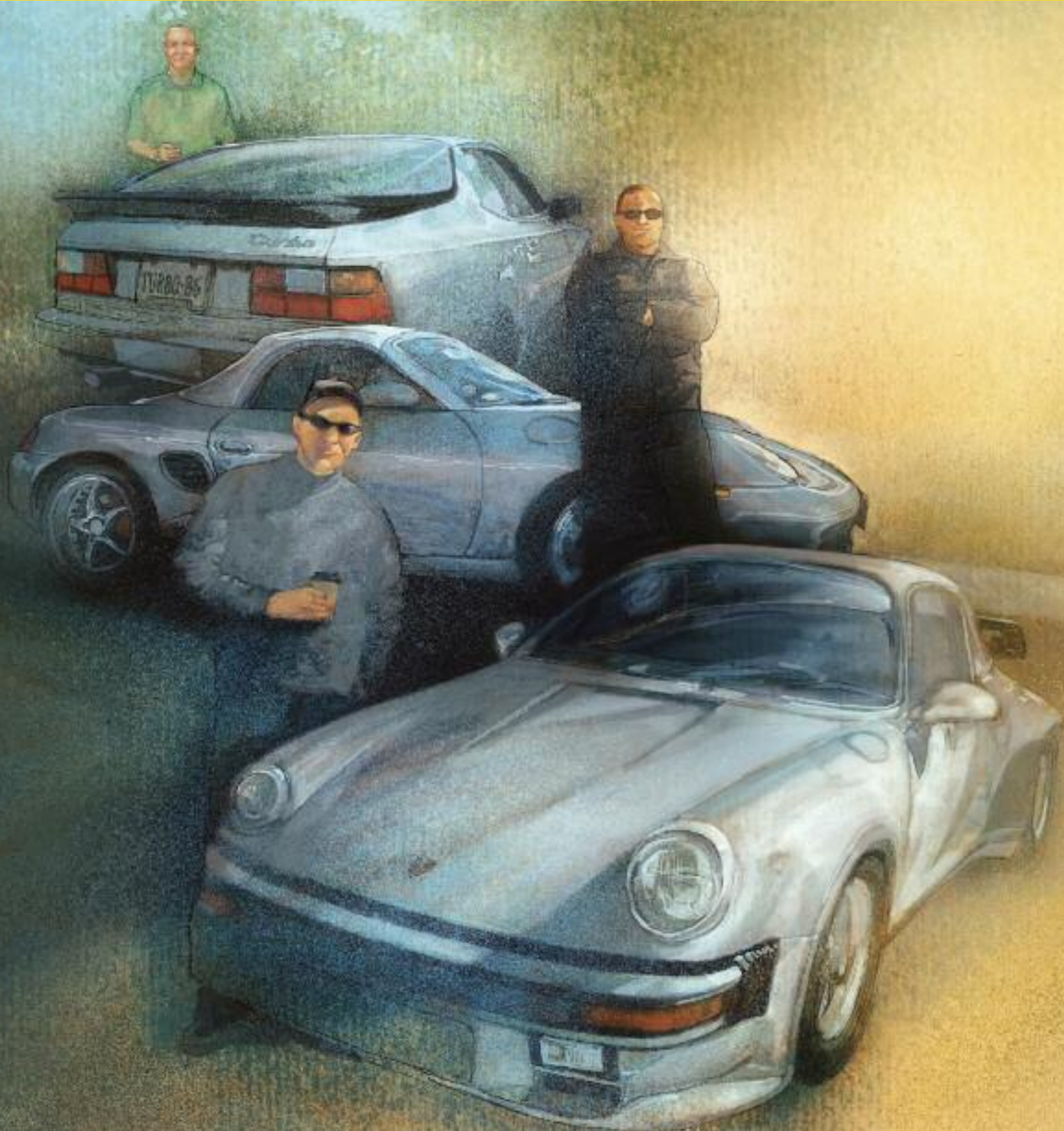


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Cover: Illustration by Web Bryant, the last of a series of four cover illustrations he's done for *dV*. The Potomac members featured in this painting are, from back left: John Robinson, John Bailey and Todd Boyer.

Fred and Starla Phelps, right, recently drove across the U.S. visiting auto museums. In California, they visited with Starla's sister, Michele (Cary) Rutter and husband Jim Rutter. The fellow in the middle? The legendary Parnelli Jones. Pages 18-21.

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# der Vorgänger

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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; please include a contact phone number for verification.

## Editor's column

### Interesting people, cars and stories

You meet the most interesting people in a Porsche.

Steve MacKellar is a case in point. We met for the first time on the skating rink at Reston (Va.) Town Centre, where he was exhibiting his Guards Red 2008 911 Turbo at the annual Labor Day Weekend Gathering of the Faithful car show in September 2009. He spoke quite enthusiastically about the marque but also dropped that he had had an interesting array of cars before this one, not that a new bright-red 911 Turbo wasn't interesting enough.

MacKellar is one of those dyed-in-the-wool car enthusiasts whom you love to keep bumping to, either at Katies Cars & Coffee, a monthly Potomac breakfast meeting or—more recently—at a new cars & coffee gathering at the Fair Lakes Starbucks in Fair Lakes, Va.

This gave us more opportunities to explore other interesting cars there and the opportunity to discuss not only those but his "other" automotive interests. Turns out, he's owned more than 50 cars (for comparison I can count only 14, and I'm older than he is!), and almost every one of his are interesting in their own right.

While I'm sure many of us have lusted after our very own Ferrari, MacKellar has owned a bunch (how does he keep track? Have many of us even owned a half-dozen Ferrari model cars?), not to mention just about every other "interesting" car such as kit-car Cobras, 914-6s (yes, more than one), hi-po Camaros, even a Bug Eye Sprite (his first car; my first car was a 1950 Buick). To prove he's only human and has made at least one car mistake, he does admit to owning a Toyota Celica once.

While owning interesting cars is a goal to which we all aspire, it's also worth noting that MacKellar can swing a wrench, too, jumping in to rebuild and work on everything from a Pontiac GTO to a—here's that word again—Ferrari 330 GT 2+2.

As an editor I'm always looking for interesting people who have interesting stories about interesting things automotive. MacKellar had my attention from the beginning, but my ears perked up even more so when he began describing his interest in old farm tractors. Hence our story on pages 15–17 of an interesting Porsche owner with his own interesting car ownership history who just happens to have extended his own passion to quaint, historic and practical '50s-era tractors (as nice as his GT3 is, he wouldn't want to plow the vegetable patch with it).

You gotta love a guy like that. Do yourself a favor and find Steve MacKellar at the next Porsche gathering, and let him bend your ear about what rocks his world. You won't be disappointed.

• • •

This month's cover completes a series of four done by illustrator Web Bryant: yellow Porsches (June '09), blue Porsches (July '10), red Porsches (November '10) and now this one on silver Porsches.

Bryant is a founder of USA TODAY and an accomplished fine artist whose work is currently displayed in Washington-area galleries. He is a member of the prestigious Society of Illustrators and can be reached at [web@webbryant.com](mailto:web@webbryant.com).

—Richard Curtis  
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## Counting my blessings for being a Porsche owner in the D.C. area

I hope you are enjoying your summer. I know I am. Seems as if almost every weekend I have been to a PCA Potomac event. It has been a lot of fun meeting new Potomac members and admiring their cars.

There are several good events planned for August so please do look at the calendar on page 5 and plan on attending one or more. One special August event is the club's annual PorscheFest at the Summit Point (W.Va.) Motorsports Park. Not only is it a three-day Drivers Education event but on Saturday, Aug. 14 just about every possible way to enjoy your Porsche is available.

In addition to the DE there is an autocross, a rally, a Drive 'n Dine to Summit Point and at the end of the day, we have a great barbeque dinner at the track. I might note here that while for the past four years we invited Wounded Warriors from Walter Reed and Bethesda Medical Center to join us for the satisfying Vets-on-Track program, Walter Reed will be in the process of moving the Wounded Warriors to the new medical complex at Ft. Belvoir in August. Thus, they are not scheduling any August "events" for their Wounded Warriors.

However, we are working with contacts at Bethesda to bring some of their Wounded Warriors to the track. While the numbers may be down, even if we have only one or two of these important people to show our appreciation for the sacrifices they have made, it will be worth any effort.

