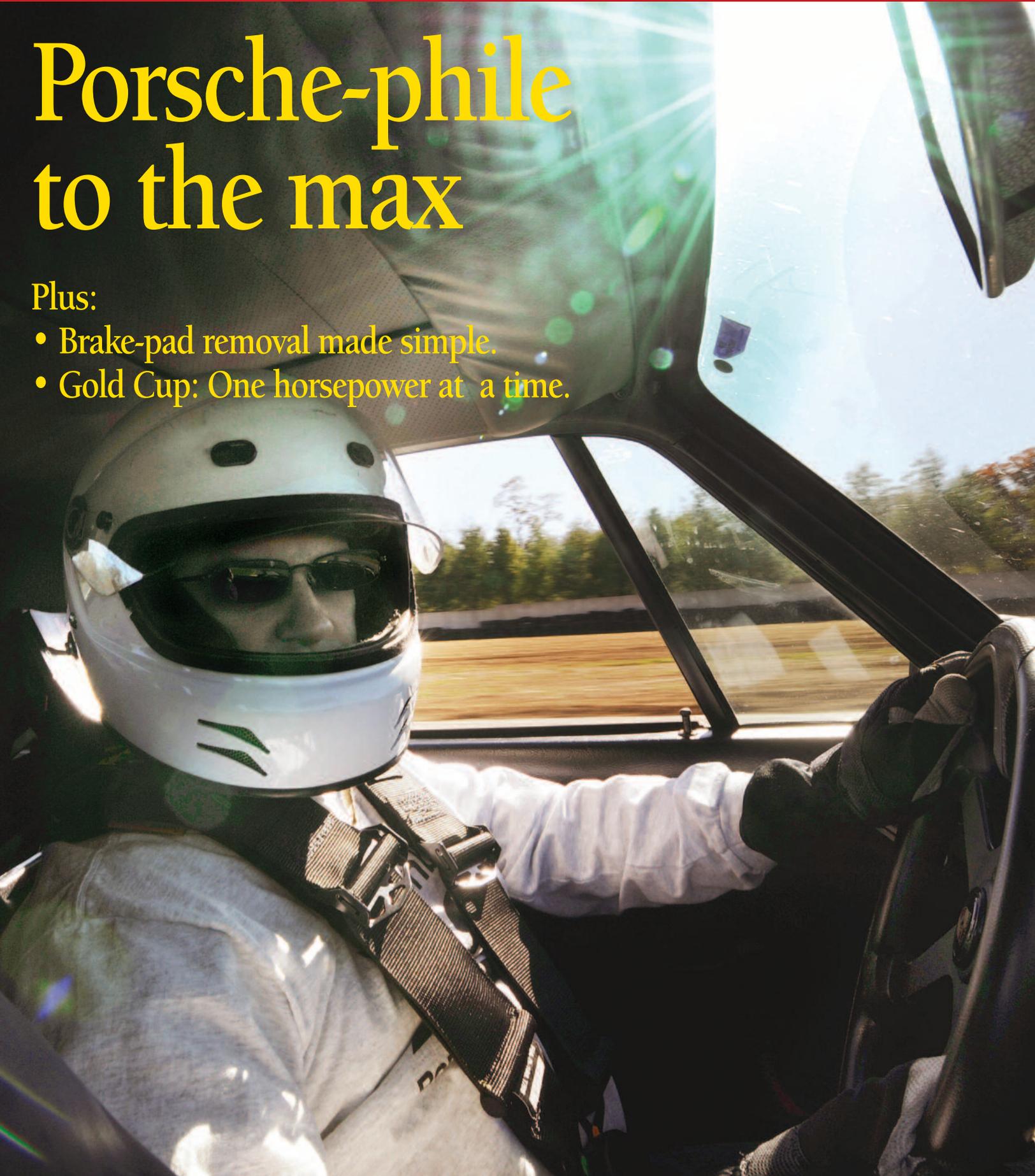


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derVorgänger

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

January 2009, Volume 55, No. 1

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Weather for the DE event at Summit Point the first weekend in November cooperated and a great time was had by most everyone including Steve Doyle of Oakton, Va., above with instructor Greg Dupertuis of Leesburg. **More photos: 30-31.**



Photo by Susan Mitchell

Susan and Robert Mitchell spent a wonderful time in Austria, enjoying the sites and sounds of that country. But they happened to stumble across a classic car show that featured not a few Porsches, including the 356 cabriolet above. **Story, Page 19.**



Left: Potomac's one-horsepower entry wins at Charles Town (W.Va.) Races and Slots as dozens of Porsche owners cheer! **Story, 10-11.**

On the cover: Photographer Michael Madrid captures this month's cover story subject, Chris Mazzanti, on a lap around Summit Point (W.Va.) Raceway. **Story, 16-18.**

derVorgänger

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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, and include a contact phone number for verification.

Recognizing a super volunteer



Photographer Willy Staubhaar (left), who doesn't even own a Porsche, has freely volunteered voluminous amounts of his time to help get the first four issues of the new *der Vorgänger* into your hands. He has worked tirelessly to shoot, edit and caption photographs at various Potomac events. When you spot him at the next driver education or Gold Cup-type event, tell him how much you appreciate his fine work.

Correction: We made a mistake on Page 30 in the November issue when we misidentified the owner of a 914. Chris is indeed the current owner of the 914, but as he points out, it was the previous owner, not him, who converted the car to dual Webers. He's actually hoping to convert it back to fuel injection. Chris also owns a black-on-black 944 cabriolet as well as the rare Automobile Atlanta 914s with the almost-a-904 fiberglass conversion body kit, one of only a handful that exists. We regret the error.

More volunteers: Several new folks have stepped up to provide content for this issue, but we can always use more. Feel free to propose articles about what you're doing with your P-car over the winter, or interesting Porsche-related trips you might be making. As always, photos with captions are truly appreciated.

Richard Curtis, editor

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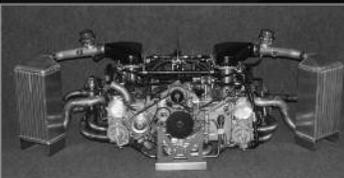
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A black and white photograph of a person wearing a racing helmet and suit, sitting in a kart. The kart has the number '1' on the front.

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The president's page

Transitions

In Tony Kelly's last President's Page, he talked about milestones and moving on and now, we are in transition. On Dec. 13, 2008, at our last Open Board Meeting, the members present elected a new slate of officers for the Potomac Region. As the vice president for 2008, I become the president for 2009. The membership elected Dick Seltzer vice president, Bruce Dobbs treasurer and John Magistro secretary. All except John were members of the Potomac executive committee in 2008. Tony will continue to provide advice and expertise on the executive committee as the past president. All our activity chairs, fortunately, will continue in their positions. This ensures continuity for all Potomac's activities.

We're all excited and look forward to working with you during the coming year.

What does 2009 hold for Potomac? We want to continue to develop new activities and refine existing ones that will appeal to a broad spectrum of our membership. We don't want to be everything to everyone but do want to have activities that appeal to all.

Our by laws require us to have a Long-Range Planning Committee and this committee will start meeting early in 2009. This committee helps to monitor the progress of implementation of long-range goals and to assist in continued development and implementation of Potomac's philosophy and policies.

Many of our members who never had participated in a club event attended some of our monthly breakfasts and Drive 'n Dine program. The monthly breakfasts definitely will continue, and we will work to refine the Drive 'n Dine program to make it even more enjoyable.

On the evening of December 13, John Magistro organized a Potomac-sponsored happy hour at Clyde's in Chevy Chase, Md. Thanks to Bruce Stover for providing the food. I was amazed at the turnout with at least 100 people attending. Many of those attending said they enjoyed the opportunity just to talk with other members and their guests in a relaxed atmosphere. We plan more happy hours.

We want to plan more events that will include members from other regions in Zone 2 and the Northeast. Two events in particular will focus on participation from other regions. Our Drive 'n Dine to Frank Lloyd Wright's Fallingwater in Pennsylvania attracted attention from other regions. John Eberhardt, our Drive 'n Dine chair, plans to extend invitations to other regions to attend another trip to Fallingwater in 2009.

Porsches at the International Gold Cup was another success that included participants from seven other PCA regions. We are already in discussions with Porsche Cars North America and the International Gold Cup about the 2009 International Gold Cup.

