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Photo by Elaine Kash

Cover: Photographer Michael Madrid captures Tim Shinn's Cobalt Blue Metallic 997 4S as Shinn wipes down the matching-color wheels. Shinn, a four-year member of PCA, also owns a Cayenne S and has owned a Boxster.

Above: This year's Deutsch Marque Concours was captured on video by Potomac's Craig Moen—interviewing Harvey Cherner—and Editor-Producer Joe Czachoronski, right. The video is available at [www.pcapotomac.org](http://www.pcapotomac.org)

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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.

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

## Editor's column

### Your shadetree mechanic & editor

Recently, **Lewis Hauser** called to say he had a customer—**William J. Thomas** of Alexandria, Va.—drop off a box of old *der Vorgängers*, and would I like to have them?

Of course! I responded. I drove over to of Karosserie Ltd., his Fairfax, Va. Porsche-restoration shop to pick them up.

What a find! The earliest issue in the box was October 1966 and the latest, February 1980. These issues are all black-and-white and obviously pasted up by hand (remember, this was the era before desktop computers). Each article had to be typed (on a typewriter... search Wikiworks.com for a description of these devices) to a specific column width and then glued to a layout. After printing, the pages were assembled and stapled, then mailed. There were very few photos.

Besides the trip down Memory Lane of exactly how labor-intensive producing a newsletter was in those days, leafing through these issues was an illuminating look at the history of The Founders' Region, Potomac. One example: Apparently, there were no dues in those days.

Although I've yet to work my way through the entire collection, so far I've recognized at least a dozen names from that era who are still active in Potomac today. Among them are noted hot-rod Speedster owner **Dan Rowzie** and 356 owners **Carl Merrill** and **Bill Tate**.

Others include 356 engine builder **Tim Berardelli**, a frequent contribution to *der Vorgänger* during this period. **Bill Tate** was another name I tripped across, who along with Berardelli, volunteered at this year's Deutsch Marque concours. (Coverage of these year's DM — including photos of Berardelli and Tate—is on Pages 15–22.) **Dan Dazzo**, currently the safety chairman of DE events, was with Potomac during this period, along with **Alan Friedman**, **Harleigh Ewell** and **Skip Reber**.

Some of the DIY articles in these early issues are still applicable today. For example, who knew that CIS-equipped 911s had two fuel filters?

For future *dVs*, I'll be revisiting these old issues to give members a look at their club's past. Among a variety of things that have changed in the past 45+ years are these two examples: Registration for the 1967 Parade was \$20 and a classified ad advertised a 1962 356B with sunroof and no rust for \$6,500.

As noted, this year's Deutsch Marque Concours proved to be a magnet on the first Sunday in May for folks interested in walking around Vienna, Va.'s Nottoway Park at that measured pace so often used when viewing interesting collection of cars. Thanks to Concours Chairman **Ron Davis's** hard and good work, there was a notable collection of 356s, 911s both old and new, a couple of 914s plus various 944s and 928s.

We should also recognize the work of photographers **Ken Marks**, **Michael Madrid** and **Ken Walls**, who worked the event and provided the photos you see in this issue.

A tip of the hat also to **Mike Budinski**, who wrote the illuminating article on Pages 10–12 on how to replace an O-ring on an '80s 911 oil thermostat.

Richard Curtis  
Editor

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## Busy summer shaping up for Potomac

Potomac's summer season is in full swing. June offered Potomac members a wide variety of Porsche things to do including three different venues to eat breakfast/bunch with fellow Porsche enthusiasts, see what your car looks like when up on a lift, stay at the five-star Nemaacolin Resort and tour Frank Lloyd Wright's famous Fallingwater house, test your skills driving through a field of orange cones and improve your driving skill on either Summit Point's Shenandoah Circuit or the infamous track at Watkins Glen, N.Y. And these were just the "formal" club events as there were also several other venues offered to show off your Porsche.

Well, July is going to be busy as well. Please look at the calendar on page 8 for a listing of all the "formal" July Potomac events. You also might want to check our website periodically for notices about additional events that come about after *der Vorgänger* has gone to press.

One event I would like to mention is the July 28 Wounded Warrior Road Rally, where 30 Wounded Warriors will serve as navigators in an "All About Speed" rally through the Maryland countryside. Even if you don't participate in the rally, feel free to join us at the Branded 72 barbeque restaurant in Rockville for lunch (for additional details see page 24).

As I mention periodically, PCA Potomac is run entirely by volunteers. We have no paid staff. These volunteers have arranged, coordinated and will facilitate over 100 Potomac events for Potomac's members to attend during 2012. In addition, there are some behind-the-scene volunteers who rarely get the public acknowledgement since their contributions are that, behind the scenes. One group of these volunteers are those

who put this magazine together. I personally want to thank editor/designer Richard Curtis, publisher Tony Kelly, proofreader George Soodoo, photographers Ken Marks and Michael Madrid and the many contributing writers and photographers who make *dV* happen every month.

Another couple of noteworthy, behind-the-scene volunteers are Michael Handelman and Ken Harwood, Potomac's webmasters. Over the past two years, our website has been completely overhauled, updated, moved, improved...you name it, it either has been done or is on the to-do list to be done. If you haven't recently explored our website, I encourage you to do so. My sincere thanks to Michael and Ken for their contributions.

A few years ago, Potomac made the decision to drop its internet forum. The reason was that there exists in the metropolitan area a popular Porsche-oriented forum called Dorkiphus, "The land of NOVA/DC/MD Porschephiles" ([www.dorkiphus.net](http://www.dorkiphus.net)).

The forum is run by Potomac member Chris Mazzanti and while not affiliated in any way with PCA or Potomac, the site does a nice job of meeting local Porsche owners forum-type needs. It is funded entirely by donations and has over 2,000 members. It is a great place to buy or sell Porsche items and/or seek answers to your technical questions. There often are threads about upcoming Potomac events and even post-event reports and photos. Check it out sometime.

Thanks again for your support. Hope to see you at a Potomac event soon. And as always, if you have questions or comments email me at [president@pcapotomac.org](mailto:president@pcapotomac.org).



Dick Seltzer

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# Potomac's 2012 calendar

The information below is accurate as of date of publication. However, circumstances may change through the year. You're advised to check Potomac's website — [www.pcapotomac.org](http://www.pcapotomac.org) > Calendar > Potomac Calendar and/or [www.pcapotomac.org](http://www.pcapotomac.org) > Programs for the most up-to-date information. This calendar in *der Vorgänger* will be updated each month through 2012. Details on the monthly brunches and event contacts are listed at right.

## July:

4: Drive 'n Dine. Wine and Pie Drive. Meet at Manassas Battlefield Visitors Center, on Va. Route 234, one mile north of I-66, exit just off of 234N at 9:30 a.m. Free. Advance registration not required but is requested for planning purposes. Other costs just cost of pie and gas.

7: Manassas, Va. brunch.  
7: Autocross #3, Baysox Stadium.  
8-14: PCA Parade, Salt Lake City.  
14: Arlington, Va. breakfast.  
14: DE Tech for Summit Point at InterSport, McLean, Va. 9 a.m.-2 p.m.  
14: Porsches and Polo.  
20-22: DE @ Summit Point.  
21: Glen Echo, Md. brunch.  
28: Rally for Camp Friendship.  
TBD: Drive 'n Dine.

## August:

4: Manassas, Va. brunch.  
4: DE Tech at Porsche of Tysons for PorscheFest at Porsche of Tysons. 9 a.m.-2 p.m.  
10-12: PorscheFest @ Summit Point. DE and Autocross #4 (Aug. 11)  
11: Arlington, Va. breakfast.  
18: Glen Echo, Md. brunch.  
18: DE Tech for VIR at Porsche of Arlington, 8598 Leesburg Pike, Vienna, Va. 9 a.m.-2 p.m.  
25: Autocross #5.  
25: Drive 'n Dine, drive-in movie.  
31-Sept. 2: DE @ VIR.