This time each year, we begin the process of identifying candidates to serve as next year's (2012) officers and program chairs. The potential officers are identified by a nominations committee. The nominations committee consists of Past President Tuffy von Briesen, the club's current

Vice President Jody Lagioia and *der Vorgänger* Editor Richard Curtis.

If you are interested in serving as a club officer, please contact one of the committee members. The program chairs are the key to the club being able to offer such a diversity of activities for its members and are appointed by the club's officers. Contact me if you would like to be considered for a program chair position.

Recently, I decided that I would get the front end of my '87 Targa repainted. While sorting my options of where to have it done, it dawned on me just how fortunate we are to be living in the D.C. metropolitan area. There are highly reputable shops, dealers, technicians and suppliers all over this area who can just about sell you anything you need for your Porsche.

Whether tires, performance or safety equipment or racing gear you have a great selection of places to go. Same thing applies to having your Porsche worked on. Need a paint job, routine maintenance, an engine rebuilt, a roll bar installed or just a good detailing there are many good options. And then finally there is the PCA Potomac membership support team.

Got a question? Need a recommendation? Need someone to show you how to change your own brake pads? Come to one of our events and ask fellow PCA members. By the end of the day, you will have that answer or recommendation. Having owned a Porsche while living in Kansas, I, for one, do appreciate how fortunate we are to have the Porsche support infra-structure we have here in the D.C. area.

Thanks again for your support. As always, if you have questions or comments, please email me at [president@pcapotomac.org](mailto:president@pcapotomac.org).



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## 2011 calendar

### August:

July 31–Aug. 6: Porsche Parade, Savannah, Ga.  
6: Centreville, Va. brunch. 11 a.m.\*  
6: DE Tech for Aug 12–14 Summit Point (PorscheFest) event. Porsche of Tysons. 9 a.m.–2 p.m.  
12–14: DE main course, PorscheFest, Summit Point.  
13: Autocross, Washington Circuit, Summit Point  
**13: Arlington, Va. breakfast, 9 a.m. \* NOTE LOCATION CHANGE. Details below.**  
13: Drive 'n Dine to Summit Point for PorscheFest.  
13: Rally #3. Camp Friendship Rally. \*\*  
20: Glen Echo, Md. brunch. 11 a.m.\*  
20: DE tech for Sept. 2–4 VIR event. Auto-Therapy. 9 a.m.–2 p.m.  
27: Drive 'n Dine, drive-in movie, Baltimore. \*\*

### September:

2–4: DE, VIR  
3: Gathering of the Faith-

ful car show, Reston, Va.  
3: Centreville, Va. brunch. 11 a.m.\*  
10: Arlington, Va. breakfast, 9 a.m.\*  
17: Glen Echo, Md. brunch. 11 a.m.\*  
17: Open board meeting.  
24: High Performance Driving Clinic. TBD  
24: Oktoberfest-Rally #4-Drive 'n Dine-Car show, Lovettsville, Va.  
25: Autocross #5 \*\*  
30–Oct. 2: Club race, Summit Point Motorsports Park, Summit Point, W.Va.

### October:

Sept. 30–Oct. 1, 2: PCA Club Race, Summit Point  
1: Centreville, Va. brunch. 11 a.m.\*  
5: Committee meeting  
8: Arlington, Va. breakfast, 9 a.m.\*  
22: DE tech for Oct. 28–30 Summit Point event. ASG. 9 a.m.–2 p.m.  
15: Glen Echo, Md. brunch. 11 a.m.\*  
22: Drive 'n Dine, Fall Foliage Drive \*\*  
28–30: DE, Summit Point

### November:

5: Autocross #6. \*\*  
5: Centreville, Va. brunch. 11 a.m.\*  
12: Arlington, Va. breakfast, 9 a.m.\*  
19: Glen Echo, Md. brunch. 11 a.m.\*

### December:

3: Centreville, Va. brunch. 11 a.m.\*  
3: Potomac planning meeting for 2012  
3: Drive 'n Dine: Antietam, Md. 4 p.m.\*\*  
10: Arlington, Va. breakfast, 9 a.m.\*  
10: Open board meeting and elections. Location TBD  
17: Glen Echo, Md. brunch. 11 a.m.\*

\*—See below for details on the brunch and breakfast meetings.  
\*\* — for details on specific events, contact the following program chairs  
**Autocross:** Tony Pagonis, autocross@pcapotomac.org  
**Club Race:** Kevin Oyley, clubrace@pcapotomac.org  
**Concours:** Ron Davis or Mike Sarli, concours@pcapotomac.org  
**Drive 'n Dine:** John Eberhardt, driveanddine@pcapotomac.org  
**Driver Education:** Alan Herod,

## Autocross schedule

**August 13:** Autocross #4. Summit Point Motorsports Park Washington Circuit (part of PorscheFest weekend). 9 a.m.–7 p.m.  
**September 25:** Autocross #5. Baysox Stadium. 8 a.m.–4 p.m.  
**November 5:** Autocross #6. Baysox Stadium. 8 a.m.–4 p.m.

dechair@pcapotomac.org  
**DE Tech:** David DiQuollo, tech@pcapotomac.org  
**Rally:** Linda or Craig Davidson, rally@pcapotomac.org

## Drive 'n Dine schedule

**Aug. 13:** PorscheFest, Summit Point. Leave from Virginia breakfast (details on page 8), 10:30 a.m. \$30 per person for dinner; advance registration.  
**Aug. 27:** Drive-in movie. Leave Clarksville, Md. at 3 p.m. for arrival at Bengie's Drive-In Theater by 6 p.m. Cost: admission, snacks; advance registration requested, not required.  
**Sept. 9–11:** Charlottesville, Va. Story, page 14.  
**Sept. 24:** Oktoberfest car show, Lovettsville, Va. Meet: Potomac Elem., River Road, 11 a.m. Cost: \$10, advance registration requested. Multi-club event ending at Lovettsville Oktoberfest.  
**Oct. 23:** Fall Foliage Drive. Meet at Manassas (Va.) Battlefield Visitors Center 10 a.m. Drive to Stonyman Gourmet Farmer in Little Washington, Va. Cost: \$45 per person, advance registration.  
**Dec. 3:** Drive 'n Dine: Antietam, Md. 4 p.m. Details TBA.

## 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. These meetings are low-key, no agenda, and often are followed by impromptu drives through the countryside.

**Virginia: first Saturday of each month,** City Grille, 10701 Balls Ford Road, Manassas, Va. 20109. Phone: 703-330-3011.

**Virginia: second Saturday of each month,** 9–11 a.m. Thirsty Bernie Sports Bar & Grill, 2163 N. Glebe Road, Arlington, Va. 22207. 703-248-9300. Plenty of parking, diverse menu.

**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 at membership@pcapotomac.org



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# Anchors aweigh! Chesapeake Region celebrates 50 years

By Ellen Beck and Bob Gutjahr  
for *der Vorgänger*

It was anchors aweigh in Annapolis on June 18 as Chesapeake Region celebrated its 50th Anniversary at the United States Naval Academy's Navy Marine Corps Stadium.

Chesapeake Region, the 41st region chartered and currently the 37th oldest region in existence, joined the PCA over-50 crowd on March 20 but chose to wait for warmer weather and summery skies to pull out all of its famous Porsches and the characters who own them for a birthday bash that took a year to plan and a day to celebrate.

Throughout its history, Chesapeake has shown itself to be pretty potent with a set of Q-tips. So it made perfect sense at the 50th anniversary to honor those traditions and successes with both an historic car display of all those past beauty queens, trophy girls and signature machines that made the region's mark and a People's Choice car show for all its members, friends and families to enjoy and share on this day.

Long-time Region Concours Chairman Ron Gordon, agreed to take on the impossible dream of doing the 50 for 50, inviting 50 of the

region's most important cars and their owners to represent each of the region's 50 years.

Ron's selection criteria were not necessarily based on a car's appearance or concours points. Rather, the Porsche and its owner had to have a special association with the region, because the historic display was not just about pretty cars, it was about the people who loved their cars, who drove them in region activities or successfully competed with them at national events, doing the region proud.

Not all of the cars were perfect, but their ties to the region's history were inviolate and indisputable. The results of Ron's efforts—the sights, sounds, memories and emotions at the display—were simply overwhelming.

The brigade of midshipmen may have left Annapolis for summer assignments in June, but a fleet of Porsches and their owners quickly filled the streets of Annapolis and the upper lots of the stadium to attend the People's Choice car show.

