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Cover: Photographer Michael Madrid captures the spirit of the 28th annual Deutsch Marque concours with his photo of Stafford, Va.'s Charles Taylor's '59 356 coupe decorated with rain drops.

Photo by Richard Curtis
Kathy Downs, left, and Spencer Leech, work on a flower arrangement for the 28th annual Deutsch Marque Concours May 1. Downs' 968 won two awards at the show.



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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

You never forget your first Porsche

Why do you love/adore/put up with/despise/tolerate your Porsche? There are as many answers to that question as there are Porsche owners.

For me, it comes down to the car's engineering, the sound the flat-six makes and it's timeless, beautiful shape. When I was able to purchase my first Porsche back in the Dark Ages—a 1970 911T about as basic as they came—it was the culmination of a desire since my first sighting of a 911. The early 911 was tooling through the hills of western N.C. on a spring day sometime around 1966 or '67. I couldn't believe my eyes. I was enthralled, only having seen such cars in the pages of *Road & Track*.

I can vaguely remember the snarl of the flat-six engine—that thing surely didn't sound like no GTO or 442 of that era, the object of most adolescent car lovers' attention. But the 911 looked sexy, quick and, quite honestly, unobtainable to an Army sergeant.

Fast forward from those now-vague memories to 1973 and my then-new home garage in St. Petersburg. I'm lying on my back on the concrete floor contemplating the valves of the 911's engine, just marveling at the beautiful complexity, while my wife stands in the doorway believing her husband has gone around the bend. Every part of the engine impressed me though I wasn't sure of what I was looking at. My wife thought I was nuts, of course. She was wrong; I was merely enraptured.

If you count the dealership from which I bought the car as Number Two owner, I was the third. The poor thing didn't have many miles on it, and it didn't have any options. It was basic white with black leatherette interior (very HOT!! in the Florida summer, but it did have vent windows!). No Fuchs wheels either for those skinny tires, just stock steel wheels with hubcaps (do cars anywhere even come with hubcaps these days?). It ran like stink; I loved it.

About 1,000 lbs. lighter than my present 964, it had only 125 horsepower. I'm sure the radio was original, but I wouldn't swear it had anything more than AM/FM. Did I even listen to the radio? The day I bought it was the first time I ever put more than \$10 worth of gas in any car, this being the time of the first national gas crisis when prices were edging over 50 cents per gallon for premium.

I owned that daily-driver Porsche for three years. It let me down only once, when the carburetor linkage fell apart for want of a dollar clip, which was quickly remedied. I sold it to an interested fellow and bought a Honda.

There were many cars in the intervening years between then and 2004 when I rewarded myself for getting two wonderful, talented, smart and beautiful children through the colleges of their choice. But as the years continue to pile up, I often find myself remembering that most basic Porsche, and if this lottery ticket I have comes a winner tonight, I'll find another car just like that one. Folks say you never forget your first (car) love. Don't you agree?

—Richard Curtis
dveditor@pcapotomac.org

If you want to share your Porsche love story, write it up and send it to dveditor@potomac.org.

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The season is upon us for driving our Porsches

Spring is here, and by the time you read this, it will be almost summer. Already, a lot has been going on within the club. In March, we had 148 drivers attend our first Driver's Education event at Summit Point Motorsports Park's main course.

In April, we had 32 drivers participate in the semi-annual High Performance Driving Clinic on Summit Point's Jefferson Circuit. As I write this in early May, we have 110 hardy souls making the trek to the Mid-Ohio Sports Car Course for three days of DE fun. In June we have two DE events: We will be at Summit Point's Shenandoah Circuit in early June, and late in June many will make the beautiful drive to historic Watkins Glen.

In May, we also had our first autocross, the first concours (the annual Deutsch Marque), the first Drive & Dine (Cherry Blossom D&D that ended at Little Washington, Va.) and our first rally of the year.

The season is here to get our beloved cars out on the area's roads. I once again encourage each Potomac member to look at the calendar on Page 8 and online at www.pocapotomac.org and sign up or just come on out to one or two events in June. I am certain you will enjoy yourself and meet some nice fellow Porsche enthusiasts.

In case you ever wonder, PCA Potomac is a 501 (c) (7) Virginia corporation. What this means is Potomac is a non-profit corporation designated as a social and recreational club. The board's goal for the past several years has been to end the year with slightly more money in the bank than when we started the year. While some years we have been

more successful than others in increasing our reserve, I am pleased to report that the club is solvent and in good shape. I might add that we also have an annual financial review done by an independent CPA firm.

Potomac's annual budget runs just around \$500,000 in revenues.

While a good portion of the revenues (and costs) are realized from our Driver's Education events, we also receive revenues from those who advertise in this magazine (designed to offset the publication costs) and we charge modest fees for rallies, concours, autocrosses, Drive & Dines, etc. In nearly all cases, the fees are designed to cover the basic costs of each event. If a modest profit is realized these are used to offset the cost of certain non-fee events (e.g., catering for open board or membership meetings). Then at the end of the year, the board determines what should be added to the reserve with any additional monies going to one of our designated charities.

Finally, I would like to add that this club is run entirely by non-paid volunteers. It is because of all these volunteers that PCA Potomac is able to offer our 2,200-plus primary members the number and variety of "things" to do to enjoy your Porsche. As always, I encourage you to come to one of your club's events, enjoy the cars and hopefully become active in your club. If you would like to get even more involved, please contact our volunteer coordinator, John Eberhardt (volunteers@pcapotomac.org).

Questions or suggestions? Please feel free to contact me at president@pcapotomac.org.



Dick Seltzer

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2011 calendar

June:

4: Centreville, Va.
brunch, 11 a.m.*
4-5: DE Summit Point, Shenandoah circuit.
11: Falls Church, Va.
breakfast, 9 a.m.*
11: Open board meeting
11: DE tech for June
24-26 Watkins Glen event.
Autobahn. 9 a.m.-2 p.m.
16-19: overnight Drive 'n Dine, Fallingwater, Pa. Begins at 6 p.m. on 16th.**
18: Glen Echo, Md.
brunch, 11 a.m.*
18: Chesapeake Region's 50th anniversary celebration and car show Annapolis. See page 29 for details.
24-26: DE at Watkins Glen, N.Y.
25: Rally #2. **

July:

2: Autocross #3. **
2: Centreville, Va.
brunch, 11 a.m.*
4: Drive 'n Dine. **
9: Falls Church, Va.
breakfast, 9 a.m.*
9: DE tech for July
15-17 Summit Point event.

Intersport. 9 a.m.-2 p.m.
15-17: DE, Summit Point, Summit Point, W.Va.
16: Glen Echo, Md.
brunch, 11 a.m.*
31-Aug. 6: Porsche Parade, Savannah, Ga.

August:

July 31-Aug. 6: Porsche Parade, Savannah, Ga.
6: Centreville, Va. nia
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: Falls Church, Va.
breakfast, 9 a.m.*
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 Faithful car show, Reston, Va.
3: Centreville, Va.
brunch, 11 a.m.*
10: Falls Church, 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: Falls Church, 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: Falls Church, 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: Falls Church, Va. Falls Church 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 Oylter, clubrace@pcapotomac.org

Concours: Ron Davis or Mike Sarli, concours@pcapotomac.org
Drive 'n Dine: John Eberhardt, driveanddine@pcapotomac.org
Driver Education: Alan Herod, dechair@pcapotomac.org
DE Tech: David DiQuollo, tech@pcapotomac.org
Rally: Linda or Craig Davidson, rally@pcapotomac.org

Autocross schedule

July 2: Autocross #3. Baysox Stadium. 8 a.m.-4 p.m.