Our well established programs — driver's education, autocross, rallies, concours, public service and club race — will continue to be Potomac

priorities. For the first time in several years, our DE schedule was posted in December. Alan Herod, DE chair and Dirk Dekker and Bob Mulligan, chief instructors working with Pete Kauffman, our safety chair, will continue to emphasize safety at our DE events.

Chairs Gary Brindle, (Rally), Tony Pagonis (Autocross), Ron Davis (Concours) and John Eberhardt (Drive 'n Dine) are already working on planning next year's events. One on of their goals is to have as much as possible of our 2009 schedule planned and ready for publication in the February

issue of *der Vorgänger*. Club Race Chairs Starla Phelps and Kevin Oyler and our Club Race Committee are discussing revisions to the club race format to reflect the changing economy. Club race is scheduled for the first weekend in October. Our public service activities raised \$6,000 for Camp Friendship and SPARC and we will continue to explore new ways to raise funds for our charities.

I am a strong believer in communication, and two of our most important means of communications to the membership will be a major priority. *Der Vorgänger* is a strong and vibrant publication that will continue to focus on the people that make Potomac such a great organization. We encourage your comments and contributions. Our website will also continue to be a significant means of communicating to the membership about what is going on in the club.

This has been just a short summary of what we hope to accomplish in 2009. In future columns, I'll discuss other things that are important to the club: our relationship with the Porsche dealers in our area, PCNA and the founding of PCA and the Potomac Region. I encourage personal communication, so please share your comments, creative ideas, suggestions or criticisms with me.

In closing, I want to commend all the volunteers who made 2008 such a great year. As you know, Potomac is an all-volunteer organization and without their support, we would not be where we are today. Until next time.

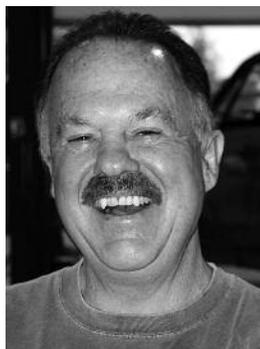


Photo by Richard Curtis

**Potomac club president
Tuffy von Briesen**

New members, anniversaries

December 2008 anniversaries

30 years

Gerhard Dreo

20 years

Henry Finney & John M.

Finney

Eric R. Gregerson & Eric

A. Gregerson

Levator Norsworthy

Walt E. Smith & Elliott P.

Smith

Lawrence S. Vazzana &

Dolores J. Vazzana

15 years

Peter C. Grenier & Nancy

L. R. Grenier

Henry J. Sobel & Patricia

Sobel

10 years

Joseph Cerroni & Matt

Cerroni

John Connolly & Julie

Connolly

Jurgen H. Giesbert &

Xixao Giesbert

Peter N. Kaufman & Ben-

jamin Kaufman

Arthur Kобрine & Cindy

Kобрine

Wesley Nicolas & Ken-

neth Nicolas

5 years

Frank H. Brewer & John

Brewer

Gary L. Brindle & Cheryl

Brindle

William Clark & Eva

Clark

Refugio Delgado & Ken

King

Michael Goldser &

Marissa Goldser

Ross McNair & Alison

Taylor

Michael D. Rothschild &

Hazel Osborn

John Ryan

Frank T. Traceski & Eliza-

beth C. Traceski

Mike Urban & Cheryl

Urban

Delphin Von Briesen &

Sheri Von Briesen

January 2009 anniversaries

25 years

James R. Loftis & Joan

Loftis

David M. Ocel

Stephen M. Schrobo &

Bernice R. Schrobo

20 years

Faye B. Davenport &

Henry Davenport

10 years

Bruce C. Bade & Virginia

J. Bade

Bruce Dobbs & Rebecca

A. Dobbs

Henry Edelman & David

Edelman

Peter B. Tan & Ian B. Tan

Dan Whiteman & Diane

Whiteman

5 years

Antonio P. Araujo &

Cremilde R. Araujo

Joseph E. Arleth &

Michelle G. Arleth

John B. Atkins & Mike

Atkins

Thomas J. Cummings &

Katherine Martin

Philip J. Di Falco & Meg

Hargreaves

Edward Gadziala & Reid

Gadziala

Melvin L. Gamble &

Janelle Gamble

Rick Karlton & Marya

Karlton

Jeff M. Myers

Raymond M. Shea &

Cindy Shea

Dwight D. Shepherd &

Sereatha Stern

Kenneth A. Sonnie &

Sandy Sonnie

Stephen J. Vetter & Bar-

bara Vetter



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Lifts for charity at Curry's

Story and photo by Rich Franco for *der Vorgänger*

Curry's Auto Service was the site for the October 18, 2008 Dynos and Lifts for Charity Event. Curry's has been a long time supporter of PCA and graciously donated the use of its dynamometer and lifts for club members. Curry's also had several staff mechanics on-hand to offer pointers and provide assistance with minor repairs.

A dynamometer is a large machine that allows people to measure torque, horsepower and other vital engine statistics. It is useful when performing work on a motor to determine how modifications affect power.

Some members had recently made modifications, while others just wanted to do a baseline pull to see exactly how much power their cars are generating. To take a measurement, the car's driven wheels turn large, heavy rollers built into the shop's floor. The rollers are connected to a computer, and the technician runs the car



Scott Mayster replaces rear brake pads on his 2004 Cayenne S.

through the full range of RPMs to take measurements of the engine's output.

One aspect of this event was that the National Capital Chapter of the BMW Club of America had scheduled a DIY maintenance meet for the same day. While PCA members had the dyno fully booked, both clubs shared the facility's lifts for maintenance work. Curry's provided breakfast for everyone in the morning, and the clubs provided lunch. The lunch break provided an excellent opportunity for the members of both clubs to get to know each other and trade notes about our German cars.

The event was well attended with club members getting time on the dyno and the lifts for routine maintenance work. PCA Potomac Public Service Chair Scott Mayster coordinated the event. The event raised over \$700 for the Potomac Region's charities: the Carol Jean Cancer Foundation's Camp Friendship and the SPARC Foundation, which benefits the community around our home race track at Summit Point, W.Va.


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Potomac elects new officers for 2009

Potomac Founders Region elected officers for the 2009 season on Saturday, Dec. 13 at the Marriott Hotel in Tysons Corner, Va. About 28 members were present.

Officers for 2009 are:

- President: Tuffy von Briesen.
- Vice president: Richard Seltzer.
- Treasurer: Bruce Dobbs.
- Secretary: John Magistro.

The club awards recognize exceptional contributions made during the year by outgoing president Tony Kelly:

President's Awards: While one President's Award is usually made for the outstanding contribution to the club, there were three people this year who were more than deserving of this recognition.

Michael Johnson. Michael and Tony Kelly started work to create a new internet presence for the club in early 2007. Michael's dedicated effort from the initial selection and testing of innovative new technologies, through the graphical design templates, to the selection of hosting service has resulted in an extremely effective solution at low cost to the club. Michael has continued to tune and improve the site and to introduce new features such as a single sign-on for the site and the Porsche



Above: Officers for 2009 (from left): Richard Seltzer, Bruce Dobbs, John Magistro, Tuffy von Briesen and outgoing President Tony Kelly. **Right:** Kelly was rewarded for his year of service with a souped-up folding chair embroidered with his name. The chair has cup holders, an ice chest, storage pockets and a cabriolet top!

Talk forum, and an on-line



registration system with credit-card support for all non-DE club events.

Alan Herod was honored for outstanding leadership of the DE program under difficult conditions. Alan identified the potential for reduced participation in the program due to prevailing economic conditions. His innovative approach to promoting the program to a new audience and to organizing the club's first Advanced DE at the 2008 club race were instrumental in reshaping the program with strong results in 2008 and a solid platform for 2009. His persistence and leadership were instrumental in reshaping our DE program for the benefit of all members.

Richard Curtis and his team were recognized for the new *der Vorgänger* magazine, which has received praise for its design and consistently high standards.

The Enthusiast of the Year is someone you see at a wide range of club events, always participating and often making the life of the club richer for everyone. **John Eberhardt** fits that description. John's leadership in establishing our new monthly Porsche breakfast events that attracted a wide cross-section of members and friends, and for many the breakfast was the first PCA Potomac event they had attended. He followed this with a revitalized Drive 'n Dine program. John was one guy you would see at almost every club event.

Lifetime Service Award recognizes outstanding service to the club over a number of years. This award goes to **Art Parsons** who has been a key contributor to the club's operations for over a decade. He first served on the DE committee, then became the DE chair. As such, he introduced an online DE registration system and other improvements. He served as vice president in 2005 and president in 2006 and 2007.