Car Show Chairs Bob and Joanie Purgason had received registrations for approximately 40 Porsches and their owners for the event, but, true to Chesapeake tradition, members turned out in droves on the day of the event. The field of the car show swelled to over 75 machines.

To keep things cool, the region contracted for the stadium's superintendent's tent for the day. This USNA blue-and-gold festooned structure, normally reserved for football weekends, sheltered and shaded hospitality, registration and the fantastic region artifacts display.

Organizers concluded festivities in the superintendent's tent by announcing the winners of the People's Choice car show balloting. To no one's surprise except her own, Kathy Downs took Best in Show for her immaculate 1992 Horizon Blue 968 vabriolet with, of course, a Navy-blue top!

The 50th anniversary banquet took place in the stadium's N-Room, a wood-paneled facility reminiscent of a 1940s Officers Club with modern technology and appointments.

Thanks to heartfelt speeches by those asked to say a few words about the region's past, the evening was a rush of memories and nostalgia so moving that laughter and the occasional tear were shared by all. Concluding the evening, PCA National President and Chesapeake member Manny Alban, speaking from his heart, told the audience of how proud he was of his home region, citing the event as one of the best anniversary celebrations he had ever attended.

## New Potomac members & anniversaries

### August anniversaries

#### 40 years

John C. Babcock &  
Doris Babcock  
Charles B. Olwell &  
Linda L. Olwell

#### 30 years

Andrew A. White &  
Julia S. White

#### 15 years

William Tarrasky &  
Robin Tarrasky  
Ronald D. Wells &  
Melanie Wells  
Kevin A. Williams &  
Louise Williams

#### 10 years

John A. Abbene &  
Sandra Abbene  
Don Anderson &  
Cecilia Kempton  
Ricardo Belmar &  
Susan Belmar

Rick Cotton &  
Mary Anne McCarthy  
John D. Hawley &  
Patty Hawley  
Daniel Muensterman &  
Karen Muensterman  
Michael J. O'Connell &  
Lisa Linske O'Connell  
John W.G. Ogilvie &  
Muriel Ogilvie  
Donald Rogers  
Douglas W. Selby &  
William Selby  
Charles S. Stringfellow &  
Charles Stringfellow

#### 5 years

Leroy Battle &  
Jocelyn Battle  
Tony Bingham  
Robert Borris  
Jon C. Burton &  
Judy Burton  
Craig D. Davidson &  
Linda Davidson  
Robert Efrus & Max Efrus

Matt Garing &  
Kathryn Garing  
Timothy Giras &  
Kimberly Cooper-Giras  
Andrew Herstek &  
Edith Herstek  
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Daniel W. Pugh  
Gregg E. Smith &  
Jill Reuter  
Bill Snider & Bill Snider  
George J. Soodoo &  
India Soodoo  
Daniel C. Tiedge

#### July new members

Brian Ansel – 2008  
Cayenne  
James R. Benson &  
Elizabeth Benson –  
1976 911S & 2001  
Boxster

Donna Brandt (dual  
member) – 1968 911  
Targa & 1998 C4S  
Mark Chang – 2004 996  
coupe  
Greg Davis &  
Diane Davis – 2001  
911C cabriolet  
Josh Daynard – 2005 911  
GT3  
Eric Dull – 2007 Targa 4  
Craig Fournier &  
Stephanie Fournier –  
2001 Boxster  
Sonny S. Ganguly – 2011  
Cayman  
Paul Haag – 2003 Boxster  
Pete Hall & Nona Hall –  
1986 944 coupe  
Rick Harroun – 2007 911  
Turbo coupe  
Sam Korper – 1999 911  
C4 coupe  
Benjamin Libner – 2008  
Cayman

Paul M. Little &  
Tracey Little – 2005  
911 cabriolet  
Carl S. Martin – 2003  
Boxster S  
Tony Pittman – 1991 928  
Jonny Rivera – 2001 911  
Turbo coupe  
Javier Rodriguez – 1980  
911 coupe  
Drew Schiff – 2007  
Cayman S  
Greg G. Schwallenberg &  
Millicent Schwallen-  
berg – 2006 Boxster  
Eddie Schwartz – 2011  
Carrera S coupe  
Brian Donald Sharrow –  
2005 Boxster  
Chris C. Sherrer – 1982  
911SC coupe  
John J. Strabo – 2003  
996 Carrera cabriolet  
Rick Taylor – 2004  
Boxster  
Fabian M. Watson – 2008  
911 coupe

# 944 radiator leak diagnosis, repair

By Steve Vetter  
for *der Vorgänger*

At a recent Shenandoah track event at Summit Point (W.Va.) Motorsports Park after my driving session and the car had some time to cool off, I noticed that there was a small puddle in front of the car. I determined that it was coming from the radiator, so I was technically black-flagged and couldn't drive the rest of the day. The leak evidently was small, so I risked driving 60 miles to home hoping it wouldn't get worse.

I was suspecting a pinhole leak in the radiator itself because all the hoses were bone dry. Rather than run the car in the garage and figure it out the hard way, Tony Pagonis loaned me his Stant pressure tester (see photo No. 1). The pressure tester allowed me to pressurize the system ever so slightly and search for the leak while the car was cool.

With about 10 pounds of pressure, I found that it was not the \$500 radiator, but rather a \$3 plastic drain plug that had cracked and failed. Yeah!

The crack was slight enough that, while it did leak, it held the bulk of the coolant in the car. As I poked at the drain plug a bit, it failed entirely and the head came off. (See photo No. 2.)

When this happens, the way to get the "stump" out is to heat a screwdriver with a torch, insert into the plastic and turn it out. Insert a new plug (see photo No. 3), refill the coolant, bleed off the air pockets by opening the bleed screw (see photo No. 4) and you're done. Explicit instructions on how to bleed the system can be found at [www.clarks-garage.com](http://www.clarks-garage.com).

I used the pressure tester to assist in this process; again a few pounds of pressure were all it took to get out the air pocket. Sorry Tony, I might not give back your pressure tester.

If you've ever been under a 944, you might be thinking "Steve, when the plug failed how did you

## DIY tips

Share your own do-it-yourself tips with dV readers by sending an email to [dveditor@pcapotomac.org](mailto:dveditor@pcapotomac.org).

A high-resolution photo will be necessary also.

### Parts list

(All parts are from [www.discount-hydraulic-hose.com](http://www.discount-hydraulic-hose.com)):

- 9235-10X1.5-02 M10x1.5 male metric x 1/8" female NPTF (steel)
- 129-0602C 3/8" hose barb x 1/8" NPTF male pipe 90° (brass)
- 3/8" fuel line
- 102-0602C 3/8" hose barb x 1/8" NPTF male pipe (brass)
- 33129-02 brass pipe cap, 1/8" NPTF (brass)

Credit: Jim Kulbaski



Top: A pressure tester is an excellent addition to any toolbox. They are available at any auto-parts store.

Above: Common failure point of the radiator is the plastic drain plug.



contain the mess?"

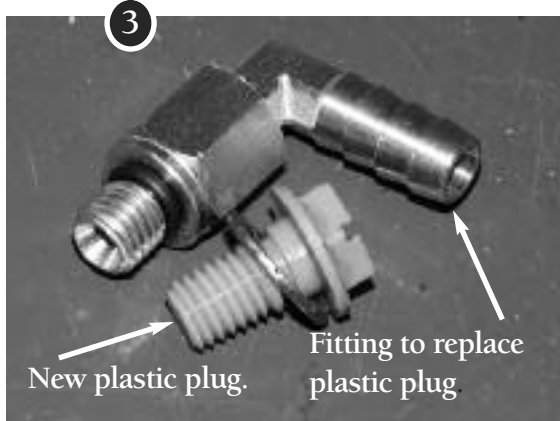
Well, I didn't. The leaking coolant runs along every part of the front spoiler and along the bottom of the radiator and makes a giant mess. I used this part failure as an opportunity to install a minor modification that would allow for easy flushing of the cooling system.

Antifreeze is slippery and a real hazard if spilled on the track. Thus, in a track car, some folks run distilled water with Water Wetter added in case something fails.

In the winter, I need to put antifreeze back in the car. To make the job less messy next time, I followed fellow Potomac member (and also a 944 owner) Jim Kulbaski's lead and installed a small hose with a capped end in place of the plastic plug. The hose is capped and tied off with a zip tie until I need to drain the system again (see photo No. 5). The parts list is noted in the sidebar on page 10. Remove and reuse the o-ring from the old plug.