Aug. 13: Autocross #4. Summit Point Motorsports Park Washington Circuit (part of PorscheFest weekend). 9 a.m.-7 p.m.

Sept. 25: Autocross #5. Baysox Stadium. 8 a.m.-4 p.m.

Nov. 5: Autocross #6. Baysox Stadium. 8 a.m.-4 p.m.

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. Located less than ¼ mile south of I-66. Please note that the starting time is 11 a.m.

Virginia: second Saturday of each month, 9-11 a.m. Jason's Deli, 7505 Leesburg Pike, Falls Church, Va. 22043. www.jasonsdeli.com

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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Summer fun in the sun on tap for June 25 rally

By Gary Brindle
for *der Vorgänger*

Potomac's next rally will be the Summer Fun Rally and Three Legged Race on June 25.

This rally will have three easy legs to complete, the first will be just photos for finding along a well marked route.

The second leg will be a couple of easy questions to find the answers to, and the third will be a drive. (Monte Carlo style with easy-to-follow directions to

Potomac rally schedule for 2011

June 25: Rally No. 2.
Virginia.

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

Sept. 24: Rally No. 4.
Oktoberfest.

get to the finish line).

The rally will start at the Henry Hill Visitors Center for the Manassas National Battlefield Park at 10 a.m. The Visitors Center is lo-



cated at 6511 Sudley Road, Manassas, Va. 20109. We will get the first car off at 10:30 and finish at a nice location for lunch. Cost per car will be

\$40, which includes the lunch. Check the Potomac website at www.pcapotomac.org site for updates on the event. See you in June.

File photo

The June 25 rally will include three legs: photos, questions and a drive.

New Potomac members & anniversaries

June 2011 anniversaries

35 years

Edward H. Aufderheide & Judith E. Aufderheide

James V. Grizzell & Ryan Grizzell

Gilford G. Rowland & Mini Gammell

Tige Savage & Elizabeth Savage

Bill Tench &

Beth O. Tench

Justin K. Wine & Nichole Barner

Stuart P. Wirtz &

Chrisann Wirtz

Betsy Woudenberg & Tim Turqman

20 years

Harvey S. Sherber & Candace Sherber

15 years

Stephen L. Bates & Deborah L. Bates

Michael M. Bensing & Tracy M. Bensing

James Christensen & Vicki Christensen

Dennis Dolsen & Melanie Mattson

John B. Ellis

Jerry Vitarelli & Scott Vitarelli
Clayton Wilson & Stacy Wilson

10 years

Frank Bernheisel & Kathleen Cavanaugh

Sherrie A. Craun

Alan C. Curry & Laura K. Curry

Ryan Magrab & Daniela Ciubuc

Zane L. Metz &

Zane L. Metz

Raymond James Olkin & Vickie Lessa

Michael J. Reamy

5 years

Jack R. Anderson & Colin Anderson

Aaron A. Aulabaugh & Melanie Aulabaugh

Jim Dickinson & Janice Dickinson

Mark Fanning & Anna E. Fanning

John E. Grassie & Jocelyn Chadwick

Ed Hallahan & Debbie Hallahan

Horace Howells

Kirk F. Junker &

Darcey Wilkes

Tim Katsapis & Georgia Katsapis
Tadd C. Kippeny & Leigh Kippeny

Jeffrey W. Leps & Sam K. Leps

Arthur D. Lowry

Tom McGinnis & Linda McGinnis

Ken Monroe

Mark Moseley & Sherry Moseley

John W. Peerenboom & Michelle Peerenboom

Sunny Reynolds &

Tom McCabe

May 2011

new members

Sam N. Al Mukhtar & Colleen Al Mukhtar – 2003 911 C4S coupe

Frederick A. Asiedu – 2006 911S coupe

Chris Bruneau – 1997 993 coupe

Jonathan M. Cameron & Beth Cameron – 2001 996 Targa

Vijayan Charles – 1988 928 S4

Jerry DeMuro & Kathy DeMuro – 2011 Panamera

John E. Farina – 2000

Boxster cabriolet
David Fischer – 1966 912
Felix Frueh – 2004 911 C4S cabriolet

Kathleen Garrity & Holly Horn – 2005 Carrera cabriolet

Ken D. Georgi – 2011 Cayman S

Jim Gianiny – 2011 Cayenne S

Justin M. Gorczynski & Bettina Gorczynski – 2011 911 C4S coupe

Eric A. Hamlin – 2006 997 C2S coupe

Craig Havenner & Kim Havenner – 1998 993/4 coupe

Amanda E. Hill & Augustua Hill – 1990 964 C4 cabriolet

Isaac Hsu & Emily Lin – 2007 Cayman

Z Kulyk – 2006 Cayman S

Lou Mancuso – 2005 Boxster

Michael McKenzie & Susan Saunders – 2009 Carrera cabriolet

John McLaughlin – 2011 Cayenne

Dave McMunn – 2010 Panamera T

Manrico Mirabelli & Barbara Mirabelli – 1986 930 coupe

David E. Moore – 1996 911 C4 cabriolet

Bob Morris – 2011 Cayman

Larry O. Morris – 2010 Boxster S

William O. Osorio & Vernon Rhea – 2009 Cayman

Doug Palmeri – 2006 Boxster S

Vince Prouty – 1973 911T Targa

David P. Roth – 2002 Boxster

Richard S. Sarvas & Millie Sarvas – 1998 Boxster

Michael D. Skowrunski – 2006 Cayman

Ronald Susser & Suzannah L. Susser – 1986 911 Turbo

Darrell Q. Tucker – 1981 928

Rodger L. Wenzel – 2009 Carrera S cabriolet

Chris Wilson – 2003 Boxster S

Bob Wilt & Kimberly Klausung – 2008 911 coupe



Installing a fiberglass bumper on a 914

By Jim McLeod
for *der Vorgänger*

Before describing the installation of the fiberglass bumper, I'll comment on the whys of installing a fiberglass bumper. The car receiving the installation has a front bumper identified as an "IMSA" front bumper. It is distinctively different from the shape of a 914-6 GT front bumper and is also made of fiberglass.

When I bought the car, it had a front-mounted oil

cooler mounted on the outside of the front trunk and the IMSA front covered it nicely and there seemed to be no reason to remove a set-up that had no problems.

On the rear of the car is a stock chrome bumper with a good bumper top. The weight difference between the stock and fiberglass bumpers is reported to be 11 pounds so the weight savings is not a huge reason for the installation as the driver could easily lose the same weight!

One reason for the swap is to install the factory chrome bumper onto a project car bought without



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bumpers and the fiberglass bumper installaton allowed an acceptable solution to the switch besides making matching front and rear bumpers on one of the cars.

After searching my favorite online 914 bulletin boards about recommendations about which bumper to purchase, I ended up purchasing a 914-6 GT fiberglass rear bumper from Getty Design. When I talked to Getty Design about the purchase, I was also given instructions about the installation and this article reflects those instructions.

The installaton starts out with fitting and trimming the bumper to match the car, then attaching the mounting brackets to the body and locating the brackets to the bumper. Next is fiberglassing the brackets to the bumper, then mounting the bumper on the car. Sounds easy enough right? In action, it's not a bad job.