## September:

Aug. 31-Sept. 2: DE @ VIR.  
1: Manassas, Va. brunch.  
1: Gathering of the Faithful, Reston (Va.) Town Centre. 10 a.m.-2 p.m.

8: Arlington, Va. breakfast.  
8: Open board meeting.  
8 or 15: Drive 'n Dine to Charlottesville, Va.  
15: Glen Echo, Md. brunch.  
15: Porsches and Polo.  
16: Autocross #6.  
22: HPDC @ Summit Point.  
28-30: PCA Club Race @ Summit Point with Advanced DE.  
29: Octoberfest Drive 'n Dine to Lovettsville, Va. with concurrent Rally No. 4 and car show.

## October:

6: Manassas, Va. brunch.  
7: Autocross #7, Potomac swap meet (tentative).  
13: Arlington, Va. breakfast.  
20: Glen Echo, Md. brunch.  
20: DE Tech for Summit Point at Auto Sportsystems Group, Fairfax, Va.  
26-28: DE @ Summit Point to include Volunteer Appreciation Day.  
21 or 27: Drive 'n Dine Fall Foliage.

## November:

3: Manassas, Va. brunch.  
10: Arlington, Va. breakfast.  
10: Autocross #8.  
17: Glen Echo, Md. brunch.

## December:

1: Manassas, Va. brunch.  
1: Drive 'n Dine to Antietam, Md.  
1: 2013 planning meeting  
8: Arlington, Va. breakfast.  
8: Open board meeting and general membership and elections.  
8: Holiday party in Bethesda, Md.  
15: Glen Echo, Md. brunch.

## 2012 autocross schedule

All events are held at Baysox (Bowie, Md.) Stadium.

June 30: Autocross #2.

July 7: Autocross #3.

Aug. 11: Autocross #4 as part of PorscheFest.

Aug. 25: Autocross #5

Sept. 16: Autocross #6.

Oct. 7: Autocross #7, Potomac swap meet (tentative).

Nov. 10: Autocross #8.

## 2012 DE events

### July:

14: DE Tech at Intersport, 1524 Spring Hill Road, McLean, Va. 9 a.m.-2 p.m.  
20-22: DE at Summit Point.

### August:

4: DE Tech at Porsche of Tysons, 8598 Leesburg Pike, Vienna, Va. 9 a.m.-2 p.m.  
10-12: DE, PorscheFest, at Summit Point.  
18: DE Tech, Porsche of Arlington. 9 a.m.-2 p.m.  
31-Sept. 2: DE at VIR.

### September:

22: High Performance Driving Clinic at Summit Point's Jefferson circuit.  
28-30: PCA Club Race and Advanced DE at Summit Point.

### October:

20: DE Tech at Auto Sportsystems Group, 2810-F Dorr Ave., Fairfax, Va. 9 a.m. - 2 p.m.  
26-28: Volunteer Day/DE at Summit Point.

## Cars 'n coffee

### Hunt Valley, Md.

Saturdays, 7:30-9:30 a.m. Hunt Valley Towne Centre, 118 Shawan Road, Hunt Valley, Md.

### Great Falls, Va.

Saturdays, Katie's Cars & Coffee in Great Falls, Va. 7-9 a.m., 760 Walker Road, Great Falls, Va.

### Fair Lakes, Va.

Sundays, 8:30-10:30 a.m. Fair Lakes (Va.) Starbucks for coffee and cars is the site, 12599 Fair Lakes Circle, Fairfax, Va.

### Burtonsville, Md.

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

## Potomac monthly brunch locations

Potomac breakfasts and/or brunches are an excellent way to (a) have a meal; and (b) make new Porsche friends or renew friendships with old friends. Meetings are low-key, 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.

**Virginia: second Saturday of each month,** 9-11 a.m. Thirsty Bernie Sports Bar & Grill, 2163 N. Glebe Road, Arlington, Va. 22207. Plenty of parking, good food.

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

• • •  
For more information, contact John Magistro at [membership@pcapotomac.org](mailto:membership@pcapotomac.org)

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**Autocross:** Tony Pagonis, [autocross@pcapotomac.org](mailto:autocross@pcapotomac.org)

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



## New Potomac members & anniversaries

### July 2012 anniversaries

#### 40 years

Karen Williams &  
Edward Fagan

#### 35 years

Howard Lefkowitz &  
Zoe Lefkowitz

#### 30 years

Phil Boughton &  
Nadette Boughton  
Stanton C. Fox &  
Kevin Fox  
Heinz G. Peters &  
Heinz K. Peters

#### 25 years

Chris P. Gaylor &  
Christine W. Gaylor  
Fred A. Phelps &  
Starla J. Phelps  
Matthew C. Stanton &  
Lynn Stanton

#### 20 years

Chuck Kanach &  
Leacy Kanach

Thomas L. Mayer &  
Holly A. Mayer

#### 15 years

David Holt & David Holt  
J. Daniel Rogers &  
Randi Korn

#### 10 years

Bill Kincaide &  
Todd Kincaide  
John P. Magee &  
Laura E. Magee  
Scott I. Mayster &  
Deborah Mayster  
Ronald D. Waterman &  
Diana Waterman

#### 5 years

Rudy Acree  
James R. Benson &  
Elizabeth Benson  
Stephen C. Fitch &  
Maura Fitch  
Sandy Gilmour &  
Karen Gilmour  
Jerry C. Laderberg  
Vincent R. McDonald  
James J. Mikolashek &  
Susan Mikolashek

Paul J. Newman &  
Nancy Newman  
Eugene F. Phillips  
John C. Riggs  
Walter L. Ziffer &  
Deborah Ziffer

### June 201 new members

Cameron Akbari – 2006  
Carrera coupe  
Fadi Ashy – 2000 911  
Steve Bauman – 2000  
911 coupe  
Josh Beach – 1999 911  
coupe  
Andres M. Bu Soto &  
Efrain Bu Figueroa –  
2012 911 C2  
Jeff Campbell – 2006  
Cayman S  
Dan Carelli & Frank  
Carelli – 1987 944  
coupe  
John M. Chessnoe &  
Virginia Chessnoe –  
1984 911S  
Arnaud T. Couraud –  
2009 997-2 S coupe

Dan Dazzo (dual mem-  
ber) – 2008 Boxster  
RS-60 Spyder  
Mark E. Gordon &  
Craig Gordon – 2007  
Cayman  
Elizabeth Granger – 2003  
911 cabriolet  
Leo M. Grassi – 2008  
Cayman  
Tom Grissen &  
Mary Grissen – 2005  
Cayenne  
David J. Lockhart &  
Danielle Spinelli –  
1986 944  
Dave A. McGrew &  
Nancy McGrew –  
2006 Cayman  
William A. Moten – 2006  
Cayman S  
Neil R. Ohora – 2006  
C4S coupe  
Michael F. Oliver &  
Diana Oliver – 2007  
Cayman  
Scott W. Palmer &  
Cynthia Palmer –  
2006 Cayman S

Chris H. Rehkop &  
Emily Rehkop – 1982  
911  
Scott A. Sailer &  
McKay Sailer – 1984  
911 coupe  
Jennie Shamey – 1984  
911 coupe  
Larry Spector – 2004 911  
GT3  
Jim Stiegman &  
Susan Ryan – 2007  
Boxster  
Richard Talley (dual mem-  
ber) – 2003 Boxster  
Roland M. Varesko –  
2005 911 coupe  
Blaise Warren &  
Sarah Warren – 2006  
Cayman S  
Jacob N. Wohlstader –  
1989 944  
Chris Zurich &  
Pearl Zurich – 2006  
Cayman S