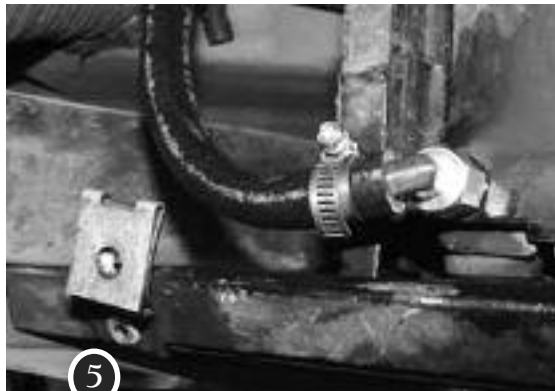


Above: Burp the cooling system of air by loosening the bleed screw.



New plastic plug.

Fitting to replace plastic plug.



Far left: You can replace the plastic plug with a new one or install a fitting to which is attached a rubber hose secured with a hose clamp (photo No. 5) that will make draining the system easier.



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Photos by Craig Davidson

The rally's starting point was the Visitors Center at the Manassas (Va.) Battlefield Park. Eighteen teams participated in Potomac's second rally of the year.

# Rally entries growing; 2 rallies to go

By Linda Davidson and Craig Davidson  
for *der Vorgänger*

On Saturday, June 25, 18 teams came out for the second rally of the 2011 season, "The Three-Legged Race Rally." We met at the Manassas (Va.) Battlefield Visitors Center on what turned out to be a picture perfect day. In fact, there was a group of Civil War re-enactors suiting up for what THEY love to do on the weekends (WE love to drive our cars!).

There was also a lone Porsche driver who just happened to be at the battlefield when we all showed up, so he joined us for the fun.

After a brief orientation meeting, drivers and their navigators set out on the first of three consecutive "legs." The first leg was a picture rally, with photos of 16 unusual things teams had to locate along the route.

The second leg was a little more challenging gimmick style rally. Along this route teams had to find the answers

to 20 questions based on something they saw along the route. The final leg was a Monte Carlo-style leg, in which drivers were required to adhere to the speed limit as best possible in order to cross the finish line at a target time. Teams were penalized for each 15-second increment they were off from the target.

## Remaining rally schedule for 2011

**Aug. 13:** Rally No. 3.  
Camp Friendship Rally.

**Sept. 24:** Rally No. 4.  
Oktoberfest.

We all ended at the Mandarin Chinese Buffet Restaurant in Warrenton, Va., tired, mentally drained, starving but exhilarated from the great roads we had just driven.

With a total possible score of 100 points, Cliff and Amy Bressler took third place with 77; Roland and Alice French took second place with 80 points; and rookie ralliers Linda Wilkinson and Lesa Scott came in first with an amazing 84 points. Congratulations to you all!

## Annual Camp Friendship Benefit Rally

Mark your calendars for the third rally of the season, Saturday, August 13. This rally is our annual rally to benefit the Carol Jean Foundation and Camp Friendship. In



201 Davis Drive Suite LL  
Sterling, VA 20164

703-675-8819  
Adams@OddsandEndsDetailing.com







Above: Civil War re-enactors greeted the rally crowd at the Manassas Battlefield Visitors Center.

Left: Winners of the June rally were first place Lesa Scott and Linda Wilkinson; second place Alice and Roland Frenck; third place was Cliff and Amy Bressler.

previous years, the rally has always ended at the camp, but since it was moved to Elk Neck State Park it is not practical to end there. However, we continue to support the foundation, and all proceeds from the rally will go directly to the camp.

The rally committee has mapped out a route along some of our favorite “Porsche roads” in Maryland’s upper Montgomery and lower Frederick Counties. At 84 miles, it’s a little longer than most past rallies, but many stretches have a 50-mph speed limit, so the

course can easily be completed in 2½ hours. You may recognize some of these roads from previous rallies, but in most cases we have you going in the opposite direction, so they’re like all new roads!

We will meet at 10 a.m. in the Milestone Shopping Center on Father Hurley Blvd. in Germantown, Md., in front of Borders Books, 20926 Frederick Rd., Germantown, Md. 20874. After a brief drivers meeting, teams will set out for a fun drive through the countryside. This will be a straight photo rally—all you’ll

have to do is identify the location of an array of interesting things along the route. Ending location is Hard Times Café, Nelson St., Rockville, Md. There is also a pizza place and Carmen’s Italian Ice in the shopping center.

There is no set fee for this rally. We are asking for any donation you feel comfortable with. Lunch will not be included, but the restaurants are very affordable, i.e., cheap. Contact rally@pcapotomac.org for further information and to pre-register.

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# Drive 'n Dine tour of Va. Piedmont set for September

By Alex Lunsford  
for *der Vorgänger*

Porsche fans, welcome to the inaugural (what I hope will become) biennial Porsche tour of my hometown and surrounding area, Charlottesville, home to the University of Virginia, Thomas Jefferson's Monticello, fantastic shopping, great restaurants, over 25 nearby wineries, Montpelier and surrounded by some of the best roads in Virginia.

We are planning a spirited yet relaxing driving weekend with friends showing you one of the most charming places in the U.S.

**Friday, September 9:** We will meet in Haymarket at 10:30 a.m. to drive down together. We plan to hit such stops as Montpelier and the Barbourville Winery and Ruins.

We should arrive in Charlottesville for dinner and will be staying both nights at the Jefferson-designed and exclusive Farmington County Club. Cost per night is \$211 per room. We have 10 rooms available. Contact them directly to reserve your room.



File photo

**Saturday, September 10:** Enjoy the spa, play golf or tennis or tour at your leisure. If you'd like to join a spirited but safe drive, I will lead a group on the back roads of Albemarle and Nelson counties up to the 2,800 ft. summit of Wintergreen Resort (about 90 minutes via the route I am taking; it is normally only 45 minutes) for lunch and sightseeing.

We will then drive back along the Skyline Drive and head to a local winery, King Family Vineyards for the later afternoon. We will return to FCC that evening and those who want to venture out should see U.Va. and Charlottesville's famous Downtown Mall.

**Sunday, September 11:** Given the significance of the date, activities are limited and you are free to do as you please. There will not be a scheduled group drive home, so leave at your leisure.

With only 10 rooms at our special rate, spots will fill up fast so don't delay reserving a slot. You will then call Farmington to book your room directly as a part of the PCA Potomac Porsche group.

For further information, please contact: Alex Lunsford, Alex\_lunsford@yahoo.com, (202) 360-0599.

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Meet: Potomac's Steve MacKellar

# A man of many car experiences

Overall, he's owned over 50, not counting tractors

**Name:** Stephen (Steve) MacKellar

**Occupation:** Retired from CIA – presently director of security, Blackbird Technologies, Herndon, Va.

**Hometown:** Leesburg, Va.

**Current Porsche:** 2011 997 GT3

**Previous Porsches:**

1970 914/4

1970 914/6

1993 911 (964)

1995 911 (993)

1996 911 (993)

1997 911 (993)

please see next page



Photos by Ken Marks

Steve MacKellar has a long and colorful history with automobiles, having owned over 50, plus, of course, his interest in 1950s-era farm tractors, one of which he's currently restoring. His current ride is the '11 GT3 pictured here.







Photos by Ken Marks

Above: MacKellar's current Porsche is a Guards Red '11 GT3. Previously, he has owned 10 other Porsches.

Right: The walls of MacKellar's spotless garage are adorned with various Porsche and auto-themed posters plus this collection of old cans. His love of cars was formed at an early age because of his grandfather's and father's interest in cars.

- 1998 911 (993)
- 2007 997 C4s
- 2007 997 Turbo
- 2008 997 Turbo

**Other vehicles:**

- 2008 Mercedes Benz CLK 63 AMG Black Series
- 2008 Mercedes Benz ML350
- 2008 Ford Fusion
- 1949 Ford 8N tractor
- 1950 International Farmall Cub tractor
- 1959 International Farmall Cub tractor

**Interesting vehicles you've owned:** 1961 Austin Healey Sprite (first car); 1965 Corvair Corsa (high school); '72 and '74 DeTomaso Panteras; three ERA Cobra 427 replicas that I built and then sold; '69 and '70 1/2 Camaro Z 28s; several 5.0 Mustangs ('90-'93 vintage); several SLP Camaros; '88 1/2 Ferrari 328 GTB; '89 Ferrari 328 GTB; '01 Ferrari 550 Maranello; '03 Ferrari 575M; '04 Ferrari 360; '07 Ferrari 430. Many, many others, but these are the highlights.