I am fortunate to know Rod Rowland, who came over and led the installation process. I had never worked with fiberglass, and he has extensive knowledge of the material.

1 The first step of the installation is to trim the bumper to fit the car. We held the bumper up to the body and marked where the bumper would need trimming to fit and used a Dremel to cut the marks.

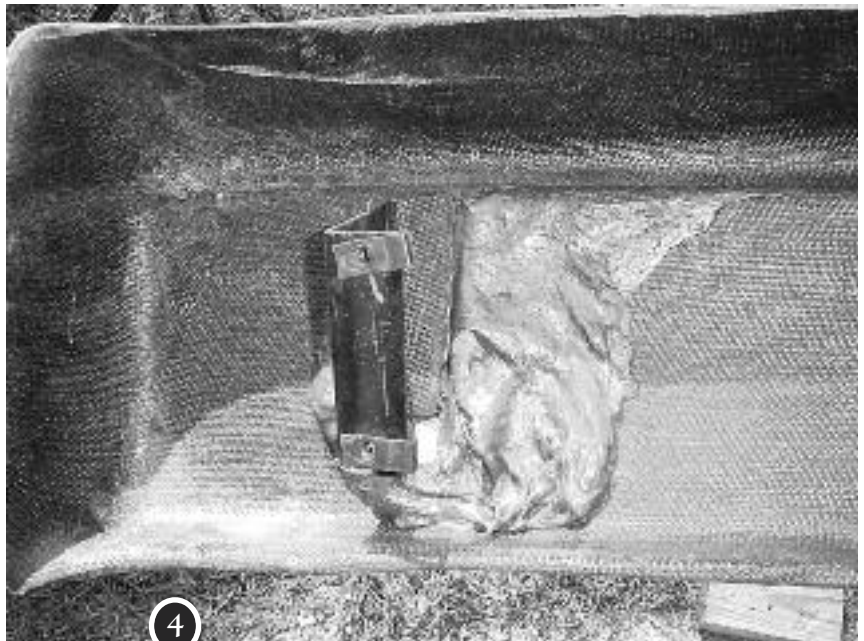
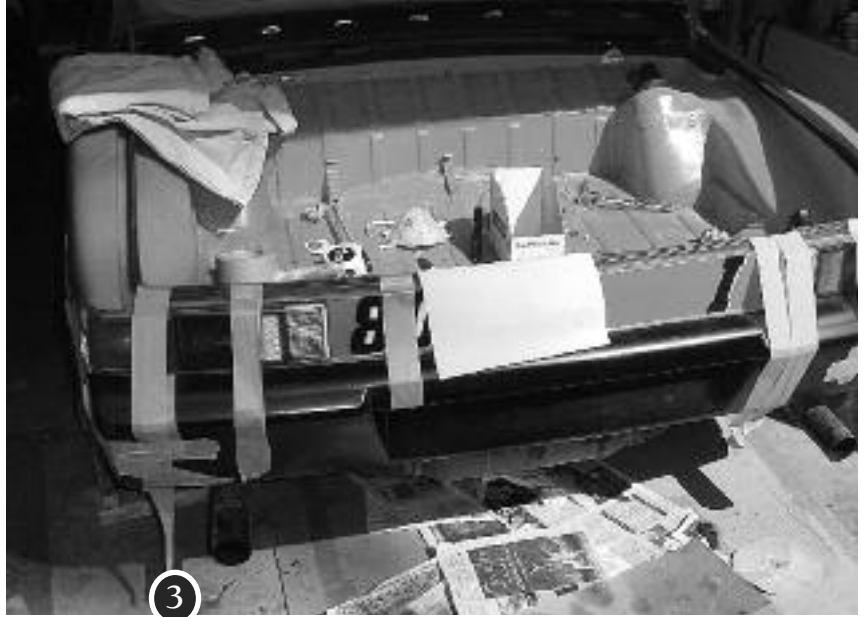
After we were satisfied with the fit, we had to mount the brackets supplied with the bumper to the car to see where to attach the brackets to the bumper. The brackets are supplied separate from the bumper as the fit to these old cars and their individual nature prevents mounting of the bracket by Getty.

2 We used rubber washers to shim the brackets. The only difference I noted was that the Getty brackets used a 6 mm bolt to mount whereas the factory bumper is mounted with 8 mm bolts so the mounting holes in the body are for 8 mm. The stock mounting "dog bones" are not used with the fiberglass brackets.

3 Locating the mounting bracket on the inside of the bumper would be accomplished by smearing body filler on the inside of the bumper, then pressing the bumper to the bracket. We used Bondo Tiger Hair on the inside of the bumper and used blue painters tape to hold the bumper in place until the Bondo dried.

4 After the Bondo dried, we removed the bumper from the car with brackets attached. The brackets were solidly attached to the bumper with the Bondo.

5 We reinforced the bracket mounting with fiberglass cloth.



Continued on Page 12



6 After the fiberglass cured, we re-mounted the bumper on the car and I was pleased with the fit.



7 The final step of the installation was to mount the license plate.

The installation of the bumper took six hours, including a trip out to lunch, and the total cost of the project was about \$300 including bumper, shipping and all materials to mount the brackets. Many thanks to Rod Rowland for helping with the installation. A similar description of this installation, with a couple of different pictures, is posted on www.914world.com.

DIY tips

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

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Spots available for Fallingwater trip

By Claude Imbt
for *der Vorgänger*

PCA Potomac's Fallingwater trip June 16–19 is THE Dine 'n Drive event that is most awaited by our members. This popular event combines an enjoyable drive to Pennsylvania's Laurel Highlands, multiple nights at the incredibly beautiful Nemaocolin Resort, fine dining, scenic drives and the highlight—a tour of Frank Lloyd Wright's Fallingwater and Kentuck Knob homes.

These legendary homes are known for how well they are integrated into the surrounding natural environment including the use of indigenous materials and the way the home becomes an element of the natural topography. In fact, the Fallingwater home overhangs a beautiful stream in such a way that the stream becomes an integral feature of the home and home becomes an integral feature of the stream.

Of course the real highlight of any Dine 'n Drive event is the opportunity to reconnect with friends and to make new friends. Last year, 64 PCA members with their 33 cars attended the event, with many members returning once again. The Fallingwater trip is a great event to bring your spouse or significant other and children where they will all delight in getting to know each other and to discover the incredible amenities of the Nemaocolin resort.

The Nemaocolin resort features Forbes Five-Star and AAA Five-Diamond lodging and dining. Situated on 2,000 acres, the resort features a spa, 36-holes of golf on two courses, a shooting academy and an outdoor sporting facility on 140 acres complete with 30-stations, wing shooting, a spacious lodge and fly fishing. You can also enjoy the Wildlife Academy, home of the equestrian center, animal nursery, animal habitats and educational programs. Black bears, zebra, buffalo, tigers and hyenas are just some of over 100 animals that currently call Nemaocolin home.

This year we will have an optional Thursday night stay for members who may want to take advantage of the resort's facilities and activities. We will start things off with cocktails on Thursday night for members staying at the resort.



For those coming on Friday, the event will include a scenic drive to the Nemaocolin resort from the Washington area followed by an evening sunset drive, reception and BBQ at the resort. Saturday's activities include scenic drives, an optional visit to Kentuck Knob and a Saturday night banquet. Sunday morning includes our visit to Fallingwater and your drive home in the afternoon.