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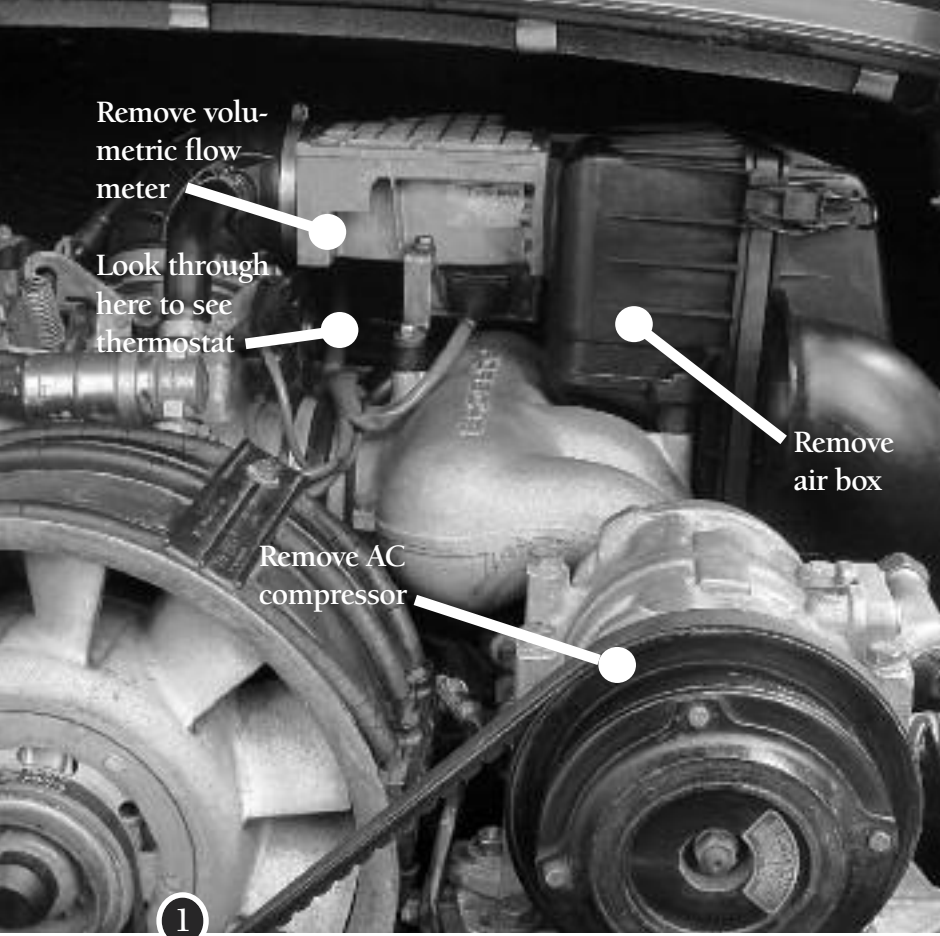
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Left: To access the oil thermostat unit, you must remove the mass air-flow sensor and the air box, which can be removed as a unit.

Above: The air-conditioning compressor must also be removed, but it does not have to be disconnected.

# DIY: oil thermostat seal on 911 air-cooled engines

Photos and story by Mike Budinski  
for *der Vorgänger*

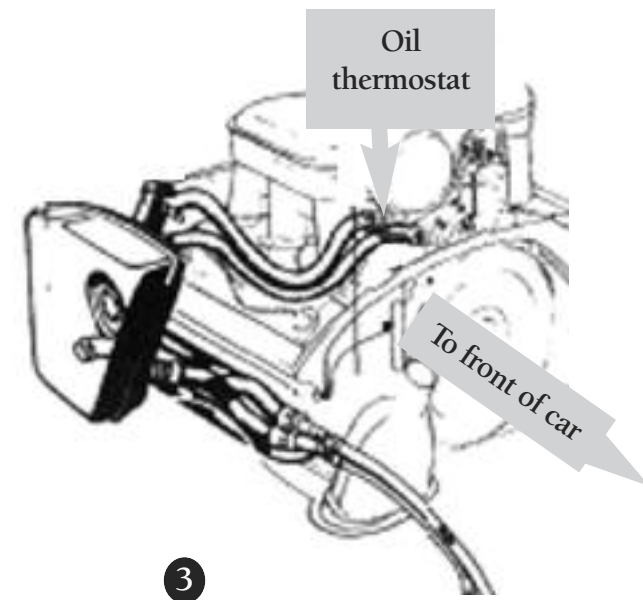
Recently, I experienced a rather noticeable oil leak from the front right side of my 1987 911 normally aspirated engine. There are several “classic” oil leaks that can occur toward the front portion of the air-cooled 911 engines: oil cooler O-rings, the hose and seal on the oil breather plate, the oil temperature light switch (idiot light) and oil thermostat O-ring.

Typically these leaks allow oil to drain down the right front side of the crankcase dripping onto the exhaust. All of the above items should be replaced anytime the engine is out of the car as these items are difficult, but not impossible, to replace with the engine in the car. After careful inspection I determined that the leak was coming from the oil thermostat.

**Diagnosing the leak:** The oil thermostat unit at the back of and on the top of the engine case can be observed by looking just under the volumetric flow air meter (figures 1 and 3) through to the top of the engine crankcase.

To confirm that the O-ring is leaking, start the car from cold condition and observe the area around the oil thermostat using a flashlight. Since you have to look deep into the engine compartment, watch that your clothing does not get caught in the air-conditioning compressor fan belt or other moving parts..

The seal often leaks most from a cold engine as the oil pressure is high at that time and the O-ring seal is at its leakiest state (e.g. has not expanded and softened with



heat).

While inspecting this area, check for leaks associated with the oil breather cover gasket, the oil temperature light switch, and the rubber hose clamped to the oil breather cover plate.

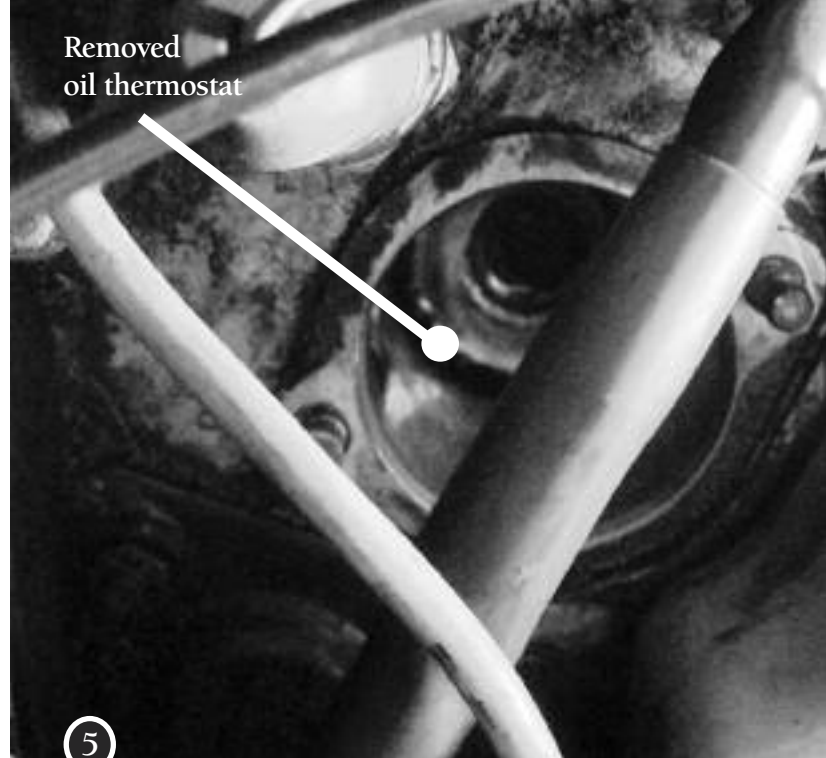
**Replacing the oil thermostat O-ring:** Order a replacement O-ring from the Porsche dealer.\* Unbolt the air-conditioning compressor and set on the side of the right rear fender (with copious padding) Figure 2.