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How to replace brake pads

Daunting if you've never done this before, but it's simply removing old parts and installing new ones

1. The author uses a drift to force the pin toward the inner fender. This will enable the pads to be removed.

2. Using large pliers, the caliper pistons are forced back into the caliper just enough to remove the pads. Be sure first to siphon out some brake fluid from the master cylinder.

3. The pads should simply slide out.

By Michael Madrid
for *der Vorgänger*

Changing the brake pads on my '78 911 SC is perhaps one of the easiest do-it-yourself maintenance jobs..

Front brakes:

Step one: Check the master cylinder to be sure there is room for a small amount of back flow when spreading the calipers. (Draw out some with a turkey baster if needed.) Leave the cap off and clamp the overflow hose on the master cylinder.

Two: Jack up the car and support with jack stands (or go to a tech session and use a lift at the host shop.)

Three: After removing a front wheel, use a punch to knock out the retaining pins – taking care to hold the tensioned retaining spring from “springing” away. Push the pins inboard for removal.

Four: Compress the caliper piston (forcing it back into

the caliper) with a large pair of Channel-lock pliers or pry with a large screwdriver (see photo 2 above).

Five: Remove the pads from both sides of the rotor (they pull right out; see photo 3 above). Check the pistons and piston bores for rust, grooves, scratches or torn rubber boots that could point to needing a caliper rebuild. (If your car has brake-pad wear sensors, notice how they are positioned for replacement or reinstallation)

Six: Check the rotors for proper thickness, uneven wear or cracks. Replace as necessary.

Seven: Replace the pads with the backing plates away from the rotor (seems obvious, but I've heard of guys in a hurry who accidentally put the pads in backwards – not good on the rotors).

Tip: I find it easy to replace one of the retaining pins, then the tensioned retaining spring and then the second pin.

Eight: Replace wheel and torque lug nuts to Porsche factory specs – 96 ft-lbs.

Rear brakes:

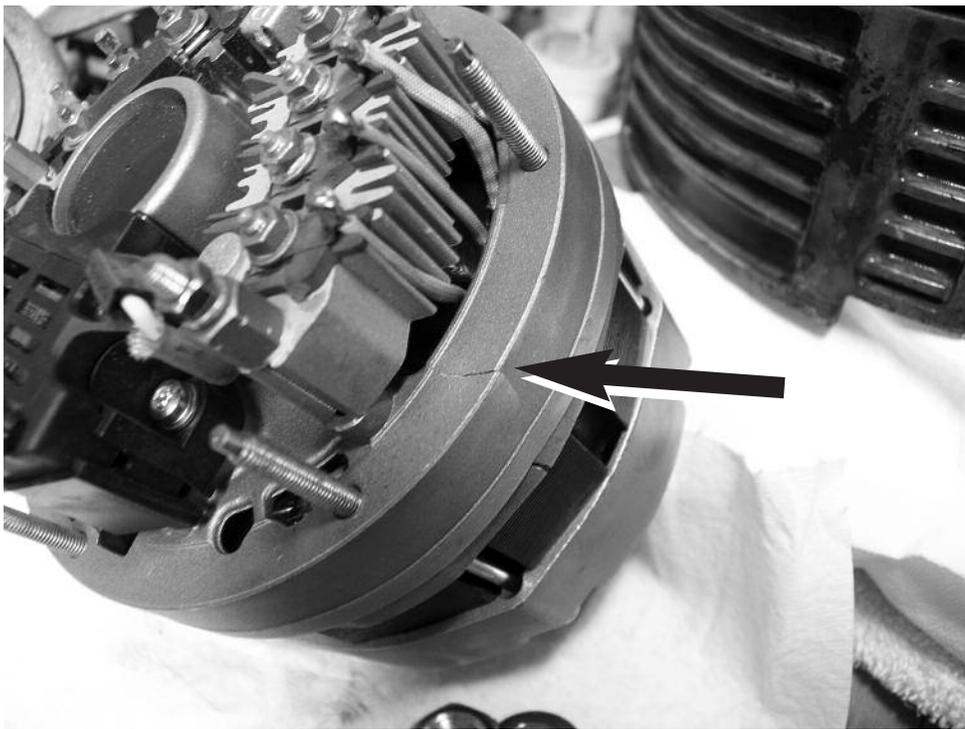
Step one: Removal is much the same as the fronts, but the retaining pins have little tensioned clips like a springed-cotter pin. (I think I've heard them called 'hair pins.') Remove these little clips with needle-nose pliers. (They'll go back in the same hole in the retaining pin to keep it in place on reassembly.)

Two: Remove and replace the pads in the same manner as the fronts.

Three: After all four wheels have been done and car is back together with wheels on the ground – return the cap to the master cylinder and unclamp the overflow hose. Pump the brake pedal several times to seat the pads against the calipers.

Tip: Until the new pads are bedded or broken in brake cautiously as you should have more pedal and the characteristics or feel of braking will likely be somewhat different than before installing the new pads.

Any doubts — check with your friendly professional Porsche mechanic — or go to a PCA Potomac Tech Session later this year (watch *der Vorgänger* and/or www.pcapotomac.org for the schedule) and get some great help, have a doughnut and coffee and some great mechanical conversation with folks who can do this stuff in their sleep.



Removal and replacing an alternator in a 911 is just a little more involved than on a “normal” car. But even new parts demand your close scrutiny. Notice the crack in the alternator (arrow).

How to replace an alternator

Even in a 911, it's not a difficult job for the do-it-yourselfer

Story and photo by Bob Hopkins
for *der Vorgänger*

Nobody ever wants to have their car break down while driving it home from buying it, but that is exactly what happened to Greg while driving his '86 Carrera from New Jersey. Greg enjoys a do-it-yourself project as much as the next guy, so he took it in stride as a way to get to know the car better.

Replacing an alternator on a aircooled 911 is a little tougher than on most cars. It is hidden behind the cooling fan, so some disassembly is required to gain access to the part.

Step one: Disconnect your battery in the front compartment just behind the bumper on the driver's side of the car. Back in the engine bay, loosen the bolts holding the air-conditioning compressor including the tension bolt on the right side of the base. The AC unit needs to be loosened to allow for the removal of its drive belt.

Step 2: Remove the fan belt by removing the 22mm retaining nut. A specialized Porsche wrench was included with the car to keep the fan from turning while removing the nut. Keep track of the shims and how many were positioned on each side of the conical washer. These serve to adjust the tension of the fan belt by vary-

ing the diameter of the V surfaces of the pulley.

Step 3: Unfasten the spark plug wires on the fan chassis and undo the bolt holding the strap that secures the fan housing.

Step 4: The small screws that secure the housing to the plastic shroud must be removed. Once the housing is loose, pull and tilt the housing to slide it past the bracket at the rear of the engine bay. It only will move just far enough to allow you to remove the required wires with some struggle. Once free, remove the wires connected to the alternator noting their positions to aid reinstallation.

Step 5: With all the wires disconnected, the fan, housing and alternator are removed as a unit. The alternator and fan are removed from the housing by gently tapping on the alternator studs. Be sure to have the alternator slide straight out or the fan blades may contact the housing. Similar care should also be taken to remove the fan blade from the alternator shaft.

Greg and I ran into some trouble when we noticed that his newly rebuilt alternator arrived with a massive crack to the unit's chassis. A replacement was ordered.

If care is taken to note where each screw and wire was from, reassembly is just a matter of reversing the disassembly!



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Book review

Porsche Sixty Years
by Randy Leffingwell

ISBN-13:

978-0-7603-3483-6
\$60, hardcover, 348 pp.

By Pete Kauffman
for *der Vorgänger*

This is a great book. I read it over four weekends. I thought some of the passages might be fun to relate to our members:

On the 911 Carrera RS development: "A wind tunnel technician moved the oil vaporizer wand up and down over the nose of the car. He held a finger in the path and watched the stream detour around it. ... By the end of the first day he had taped a piece of rope around the bottom lip. ... It reduced lift by nearly one half."

"We went back to the Stuttgart wind tunnel. The same one where we had done the front lip for the Carrera. Now we started with welding wire to make a form. ... Gunther Steckkonig took

the welding-wire-and-sheet-metal structure onto the Weissach's track ... it felt much better. ... Then they make this little thing, this ducktail, the 'burzel.'

"I noted there were hardly any dead gnats on the real spoilers, John Horsman wrote in his biography... Any gnat remnant on the white paint would indicate the air had touched the surface. I knew immediately that we needed to raise the rear deck of the 917. Horseman borrowed one of the two coupes and got some sheet aluminum, tin snips and racers tape from the Porsche transporters."