Registration is \$95 per person that covers Saturday dinner and the Sunday tour of Fallingwater; \$105 per person includes Saturday morning tour of Kentuck Knob as well as dinner and the tour of Fallingwater. Advance registration is required by May 30, 2011. Please register using our on-line registration system by clicking Programs > Drive and Dine > Registration, and you will see the events that are open for registration.

In addition, members will be responsible for the cost of gas, Sunday lunch, and their hotel expenses. We have negotiated a preferred rate with Nemaocolin Woodlands Resort (<http://www.nemaocolin.com>) of \$180 for the nights of Thursday, Friday and Saturday, June 16–19 for a double room. To book your room, please call Nemaocolin reservations at (800) 422-2736 and mention that you are with the Porsche Club Fallingwater trip.

2010 file photo by Jason Eberhardt

The Fallingwater Drive 'n Dine trip also includes an opportunity to tour Kentuck Knob, another of Frank Lloyd Wright-designed houses in the Pennsylvania Laurel Highlands.



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Porsche-themed garage sale

Story and photos by Richard Curtis
for *der Vorgänger*

John Wood's Porsche collection was the subject of a *der Vorgänger* cover story in our February 2010 issue. At that time, he owned three 356es, now all recently sold. Wood and his wife, Anne, who is retiring, have decided to step back from so much Porsche activity—although he'll continue to have a Porsche; he says "it's in the blood"—and will be selling their Virginia farm and moving to smaller quarters in Northern Virginia.

To that end, Wood arranged a Porsche-themed garage sale in late March pictured here to sell his 10 year collection of various Porsche stuff. Many of John's Porsche friends showed up to cart away bargains in signs, books, various 356 parts and pieces and shop equipment. What Wood didn't sell at this sale he says, will be auctioned off when his farm is sold, hopefully soon.



Top: Panoramic view of Wood's oversize garage where had arranged everything for sale.

Above: Among items for sale were various Porsche and auto-themed signs, 356 parts and pieces and various pieces of shop equipment such as welders.

Far left: John Wood takes a break during the sale. A steady stream of customers attended the March 30 event.

Left: Phil Ege, a new Potomac member removes a sign he bought, assisted by Lewis Hauser of Karosserie Ltd.





Photos by Michael Madrid

28th annual Deutsch Marque concours

It was sunny, except for most of it

By Ron Davis
Potomac Concours chair

A few days before our first concours of the year the weekend forecast was looking good with just a few clouds on the old weatherman's map. With 22 eager participants preregistered, it appeared there would be a heavy turnout on Sunday.

That might have happened if it had been a sunny day, but the "never-driven-in-the-rain" owners must have seen clouds in the sky, because registration helpers Diana Davis and Lonnie Kessler signed up only another 24 cars for a total of 46 cars.

Our 10:30 meeting with the judging teams headed by Matt de Maria and Mike Sarli had just gotten underway when the weather gods frowned and a light rain started to fall!!

After my initial panic, the show went on and by noon, just as the soggy judges were finishing up, of course the rain stopped. However, this triggered an emergency meeting of the three clubs' con-

courses chairs, who decided to move the awards reception up to 2 p.m. This was a good idea since more showers came and went all afternoon.

The awards reception was a little damp, but all went smoothly thanks to terrific help from new club President Richard Seltzer and Social Chair Michaela Shoop and Steve Shoop—her great helper-husband who brought and served all the drinks.

Speaking of helpers, I also want to give special thanks for a terrific job to judges David Miller, Tom Coyle, Len Cohen and daughter, along with Einar Petursson and "man for all tasks" Chris Wingfield.

Show participants were especially pleased to see the flag of sponsor Porsche of Tysons flying at the field, and they enjoyed chatting with Service Manager Chad Morrison and his guys.

Despite the showers, 46 Porsches were on the field. Separate classes for front-engine models and a Boxster/Cayman class this year were well received.



**Complete list
of winners,
Page 19.**

**Photos, pages 16–19
and 31**



Top photo by Richard Curtsi; left photo by Michael Madrid
Top: a late-model Speedster body built on a '74 911 Targa chassis by Heinz Wahl of Arlington, Va. alongside a factory '87 slantnose 930 belonging to Ryan Lynch of Quantico, Va.

Left: Rob Abbott's 911ST took home a trophy in Coupes All Years (People's Choice).



Photos above, left by Michael Madrid
 Above: Jeff Marcon dries off his 930 slantnose after a light rain.



Photo below by Richard Curtis

Below: Tom Coyle, David Miller and son, John, 10, look beneath the luggage compartment carpet in Miller's '72 911E.



Above photo by Michael Madrid

Above: Muriel and John Ogilvie wipe rain drops off their '55 356 coupe. The car took third place in 356 (Concours) class.



Photos this page by Richard Curtis
Right: Robert Slatkin, left, and his dad and car owner, Seymour, take a break from concours action to have a bite to eat. Slatkin, of Potomac, Md. bought the '97 C2S one year ago; he also owns an '08 C2S. Robert, 17, has begun autocrossing, recently besting his dad's time in the '97 car.



Above: Kathy Downs of Maryland won two trophies with her rare Horizon Blue '92 968 that she's owned for five years. The Deutsch Marque was her first PCA event.

Photo at right by Michael Madrid



Above: From left, David Miller, car owner Randy Moss and onlooker Sam Campbell of Rockville, Md. discuss the engine compartment in Moss's '73 911S Targa.





Photos above, right by Richard Curtis

Above: Jonathan Jones of Rockville applies finishing touches to his '88 930 slantnose that he's owned since '98. The car took 2nd place in Coupes All Years (People's Choice).

Right: George Whitmore, left, discusses Porsches with Tim Berardelli, center, and John Altman. Berardelli's '59 Conertible D pictured here, won first place in 356 People's Choice.



Deutsch Marque winners:

Best of Marque

Harvey Cherner, '63 356 cabriolet

356 (Concours)

- 1st – Harvey Cherner, '63 cabriolet
- 2nd – Jim Hobbins, '63 356B coupe
- 3rd – John Ogilvie, '55 coupe

Early 911s, 912s, 914s 1965-83 (Concours)

- 1st – David Miller, '72 911T
- 2nd – Randy Moss, '73 911 Targa
- 3rd – Ed Gaulrapp, '76 912E

Mid-911s 1984 - 98 (Concours)

- 1st – Seymour Slatkin, '97 Carrera coupe
- 2nd – Tom Coyle, '97 Carrera coupe
- 3rd – Erick Sulas, '96 coupe

Late 911s 1999 – 2011 (Concours)

- 1st – John Hawley, '03 Turbo coupe
- 2nd – Peter Hebert, '02 996
- 3rd – Sam Al Mukhtar, '03 Turbo coupe

Boxster/Cayman (Concours)

- 1st – Jim Skelly, '08 Cayman
- 2nd – Bob Famer, '04 Boxster
- 3rd – Charley Haughney, '06 Cayman S

924, 928, 944, 968 (Concours)

- 1st – Kathy Downs, '92 968 cabriolet
- 2nd – Michael Frachel, '87 928 S-4
- 3rd – Randy Sese, '91 944 S-2 cabriolet

356s (People's Choice)

- 1st - Tim Berardelli, '59 Convertible D
- 2nd – Mike Sarli, '58 coupe
- 3rd – "Littlejohn" Schebish '58 Speedster

Coupes All Years (People's Choice)

- 1st – Rob Abbott, '71 911 ST
- 2nd – Jonathan Jones, '88 911
- 3rd – Doug Magee, '06 911 S

Open Cars All Years (People's Choice)

- 1st – Heinz Wahl, '74 911 Speedster
- 2nd – Dale Van Demark, '89 911 cabriolet
- 3rd – Kathy Downs, '92 968 cabriolet



Deutsch Marque's 'Best of Marque'



Photos by Richard Curtis

Top: Harvey Cherner wipes rain drops away before the judging during May's Deutsch Marque Concours, in which his freshly restored '63 cabriolet took "Best of Marque."