**Like best about your current Porsche(s)?** Everything—seriously—I've had several variants of the 997 and loved them all. I came 'kicking and screaming' out of the air-cooled era with the 993s...but never looked back after my first 997 experience. With particular respect to the '11 GT3 that I now own, I love the 'wail' as it revs to the moon (and I've still not taken it near redline yet). I hope



Porsche does not ruin the 911 with the introduction of the 991 series.

**Like least?** For the time when I do want to listen to music, even the upgraded stereo I opted for in the GT3 is marginal. My Ford Fusion has symphonic sound by comparison and the BOSE system in my hot rod Mercedes is awesome. I am convinced the 911 cockpit just does not lend itself to anything other than engine





Left: MacKellar's Mercedes CLK63 AMG Black Series sits on the lift in MacKellar's Loudoun County, Va. garage.

Below: He also has a deep interest in old tractors, including the '59 Farmall Cub he's currently restoring (below) and the '50 International Farmall Cub (bottom). He also owns a third tractor, a '49 Ford 8N.

'music' ...not that this is a real complaint!

**Modifications?** SHARKSWERKS center muffler swap out for a bit more aggressive sound, but otherwise the car will remain absolutely stock.

**If you could change three things about your favorite Porsche, what would they be?** I adore the aggressive look of the center-lock wheels on my GT3 but they required a costly addition of tools to take them off and on. I just received a factory recall notice to inspect the center-lock nuts, wheels, hubs, brakes, blah, blah, blah...I'm never happy to receive a recall notice. Radio as mentioned above...nothing else!

**How long a PCA member?** Most recently since 2002, but on and off since 1972

**In which Potomac events have you participated?** Concours, rally and a breakfast or two. All favorable ... great people, great events.

**Describe any do-it-yourself projects:** My last significant project was a frame-off restoration on a '67 Pontiac GTO (the car had a paying customer; it was not my car); and most recently work done on a '67 Ferrari 330 GT 2+2.

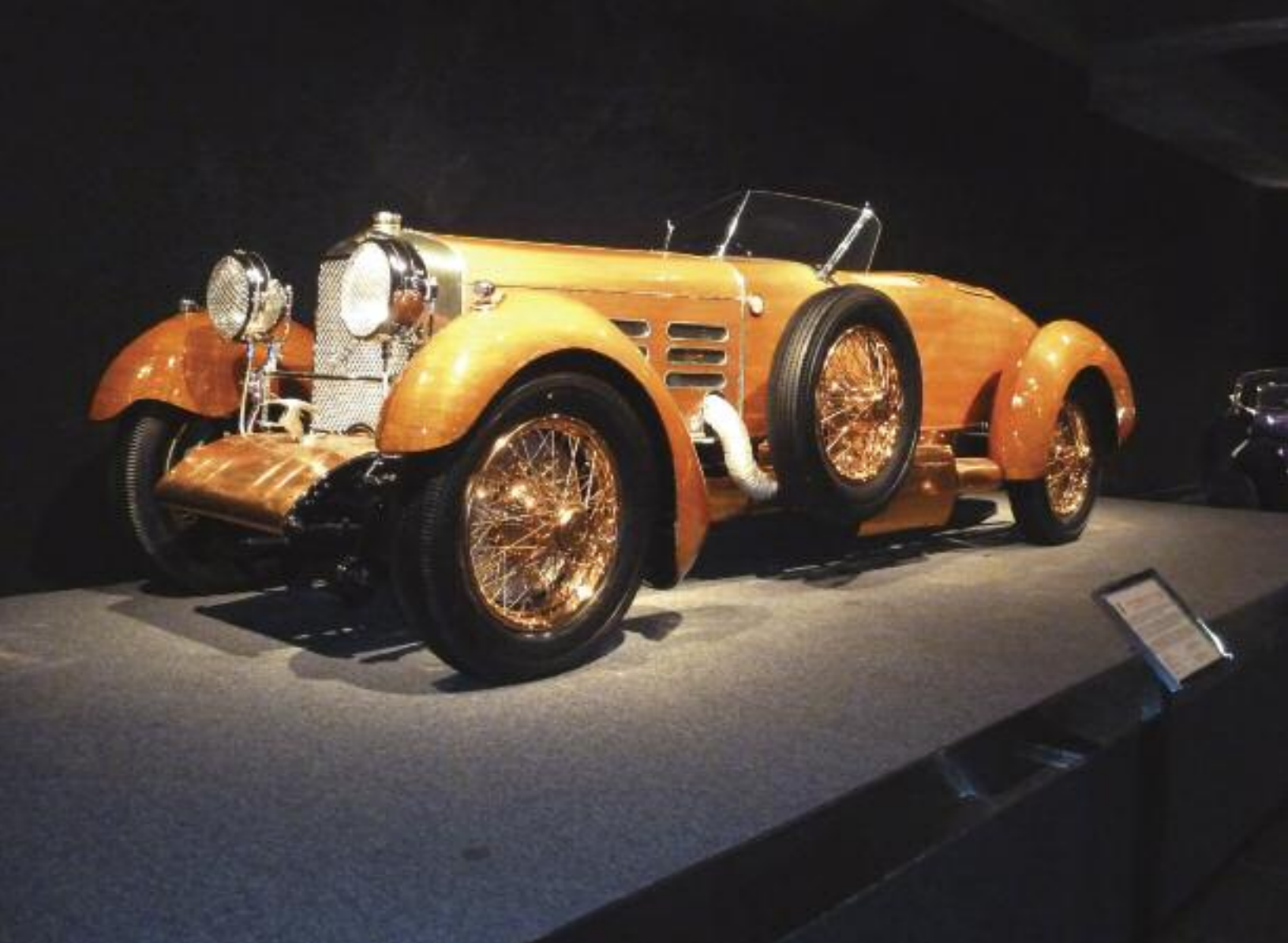
My work included removing rusted inner and outer panel sections, fabrication, welding and spot/blend painting. The owner of the car is manic about keeping as much original to the car as possible, so I helped him with what he calls a sympathetic restoration.

The most recent project—now virtually complete—is a total restoration on the 1959 Farmall Cub tractor (see photo above right). Right now I'm enjoying just washing and waxing the fleet.

**Next Porsche?** No immediate plans, but at true retirement, I would probably downsize to a C4S, something I would be more willing to use more regularly and in anything but perfect weather.







# Westward ho!

We hopscotch across the USA, driving from one auto museum

Above: 1924 Hispano Suiza Tulipwood Torpedo H6C on display at the Blackhawk Auto Museum in Danville, Calif. And, yes, it is actually made from wood, but mahogany, not tulipwood.

Right: The Phelps decorated the tailgate of their Explorer (aptly named for this trip of exploration) with a “Bail Out Studebaker” sticker.

Photos and story by Starla and Fred Phelps for *der Vorgänger*

Last November 12 we sent our two poodles to Myrtle Beach, S.C. for fun in the warmer climate and we took off on a 10-week trip to the West. During the first six weeks we were in the northeast and experienced winter weather, including a blizzard. I grew up in Southern California, and my sister opens all her conversations with me with “You know it is perfect weather here in San Clemente; don’t you wish you were living here?” We were there for Christmas and—surprise—there were seven days of non-stop hard rain in that perfect weather place! We chose winter for our journey because summer is occupied with Porsche Club driving events!

While the purpose of the trip was to visit relatives and friends, it also served as a vehicle for visiting car muse-





Right: 1937 Cadillac V-16 at the Blawkhawk Museum, about an hour southeast of San Francisco. Only 90 cars are on exhibit at the Blackhawk in four galleries. This Cadillac V-16 model—of which just a few over 4,000 were built in 11 years of production from 1930-1940, with the majority built in its first year of production.



Above: At the Blackhawk Museum in Danville, Calif. you can see a rare 1954 Alfa Romeo B.A.T. 7, a concept car that achieved a coefficient of drag of 0.19, an amazing number even by today's standards.

## to another

ums! We began in Auburn, Indiana at the Auburn, Cord, and Duesenberg Museum. Where better to start than with the birthplace of the most beautiful handmade cars of the 1930s? (MSNBC named it one of the "Top 10 Gearhead Destinations in the United States.")