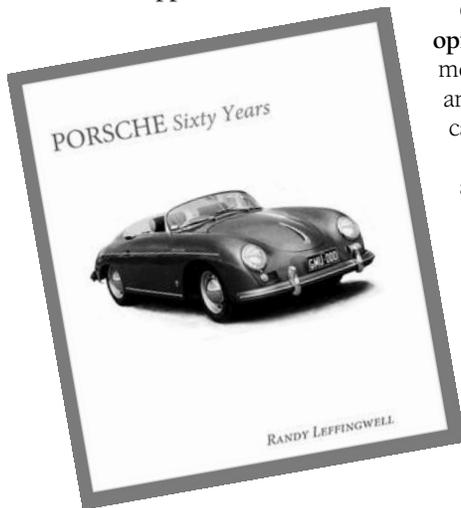
• • •

"Jurgen Barth, as factory test driver, was first to drive the 956.

"The cornering forces were simply incredible. You seen, no one had driven ground effects sports cars yet. I went out and did about five laps and came in to check the fluids. Professor Bott looked around the rear of the car and asked me if I had gone off the road. I said no, and he pointed to the dust. We realized the tunnels under the car had vacuumed the track!

• • •

On the 986/996: "It certainly grew out of the extrav-



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agance that Ernst Fuhrmann had left behind: Porsche had three distinct model lines with nearly no parts in common.

"The most expensive portion of a new automobile was the front end, which required crash testing. This part of the car contained the steering gear, the instrument panel, all its controls for driving, heating, air-conditioning, entertainment, navigation, and the door frames and the doors themselves. If only, he thought, Porsche could share that chassis development – design, testing, crashing, and parts sourcing – over two separate car models. Could that be done?"

"I sat down to breakfast with Bohn and said, "This is what I propose. This car.

"Then things got very frantic because Bohn said, 'Yes, do it!'"

On the Cayenne: "The Cayenne was a very controversial car to work on back then," he said. "Many of my colleagues were quite happy to not work on it. 'Who wants an SUV Porsche anyway?'... People were against the sheer principle of doing that car."

On Formula One: "We were in real shit with that engine," Ampferer explained. "It had a problem with cornering. The engine was not getting enough oil for lubrication under heavy cornering. Especially Monza. When the car went through Parabolica Curve, we lost an engine. Next engine, thru Parabolica, lost. Next engine, quick warm-up lap. Into Parabolica. Lost. Ampferer

stopped the project.

"Management decided. We dropped out of Formula One. We didn't go to Suzuka."

On the Carrera GT: "Hatter and Norbert Singer took one of the show cars into the wind tunnel.

"What came out of the wind tunnel was horrible," Tony recalled. "Air blowing down the side of the car does not automatically turn ninety degrees and go into air scoops. To get the car to cool, those openings at the back had to be so big that the car would look nowhere like the show car.

"Cooling the engine became more critical than just for driving. Cooling air easily surrounded racing engines running at full throttle. The Carrera GT had to crawl through traffic. Engine compartments baked. Carbon fiber typically did not survive more than 130 degrees Celsius. The fibers were fine but the resins failed and the part collapsed."

• • •

About the author:

Randy Leffingwell is MBI's best-selling author and a spectacular photographer. He has authored three Motorbooks titles on Porsches including *Porsche 911 Buyer's Guide*, *Porsche 911: Perfection by Design* and *Porsche Legends*. The award-winning author has written and photographed subjects for over two dozen books on topics ranging from tractors to motorcycles to cars to barns. He lives in Santa Monica, Calif.



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The Porsche Club of America had erected a large tent under which club members showed their Porsches.

Gold Cup honors Porsche

Story by Tuff von Briesen
Photos by Willy Staubhaar
for *der Vorgänger*

What better combination can you find than Porsches and thoroughbred racehorses? PCA members and guests from seven PCA regions combined Porsches with thoroughbred race horses on Oct. 18. Potomac hosted about 90 PCA members and their guests at the Virginia International Gold Cup at Great Meadows, The Plains, Va. Porsche Cars North America and the Washington D.C Metro Porsche dealers were the title sponsors for the event. What a better way was there for the PCA contingent to have a great tailgate lunch, see lots of interesting people, watch some special horses race, show off their Porsches and visit with members.

The PCA contingent was treated to a police escort into the race compound, special parking spaces, passes to Members Hill, access the PCNA hospitality tent and a special gift. The International Gold Cup provided a tent adjacent to the PCA parking space where a number of Porsches were on display.

The day started about 8 a.m. when over 30 Porsches convoyed into the track.

The Gold Cup staff provided an opportunity to broadcast interviews with PCA members over the Jumbotron at the track. The traffic through the parking area and display tent continued unabated. Visitors to the parking area and display tent were able to see outstanding Porsches ranging from rare 356s and older 911s to Boxsters, 996s and 997s.

PCA members had a front row seat for the Field Master Chase, the Jack Russell Terrier races and all pre-race activities. Jerry Trone, who was the genesis for PCA's participation at the International Gold Cup, presented a custom halter to the owner of the winning horse.

Trough an auction, Potomac raised \$1,000.00 for charities. PCA members Dave Derecola and Tim Berardelli even had their Porsches featured in the filming of an upcoming movie.

The 2008 International Gold Cup was a memorable event, and Potomac looks forward to hosting PCA members again at the October 2009 International Gold Cup.

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996/997/Cayman
& Boxster



Left: A beautiful day for a horse race and nice also for photographing young women against a bright yellow Cayman.

Below: Young children, Jack Russell terriers and a silver Boxster on the Gold Cup field in The Plains, Va.



Above: Shirley Dodson volunteers at the PCA table helping others decide on copies of *Panorama* and other Porsche-related goodies.



Right: Troy and Paul Bensch with their young son, Ethan, enjoying the Gold Cup festivities.



Above: Johnny and Lisa Johnson's beautifully restored 1968 912 R, influenced he says by the famous 911 R. The Johnsons are from Charlottesville.



Above: Chris Mazzanti pilots his 911 3.6 around Summit Point's main track.
Right: Lane Martin, left, and Mazzanti share a laugh while Martin was using Mazzanti's lift to change the oil in his 93 RSA, the same year and model of wrecked 911 that Mazzanti bought for the motor.

A serious Porsche-phile through and through

Monday through Friday, Chris Mazzanti, who owns an information technology consulting firm called Toscana Solutions, develops software used by doctors on the leading edge of cancer research. This sophisticated software runs statistical analyses of the symptoms, diagnoses and treatment regimens of cancer patients in order to help doctors identify patterns and genetic data that might help in the development of a cure for the deadly disease.

On weekends, however, Mazzanti enjoys being on the leading edge of something slightly different: He likes to be at the front of the pack on the racetrack, going as quickly as possible in his 1985 Porsche 911.

Born in Pennsylvania, 34-year old Chris Mazzanti, now of Germantown, Md., grew up around cars. While his father and older brother enjoyed working on classic American muscle cars, such as Camaros, and labored over exotics such as Ferraris, Mazzanti's interests differed.

"I liked to be contrary to pretty much anything they did," says Mazzanti, "so I picked small German sports cars."

By age 15, Mazzanti knew he wanted a Porsche. Un-



fortunately, Porsches were out of the teenager's price range, and it would be another 14 years until Mazzanti finally bought his 1985 Porsche 911 in 2003.

During the 14 years that Mazzanti waited to buy his Porsche 911, he bought his first car, a 1973 Volkswagen Beetle, and then a series of Hondas including the 2004 Accord he drives today.

After purchasing his 911, Mazzanti wasted no time joining every Porsche club and organization he could find. His major interest when he bought the car was in simply restoring and rebuilding it. Through his club affiliations, he quickly found a community of other 911 owners who shared his interest in cosmetic modification. They spent weekends in each other's garages, swapping advice, even car parts. But his new group of friends would

Photos by
Michael Madrid

◆
 Story by
Kristin Brinkley

for *der Vorgänger*

Photo by Chris Mazzanti

Right: In the beginning, Mazzanti, like almost everyone else, taped up the lenses of all the lights on his car to protect from stone chips. These days, he removes the headlights at track events for air flow to the additional oil coolers required by the 3.6 liter engine in the car.

Below: Lane Martin pulls his car into Mazzanti's garage, which often is taken over by friends needing some lift time and Mazzanti's knowl-
edge.



soon change Mazzanti's whole focus when they introduced him to racing.