By Sydney Butler
for *der Vorgänger*

Harvey Cherner returned from his Army service in Korea as a disillusioned but determined young man. He had graduated two years earlier from American University, majoring in philosophy, but his war experience rendered his studies (in his words) "obsolete."

He came home with two clear things on his mind—"girls and cars"—and he was soon off on a new career and new adventures.

Cars had always been part of Harvey's background. His dad was a partner in Cherner Ford Company, founded in 1924 on Florida Avenue in D.C., just behind what is now the Washington Hilton. Harvey remembers the business as a cramped but busy spot with no parking lot and cars delivered directly off the small showroom floor. And that's where the young war veteran found himself in 1953, learning the business sorting parts and trying his hand at sales.

He didn't take to his duties well at first, and when his dad suggested he take a financial analysis course at Wayne State University in Detroit, Harvey took the chance.

That is where he was truly smitten with cars, when visiting the Ford plant in Dearborn and getting a first hand glance at some stunning legends to be.

"There in front of us were 100 1954 Thunderbird body shells—built for Ford by the Budd Corporation—in red, black and turquoise. I was in love, and my real passion for cars took hold. I was helpless!"

Harvey returned to the family business and developed a love for the people—customers and employees—and pursued his passion. In 1957 he bought and restored the stunning Lombard Blue 1931 Ford Roadster that still nestles (fully street worthy) in his garage. He is no absentee owner/restorer, and can expound with experience on the water pump gaskets and other niceties of the inline four that he says starts as easily now as it ever did.

Another love of Harvey's life arrived in 1958. He met his wife Arlene, was married in 1959, and shares his life and family with her to this day. A loving and willing accomplice to his car passion, Arlene even loaned Harvey some money to buy a car.

Harvey's first Porsche arrived in 1965, as a trade-in on a new Mercury Comet. "A friend wanted a car for his daughter, and offered to swap his red 1962 Super 90

cabriolet for a car on the floor. I was so stunned by the Porsche that I had our dealership accountant bill the car to me. My dad was not pleased and made it crystal clear that we were in the profit business, not the even-swap business. Nevertheless, I kept the car and loved it for several years until I gave it as a gift to the general contractor who built my new dealership on Leesburg Pike in 1970-'71."

That new dealership—Cherner Lincoln Mercury—was to last and thrive for over 39 years. Harvey has only the fondest of memories, especially of the people who worked and came into that landmark place of business. "I loved the business and the people. We started with 15 folks, and when we finally sold the business there were well over 100. I can't tell you how or really when things fell into place over the years, but I am truly grateful for my times and experiences there."

Harvey and Arlene live less than a mile from his university alma mater, and in their garage sits the gorgeous silver/blue 1963 cabriolet that



Cherner family photo

Arlene Cherner with son, Jim, in the late 1960s with Harvey Cherner's first 356, a 1962 Super 90 that he had received in trade for a Mercury Comet.

recently took Best of Marque among Porsches at the 2011 Deutsch Marque Concours.

The car is breathtaking and a fitting companion to the 1931 Ford roadster parked alongside. "I have always been enraptured by cockpit style, two-seater roadsters. To me, the Porsche—with its unique and classic design, is just an extension of the same concept created for the Ford over 30 years earlier." (Harvey takes this roadster concept seriously, as evidenced by his pristine white Boxster and the splendid 1969 Mercedes 280SL he restored and eventually

sold.)

Harvey bought his current 356 from a friend in August 2010, after years of entreaties. "Every year I would ask 'Is it my year yet?' Finally, the friend said yes.

"The car was in great shape, but with Ray and Eric Wills' help—and my passion for car detailing—we put her into top mechanical and show shape. There are so many special parts—the Hella foglamps, the fully restored radio, the dark blue top and seats, for example—and I will al-

ways be grateful for all the professional and caring help I received."

Over a lifetime of cars—Fords, Mercurys, Mercedes—why Porsche? "The cars remain so unique and stylish, and the owners have such a grand, even fastidious respect for their cars. I cannot say enough about the care, for example, that Eric Wills took during the restoration. The cars deserve the people, and the people deserve the cars. I am proud to have Porsches in my car life and passion."

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Driving 'n dining with John Eberhardt

John Eberhardt is currently chair of Potomac Region's Drive n' Dine Program, one informally based on PCA's Tours and similar to those existing within many of the other 138 PCA regions. John's co-chair is Andrew Fort, who will be taking over the position, likely at the end of this driving season.

By Kathryn Seltzer
for *der Vorgänger*

Photo by Richard Curtis

Drive 'n Dine Chair John Eberhardt not only has led the popular Potomac program for several years, he's also involved in autocross and DE.

I met John several years ago at a Potomac Drive 'n Dine—my first such event—at a restaurant in Fairfax, Va. Frankly, I wasn't all that pumped up about driving in the rain and traffic to Fairfax, only to sit around a table at an eatery I'd never been to with people I didn't know. But the bottom line is that my husband, Richard, pretty much made me go, citing the several sorority events to which he'd recently accompanied me. The discussion

over, I went, however reluctantly.

As I look back, I have to say that the night went far better than I imagined it might—in large part because I was seated next to John Eberhardt. (As many of you already know, John has a quick wit and is a great conversationalist.)

Before we'd even ordered dinner, I learned that John owns a 1998 Boxster, as do I, that his and my Boxsters are daily drivers, vehicles we love and that we each purchased used, in fabulous condition and at reasonable prices. John went on that night to tell me of his passion for DE and for autocross, neither of which I had ever considered. However, John's enthusiasm won me over, and before dessert arrived he had talked me into attending an upcoming autocross event at Baysox Stadium, further offering his help from the passenger's seat if I'd sign up.

I signed up and showed up, and that's how I became a participating member of Potomac. Those of you driving with me in Green at Summit Point DE events can pretty much look to John to thank, or rather look to John to blame, as Richard often puts it.

But this isn't about me, although I'm delighted to say that I found a new friend in John at that Drive n' Dine, a friend Richard and I recently invited to our home for dinner in Alexandria. After first having to close his Boxster's top to keep out the visibly green pollen dust as he arrived, followed immediately by his having to fend off our two poorly behaved, all-too-crazy big dogs, John agreed to answer a few questions:

Q: John, what was your first PCA event?

A: My first official PCA moment came in April 2007. An autocross with [Potomac's autocross chair] Tony Pagonis. That's how it all started, at least for me.

Q: I'll presume you didn't just wake up early one morning and say, "Autocross! Baysox Stadium! Today!" What came before that, what other "driving" had you done?

A: I'd been on my own for awhile, simply enjoying my new-to-me 1998 Guards Red Boxster, a birthday present I'd given myself a couple of years before, just prior to and probably not coincidentally my Duke University reunion. I'd been a convertible convert after my first, a Chrysler LeBaron. Yes, really, a LeBaron. I loved it! Basically, I just like to feel the wind in my hair while I still have some. Pretty soon I started hanging out with some other Boxster guys I'd met, and we began getting together when we could fit in Boxster Drives—some great times with some great people.