Over 120 classic and beautifully restored vintage motorcars are exhibited in the art deco-styled former showroom and administrative office building where the dealers came to see the new cars on display.

Duesenberg was the top of the line. From Duesenberg, the customers bought a chassis and powertrain for \$9,500 and then bought a body from a custom coach builder. The completed car could cost about \$19,000 at a time when the average annual income was around \$1,295. The straight 8 Model J motor, unsupercharged,

produced 265 hp with a top speed of 119 mph, 94 mph in second gear. The glamour, style and features resulted in the term "It's a Duesy."

The next stop was the Studebaker Museum in South Bend, Ind. If you see a Ford Explorer with the bumper sticker, "Bailout Studebaker," it's us. If you are like some folks who read the sticker and said, "... but they went out of business." Oh well...

Henry Studebaker came from Germany and began building wagons in the 1840s; his five sons entered the business. By 1849 approximately half of the wagons involved in the westward expansion and Gold Rush movement were made by Studebaker, and during the Civil War they supplied the Union Army with wagons. Studebaker

### Trip at-a-glance

**Miles:** Over 10,000; 720 gallons of gas.

**Memorable stops:** El Tovar (Grand Canyon); The Gables (Sausalito, Calif.); Aria Hotel (Las Vegas); the stockyards at Ft. Worth; alien landings in Roswell, N.M.; Francis Ford Coppola Vineyard and Winery; Salishan Resort, Lincoln City, Ore.

**Bios:** Fred and Starla Phelps have been involved with PCA since the mid-1980s. Both are DE instructors and have participated in just about every Potomac activity plus serving as officers and/or program directors.





Left: 1938 Bugatti Type 57SC Vanden Plas roadster. The Type 57 was a touring car produced from 1934 through 1940 and featured a 3.3 liter engine. Top speed was 95 mph.



Above: The Studebaker National Museum opened in 2005 in South Bend, Ind. Studebaker got its start in the automobile business by first building Conestoga covered wagons.

Right: Parnelli Jones's private race car museum features, among others, this record setting Indy car, which went 214.158 mph at Texas Motor Speedway in 1973 with Mario Andretti driving.



became one of the first companies to create personal automobiles, and by 1900 they were the largest auto manufacturer in the world. In 1902 they produced an electric car. Thomas Edison bought one.

In 1926, the company opened the world's first outdoor proving ground for automobiles. Eleven years later, as an advertising gimmick, the company planted 5,000 trees to spell out the name Studebaker. Following World War II and along with increasing competition from the big three automobile companies, Studebaker faced increasing financial problems. They were known for always treating their workers well and compensated them appropriately. Unfortunately, in 1962, Studebaker was bought by Packard.

On to California!

The Blackhawk Museum, in Danville, Calif. displays 90 of the world's greatest cars, some dating back to the 1890s. What makes this museum stand out is that it is

dedicated to the pride, beauty and craftsmanship inherent in the legacy of the automobile.

The museum building, itself a work of art, showcases the greatest examples of rolling sculpture. Each automobile is displayed as a functional art form. Vehicles change periodically, but if the design is inspirational, it will be exhibited.

Examples of the cars we saw included the 1966 Bizzarini P538 Spyder Prototype, 1937 Mercedes-Benz 540K Special Roadster, 1939 Hollywood Darrin Model 120 convertible, and the 1937 Cadillac Series 37-90 V-16 by Hartman. It is interesting to note that none of the cars is owned by the museum; all are on loan by their private owners.

A buddy of Parnelli Jones is a friend of my sister. While in rainy Southern California, my sister's friend arranged for us to have a tour of Parnelli's private race car museum in Torrance, Calif. and then meet Parnelli for



Above: A 1933 Pierce Arrow is featured at the Blackhawk Museum. Pierce Arrow built expensive luxury cars in Buffalo, N.Y. They built cars from 1901-1938.

Right: The Central Texas Museum of Automotive History is located near Austin, Texas.



lunch.

Jones was a dominant force in Indy Cars in the 1960s. He won six Indy Car races, 25 Sprint Car races, 25 midget races, 13 stock car races on different circuits, the Indy 500 in 1963, the Baja 500 five times, Pike's Peak in 1963 and the USAC stock car crown in 1964. He became a team owner and produced Indianapolis winners in 1970 and 1971 with Al Unser driving. He also competed in off-road and Trans-Am races.

Hawthorne, Calif. is near the Jones museum, so we stopped to see the new monument erected to the Beach Boys who were in school with my sister and, before they became famous, often came to our house.

When we were in Austin, Texas, we explored the Central Texas Museum of Automotive History. This is a quirky museum located off a two-lane country road in a large aircraft hangar. The owner of the museum buys most of the cars at auction, drives them once and puts them in

the museum.

In the collection are at least 130 cars built over the last 100 years. There are displays of cut-away engines; a wide variety of early automotive tools and diagnostic equipment; an impressive collection of gas pumps; the artistic sculpture of radiator mascots and the subsequent hood ornaments; a large number of automobile and oil company signs; automobile license plates from around the world; automobile models and toys; and a collection of memorabilia from The Great Race. The museum also houses a large automotive library with publications dating back to the turn of the century.

Our last look at museum cars was none other than at Graceland! Yes, we stopped by to see the "King's" home and naturally to see the pink Cadillac.

It was a great journey and there are many car museums that we missed, something to look to in the future.

### Museums we visited (plus Elvis's home)

**Studebaker National Museum**  
201 S. Chapin Street  
South Bend, Ind. 46601  
(574) 235-9714

**Auburn Cord Dusenberg**  
1600 Wayne St  
Auburn, Ind. 46706  
(260) 925-1444

**Central Texas Museum of  
Automotive History**  
2502 Highway 304  
Smithville, Texas 78957  
512-237-2635

**Blackhawk Museum**  
3700 Blackhawk Plaza Circle  
Danville, Calif. 94506  
925-736-2277

**Graceland**  
3734 Elvis Presley Boulevard  
Memphis, TN 38116  
(901) 332-3322

**Others**  
**LeMay America's Car Museum**  
325 152nd St. East  
Tacoma, Wash. 98445

**The Nethercutt Collection**  
15200 Bledsoe St.  
Sylmar, Calif. 91342  
818-364-6464





# Potomac returns to Fallingwater

Photo by John Eberhardt

**Above:** A Fallingwater guide, left, describes the history of Fallingwater to PCAers Phil Eling and Joan Gaulrapp. The house was built for the Edgar Kaufman family of Pittsburgh, Pa., as a vacation house. Construction lasted from 1936 until 1939.

Photo by Beth Peth

**Right:** Porsches lined up in front of the Nema-colin Woodland Resort. In all, 29 Porsches made the trip.

By John Eberhardt  
for *der Vorgänger*

Fifty-eight intrepid PCAers from Potomac, Chesapeake and Central Pennsylvania regions drove 29 Porsches on the weekend of June 16–19 to the Nema-colin Woodlands resort in Farmington, Pa. and spent a weekend doing what Drive 'n Dine does best—driving, eating and touring on our fourth annual Laurel Highlands/Fallingwater Trip.

And what a place to do it. We had at our disposal the resort, lots of delicious food, two nearby Frank Lloyd Wright homes, two car collections and some great driving roads. The challenge this weekend wasn't what to do, but what not to do. So what did we do?

Some of us came up Thursday night to take advantage of the facilities and get in an extra day. On Friday David and Tracey McMillan, John and Carol Evans, Bob and Nancy Knowlden and I took a little country drive up to the Seven Springs Resort, a year-round resort in Seven



Springs, Pa.

We enjoyed some twisty roads followed by lunch on the deck in the sun. We returned to Nema-colin in time to see the arrival of the parade of Porsches from Frederick, Md., led by Claude and Sandra Imbt in their Speed Yellow 987.





Photo by Mari Simpson

**Fifty-eight PCAers attended Potomac's annual Drive 'n Dine pilgrimage to Fallingwater. The attendance grows larger each year..**

Seeing 15 Porsches pulling into the Nemaocolin veranda was an impressive sight for all the resort guests. I was asked: "Is there some kind of Porsche convention going on?" – "Yes, of course!"

As usual, the Nemaocolin staff outdid themselves, making this the best Laurel Highlands trip yet. The accommodations were luxurious (to say the least) and facilitated lots of relaxing and socializing among both old and new friends.