"[Track racing] was a big surprise," says Mazzanti, "I didn't even know that existed. I had no [...] idea that you could buy a sports car and drive it on a race track. It just shocked me when I found out about that."

With his first racing competition making him an immediate convert, Mazzanti now spends almost every other weekend during the season on the track, making regular trips to Summit Point and Virginia International Raceway, or VIR.

These days, Mazzanti whips around the track at over 100 mph, but he didn't start out driving that way. Instead, he slowly gained confidence and ability, practicing

track to race because "it's got a great layout to it, a lot of elevation changes, fast parts, [and] technical parts," which provide a level of difficulty that Mazzanti enjoys.

In addition to challenging his abilities as a driver, racing has also afforded Mazzanti the opportunity to drive other Porsche models aside from his own, including 944s and newer models such as 996 and 997s. At the end of the day, however, his favorite car to race is still his very own 911. Completing a race in that car affords a tangible sense of accomplishment and triumph.

Porsche 911s are "not the easiest car[s] to drive," says Mazzanti, "but when you drive them right, it's a feeling of, you know, 'I really mastered something.' In the back of your mind you know that there wasn't anything help-

weekend after weekend on the track. Mazzanti explains that he learns best through repetition and is frustrated when he sees newer racers who are able to learn a track in three laps when it might take him three years to master it fully.

Since he lives close to Summit Point, Mazzanti races there frequently and performs well as a result of his familiarity with the track layout. In fact, Mazzanti raced his fastest-ever lap at Summit Point, completing two miles in one minute and twenty-five seconds flat.

Interestingly, while Mazzanti turned his fastest lap at Summit Point, he achieved his top speed of 136 mph at VIR. He says that VIR is his favorite

Chris's facts

- **Top speed on the racetrack:** 136 mph (at VIR)
- **Fastest lap (Summit Point):** 1:25
- **Favorite track:** Virginia International Raceway
- **Favorite car to race:** Porsche 911

• Mazzanti runs an online bulletin board, www.dorki-plus.net, where many D.C.-area Porsche owners discuss the repair, maintenance and racing of older 911s and 944s

• Mazzanti is a Drivers Education instructor for PCA Potomac

• The garage of Mazzanti's dreams is Kurt Mickelwait's, which was featured in the September 2008 issue of *der Vorgänger*.



Photo by Chris Mazzanti.

Above left and right: Mazzanti used a Sawzall to draw and quarter the wrecked 1993 RS America 911 from which he pulled the motor to transplant into his 1985 Carrera. Note the size of the heater tube inside the rocker panel.

Photo by Chris Mazzanti
Chris's garage showing the '85 911 on left and the wrecked '93 model 964 911 on the right that donated its 3.6 liter engine to the older car. The newer car was later cut up (see above photos).

ing you get around that track. In fact, there were a lot of things that were trying to make you spin when you were going around, but, you know, you controlled it and it's a great feeling."

During the weekends that Mazzanti does not travel to a race track, he escapes to his garage. It's a place Mazzanti says doesn't lack in tools, but does in square footage. Working in the attached, two car garage of his home, Mazzanti must share the space with lawn equipment, bicycles belonging to his nine-year old girl and 12-year old boy, and on that rare occasion, his wife's car.

Despite the space restrictions, Mazzanti's attention to detail in his repair and maintenance is hardly affected. In fact, he has only taken the car to a mechanic twice in the five years that he has owned it. Instead, he prefers to do all of the work himself.

"I'm pretty obsessive-compulsive about getting in there and making sure everything is right," says Mazzanti, "it's me driving down the track at 136 mph, so I want to make sure everything's OK."

But this year, Mazzanti hopes to stay out of the garage as much as possible, as his racing goal is to avoid making any major changes to the car as he has in years past. Making such major modifications week-to-week forces a driver literally to relearn the car each time he gets in on the track. Instead of forcing himself constantly to adjust, Mazzanti wants to take this year to get to know his 911. He hopes to learn to read the Porsche as he hot shoes it around the track so that he can know exactly what fine-tuning adjustments he'll need to make when he pits.

Mazzanti says "A good racecar driver can feel every single thing the car does and know what to do when he gets back to the pit [. . .] to fix that problem."

Mazzanti knows that his goal will challenge him, but he's determined to improve himself. Now if only there were more weekends in the month to get to the track to get to know his car.

"You take the whole weekend before [the race] to get ready and then the next weekend to drive," says Mazzanti, "that's two out of four weekends a month. Any more than that and I'm divorced."

Kristin Brickley is a recent graduate of Christopher Newport University and currently works for the Virginia Department of Rail and Public Transportation as a communications specialist. She enjoys crossword puzzles, cooking and spending time with friends and family.



Priceless moments for car-crazy tourists in Austria

Story and photos by Susan Mitchell
for *der Vorgänger*

Driving along the autobahn toward Salzburg, Austria during a trip in May, we saw several vintage cars with race numbers being towed. One was a beautiful Porsche 356. We thought there must be a vintage race nearby.

During our first evening in Salzburg, we strolled through the historic Old Town. We were surprised to come upon a Porsche Motorsports tractor-trailer looking out of place parked in the corner of Cathedral Square.

The following day we were happily doing the typical tourist things, visiting Mozart's house, churches, etc. But as we exited Salzburg Cathedral we thought we heard the sounds of race engines high above the town. As we entered Cathedral Square the sight was unbelievable! The entire square was absolutely jammed with people and cars. Very special cars!

There were many Porsches but also lots of other marques and all vintage cars. There were Ferraris, an original Mini, a Mustang, Mercedes, BMW, Alfa Romeo, Aston Martin, Austin-Healey and many Porsches.

I approached a British couple in a nice looking silver Porsche 356 to ask what was going on. The cars were lining up for a rally through the streets of Salzburg, which was part of a multi-day event called the *Gaisbergrennen 2008* that also included a hill climb and a race (at the Salzburg Ring road course).

The historic event had been held from 1929-1969 and was revived in 2003 by the Salzburg Rally Club. This year the theme was "60 Years of Porsche," commemorating the first Porsche entering

the race in 1948. Each of the cars had a number, a timing device mounted on the door, a driver and navigator. A large crowd of spectators mingled around the cars. Drivers and navigators talked to one another and those admiring their cars, as the rally was slow to begin.

In one corner of the square was a tractor-trailer in which was slot-car course set up. Those not participating in the rally could race slot cars. I happily got my photo taken with "Carrera Man," telling him I came all the way from the U.S. to have my picture taken with him. I don't think he believed me or maybe he couldn't understand me!

Still no cars were leaving the starting gate, and it turned into a car show instead. Spilling into Mozart Square were even more cars, some from the Porsche museum. Someone told us they had a problem with the timing device and by the time they got it fixed, most of the drivers had abandoned their cars for the local *Stube*. However, the local paper later reported that there had been an incident with some of the spectators being taken to the hospital.

My husband and I travel on our own, never with tour groups, and find that it's these kind of "happen-upon" moments that make a trip special, and in this case, more special because we're car enthusiasts. Our traveling companions weren't quite as enthralled as we were, but they endured, knowing we'd linger with them during their "happen-upon" moment.

For some cool in-car videos, one in a Porsche 910, go to www.youtube.com. Just search for *Gaisbergrennen*.



Photo by Robert Mitchell
Reporter Susan Mitchell
with the "Carrera Man."

Upper left: A gaggle of collectible Porsches, including several rare 904s.

Top: The show wasn't just for Porsches. Here is an original Mini Cooper in superb condition.

Above: In Europe, you'll need to watch your speed. Although some portions of the autobahn don't have speed limits, those sections that do are sometimes patrolled by Porsche police cars.

Susan Mitchell and her husband Robert are from North Potomac, Md. and have been Porsche owners since 2001. They presently own a '74 911, a '97 911 and an '01 Boxster S. They are instructors in Potomac's driver-education program.

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



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A motorsports crash course for a new driver

Father-and-son duo drive from Virginia to Georgia for championship ALMS race at Road Atlanta

By Ethan Doyle
for *der Vorgänger*

The 11th Petit LeMans began for me on a Wednesday afternoon, four days before the 10-hour race was scheduled to begin. Two weeks after learning how to drive a manual-transmission car with my dad, Steve, I drove four of the nine hours in his '05 997 coupe from our home in Virginia to Road Atlanta near Braselton, Ga. Driving revved me up for my first American LeMans Series (ALMS) race.