Q: So how'd the reunion go?

A: Reunions are reunions, but I particularly enjoyed the drive to Duke, taking Interstate 95 to 85, driving through rural areas where a Boxster is viewed as a head-turner, a truly exotic car—and I did nothing to disavow that notion as I toured the countryside. I can still see myself at one point accelerating at 90-plus miles per hour





2009 file photo by Steve Mitchell

Left: This was the Fallingwater Drive 'n Dine participants in 2009, posing for their group photo outside the Nemaocolin Resort...

2010 file photo by Jason Eberhardt

Below: ... and this has how the attendance for this most-popular Potomac Drive 'n Dine event has grown.

past a school bus on the Interstate, clearly impressing my audience of high school boys, who cheered me on. Yes, I shouldn't have been speeding, but the boys enjoyed the moment, and so did I, obviously.

Q: I know you're a devoted PCA autocrosser today, in addition to your attending as many DEs as you reasonably can, today driving in Blue. I also know many PCA track drivers begin on an autocross course, as you did. Considering that, what advice do you have for that first-time Autocross driver?

A: Well, for one thing, don't back up on the course like you did when I drove shotgun with you! When you miss a cone, you miss a cone. Just keep on driving.

Q: How did you end up with the Drive 'n Dine gig as chair for Potomac.

A: As I recall, I was innocently chatting with Tony Kelly and Fred Phelps at Escape in the fall of 2007. Fred had been D'nD chair for a time, and I mentioned that I might be interested in helping him put together some future drives. I didn't give that conversation much thought nor did I hear from anyone about my offer until the next Potomac Club meeting, when Tony announced me as the new Drive 'n Dine chair. And that was that. Someone told me that Fred was in the background chuckling, but I couldn't confirm that.

Q: As I understand it, Drive 'n Dine is designed in some part to help involve club members who might not otherwise participate in track or other driving events. To that end, what are you most proud of about your tenure? Too, what has been your best Drive 'n Dine event so far?

A: I'm most proud of the number of people who have come out. Participation has really grown. Further, we've had no speeding tickets and no incidents, something we should all be proud of. In thinking about past drives, I have to say that my second Fallingwater tour in 2009 was my best event—I remember thinking afterwards to myself, I got it right! The previous year I was still working things out, and maybe only 15 cars were in attendance. We had gathered that first year at Seven Springs Resort in Pennsylvania, where PCA Potomac took third on the Welcome! sign, after Elks of Western Pennsylvania and Joe's Bowling League. Ouch!

Q: What have been your biggest challenges over the past few years?

A: Managing the calendar is sometimes an onerous task. There are so many things out there to do, so many



possibilities. But if you schedule too many events, you spread yourself and your members too thin. If you don't have enough, members are disappointed. Regardless, my policy is this: Put up, or shut up! If you aren't prepared to help, don't complain. By and large, however, people really come together to get and keep these events going, and we all make it happen for one another.

Q: At press time, there are still a few spaces open for this year's June 16–19 Fallingwater Tour. What can members look forward to this time around? I've already heard that many of this year's participants are coming back for their second tour, if not their third.

A: I listened carefully to people who attended the last two tours, both based at the Nemaocolin Woodlands Resort, a fabulous venue, to learn that lots of folks wanted more time at the resort itself. So this year, I added a third night up front, on Thursday, June 16. That night is optional, of course, but it's there and people are taking advantage of it. I don't think anyone will be disappointed, except those who might find after reading this that spaces are long gone! (See related story, Page 13)

Q: Is there anything else you'd like to add?

A: Definitely. I want to reiterate that I've had a great time as chair, and I look forward to helping my co-chair, Andrew Fort, as he transitions. Of course, I too might be the guy in the background chuckling. I also want to encourage members to continue supporting Drive 'n Dine, as I know I will. After all, "It's not the cars, it's the people!"

Drive 'n Dine schedule

June 16–19: overnight Drive 'n Dine, Fallingwater, Pa. Be-gins at 6 p.m. on 16th.

July 4: Drive 'n Dine. TBA

August 13: Drive 'n Dine to Summit Point for Porsche-fest. Details TBA.

August 27: Drive 'n Dine, drive-in movie, Baltimore. Details TBA.

September 24: Oktoberfest-Rally #4-Drive 'n Dine-Car show, Lovettsville, Va. Details TBA.

October 22: Drive 'n Dine, Fall Foliage Drive Details TBA.

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



First sailplane flight

Photos by Richard Curtis
for *der Vorgänger*

While on a recent vacation to San Diego, I took the opportunity to cross an item off my bucket list: a sailplane ride. A 90-minute drive took us to Sky Sailing in Warner Springs, Calif. for an eerily silent float through the skies above Mt. Palomar. Despite having jumped out of airplanes 40 times, this was my first ride in a non-powered aircraft. I was nervous, but it was a delightful experience; I can't wait to do it again. Highly recommended.



Top: Instructor Polly Ridgway (“more than 9,000 hours in sailplanes,” she said) and I (zero hours!) moved the plane to the runway for takeoff behind a towplane.

Above and right: The towplane pulled us to 6,000 feet and then released us for a 30-minute float in the mountain updrafts. You can take the controls if you like; Ridgway talked me through every maneuver. We returned to the small strip where dozens of privately owned sailplanes are kept. Different flights, lessons and rentals are also available. Reservations recommended.





Activities to complete your Parade week

By Cole Scrogham
Porsche Club of America

Parade 2011 in Savannah is coming up quickly. When Parade junkies start thinking of the week of fun and excitement with their Porsche and PCA friends, they begin with the main events: the concours on Monday followed by the autocross.

It can be so easy to focus on those two, as much fun as they are, that one can overlook the other opportunities that exist during this action packed week. The rallies and driving tours are also great fun, as is the challenging tech quiz.

The TSD rallymasters this year have ample roads for exploration, and regardless of your experience level they will have something for you. Beginners will find stress-free checkpoint locations, while more expert rallyists will be challenged on their way to single-digit scoring opportunities. Remember to take advantage of the TSD (Time-Speed-Distance) rally school held the day before the event.

If the TSD rally is not your cup of tea, try the lower impact Gimmick Rally or a driving tour. The tours have been extremely popular for several years now, and this year is no different. Due to the overwhelming demand, additional dates have been added by our hardworking Parade staff. Check out the web site below to see the new dates

and see what all the excitement is about.

The last of the “competitive” events is the Parade Technical and Historical Quiz. In a slightly revised format this year, the tech quiz will test your knowledge of Porsche history, family trivia and model lines over the last 60 plus years.

The quiz goes by quickly, featuring 50 general questions and 25 “model” specific questions for your area of expertise. The answers are provided for you after the quiz to discuss with your new friends ensuring that you will learn a lot of new facts about the car and culture we all love, Porsche.

Please continue to read as I remind you of all the other opportunities that are available for you to enjoy during this fabulous Parade week in Savannah. I certainly hope to see you there!