We enjoyed a barbecue dinner on Friday night, but to call the dinner barbecue would be a disservice. It was more like a luxury buffet served on the veranda overlooking the golf course at sunset. We thoroughly enjoyed ourselves.

Saturday morning, 40 PCAers got to visit Frank Lloyd Wright's Kentuck Knob, an architectural treasure in the Laurel Highlands. Reached by a (fun) twisty road, Kentuck Knob is a smaller, less formal home than Fallingwater built into a beautiful hillside site.

The Kentuck Knob staff did a great job of getting our tours through (including shuttling us in their personal cars as their shuttle bus broke down that morning), and they even brought out some of owner Lord Palumbo's



Photo by John Eberhardt

car collection for us to see.

After our Kentuck Knob tour, some of us enjoyed driving the local twisty roads, others went to nearby Ohiopyle, Pa. to see the rapids, some of us enjoyed the extensive spa and sporting facilities at the Nemaocolin resort, while others toured the extensive Hardy Family Art Collection, also at the resort.

Bob Knowlden and I visited the Hardy garage and admired some of the fun machines on display (and for sale), and we both agreed that we needed more car money.

**From left: David and Tracey McMillan, Bob and Nancy Knowlden, and Tom and Lisa Benney enjoying the food, the view and the bar at the resort.**





Photo by Mari Simpson

Above: Porsches blend with the surrounding forest, just like Frank Lloyd Wright architecture.

Photos by John Eberhardt

Right: From left, Chris and Sally Weaver and Doug and Emmy Holmes enjoy themselves on the resort's veranda.

Below: Sam and Colleen al Mukhtar relax on the veranda with their children Laila, Noah and Emma.



Saturday evening the group gathered again for drinks and a banquet. We also “passed the hat” to take up a collection for the fantastic Nemaocolin valets who babied our beloved Porsches all weekend. After dinner, many hardy souls adjourned to the “Tavern” for additional imbibing, joke-telling and claims of high-speed adventures and misadventures.

Finally on Sunday, 50 PCAers





## Drive 'n Dine schedule

**Aug. 13:** Porschefest, Summit Point. Leave from Virginia breakfast (details on page 8), 10:30 a.m. \$30 per person for dinner; advance registration.

**Aug. 27:** Drive-in movie. Leave Clarksville, Md. at 3 p.m. for arrival at Bengie's Drive-In Theater by 6 p.m. Cost: admission, snacks; advance registration requested, not required.

**Sept. 9-11:** Charlottesville, Va. Story, page 14.

**Sept. 24:** Oktoberfest car show, Lovettsville, Va. Meet: Potomac Elem., River Road, 11 a.m. Cost: \$10, advance registration requested. Multi-club event ending at Lovettsville Oktoberfest.

**Oct. 23:** Fall Foliage Drive. Meet at Manassas (Va.) Battlefield Visitors Center 10 a.m. Drive to Stonyman Gourmet Farmer in Little Washington, Va. Cost: \$45 per person, advance registration.

**Dec. 3:** Drive 'n Dine: Antietam, Md. 4 p.m. Details TBA.



Photos by John Eberhardt

**Top:** Evan and Linda Kwerel show off the running board ultimate picnic set of a classic car.

**Above:** Kathy and Glenn Cowan enjoyed their tour of Wright's Kentucky Knob house, located nearby to Fallingwater.

drove over together (again, on some fun twisty roads) to visit Fallingwater, the house widely considered to be Frank Lloyd Wright's masterpiece.

In a funny coincidence, our Fallingwater guide, Henry,



Starla Phelps, left, and Nancy Feldman didn't actually build a fort, it just looked like it as they posed for the photographer's camera.

was considering buying a Boxster. One of the impressions you get from the tour is what it must be like to live in a design masterpiece. Of course, as Porsches owners, we already know what it is like to drive a design masterpiece!



# A new magazine for classic Porsches

By Christopher Mazzanti  
for *der Vorgänger*

I've been in love with all things Porsche since I was 15 years old. Since then, I got my Porsche fix by reading everything Porsche related—books, magazines, newspaper articles and worst of all, Porsche themed internet chat forums. The topic didn't matter; if it was Porsche related, I wanted to know about it.

In 2003, I finally purchased an older 911. I got involved in the PCA and the local Porsche community. This is when I found my interests started to evolve. I was no longer interested in devouring all things Porsche, and I began to focus my attention on older models—356s, 550s, air cooled 911s, old 1960s era race cars, and even 914s.

Before long, the latest issue of *Excellence* with their in-depth reviews of the newest Boxster or even GT3 typically went unread. It wasn't long before I cancelled my subscription to *Excellence* and stopped buying issues of *Road & Track* anytime they put something from Stuttgart on the cover. With the exception of

the latest *der Vorgänger*, I all but stopped reading any Porsche related magazines—they just contained too little information relevant to my interests in older Porsches.

That was until last week when I discovered a new magazine called *Classic Porsche* published by the UK publishers of *911 & Porsche World*. I'll say up front and without hyperbole: *Classic Porsche* is, in terms of my interests in vintage Porsches, the perfect magazine. It is as if they called me, asked me what my interests were, and then based a magazine on exactly that.

## Magazine review

*Classic Porsche* bills itself as "The Complete Magazine for all Classic Porsche Enthusiasts." Their definition of a classic Porsche is (so far) anything air cooled and made before 1989. My guess is that as time goes they'll expand that definition to include 964s and 993s. And while they do include some models from the 1980s, the bulk of their content centers around the air cooled legends of the 1950s and 1960s—356s, 550s and early 911s. Published quarterly (bimonthly later this year), I picked up issue Number 5, Spring 2011, and was instantly hooked.

The articles and publication quality are where this magazine shines. They do a great job of covering all the facets of the classic Porsche world. Each issue contains technical, motorsports, restorations and various profile articles where they go in depth on some classic

piece of Porsche technology. This month's technical article was a fantastic article comparing the original 3.0 liter turbo engines with the later 3.3 liter version, complete with technical breakdown and lots of pictures to illustrate their points. Last month was an in depth look at the 2.7 liter Carrera RS engine.

Their Classic Guide article was the story of the 906 race car from 1966, complete with color photographs of a beautifully restored example. There were three separate articles on individual Porsche builds, including a 356 outlaw, 911ST tribute and a 934 restoration, and two articles on owners and their cars/collections. *Classic Porsche* filled the rest of the space with a selection of columns about restoration part product reviews, vintage Porsche events and reader Q&A. All articles are well written and contain enough high quality photographs to make vintage Porsche nuts happy.

If you're like me and love all things vintage Porsche, this magazine is a must have. I simply cannot recommend it highly enough. Unfortunately, being a U.K.-published magazine, prices here in the U.S. are a bit steep—\$12 at the newsstand. It is distributed exclusively through Barnes & Noble here in the U.S.

For more information and to preview a sample issue, check out the *Classic Porsche* website at <http://www.classicporschemag.com/>.

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Photo by Michael Madrid

## Add friends to Potomac events mailing list

Non-member Porsche owners are always welcome at our events.

If you would like to have a non-member Porsche-owning friend receive our event emails on a regular basis, just as you do, please let me know. If you do not need to have both you and your family/associate member receiving the emails I

regularly send I can replace the second email address on your profile with that of your non-member friend. The primary member will continue receiving the emails.

Just send me the name and email address and I will do the rest. Please let them know they will be getting event emails from

us and are welcome to join us for the events as a guest in order to test drive the club prior to joining.

We are the second largest region in PCA. Help make us No.1.

—John Magistro  
[membership@pcapotomac.org](mailto:membership@pcapotomac.org)

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# Fun get-togethers for car lovers

Please email details of other car meetups to [dveditor@pcapotomac.org](mailto:dveditor@pcapotomac.org)

## Katie's Cars & Coffee

Saturday morning meetings are legendary at Katie's Cars & Coffee in Great Falls, Va. for a wide selection of classics, sports cars and other interesting cars. Scheduled time is from 7-9 a.m., weather permitting.

Katie's is located at 760 Walker Road, Great Falls, Va.

## Sunday mornings at Fair Lakes (Va.) Starbucks meet-ups

The Fair Lakes (Va.) Starbucks for coffee and cars is the site. 8:30-10:30 at the Starbucks, 12599 Fair Lakes Cir., Fairfax, Va.