## DIY

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

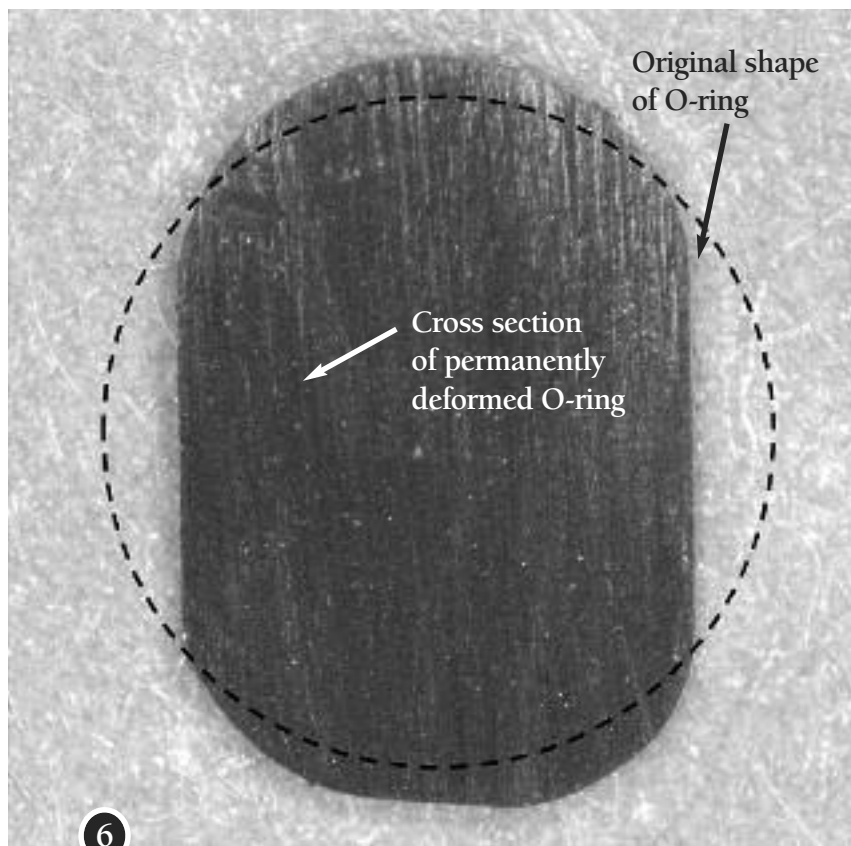
*Share your own do-it-yourself stories with dV readers by sending an email to [dveditor@pcapotomac.org](mailto:dveditor@pcapotomac.org). A high-resolution photo will be necessary also.*





### Required tools and supplies:

Phillips screwdriver  
 10 mm socket, socket wrench, extension  
 Flat screwdriver  
 Offset screwdriver  
 13 mm socket, socket wrench, extension  
 13 mm open end wrench or ratcheting wrench  
 Rags and protective cloth  
 Factory-supplied oil thermostat o-ring  
 Brake cleaner  
 Flashlight  
 Trouble light



Remove the air box cover and filter.  
 Remove the airbox and mass air flow sensor assembly (you don't need to remove the airbox from the mass flow air sensor). At this point you should have access to the oil thermostat behind the air intake manifold.  
 Confirm the area around the oil thermostat is clean and free from dirty oil deposits and grit. If the O-ring seal has been leaking for some time, there is probably a significant accumulation of oil and dirt deposits.  
 Clean the area around the thermostat with brake cleaner. Figure 4. The fine nozzle and solvent pressure

can be used to clean away the oil and grit deposits (place rags under the engine to collect the solvent runoff).  
 Remove the two 10 mm nuts and wave washers from the oil thermostat.  
 Place an offset flat screwdriver (Figure 7) under the flange of the oil thermostat and pry it from the crankcase. It should lift out without significant force. Once the O-ring exits the crankcase, the oil thermostat can easily be lifted out of the cavity by hand. Lift out and remove from the engine. (Figure 5)  
 If you have the presence of mind, place a rag above

Figures 4 shows the oil thermostat after cleaning the area with brake cleaner. Figure 5 shows the area after the thermostat has been removed. A good tip is to cover this area with a rag until the thermostat with new O-ring is ready to be reinstalled.

Figure 7 shows the offset screwdriver used to lever out the oil thermostat.

Left: Figure 6 shows a comparison in old and new O-rings.



tox). (Figure 7)

Using your finger, feel around the edge of the oil thermostat hole and try to wipe away any dirt-laden oil deposits. Since the thermostat with new O-ring is replaced largely by feel, you want to make sure there is no entrained dirt around that could get dragged into the crankcase while replacing the unit.

Once properly aligned, the thermostat should freely drop into the hole in the crankcase. Push the top of the unit to seat the O-ring in the hole. Replace the washers and nuts and tighten.

Replace the mass air flow sensor, air box, air-conditioning compressor, filter and filter cover.

There. You've saved yourself about \$400 in mechanic's fees. You're welcome. Feel free to buy me a beer at a PCA gathering.

\* As a former research manager for a major automotive company, I know from experience that plastic and rubber automotive parts must be thoroughly evaluated before final specification. Aftermarket part producers often do not have the means for accrediting a specific plastic or rubber resin material for an application. Additionally such vendors do not know when the OEM manufacturer has made a significant material change for some reason. Because of such factors, I make it a practice of buying critical plastic and rubber components directly from the Porsche dealer.

• • •  
 Mike Budinski is a 16-year PCA member. Formerly of the Niagara Region, he has held the following positions: vice president, autocross chairman, newsletter editor and wine tour guide. Mike is also a PCA DE instructor. Professionally, Mike is a metallurgist and textbook author.

The oil thermostat with both old and new O-rings.

the intake valve cover as the thermostat will drip oil as it is carried out from its home.

Place the sending unit on a bench, remove the old O-ring, being careful not to scrape or damage the body of the thermostat or the sealing gland. Roll the new O-ring along the body into the sealing groove. Lubricate with a little motor oil or assembly grease (I prefer Dupont Kry-

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# How to tell when it's time to change your brake pads

Photo and story by Richard Curtis for *der Vorgänger*

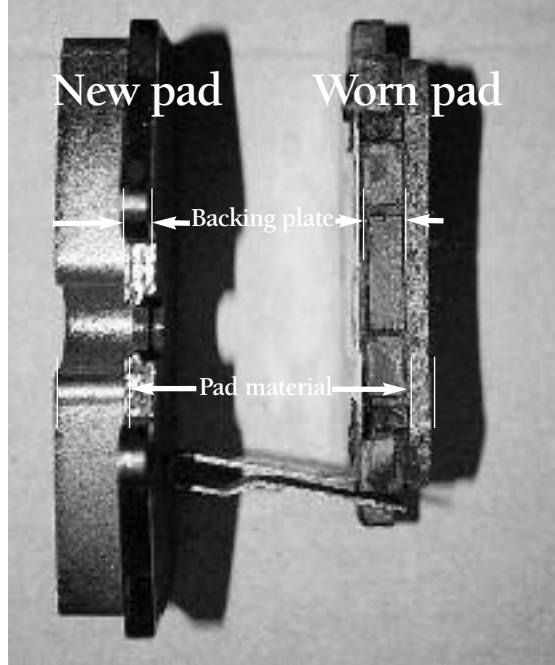
On most Porsches, you can see the brake pad thickness through the wheel's spokes. And you can tell—at a glance—whether the pads are getting too worn.

If the pad material is equal to or less than the backing plate, it's either time to change your pads or begin to start paying close attention to them. This is absolutely true if you track the car. Porsche recommends no less than 2 mm of pad.

Some experts say that the condition of the rotors could mean 2 mm of pad thickness would be too thin. On any car in any application the pad life is totally dependent on driver's use, abuse or lack of use.

One way to know how much further you can go towards the end of their life is to know how far you went in the used-up material thickness. For example if you went 50,000 miles and used 10 mm of friction material and now have 10 mm left, and assuming your driving habits have not changed, check again in 10,000 miles.

To check the rotors, look for a significant ridge on the



outer diameter of the rotors. You can also measure the rotor's thickness. The minimum thickness will be inscribed on the rotor's edge. You may need a wire brush to knock off corrosion and road dirt, but the measurement will be there.