In our first day at the track, we spent most of the day watching the races from the Porsche hospitality tent. All of the races, from the open-wheeled Mazda series to the Jetta TDI race offered something new and exciting to a first-timer. The Porsche GT3s in the GT cup race especially caught my attention and gave me a small taste of the big event to come.

Between laps, I immersed myself in the complimentary literature scattered around the venue, learning about the Road Atlanta track, the history of the race, Porsche's lineup for 2009 and the storied tradition of Porsche motorsports.

At the end of the day, we went back to the Porsche Platz, where my father and uncle had parked their Carrera and Cayman S respectively, just as the sun was setting.

As we were preparing to leave the track, earth-rattling roars erupted from the track. Night practice for the Petit LeMans had begun. We couldn't help but stay to watch the cars tear through the cool night air before leaving.

The next morning, we awoke to the sound of engines blaring in the distance. I barely had the time to jump out of bed and slap on a Flying Lizards T-shirt.

Just as we were walking to the Lizard's tent for an interview with star driver Joerg Bergmeister of the No. 45 car, the Flying Lizard's No.

46 car crashed into the walls, smashing the entire front end. My dad and I were perfectly positioned to see the excitement of emergency pit repair up close and personal.

Bergmeister was an exceptional interview (see next page). I was enlightened by an expert on what it takes to be a high-performance driver. Immediately following the interview, it was back to the Porsche Platz to debrief before the Porsche parade lap.

I saw all 2.54 miles of Road Atlanta from the front seat of my uncle's Cayman. The winding esses, elevation changes and long straights were exciting at a modest 20 mph, and I eagerly anticipated seeing the Porsche RS Spyderys tear down the course the next day at 10 times our speed.

The 10-hour Petit LeMans went by in a blur of Porsche prototypes. We were amazed by the drivers' precision and the cars' power. We had a great time driving around the spectator areas around the track, taking in the scenery at all points.

The race turned out to be a display of Porsche's racing prowess in both classes. Bergmeister and his No. 45 car finished in second place after a long-fought battle with Ferrari that secured Bergmeister and the Flying Lizard team a historic first in achieving the 2008 GT-2 team and driver championships.

The Penske RS Spiders finished 1-2-3 over the ever-present but recently unlucky Acura teams. With this, the Penske team achieved the P2 class and driver championships.

I learned a lot about high-performance racing over the weekend, from the class-specifications to the rules of the road. I had a great time with my dad meeting people and taking in the atmosphere of Road Atlanta and the ALMS series. But I learned just as much about my dad's passion as I did about my dad himself.

I finally understood why he woke up at 5 a.m. to watch For-



Photos by Steve Doyle

The Porsche Corral was full on the Saturday of the event, with over 300 cars of all models.

mula1 qualifying laps on cable TV, or why he took driver's education courses with the Porsche Club of America even though he has had his driving license for over 30 years. Our time at the race was a great bonding experience; I am able to connect with him about something that was completely foreign to me a week previously.

I feel lucky to have witnessed the successful culmination of the entire 2008 racing season for Porsche Motor Sports and the experience of actually driving my Dad's car to this event. I always used to joke on him for being a Porsche geek, thinking that his love of car races was a gene I did not inherit. But after witnessing the excitement of the ALMS series firsthand, I fear that, too, might be hereditary.

• • •

Ethan Doyle is the editor and chief of the Oakton (Va.) Outlook student newspaper, a nationally recognized student journalist and a huge Flying Lizard's fan.



Twenty-seven Porsche GT3 Cup cars lined up for pre-grid inspection prior to Round 12 of the IMSA Challenge.

Joerg Bergmeister: Racing was always my hobby

What makes the Petit LeMans race special to you? (Along with Sebring) it is one of the highlights of the season. It is one of the biggest races of the year, and also I like the track a lot, so I really enjoy coming here. And so far we always have good luck here.

How do you prepare for an important end-of-the-season race such as this? There isn't much that I do for preparation; I just make sure I am ready to give my all before every race. There is nothing really special that I do before a race, but obviously the team is doing a lot of work on the car to make sure it lasts 10 hours.

What is your favorite part of the course? Turn one is very interesting, the esses, turn 12, and all the faster parts are what I really enjoy about the track.

How do you gain an advantage in perfecting your driving technique in the more difficult areas of the track? The drivers in this series are all really good, so it comes down to the setup. You have to get the car right to go really fast the whole race. You want to be as neutral as possible with as much grip as possible. Obviously, it is a compromise [between the two]. Also it is not important to have the best lap in qualifying; it is a long race, so that's what we need to keep in mind.

What is the advantage of being a Porsche factory driver rather than working through a private racing company? There is definitely a big advantage for me [working with Porsche] especially because I am German, and they are the German auto manufacturer, so it is really good to be associated with them. They also help support our team and they help with parts and development during testing, so I get a good amount

of input in where the development of the car is going.

Off the track, which do you prefer: Boxster, Cayenne, Cayman or Carrera? I am lucky enough to have a company Carrera S that I just love driving.

How will you relax and unwind after the season finishes? I will go home and be a father to my daughter. My little daughter is always keeping me busy, and if she is not, then it is my wife. There is also a lot going on with the team in the off-season. We are going to Potsdam again to run tests and do the 10-day fitness camp.

How important is physical fitness for a high-performance driver? Fitness is very important, especially on the longer races, you need to be mentally fit and also physically fit in order to not make any mistakes during the race.

Would you recommend driving as a profession to others? I was really lucky to make driving my profession. It was always my hobby. The downside of it is it costs a lot of money and you need to be really lucky to find some sponsors to be able to get that. I was lucky enough to make it, but my brother, who is a really good driver, is having trouble making money racing.

What has the best moment of your career with Porsche been? There have been a lot of great moments with Porsche, actually all of them have been [great]. I have had so much success with Porsche, and I really enjoy driving the RSR 911, but I started in Carrera Cup and had a lot of success there. All my victories also I have really enjoyed.

A journey to success

A passion for cars develops into a viable business plan



By Starla Phelps
for *der Vorgänger*

Bob Miller, a 14-year member of the Porsche Club, is owner of At Speed Motorsports. Bob never dreamed that driving his dad's tired 944 as a teenager would spark a passion that would have a domino effect on his future life and career.

Question: You weren't always a "car guy" from childhood?

Answer: In high school, I was always much more interested in girls. The car guys were always so boring to the girls, so I really never talked about or knew about cars. Besides, Dad had a Volvo with 325,000 miles on it and holes in the back floor boards, so there really weren't any cars to be interested in.

You were not involved in autos in any way?

No. I have a degree in economics from William and Mary and a master's in business from Virginia Tech. My background is in strategic planning with Fortune 1000 firms. Three partners and I began a small market analysis company in early 1990. Coming from a house where cars were used to go from (point) A to (point) B, I treated myself to a Mustang GT in 1987 and thought I was in car heaven. Then, right around 1990, my Dad bought an older 944 and let me drive it. I was stunned... I mean absolutely stunned. I fell in love right away and went out soon after and traded the Mustang for a 1986 944 Turbo.

How did you get involved in racing?

Well, as I said, I had gotten the Porsche fever. But in 1991, I went back to get my master's degree, sold the 1986 Turbo for a Nissan Sentra to fund school, but continued to consult for clients. The first summer, I made enough to buy a 1989 944 Turbo S.

Life moved along relatively uncomplicated until one fated chat with my friend, Geoff Schwarz. He asked when I was going to take some driver's ed training. "What the heck is driver's ed," I asked. THAT turned out to be a very, very expensive question.

I attended my first PCA driver's ed in May 1994. I had never seen or been on a racetrack. Jim Wright, a fellow 944 Turbo driver, was my first instructor. He drove my

car for a lap or two and then gave it back to me. We did about five laps. Jim turned to me and said, "great job! How long have you been racing?" I told him five laps.

From there, things get a little blurry. I bought a 1970 911S, started racing in PCA club racing, had an E36 M3 I took to every track event possible, became an instructor, ran some Skip Barber races and then some Jim Russell races, all by 1996. Somehow, through massive debt and a high fever, I found myself buying a Porsche 993 factory race car in 1998 and then looking toward a Pro racing series in 2000. All because somebody asked if I had ever tried driver's ed.

When did you start At Speed Motorsports?

At Speed Motorsports had its origin in late 1996 as a natural creation from my growing racing sickness. It really started in 2000 when we decided to try our hand at Pro racing instead of club racing.