## Street rods and others

A long-standing gathering for car folks in Northern Virginia is a regular Saturday late afternoon-



Photo by Richard Curtis

A growing number of cars & coffee gatherings such as this one July 10 at Fair Lakes, Va. find an often interesting array of collectible cars such as this restored 1980s Mercury Cougar with a small-block V8 with twin four-barrel carburetors.

early evening informal car show at the Burger King, 10991 Nokesville Road, Manassas, Va. 20110.

## Chick-Fil-A on Friday nights

This is an old meet (at least five years by some accounts) and there is a wide variety of cars. Given that

this takes place on Friday nights around 8 p.m., the attitude of the group is a little more lively than the average cars & coffee, but you'll meet some interesting people in the short time. Address is 45440 Dulles Crossing Plaza, Sterling, Va.

## Car show & food drive

The 10th annual AARP-Wiygul Automotive Herndon classic car show will be held Sunday, Sept. 11 at Lynn & Station Streets from 11 a.m. until 3 p.m., rain or shine. This show supports the nationwide food drive initiative. Bring a non-perishable food item to the show.

Proceeds go to scholarships for nurses specializing in geriatrics at George Mason University.

Interested in showing your car? Register online at [http://www.aarpdulles.org/\\_mgx-root/CarOnlineReg2011.html](http://www.aarpdulles.org/_mgx-root/CarOnlineReg2011.html)

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# Join The Founders' Region, Potomac

You can help our region grow. Photocopy this page to include the PCA application below. Make a few

copies and keep them in each of your cars. When you see a Porsche owner hand them a flyer and in-

vite them to join, or leave the flyer on the windshield. We are currently the second largest region

in PCA. Help your club to become Number One.

## Member perks

When you become a PCA member, you become a member of the largest independent, single-marque club in the world. It's only fitting that you get a few perks, right? For starters, you will receive subscriptions to *Panorama*, PCA's monthly magazine and to *der Vorgänger*, Potomac region's monthly magazine. You will also have access to these additional benefits:

Discounts from many local and national merchants, including five D.C.-area Porsche dealers, for Porsche related products, parts and services. (This is worth the cost of membership alone.)

Technical publications: *Up-Fixin der Porsche* (11 volumes reprinting all technical articles to appear in *Panorama*).

Tech Committee available to answer your questions.

Valuation committee to help you establish the value of your Porsche for insurance purposes.

Access to specialized insurance for Porsches that are second autos/pleasure only/limited use.

Nationwide PCA Club racing program; modeled on vintage racing rules.

Annual national convention (Porsche Parade gathers in a different location each year. Over 600 Porsches and 1,500 folks.)

Group tours (PCA Treffen®) to Europe and the Porsche factory.

## Membership eligibility

Membership is open to all Porsche owners, co-owners or lessees, who are 18 years of age or older.

### PCA Membership Application

Please type or print neatly. You must own (co-own) or lease a Porsche and be 18 years of age or over to apply for membership.

Prefix  Mr.  Mrs.  Ms.  Miss

Name \_\_\_\_\_

Address 1 \_\_\_\_\_

Address 2 \_\_\_\_\_

City \_\_\_\_\_ State/Province \_\_\_\_\_

Zip Code \_\_\_\_\_ County \_\_\_\_\_

Home Phone \_\_\_\_\_

Work Phone \_\_\_\_\_

Fax \_\_\_\_\_

E-Mail \_\_\_\_\_

#### Region Designation

Region \_\_\_\_\_

**Some regions also require additional membership fees/application fees. These are assessed directly by the regions.**

Regions will be assigned based on where you live, however you can specifically designate to belong to any one of our PCA regions.

#### Regional Endorsement (for region officer use only)

Your local region can accept and endorse the application to send to the national office.

Region Officer Name \_\_\_\_\_

Region \_\_\_\_\_ Date \_\_\_\_\_

#### Membership Demographics

Birthdate \_\_\_\_\_

Occupation \_\_\_\_\_

Marital Status \_\_\_\_\_

Spouse's Name \_\_\_\_\_

Name and Age of Child(ren) \_\_\_\_\_

#### Family or Affiliate Member

You can designate one family or one affiliate member as part of your membership. This person must be 18 years or older.

Family Member Name \_\_\_\_\_

or Affiliate Member Name \_\_\_\_\_

Relationship to Member \_\_\_\_\_

The information collected on this application is used exclusively by the PCA and its regions for conduct of its activities. PCA does not release any individual membership information to any one or any organization outside of PCA and its regions.

#### Car Information - Porsches Only (\*required)

**Car #1:** \*Year \_\_\_\_\_ \*Model \_\_\_\_\_

\*Body Type \_\_\_\_\_ \*Color \_\_\_\_\_

\*VIN# \_\_\_\_\_

License Plate# \_\_\_\_\_ State \_\_\_\_\_

Car Used:  Daily  Pleasure

Maintenance:  Self  Dealer  Independent

Average number of miles driven annually \_\_\_\_\_

**Car #2:** Year \_\_\_\_\_ Model \_\_\_\_\_

Body Type \_\_\_\_\_ Color \_\_\_\_\_

VIN# \_\_\_\_\_

License Plate# \_\_\_\_\_ State \_\_\_\_\_

Car Used:  Daily  Pleasure

Maintenance:  Self  Dealer  Independent

Average number of miles driven annually \_\_\_\_\_

Note: If you have more than two Porsches you can attach additional pages with your car information.

#### Payment Information

Term of Membership:

1 Year (\$42)  2 Years (\$82)  3 years (\$120)

Check Enclosed (payable to: Porsche Club of America)

Visa  Mastercard  American Express

Card Number \_\_\_\_\_

Expiration Date \_\_\_\_\_

Cardholder Name \_\_\_\_\_

Signature \_\_\_\_\_

For Overseas members: Expedited mail delivery of your Porsche Panorama is available for an additional \$30 per year. Please check box if you wish to use this service and add \$30 to your payment.

#### How did you learn about PCA?

\_\_\_\_\_

\_\_\_\_\_

I would be interested in learning more about PCA's Register Groups:

<input type="checkbox"/> 356	<input type="checkbox"/> 911 Carrera (1974-1975)
<input type="checkbox"/> 912 & 912E	<input type="checkbox"/> 914 & 914/6
<input type="checkbox"/> 928	<input type="checkbox"/> Boxster
<input type="checkbox"/> 968	<input type="checkbox"/> 911T (1969-1973)
<input type="checkbox"/> Jagdwagen (Type 597)	<input type="checkbox"/> 924/931 (1976-1982)
<input type="checkbox"/> Porsche-Diesel Tractor	<input type="checkbox"/> D'Ieteren Roadster
<input type="checkbox"/> 944 TurboS/1989	<input type="checkbox"/> RS America
<input type="checkbox"/> 944 Turbo	<input type="checkbox"/> 911 Speedster
<input type="checkbox"/> 944S2/944S	<input type="checkbox"/> Cayenne

Mail your completed application to: PCA Executive Office, P.O. Box 1347, Springfield, VA 22151-0347 or **apply online at [www.pca.org/welcome](http://www.pca.org/welcome)**.





Photos provided by [www.tracktimephotos.com](http://www.tracktimephotos.com)

Above: Ryan Magrab in his Seal Grey 2010 997 GT3RS.

Left: Brian Walsh in his silver 2008 GT2 on the Watkins Glen International course.

# Potomac DE at Watkins Glen

Potomac Co-Social Director Mia Walsh filed this photographic report from the club's annual Driving Education event at Watkins Glen (N.Y.) International racecourse June 24-26. The always-popular Watkins Glen event is the third DE of the season for the club. Watkins Glen is about a six hour drive from D.C.



Photos by Mia Walsh

Above: Ryan Magrab, left, and Antonio Conceicao enjoy their dinner.

Above right: Sarah and Paul Zelinke at the Watkins Glen Harbor Hotel. Paul was promoted to the Black run group during the event.

Right: Skip Stagers, left, Tracey Carr and Greg Guarnaccia relax after the second day on the track.

Far right: Carson Soule, Bernice Richmond and Co-Social Director, Michaela Shoop.





## Readers and their cars



Photos by Richard Curtis

Top: Recent Potomac member Paul Querze of Herndon, Va., with his black '96 993 that he's owned for one year. He has owned three other p-cars.

Above: Salim Khouri of Vienna, Va., with his '09 Cayman.

Right: Yuki Nakamoto with her first Porsche, a burgandy '05 Boxster that she enjoys rallying.







Photo of Steve MacKellar's 2011 GT3 by Ken Marks