Rob Nelson of Hawk Brakes, a popular brand of racing and other pads, recommends replacing “the pads if they are getting thin. Be careful not to look at only one end of the pad,” too, he says. Some pads are “tapered ... as a result of poor tolerance control in some vehicles coupled with wear rates of other parts in the systems.”

## Tech tips

Share tech tips or 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.

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# Porsche lovers fall for historic jeeps, tanks

Above: Fun was had by all as they rode the grounds in an Armored Personnel Carrier (APC).

Right: Drive 'n Dine Committee Member Ted Whitehouse presents the Potomac donation to the National Museum of Americans in Wartime.

Photos and story by John Eberhardt for *der Vorgänger*

On April 7, 2012, 28 Potomac members, their family and friends visited one of the more unusual destinations in Northern Virginia.

Outside of Culpeper, Va., is the storage facility for the National Museum of Americans in Wartime. The purpose of the museum is to preserve and share with all Americans the experiences of wartime, both military and civilian, and to honor all those who have made such tremendous sacrifices to keep our country free.

This museum has an interesting history. Years ago, Alan Cors bought an old WWII jeep for fun. He got hooked on the idea of buying and restoring old military vehicles. Since then, he has amassed a collection of over 50 vehicles from around the world, including American, Soviet, British, German and Swiss vehicles. I think many members of our club can relate to the slippery slope of buying things with engines!



Types of vehicles include armored personnel carriers, motorized artillery, tanks, scout cars and support vehicles. They include vehicles from WWI, WWII, Korea, Vietnam, the Cold War and the first Gulf War.

Our tour included a tour of the collection, a tour of the restoration shops, a ride in an armored personnel carrier, and for a lucky few, a chance to drive a U.S. Army 6x6.

Members enjoyed their ride in the APC, seeing for themselves just how cramped the quarters are and how

Read more about the museum at <http://www.nmaw.org>





Upper left: The Drive 'n Dine tour following a first Saturday of the month breakfast in Manassas ventured to Culpeper, Va. to visit the National Museum of Americans in Wartime.



Left: Potomac members Adam Moore and Jill Heckendorf enjoyed the weather and the experience.

### Drive 'n Dine 2012 schedule

**July 4:** Wine and Pie Drive. Meet at Manassas Battlefield Visitors Center at 9:30 a.m. Free. Advance registration not required but is requested for planning purposes.

**Aug. 25:** Drive-in movie.

**Sept. 8 or 15:** Trip to Charlottesville, Va.

**Sept. 29:** Trip to conclude in Lovettsville, Va. during Octoberfest.

**Oct. 21 or 27:** Annual Fall Foliage trip.

**Dec. 1:** Antietam, Md.

impressively it slogs through mud and fords through water.

We also enjoyed our shop tour, where we saw a WWII-era diesel engine that is larger than an entire 356, and an unusual two-man tank, one of only two left in the world, from World War I. It was smaller than a 914!

But in the author's opinion, the best part of the day

(apart from checking out and riding in the hardware and playing in the mud) was getting to make new friends who share a common interest in exotic machinery. Finally, as an added bonus, The Founders' Region, Potomac donated the \$1,200 in registration fees to the museum toward construction of the new facility in Prince William County, Va. to house this exciting collection.





## Concours enjoys good weather, large crowds

Photos by Ken Marks (above right and above); Richard Curtis (top)

**Above right and top: Howard Byron again won Best of Marque for his strikingly beautiful '55 Speedster. Byron's car was featured in *der Vorgänger* in May 2009.**

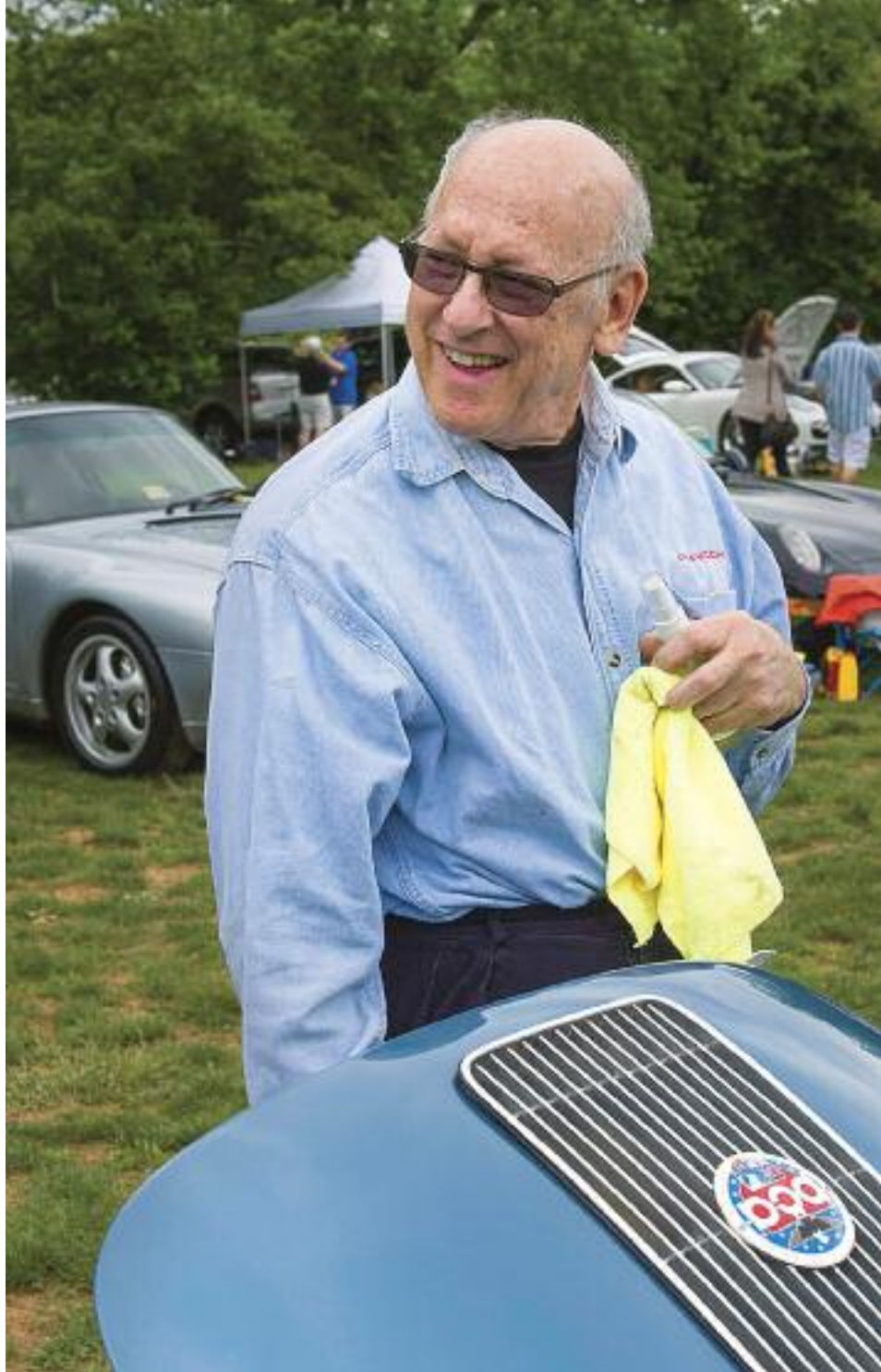
**Above: The 356 cabriolet of Harvey Cherner took 2nd-in-class this year. Cherner's car was featured in *dV* in June 2011**

By Ron Davis, Concours chair for *der Vorgänger*

It wouldn't be the Deutsche Marque if there was not a weather scare, and so it was early on Sunday, May 6! Despite the forecast of perfect weather that Sunday, there was a fine mist falling from 6:30 to about 8:30 and reports of showers in Rockville even later.

Nevertheless, the weather soon cleared up and 40 car show stalwarts showed up, including 13 beautiful 356s. At the traditional awards reception, the Best of Marque trophy went to Howard Byron's pristine blue '55 Speedster.