I decided that if I were going to try Pro racing, I had to find and create sponsorship to have any chance for success. I used those strategic planning skills to approach companies with valid reasons why their strategic marketing programs should include on-site exposure, how the demographics of motorsports fit perfectly with their customer base, why the return on investment was wonderfully positive, and why the guy in the driver's seat should be me.

Rogaine was my first major sponsor for the 2001 Speed World Challenge GT Series. With my crew, headed by Paul Amico, we went off into the Pro racing world. No spares, no testing, no experience, no real money.

How did you compete with the big racing teams?

Real Pro level racing is competitive and expensive beyond your wildest expectations. I can't even describe the learning curve we bumped into upon entering The World Challenge in 2001.

I knew very little about what we were getting into. I had a vision, I had the dream, the goal, the energy and the desire, and I figured that would be enough. In our first race, we beat Derek Bell, Boris Said and were right behind Mike Fitzgerald before ending up sixth overall. From there, we won the 2001 Rookie-of-the-Year Award, had a best finish of fifth overall at Laguna Seca, won the Borla Performance Award and ended up ninth overall

Photo by Richard Curtis

At Speed's crew at the November Summit Point DE event: (front row from left) Bob Miller, Matt Einstein (customer), Bob Russo (lead technician/shop manager), Gabrielle von Rabenstein, Lee Russo, Donna Amico (customer); (second row, from left) Eric Widra (customer), Mike Pottle (technician); back row, Paul Amico (partner, customer).



Photos furnished by
At Speed Motorsports

How did you get into Volvo racing?

The Rogaine sponsorship died when new management took over late in 2002. I put together presentations for Mitsubishi, Volkswagen, Hyundai, and Volvo. Either my relentless nature, or pure luck, led me to a meeting with the CEO of Volvo North America, Vic Doolan.

He allowed me 30 minutes of his time and two hours later we were deciding how to fund the whole program and when to start. This was going to turn out to be the most difficult and challenging undertaking that At Speed Motorsports had ever had.

What about the Volvo years?

We got the contract on Nov. 1, 2003, and then we literally had to create race cars out of thin air. The Volvo engineers in Sweden told us it couldn't be done. I'm not kidding, they said we could not create the power we needed or create a drive train that would survive that power ... pretty encouraging, huh?

In 2004 we weren't very successful. We simply started too late and had too many obstacles in front of us. For 2005, we decided to make it easy on ourselves (joking of course) and in the span of 90 days, we moved facilities again, completely redesigned all suspension, upgraded the engine and transmission, redesigned the entire bodywork, redesigned the cage, and completely rebuilt two new prototypes. The result was a stunning new car that represented what At Speed Motorsports could really do.

In 2005, we won the Borla Performance Award and began to gather momentum for the 2006 season.

What do you do when your sponsor pulls the plug?

Losing the sponsorship (in 2005) was a massive blow, especially that late in the year. Essentially, I had to shut the program down overnight, and I planned to sell the Volvos just to keep At Speed Motorsports' doors open. I decided to give it one last try and at the last moment found a sponsor, who wanted to see the Volvos run.

In 2006, I drove a Porsche GT3 Cup and Paul Gerrard and Michael Galati drove the Volvo. Another magical year followed as we gave Volvo its first North American professional win at Mosport, in pouring rain.

What racing activities is At Speed involved in now?

After the 2006 season, we returned exclusively to Porsche. We ran a 997 GT3 Cup in Rolex GT with Ian Baas, Mark White and me driving.

In 2008, we ran another 997 GT3 Cup in the World Challenge for half the season. At that point, we were leading rookie of the year but our customer decided to end his racing due to economic circumstances.

Is racing the majority of what you do?

People think of us for racing, but ... to be honest, we are currently concentrating more on the street-car side of our business, with maintenance services, upgrades, detailing and all of the services outside of pure racing. All of the precision that my staff learned in racing translates over to what we do for maintenance as well.

Did you actually design the new shop?

In late 2006, I sat down and grabbed some graph paper and started drawing what I wanted. I have been in many, many shops over the years, and our goal was to make At Speed Motorsports' facility beyond anything available in the area.

Our entire facility is heated and cooled. We have the best equipment, newest alignment system, a dedicated engine/transmission room where those components are rebuilt, a shock dyno and fabrication section. Even the truck/trailer can stay inside.

Every customer car is stored indoors. We even have a showroom with cars for sale on the first floor.

I understand that you are engaged to be married and that you proposed in an unusual way.

I am engaged and lucky to have her. Gabrielle and I met through racing and it seemed somehow fitting that we keep that theme. I called Summit Point to arrange some things and was at the track with Rod Ryan for a test day. I lured Gabrielle up to Summit under the guise that Rod was one of my largest customers, and she should show her support. She fell for it. When she got there, I told her that the track was about to close, but that I could take her out for a quick spin if she wanted.

Feeling the need for speed, she agreed. So we zoomed out onto the straight, came into Turn 1, then Turn 2 and I looked ahead and said, "what the heck is that?" In the middle of the track in Turn 3 was a table with lace, candles, pictures of our families, pictures of her dad (who has passed), flowers, champagne and a small box in the middle.

She didn't quite understand for a second until I brought the car to a stop and suggested that she get out. The sun was setting, it was perfect weather and, lucky for me, she said yes.

• • •

At Speed Motorsports is located at 7410 Coca Cola Drive, Unit #110, Hanover, Md. 21076. Phone 410-712-4290. www.atspeedmotorsports.com. At Speed Motorsports is a sponsor to Potomac's Club Race, a der Vorganger supporter and specializes in Porsche, BMW, Audi, Mercedes and other high-end cars.

Above left: Derek Bell, left, and Bob Miller at one of the first Volvo Prototype tests in 2004. They became friends.

Above right: At Speed Motorsports' shop in Hancock, Md., a 14,500 square foot facility. In addition to race-car prep, At Speed offers full maintenance on Porsches and other makes plus they offer cars for sale on their first floor showroom..

Horses and horsepower

Story by John Magistro
 Photos by Michael Langshaw
 for *der Vorgänger*

October 12, 2008 greeted 34 members of Potomac, Founders' Region with a perfect Fall day to make the trip to Charles Town Races and Slots in Charles Town, W.Va.

Drive 'n Dine

Eleven Porsches and one Mercedes Benz ML 6.3 AMG left from Chevy Chase, Md. while four Porsches convened in Leesburg, Va. for a scenic drive to the track. Upon arriving we had one level of the parking deck all to our selves where the two groups met up with a few solo drivers.

For brunch we were seated front row in the Skyline Terrace dining room with a panoramic view of the racetrack. I can't think of a better way to experience the thrill of live thoroughbred racing.

The buffet brunch seemed to stretch endlessly across the room and the food and service were exceptional. The elegant surroundings, fine cuisine and the thrill of video



Potomac members relax in Charles Town's Races and Slots Skyline Terrace after having driven from the Washington metropolitan area. They were served a buffet meal while surrounded with various forms of gambling.

slots and thoroughbred racing made for a very special occasion. On this occasion Charles Town Races and Slots truly lived up to their motto, "Nothing close, even comes close!"

Before he even sat down for brunch my neighbor, Pete

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Coccaro, won \$600 on the slot machines. He also won another \$300 on the way to his car after the races.

Race No. 5 was named for Potomac Region PCA with our club name prominently displayed in the racing program. After the race our group was led to the winner's circle to have our picture taken with the winning jockey and judging from the smiles everyone had a great time. Based on the feedback from those in attendance we plan to make this an annual or semi-annual event.

The idea for this event came from my having attended

a similar event this summer at Pimlico Race Track in Baltimore organized by Jerry Trone of the Central Pennsylvania Region. Jerry did a great job of organizing a drive to Pimlico. We chose Charles Town for its proximity to our region.

Thanks to Doug Compton for leading the Virginia group and Michael Langshaw for leading one group of cars from Maryland as well as for acting as the event photographer.

One of the day's races was named for the Potomac Region PCA. Above, Potomac members who made the trip are posed in the winner's circle after the race.



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Nice turn out for breakfast meeting

Cold weather doesn't deter the crowd

Saturday, Dec. 6 turned out to be, ah, brisk. However, that didn't prevent 35-40 Porsche owners from gathering for the monthly breakfast at Chutzpah's Deli in McLean.

Attending their first PCA event were Mark Johnson and Rick Brewer from the newly opened Porsche of Annapolis dealership. They brought along a box of goodies, including ice scrapers and Porsche calendars, which they handed out to breakfast participants.

