional discounts on retail products will be offered as well.

The event will be held at Odds and Ends Detailing, 201 Davis Drive Suite LL, Sterling, Va., 20164.

You can RSVP to the event by contacting Darryl Nichols at 703-675-8819 or via e-mail to email@oddsandendsdetailing.com.

Position available with PCA

PCA's national office is looking to hire a digital media coordinator. This team member will develop and deploy PCA's digital media.

She or he will engage members, potential members and guests via web and social media to increase awareness about PCA and to build an online community to support the club's grassroots programs.

PCA's digital media coordinator will be responsible for day-to-day content management on pca.org as well as its social media outlets and other electronic initiatives.

Tasks include brand management, daily content updates (web-site copy, videos, social media, etc.), content development and site maintenance.

This person will interact with PCA staff, volunteers and others throughout PCA and the Porsche community to locate content that will enhance the online experience.

Located in Columbia, Md. Four-year degree, journalism or English a plus. At least two years in online media is expected.

If interested: please provide a resume and salary expectations to: admin@pca.org

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Readers and their cars

Photo by Richard Curtis

Left: At the July 20 DE event at Summit Point, the Carolinas Region was well represented by a group of 11 drivers plus one “happy” spouse. The group was mostly from Charlotte and Greensboro. Back row from left to right: Cheryl Folds, Jim Corcoran, Vince Braswell, Ryan Goodman, Tom Arkle, Bill Poteat. Front row (l to r): Jim Buchanan, Scott Dempsey, Don Morris, Don Goodman, Wayne Capwell.



Above left: Bob and Leslie Wilkoff at the Nemaocolin-Fallingwater event in June.

Photo by Richard Curtis

Above: George Drewyer, 14, got “volunteered” by car owner Mike Smalley to clean his car’s wheels.

Photo by John Eberhardt

Far left: Tammy, Nick and Jordan Perdikis enjoy the Nemaocolin BBQ.

Photo by Richard Curtis

Left: Rob Mairs of Edgewater, Md. and his Viper Green '73 Carrera at the 2013 Deutsche Marque.





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Sandy Kemper's 356 cabriolet has a dash plaque from the 1965 Potomac DE drivers school at Marlboro Raceway. Photo by Richard Curtis