The award for most drama went, hands down, to Dave Miller. It seems as though his stunning '72 911 E



had a bit more Porsche tractor in its DNA than most, because it decided on its own to do a little garden tilling in the vegetable gardens adjacent to the car show field.

Not long after Miller's early arrival, his spotless 911 gently rolled backwards down the hill onto the nearby service road and then down into a vegetable garden!

Miller was immediately in hot pursuit of his runaway whose muffler became entangled in the wire fencing intended to keep out such intruders. It was soon determined that even with many enthusiastic helping hands more powerful help would be needed. So Dave called a buddy who soon arrived with his SUV and the 911 was pulled free with only slight damage.

Trusty helper Jim McLeod was quick to point out that this was the first "track off" he had ever seen at a car





Photos by Ken Marks (above and left); Richard Curtis (below)

Above: Jay Silberg, right, with his '65 356 cabriolet (3rd in class) alongside the coupe of his son, Eric Silberg. How the Silbergs' cars escaped a fire was reported in *dV* in the December issue 2010.

Left: Maryland's John Lovejoy's '65 356 cabriolet. He reassembled the car after buying it from the second owner.

Bottom: Erik Sules, from McLean, Va., with his '96 993 Carrera that took third in class.

show!

Despite all the excitement, my faithful registration helpers, including Lonnie Kessler, kept signing up cars while Chris Wingfield, Tom Coyle and Bill Tate directed parking. Judging teams headed by Matt de Maria and Dave Miller were done by noon with the results shown on the following pages. A special thanks goes to Richard Seltzer, Jim McLeod, Dayna and Rick Flanagan for handling the reception drinks.

Our club also greatly appreciates the support of Porsche of Tysons who had a fine display of German engineering with Service Manager Chad Morrison and his

guys answering many questions.

Meanwhile, at the other end of the field sponsors Odds & Ends Detailing, Dentmasters and Farmers Insurance were busy showing their wares.

A new wrinkle was the appearance of club member Craig Moen and camera man Joe Czackorowski who arrived at the show to capture the Deutsche Marque on video! They could be seen roving the car show scene capturing the cars, judging, and doing interviews for a video that is posted on the club's web site at [www.pcapotomac.org](http://www.pcapotomac.org). Are we going hi-tech or what!

**Continued on Pages 18–22**







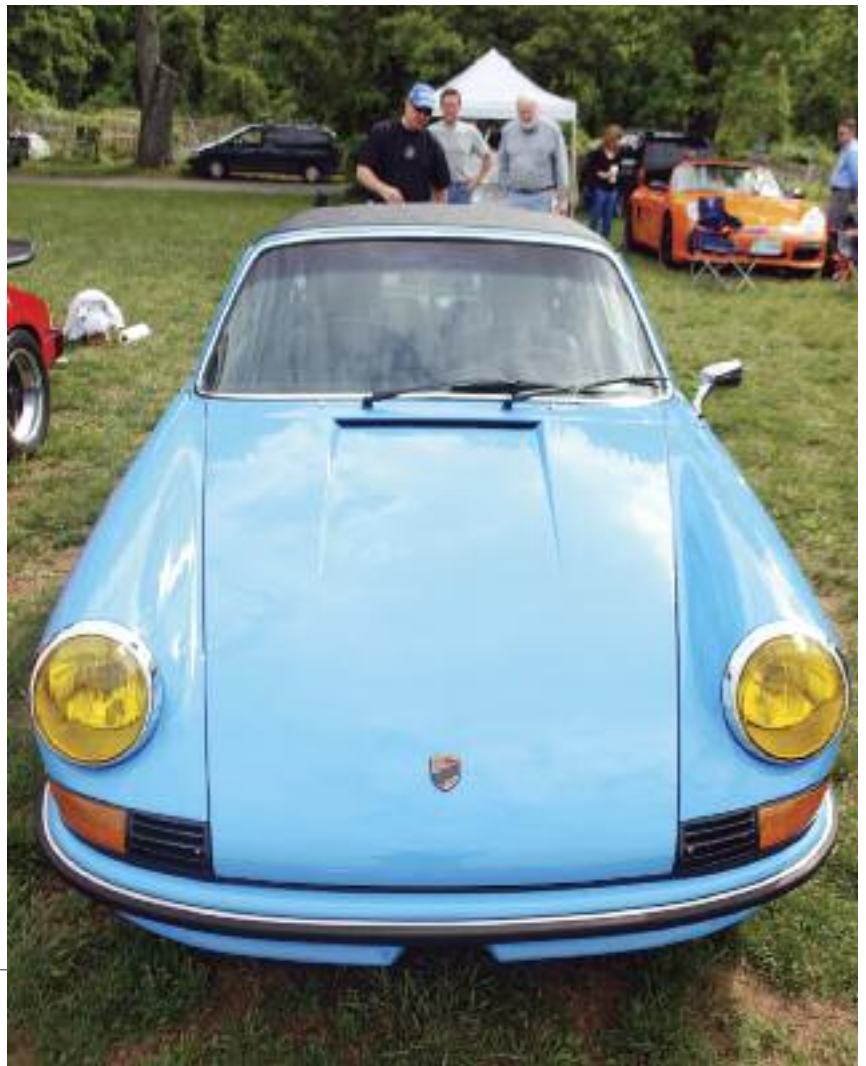
Photos (2) by Ken Marks

Top: Ray Wills, left, discusses originality of an early 911 tool kit to Matt Crosby.

Above: Concours Chair Ron Davis takes a moment from his showfield duties to cast an approving look at Harvey Cherner's gorgeous 356 cabriolet.

Photo by Richard Curtis

Right: David Miller's 911 that rolled down the hill! Damage, though, was slight, except to Miller's pride. Miller, a staunch Porsche fanatic, was featured in *dV* in the October 2011 issue.







## Newcomer does well at his first concours

Roderick Harrison lives in Locust Grove, Va. and recently retired from the Federal Aviation Administration after 34 years of service. He was the assistant air traffic manager of the Potomac Consolidated TRACON located in Vint Hill, Va.

This 928 GT is Harrison's second Porsche although he's already currently searching for a 911 turbo. The 928 was originally sold in Los Angeles where it was initially used to showcase Porsche's available options. It is one of the most heavily optioned 928s, with a list price in 1989 of \$93,500 of which almost \$20,000 was in options. A few options include: Rootwood console and trim, full upgraded interior leather and custom installed CD holder. The car has original factory paint and options, without

any modifications.

In 2004, the 928 GT was bought by a doctor in Fredericksburg, Va. and sold to someone in the Boston area. Harrison brought it back to the Fredericksburg area. Each owner has taken meticulous care of the car and it is currently seeking a new caretaker.

Harrison is a retiree and a recent member of PCA Potomac. While volunteering at Habitat for Humanity, he got into a discussion with someone who told him about the May 2012 Deutsch Marque Concours, where these photos were taken. Roderick's car took a first in class.

"I had a great time at the concours," he said. "There were many great cars there but more great people and stories. I enjoyed them all immensely."

Photos by Ken Marks

**Roderick Harrison's Marine Blue Metallic '90 928 GT that he's owned for two years. The Locust Grove, Va. resident also owns a 996 911 and is looking for a 996 Turbo.**



Photos by Richard Curtis

Pete Archibald's car (three photos)—a '56 356 Speedster—features a custom removable hardtop by Don Fowler. The car was formerly owned by noted 356 restorer Lowell Sivey. Archibald has owned the car for five years and also owns a '64 365C cabriolet. Bill Tate, right in the top photo with Archibald, also owns a 356 that won third in class.