Monthly club breakfasts

Informal monthly breakfast meetings continue in Northern Virginia and Maryland. Members can come and go as they please, joining in at communal tables. No registration. If members decide to go for rides together after breakfast, so much the better!

The Virginia breakfast is the first Saturday of each month at Chutzpah Deli & Restaurant in Tysons Corner from 9-11:00 a.m. There is a parking lot with plenty of space for displaying your cars. A club banner will hang over the club table. Chutzpah is located at 8100 Boone Blvd., Tysons Corner, Va. 22182 behind McDonalds on Rt 7.

The Maryland breakfast is the third Saturday of each month from 9-11 a.m. at Pralines, 4611



Story and photos by Richard Curtis

Above: Mark Johnson, right, of Porsche of Annapolis, was on hand for the breakfast meeting. At the conclusion, he handed out Porsche-related gifts. Here, Mike Jones of Alexandria gets a wind-shield ice scraper.



Left: George Bockelmann of Great Falls, Va., shows photos of his 993 after the roof had been crushed in a lift accident. Look for more coverage of this car in a future issue of *der Vorgänger*.

Sangamore Road, Bethesda, Md. 20816. Park in the huge (and usually empty) lower parking lot.

Contact information for PCA Potomac Founder's Region officers and chairs

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 Vice president: Dick Seltzer vicepresident@pcapotomac.org
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2009 track event schedule

By Doug Nickel
PCA Potomac track coordinator

Our 2009 schedule provides many opportunities for PCA drivers to improve their skills and enjoy the company of friends at the track, including an Instructor Clinic, two High Performance Driving Clinics (HPDCs), our Club Race/Advanced DE at Summit Point and a Driver Education schedule that includes eight DE events. All Potomac track events are on weekends including seven three-day weekend dates. Again we will be driving Summit Point's main track and Shenandoah track, Mid Ohio, Watkins Glen and Virginia International Raceway.

Highlights in the schedule:

Potomac's first DE accommodates the change to the Zone 2 VIR event date. Rather than opening our DE season at Summit Point in March, we'll be going in mid April.

Potomac has two Saturday HPDCs scheduled. The spring HPDC is in early April and the fall HPDC is in September. HPDC can be the single best day you'll have in your car, with emphasis on awareness and car control in a safely controlled environment and with an instructor in the car. HPDC also qualifies you to drive in Potomac DE events.

Our annual trek to Mid Ohio is the second weekend of May.

Our August DE event at Summit Point is again scheduled for three days. We're planning a Porsche Fest Gala with multiple events, including rally, social and an autocross.

We have again scheduled three days for the Potomac Club Race/Advanced Drivers' Education event in 2009.

Lastly, we'll be running an invitational Instructor/Advanced driving day on the Friday of our last SPR event.

Event	Date	Days	Track
HPDC	April 4	Saturday	Jefferson Circuit, SPR
Instructor clinic	April 10*	Friday	Summit Point Raceway
DE	April 11-12	Sat-Sun	Summit Point Raceway
DE	May 8-10	Fri-Sun	Mid Ohio
DE	June 6-7	Sat-Sun	Shenandoah Circuit, SPR
DE	June 26-28	Fri-Sun	Watkins Glen
DE	July 11-12	Sat-Sun	Summit Point Raceway
DE	August 14-16	Fri-Sun	Summit Point Raceway
DE	September 4-6	Fri-Sun	Virginia Inter. Raceway
HPDC	September 26	Saturday	Jefferson Circuit, SPR
Club race/Advanced DE	Oct. 2-4	Fri-Sun	Summit Point Raceway
Instructor/Advanced DE	Oct. 30*	Friday	Summit Point Raceway
DE	Oct. 31-Nov. 1	Sat-Sun	Summit Point Raceway

* By invitation only

SPR = Summit Point Raceway HPDC = High Performance Drivers' Clinic DE=Drivers' Education

Education

* Zone 2's VIR DE is scheduled for March 6-8, 2009

** Zone 2's VIR Club Race is scheduled for June 26-28, 2009

*** Please note that track dates are considered firm but are subject to change.

While the event schedule for 2009 is generally cast in stone or maybe carbon fiber and ceramic composite material things may change during 2010. Our Mid Ohio date may be later in the year, we may have an event at New Jersey Motorsports Park (Millville, N.J.) on either the Thunderbolt Circuit or Lightning Circuit, and we are also looking into a three-day event at High Rock Raceway, in Spencer, N.C.

*Check Founders' website for information www.pca@potomac.org.

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Season-ending rallies

By Gary Brindle
for *der Vorgänger*

Drive 'n Dine

The Challenge Rally was held on September 27. This was a photo gimmick rally and we had invited the Mercedes Benz, BMW and Audi clubs to participate. With expected rain the turnout was small for the rally with only eight cars on the route.

The cars worked their way through Maryland and out towards Harpers Ferry before crossing into Virginia, coming around to finish at the Octoberfest in Lovettsville.

The town gave us a nice reception and a reserved parking location close to the main tent. The band was still playing for another hour after the last car arrived giving the teams time to enjoy the craft fair, beer, worst, and soft pretzels.

The scores were close, however the Porsches were the winners in the rally and took all three places. But the Audis and lone BMW had a great time, and some new friends were made with the other clubs.

First place was won by John Eberhardt, second was Jeff Carswell and third was taken by Jim and Susan Mikolashek. We may consider making this an annual event with the other clubs.

The final rally for the season was the last weekend in October with the Trick-or-Beep rally.

The rally had to be moved from Saturday to Sunday due to rain but was rewarded with a beautiful fall day. Warm enough for some top-down leaf watching. The rally worked it way through Prince William, Loudon, Fauquier and Rappahannock counties finishing in Sperryville, Va.

The rally teams met the Drive 'n Dine folks who were returning from a trip to New Market. The number of Porsches and the attendance were too much for the restaurant, however, as we quickly filled the place.

The cars also got a lot of attention from the larger-than-normal fall leaf-watching crowd in Sperryville.

On the rally, the teams were challenged with a set of questions and were given a list of things to find for their boo-bag scavenger hunt. The teams used the questions and the scavenger hunt to earn cards for a poker-rally finish.

The better scoring rally teams were rewarded with extra or wild cards. The teams should not go to Vegas as the hands were not the best with the winning hand having nothing better than a pair of Jacks.

First place was won by the team of Nate Dailey and Kevin Garrenty, who used two vehicles, a 911 Turbo and a Cayenne Turbo. One found the clues while the other worked the route and the scavenger hunt.

Second place was won by Jim and Corene Pugh and third place was Craig and Linda Davidson. The rally championship trophy for 2008 was also awarded to Craig and Linda, who completed the season with two first places and a third-place finish. The rally committee is already talking about what to do for next year's program and will hopefully have the schedule available for the March issue of *der Vorgänger*.

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Photos (3) by Richard Curtis

Above: Tony Gomez of Springfield, Va., came to PCA's open house in September. He's owned his 2007 Guards Red Boxster since it was new.



Above: Eight "experts" help diagnose a sound in Bob Hopkins 911 during a tech session at IMA in October.

Left: Bob Hopkins, left, with Frank Stone.

Right: The view from inside the Summit Point scoring tower.

Photo by Willy Straubhaar





Left: During the November DE event at Summit Point, Race Steward Fred Phelps holds up the pre-gridded cars before they go on track. Fred and wife, Starla, own a silver 1997 Artic Silver 993 that's recently returned from being rebuilt after a wreck at Watkins Glen.



Photos by Richard Curtis
 Ted Remandaban, left, and Jeff Shorey talk cars next to Shorey's 1980 silver 911 SC during the November DE event at Summit Point.



Above: Susanna Kavanaugh of Alexandria, behind the wheel of her 2000 Boxster that she's owned since new. This was her first Summit Point event after moving to this area from Texas.



Left: Kevin Oyler adds some oil to his '88 silver 944 Turbo S.



Photos by Richard Curtis (top and above) and Willy Straubhaar, (left)

Top: Larry Stroup of Frederick, Md., checks the air in the tires of his Minerva Blue 202 996 Turbo with 14,000 miles during the Nov. 1 DE at Summit Point.

Above: John Sullivan changing tires during the November DE. His 944 Turbo S has a new motor, and he's taken weight out of since racing it from 1995 to around 2003.

Left: Dan (right) and son Alex Muensterman show their '85 Targa 3.2 at the Gold Cup event. They've been members of PCA for 10 years.



Photo by Sunny Reynolds for *derVorgänger*