Parade for children

Younger Parade participants can look forward to plenty of action and adventure including radio-controlled cars and boats, make-and-take craft projects, pool games, karaoke and outdoor movies. Children will be able to make their own art piece on Sunday to enter in the art show. There will also be a photo gallery showcasing the work of our amateur photographers and their Parade experiences. There will be a ghost hunt, bike rally and pool party for the teens and 'tweens in addition to plenty of

Photo provided by
www.SavannahVisit.com
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The Talmadge Bridge connects the Downtown Historic District to Hutchinson Island and South Carolina.

gaming and hanging out with friends in the Kids' Lounges. Babysitting and activities will be provided for the evenings of the concours and victory banquets. We look forward to seeing our younger friends in Savannah!

Hospitality

Where is the place to meet your friends, have a morning coffee, an afternoon repast and check your email? The answer is the Parade hospitality! Check the Parade schedule for all our activities, hours and special events including wine and beer tastings.

Our Parade sponsors will have booths for you to view their products and more than a few Porsches on display. Stop by the internet cafe to check email, review the Parade website for information and print your boarding passes.

Goodie store

We have planned a goodie store you won't want to miss. Porsche merchandise, PCA-logo merchandise, Parade-logo merchandise, models, books and special items not seen in past Parades can all be expected. Be sure to check the store repeatedly during the week to find the special item that expresses your affiliation with things Porsche and PCA or those items that make for the perfect reminders of your incredible week in Savannah. Major credit cards accepted.

Party, dinner schedule

Sunday—Pirelli Welcome Party: After a few years' hiatus, the Welcome Party will once again be a German buffet, with all of the usual favorites.

Tuesday—Porsche Concours Banquet: Our grandest evening, the Concours awards will be presented as well as many of the coveted national contest awards. The Concours banquet will be our most formal banquet, with a menu that matches.

Wednesday—Mobil 1 Rally Banquet: We have something different and fun planned for the Rally Banquet—a Casino Night, with 'dine around' food stations. So brush up on your Blackjack, Poker and dice skills. There will even be a gaming corner for the kids!

Friday—Michelin Autocross Banquet: The Autocross Banquet will be a fun one, too—a "Low Country Boil" dinner, a Southern favorite and tradition.

Saturday—Porsche Victory Banquet: The Victory Banquet will be the culmination of our Parade week together, where we will reflect on our past week of adventure, as well as hear about our next opportunity to all get together, at Parade 2012! The Tech Quiz awards will be presented, as well as the Grand Prize—a trip to Germany!

Gimmick rally

The Gimmick Rally is designed to provide a scenic, relaxing and fun outing for everyone, including families. Our route will pass historic and colorful places of interest, with optional stops to explore and experience the charm of southern hospitality. The route will be simple and clearly described with a driving time of no more than 2½ hours. The gimmick of the rally will unfold as you drive the route, but there will be no tricks or traps, and novices and experienced gimmick rallyists alike will enjoy this rally.

Driving tours

The Savannah Parade will include several guided driving tours to points of interest while cruising the countryside of Georgia and South Carolina. These tours have become some



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PCA's Premier Event Of The Year!

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2011 PORSCHE PARADE

Learn more and register at parade2011.pca.org

**Don't Miss Out,
Registration Closes July 20**

of the most popular activities of the week.

Tech academy

The Porsche Club Tech Academy will provide participants with a well-rounded curriculum. All Porsche models will be covered. Upon completion of three hours of study (attending three sessions) you will be awarded a Bachelor of Arts diploma for your achievement. Five hours earns you a Masters degree and after seven hours of study you will have earned enough credits for a doctorate degree. All diplomas will be signed Peter Smith, dean of Porsche Club Academy and Manny Alban, president of Porsche Club of America. The Tech Academy will have something for everyone; stay tuned to the Parade website for the final class schedule.

Local attractions

Savannah is a hotbed of cultural attractions, and we will certainly take advantage of them. Offerings include a tour of nearby Hilton Head Island, the Rose Hill Plantation, the charming nearby towns of Bluffton and Beaufort and the communities on Tybee and Skidaway Islands.

In addition to the organized events, the Savannah area has much to offer that you can do on your own: carriage and ghost tours, riverboat cruises, movie tours, fishing, dolphin watching, kayak tours, 8th Air Force Museum, railroad museum, Ft. Sumter, Telfair Museum of Art, USS Yorktown, Plantation tours, Paris Island Marine Base & Museum, shrimp boat tours,

cooking schools.

Art show

This traditional competition continues with various categories including fiber arts, jewelry, painting, crafts and photography (with both amateur and professional divisions). All Parade entrants may participate, including children.

Our special event this year will be a region T-shirt contest. Any and all regions may submit a T-shirt that is designed to advertise a regional event. Be sure to check out the web site for more information.

And much more

Other events during the 2011 Parade include a 5K Run/Walk around Hutchinson Island, slot cars, the Michelin Drive & Compare, a golf tournament, a helpful concierge on-site all week, Parade 101 classes and National awards including the newsletter, website, Enthusiast of the Year, Family of the Year, Region of the Year and Public Service awards. We even plan to bring back the police-escorted Parade of Porsches.

There also are banquets that round out each evening. (See page 26 for schedule.)

Spots are filling up quickly, so load up and join us in Savannah for Parade 2011. More information is available at <http://parade2011.pca.org/>

Don't miss out, register today and join our Parade Facebook site to make your travel plans to Savannah.

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Fun get-togethers for car lovers

Please email details of other car meetups to 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 April 24 at Fair Lakes, Va. find an often interesting array of collectible cars such as this restored '70 Dodge Challenger owned and restored by Mac Holt of Ashburn, Va. The period-correct restoration took 2½ years.

early evening informal car show at the Burger King, 10991 Nokesville

Road, Manassas, Va. 20110 (near the Manassas airport at the inter-

section of Route 234 [Prince William Parkway] and Route 28).

Exotic cars meet-up

These meetings are arranged through a website, www.6speedonline.com/forums/mid-atlantic.

Check this URL for dates, times and locations.

Father's Day car show

The annual Father's Day antique auto show will be held at Sully Plantation on Sunday, June 11 from 10 a.m.-3:30 p.m.

The plantation is at 3650 Historic Sully Way, Chantilly, Va. 20151, adjacent to Route 28 near Dulles International Airport. A small admission fee is charged.

Although billed as an antique car show, there also will be many late-model muscle cars, sports cars and other interesting vehicles.

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Photos provided by Kevin Sims

A large turnout of exotic sports cars is expected for the Sunday, June 19 EuroSport Tour D.C. event.

A day-long tour for exotic cars

The EuroSport Tour D.C. event on Sunday, June 19 will bring many of Europe's famous marques together for a day of engine revving through the back roads of Maryland and Virginia.

The tour will begin at Ferrari/Maserati of Washington, 45235 Towlern Place, Sterling, Va. 20166 and include a tour of the dealer's race shop. The invited marques include Ferrari, Porsche, Lamborghini, Maserati, Aston Martin and Lotus.

"It's all about the cars really," explains Kevin Sims, the event organizer. "The car passion is in our blood. The event is intended to allow us all to share our passion with like-minded people within

the European car community. We all love to open up the throttle and have some fun, so let's do it together. Where else can you compare the exhaust notes of so many European greats during a single event?"

Prior to departing on the driving tour, FOW will conduct a tour of their Ferrari Challenge Race Shop. Tour participants will be served breakfast and coffee to fuel them up for the drive. Registration will be open from 7:30 a.m. to 8:30 a.m.