## The winners

### Best of Marque

Howard Byron, '55 356 Speedster

### 356 (Concours)

1st—Jim Hobbins, '63 356B Coupe  
2nd—Harvey Cherner, '63 Cabriolet  
3rd—Bill Tate, '58 Speedster

### Early 911s, 912s, 914s 1965–83 (Concours)

1st—Chris Wilson, '72 911T  
2nd—Daniel Blair, '66 911  
3rd—Dennis O'Connor, '75 914

### Mid-911s 1984–98 (Concours)

1st—Nathan Strup, '96 Targa  
2nd—Tom Coyle, '97 Carrera  
3rd—Erick Sulcs, '96 Carrera

### Late 911s 1999–2012 (Concours)

1st—John Hawley, '12 911 Carrera S  
2nd—Don Zelm, '12 911 Carrera GTS  
3rd (Tie)—Mike Walker, '04 911 Carrera  
3rd (Tie)—Sam Almkhatar, '03 911 Carrera

### Boxster/Cayman (Concours)

1st—Scott Stevens, '08 Boxster S  
2nd—Jim Skelly, '08 Cayman  
3rd—Geoffery Henton, '08 Boxster

### 924, 928, 944, 968 (Concours)

1st—Rod Harrison, '90 928 GT  
2nd—Darryl Nichols, '92 968 Convert  
3rd—Chris Wingfield, '86 944 Turbo

### 356s (People's Choice)

1st—Pete Archibald, '56 Speedster  
2nd—"Littlejohn" Schebish, '58 Speedster  
3rd—Jay Silberg, '65 Cabriolet

### Coupes All Years (People's Choice)

1st—Russell Kessler, '77 911 3.0  
2nd—Don Flynn, '02 911  
3rd—Bob Hofmekler, '95 911

### Open Cars All Years (People's Choice)

1st—Chuck Drake, '73 914  
No 2nd or 3rd place



Photos by Richard Curtis

**Top:** Long-time Potomac member Chuck Drake enjoys the view of his recently acquired 914.

**Middle:** The restoration of Bruce Bade's 356 has been noted in this binder of photos. Bade's car was the subject of a *dV* story on the history of its many dents in the November 2009 issue.

**Left:** A pristine trunk, complete with tool kit and jack is just one of the highlights of Daniel Blair's "rolling restoration" of his '66 911. The Washington, D.C. resident and Georgetown University professor has owned the car for two years, which took a second in class.



Photos by Michael Madrid

Above: David Dukehart, left, president of PCA's Chesapeake Region, Carol Kramme, Potomac's Tim Berardelli and Howard Byron look at a beautiful 356 cabriolet on the showfield.



Right: Dennis O'Connor brought his 914, which won the Preservation Class at the 2011 Parade.



Photo by Ken Marks

Jonathan Jones's '88 factory 930 slantnose 911 that he bought in 1999. Jones has been a PCA member for 17 years.

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Photo by Alan Barker, Salt Lake Convention & Visitors Bureau

Salt Lake City, Utah will be the site of the 2012 PCA Parade the week of July 8–14.

# It's not too late to join Parade fun

By Susan Brown  
PCA Parade chair

The 57th annual Porsche Parade will be held July 8-14, 2012 in Salt Lake City and there is still time to join us. Parade registration may be accessed by logging into your [pca.org](http://pca.org) account and following the links.

Salt Lake City is a city with theatre, restaurants, nightclubs, museums and more. The weather should be hot, but dry and sunny.

We of course have a full week of Parade activities lined up for you. There is still room to join in any or all of the four competitive events: concours, autocross, TSD rally and Tech Quiz. We have beer and wine tasting events in Hos-

pitality, our art show, a 5k run/walk, golf tournament, gimmick rally, banquets, RC car races and the Michelin Drive & Compare. Tech Academy will be held on Friday, with hands-on instruction about do-it-yourself maintenance. A DE at nearby Miller Motorsports Park will round out the week.

For more information about the week, go to our website: <http://parade2012.pca.org/>.

Headquarters hotels will be the Little America and Grand America Hotels. Located in the middle of downtown, the hotels are on a light rail line, making it easy to get around the city. Little America has Salt Lake City's largest indoor/outdoor pool, and both have extensive underground parking areas. Within easy walk-

ing distance is Salt Lake City's newest mall, City Creek Center. Spread across three blocks in downtown Salt Lake City, City Creek Center has eighty stores and restaurants either open-air or covered by a retractable roof.

About a mile from the hotel is Utah's state Capitol, where we will hold the Concours. The Capitol was built on a hill overlooking the city, and is the perfect place for you to show off your "baby." The autocross and the Michelin Drive and Compare will be held at Maverick Center, a 10-minute drive away.

The week promises to be an exciting one. Come celebrate 57 years of club history, and your chance to experience all that Salt Lake City and Utah have to offer.

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Photos by Mia Walsh

**Left: Roland and Alice Frencik try to memorize all the photos.**

**Below: Kirstin Knott Shows us how it's done with her industrial-strength tape dispenser.**

# Signs of spring rally

## Remaining 2012 rally schedule

**July 28: Rally No. 3.** Wounded Warriors rally. The rally committee is currently in discussions with people at Bethesda Medical Center to stage a rally with Wounded Warriors as the navigators. The date will be Saturday, July 28. We expect great interest in this event, so we are limiting the entries to 30 cars. Beginning and ending locations are still to be decided, but the route will be through Montgomery and Frederick Counties, Md. If you would like to participate, please email to [rally@pcapotomac.org](mailto:rally@pcapotomac.org).

**Sept. 29: Rally No. 4, Oktoberfest Rally**

By John Eberhardt  
for *der Vorgänger*

The PCA Potomac 2012 rally season got off to a strong start with the “Signs of Spring” rally on May 12. Rally Chairs Craig and Linda Davidson organized a fantastic course from Gaithersburg, Md. to Ashburn, Va. through some beautiful back country roads, ending at Clyde’s Willow Creek Farm in Ashburn for lunch.

Thirty-three cars with over 60 eager driver-navigator teams gathered to see what Craig and Linda had in store for us. It was a great group of people—some familiar faces such as Roland and Alice Frencik and Doug and Emmy Holmes along with some new faces such as Mia Walsh and her daughter, Sara. Mia told Sara that she wanted her to navigate as her Mother’s Day present! Of course some old hands like Kirstin Knott, who showed everyone how it’s done with her own industrial tape dispenser to tape up all the photos, directions and clues.

So what did Craig and Linda have in store? I tell you they worked overtime for this one! If you are familiar with the phrase “diabolically simple” then that would describe the rally. While a simple photo rally format, it turned out to be very difficult.

I learned a valuable lesson. My navigator and I switched roles when we got to Virginia; she is a much better driver than I am a navigator! After tallying as many photos as possible, we got to roll the dice in the event of a tie, which was fortunate, because there were ties for first and second place.

We got to Clyde’s and cooled down in the bar while the results were tallied. First place honors went to Kate Daley and Chrissy Reich; second place to Ellen Beck and Bob Gutjahr; and third to Jim and Diane Kinnear.



If you missed this one, don’t worry—there are two more rallies this year: the Wounded Warrior Rally on July 28, where you will have a Wounded Warrior as your navigator. This should be a great rally as these guys and gals are all better with maps and directions than any of us. On Sept. 29 is the Oktoberfest Rally, where you gets to combine your passions of Porsche and rallies with Brats and beer! Don’t miss either of these rallies; space is limited so sign up ASAP!





Left: Almost 40 Potomac folks showed up for this Drive 'n Dine trip through scenic Virginia to the Stonyman Gourmet Farmer in Little Washington, Va.

Below: Ray McDonald admires Alan James' giant cheese.

## Gourmet Drive 'n Dine results in stuffed Potomac members

Photos and story  
by John Eberhardt  
for *der Vorgänger*

On Sunday, May 20, The Founders' Region, Potomac returned to the Stonyman Gourmet Farmer in Little Washington, Va. for our third spring gourmet brunch.

With a good group of 39 people in 24 cars (including one Mercedes) we drove some great rural roads (including some old standards) on a fantastic balmy Spring Sunday down to little Washington. The weather was fantastic, and it felt like summer had arrived a little early. The town knew the Porsches were coming, so all the shopkeepers stayed open late and the jewelry store made sure they had enough in stock.

We met at the Manassas Battlefield Visitors Center and took off on a country drive through Aldie, Middleburg, The Plains, Marshall, Flint Hill and finally (Little) Washington, Va. We had some beautiful cars, including Javier Rodriguez's (heavily modified) early 911, Darryl and Nanci Shanley's Boxster S all the way from Ohio and Hank and Debbie Allen's beautiful blue 997 cabriolet.

We also had help from volunteers Steve and Linda Gifford (front and center in the group photo above) and Tom and Karen Decker who helped lead cars in what was a big group. In a first for a John Eberhardt-organized trip, nobody got lost this time! That probably had



something do to with me going last.

We also got to see some new faces, including the McDonalds, the Barakats, the Currys and Trish Poljak—who got introduced to brunch, Potomac style!

The Stonyman Gourmet Farmer on Gay Street in (Little) Washington is a merchant grocer specializing in locally grown organic produce and cheeses and are advocates of Northern Virginia farm-to-table cuisine.

Proprietors Susan and Alan James outdid themselves with freshly made Herbed Fromage Blanc (Chevre), Cavia, Turkey Ballatine, Five-Vegetable Layered Lasagna, Organic Micro Greens and a 200-year-old James family recipe for Curried Wild Rice.

This was, of course, followed by a full cheese course, dessert and coffee. Prior to the cheese course, Alan James presented an original *tomme* (cheese wheel) to all, and I am pretty sure it was on a 19" rim! It was all, of course, absolutely delicious!

For those of you who have not visited the Stonyman, I highly recommend it—and you don't even have to go to Little Washington (even though the roads are great) as they routinely come to farmers markets inside the beltway.

Given the continued success of our Stonyman brunches, keep an eye on the Drive 'n Dine calendar for our Fall Foliage brunch in October.

### Drive 'n Dine 2012 schedule

**July 4:** Wine and Pie Drive. Meet at Manassas Battlefield Visitors Center at 9:30 a.m. Free. Advance registration not required but is requested for planning purposes.

**Aug. 25:** Drive-in movie.

**Sept. 8 or 15:** Trip to Charlottesville, Va.

**Sept. 29:** Trip to conclude in Lovettsville, Va. during Octoberfest.

**Oct. 21 or 27:** Annual Fall Foliage trip.

**Dec. 1:** Antietam, Md.

# Potomac enjoys twilight polo matches

Nanci and Darryl Shanley enjoyed the festivities along with about 40 Porsche owners as guests of Porsche of Tysons. The Shanleys, members of PCA from Medina, Ohio were in town and took part in three PCA activities while here.

Photos and story by John Eberhardt for *der Vorgänger*

Thanks to PCA Potomac's commitment to partnering with our area Porsche dealers, Potomac was invited to co-sponsor the summer Twilight Polo series at Great Meadow, Va. with Porsche of Tysons.

This has given Potomac members a fantastic opportunity to enjoy this event throughout the summer at no cost for admission. As a result, about 40 Porsche owners, including many Potomac members, brought their P-cars and families out to Great Meadow on the evening of Saturday, April 19 to enjoy three great hours of polo, a spectacular venue, great company and delicious food cooked



by our very own PCA Potomac Past President Tuffy von Briesen and Mike Tsamouras from Porsche of Tysons. Rest assured, Tuffy and Mike cook a mean burger!

In addition to fabulous food and fabulous polo, Tysons also brought about a dozen of their best temptations out to show off to the crowd, including 991, 997 cabriolets, a Carrera GTS and a Panamera Turbo S. The Tysons guys get a lot of credit for their bravery in parking

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The Porsche display at Porsches and Polo games held at Great Meadow, Va. Potomac members are invited by Porsche of Tysons for future matches on July 14, Aug. 18 and Sept. 8.

all that wonderful machinery right next to the polo field!

In addition to new faces, there were familiar faces such as Ken Marks, Steve and Linda Gifford, Matt and Valerie Custer, and Karen Mimbs.

The distance award goes to Darryl and Nanci Shanley, mid-Ohio region members from Medina, Ohio, who were in town for the weekend and attended no fewer than three Potomac events over the weekend.

As an added treat, PCA Potomac member Nate Dailey was playing his inaugural match for the Mad Cap Farm polo team in the "Porsche" polo shirts. I guess no

matter how you look at it, PCA members like horsepower. Nate was also kind enough to open his box to Potomac members. This, plus the Porsche of Tysons hospitality deck, meant more than enough food and drink for all.

The Porsches and Polo series will be going on all summer, and there will be a chance for members to get out there on July 14, August 18 and September 8.

To get a pass for attendance, see Jim Elefantis at Porsche of Tysons or email John Eberhardt or Tuffy von Briesen off of the club web site.

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Photos by John Vrankovich

## Potomac turns out for venture to Mid-Ohio DE

Early May at Mid-Ohio Sports Car Course enticed a number of Potomac DE enthusiasts to make the roughly eight hour trek.

Among them were **Melonie Sullivan**, above, in her 1997 Turbo and Potomac's Co-Chief Instructor **Dirk Dekker**, right.

Below, Potomac's **John Eberhardt**, left, **Mia Walsh** and **Chris Mantzuranis** clown around on the victory stand. Below right, cars line up before rolling



out onto the 2.4-mile, 15-turn course.





## Join PCA the easy way

Just point your smartphone at the image at right. That will take you to the Porsche Club of America website where you can find the form for joining.

Membership entitles you to receive not only *der Vorgänger* every month (except January) but also monthly issues of PCA's official national magazine, *Panorama*. Some Porsche dealers also recognize PCA membership with a 10% discount on parts.

The Founders' Region, Potomac is the founding region of PCA. The club offers over 100 events each year, including Driver Education events (including free Tech days for participants and club members), Drive 'n Dine trips throughout the Northern Virginia–Maryland countryside to visit interesting restaurants and other destinations, and other social events such as three area breakfast-brunch meetings each



month. The club also offers an active autocross schedule including on autocross school each season, two High Performance Driving Clinics annually, several fun rallies and quarterly open board meetings.

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## Readers and their cars

Photo by Don Mattingley

Left: Cayman driver and frequent *dV* contributor John Vrankovich enjoys a break from the DE action at VIR in January.

Photo by John Vrankovich

Below: Instructor Cindy Pagonis takes a ride with Scott McQuiston in his '09 Boxster at this year's HPDC on the Shenandoah Circuit of Summit Point (W.Va.) Motorsports Park.

Photos by Richard Curtis

Below: Potomac newcomer (but not to DEs) Fred Seebeck has owned his '79 930 five years. The White Marsh, Md. resident rebuilt the engine himself and now tracks the car.

Below right: Potomac members and DE participants Scott Seyferth of Clifton, Va. and Syd Imtiaz watch a DE run group from the spectator tower at Turn 10 of Summit Point (W.Va.) Motorsports Park's main circuit.







## Readers and their cars

Photos by Richard Curtis

Above: Tom Isley of the Maumee Valley Region of PCA and his niece Emily Walsh, 17, of Maryland visited Potomac's June 2 brunch in Manassas in Isley's Boxster.



Above: Bob Williams, from Centreville, Va., with his 935 track car during a shake-down run at a 2011 DE at Summit Point. He's slowly rebuilding the car that he found in Canada last year. He also has several other ongoing Porsche projects in his home garage. Williams is a past president of Potomac.

Right: Oakton, Va.'s Trung Ho with a delightful '64 356C coupe at a recent Potomac DE Tech day. Ho has owned the car for five years and previously has owned an '86 944 and a 911.





At the May 6 Deutsch Marque Concours, *der Vorgänger* photographer Michael Madrid snapped this photo of a hood crest marked with a piece of black tape to recognize the recent death of Ferdinand

Porsche on April 5. He was the designer of the iconic 911.

As for the crest itself, it is a composite of symbols from several sources. The small center crest—a black horse on a field of yellow—

is the coat of arms of Stuttgart. Horses have formed part of the arms of Stuttgart since the Middle Ages when the town was founded, hence the name (Stuttgart translates to “stud farm” in English).

The stag’s antler and the red and black stripes in the quarters of the shield are part of the coat of arms of the former Kingdom of Wurttemberg (1806–1908).