A barbecue lunch will be served at Patapsco Valley State Park in Ellicott City, Md. to satisfy the appetite created by an afternoon of driving. There will also be

a concours at Patapsco Valley State Park along with a People's Choice Award contest. There will be an award bestowed to an owner within the Porsche, Ferrari, Maserati, Lamborghini, Aston Martin and Lotus marques.

It is advised to pre-register for the event. Pre-registration cost is \$35 per person. On the day of the event, the cost will be \$40 per person.

To book in advance, mail a check to Autobahn Ambition, P.O. Box 96, Vienna, Va. 22183. Make checks payable to Autobahn Ambition. Please include a note with the number of people attending the event, the make and model of car(s) participating, a mailing ad-

dress, phone number and an e-mail address. Once the registration is received, an email will be sent to confirm the details of the party. Please bring the confirmation email to the event.

For questions, contact Kevin Sims at (703) 586-5136 or email him at autobahnambition@gmail.com.

Remember to mark your calendars for June 19. The EuroSport Tour D.C. event promises to be a melding of automotive passions from across the European community. The event is being sponsored by *Autobahn Ambition Magazine* and Ferrari of Washington.

PCA license plates offered to Virginia members

PCA Potomac member Howard Hill recently finalized arrangements with the District of Columbia to make PCA plates available for our D.C. members.

Based on strong interest shown by many of Potomac's Virginia members for similar plates, the Potomac board has decided to offer this option to all of our members who reside in the Commonwealth, and Hill has agreed to coordinate this effort.

Displaying these plates is an

easy way to promote PCA while just driving around town. It is a great way to stimulate interest in PCA and a nice conversation piece to help spread word about The Founders' Region.

Please note that we will need to receive at least 450 prepaid applications from members who reside in the Commonwealth in order to go forward with this project (one completed application for each set of plates to be issued).

There is a one-time application fee of \$10 for each set of plates issued, and there will be a \$10 annual fee following their issuance.

If you would like to be among the first to display these plates, please contact Hill at howard.hill@pcapotomac.org.

PCA members who live in Maryland should contact the Chesapeake Region for information about Maryland plates.

Chesapeake's 50th

Porsche owners are invited to the Chesapeake Region's 50th Anniversary Celebration at the U.S. Naval Academy's Navy-Marine Corps Stadium, Saturday, June 18. The event will begin with a car dis-

play with 50 invited cars each representing a year of the region's history.

The upper lots of the stadium will feature a people's choice car show (\$10 per car) for all who attend the event. Categories will be by model. In addition to the people's choice car show and the historic display, the Admiral's Tent will offer refreshments and viewing of our 50th DVD. Social hour and dinner will be \$60/person.

For further information, contact Bob Gutjahr at silber_pfeile@yahoo.com or www.pcachs.org/

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:

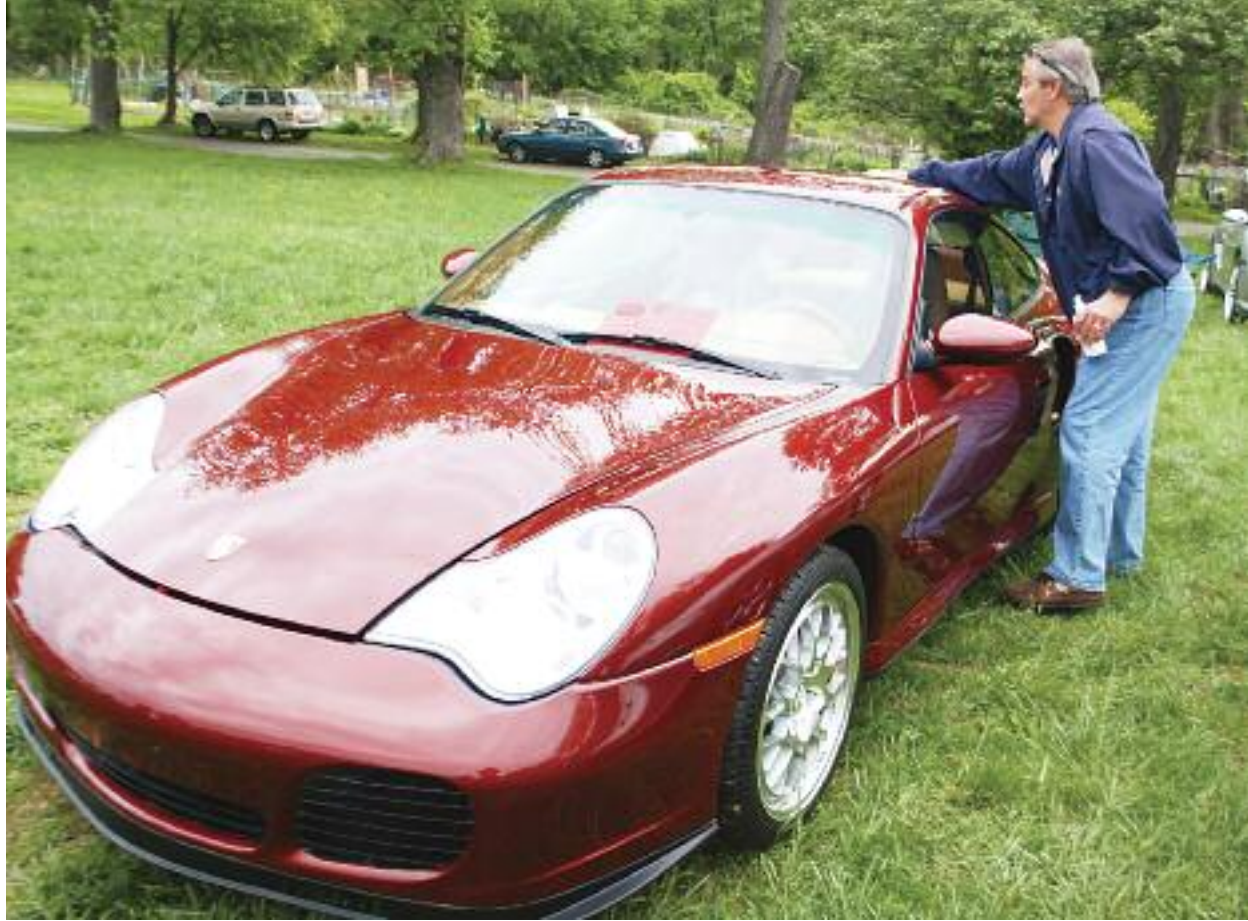
<input type="checkbox"/> 356	<input type="checkbox"/> 911 Carrera (1974-1975)
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<input type="checkbox"/> 944 Turbo	<input type="checkbox"/> 911 Speedster
<input type="checkbox"/> 944S2/944S	<input type="checkbox"/> Cayenne

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

Readers and their cars

Right: Peter Hebert of Ashburn, Va., has owned this '02 996 Turbo coupe for four years. It is his first Porsche.

Below: Bob Farmer of Springfield, Va., showed his '04 Boxster S that he's owned since 2004. Farmer has owned five Porsches including a '58 Speedster that he bought while in the service for only \$1,295.



Photos by Richard Curtis;

Right: Charles Taylor of Stafford, Va. closes the engine lid on his recently acquired '59 356 coupe. He's owned 12 other Porsches but currently owns only four: this car, a Cayman, a '68 912 and an '08 911. He recently sold his '61 and '64 356 coupes.



Good wax job. May's annual Deutsch Marque Concours was visited by a short bit of rain. Photo by Michael Madrid, www.michaelmadridphotography.com

