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# der Vorgänger

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Cover: Photographer Ken Marks captures the '65 356 La Carrera Panamericana competition coupe in which Annapolis's Dick Brumme competed twice in the across-Mexico reenactment race.

Photo by Steve Vetter

Above: Central Pennsylvania Region of PCA annually holds a Porsche-themed swap meet at Hersheypark, Pa. The event draws hundreds if not thousands of Porsches plus a huge parking lot of parts and pieces. Complete story and photos, Pages 24-25



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# der Vorgänger

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## Editor's column

### Shadetree Mechanic, the Editor

You meet the nicest people in a Porsche. Just one example was the young fellow, name of **Brian Roberts**, who drove up in an extremely nice 993 to the April 21 DE Tech event held at AutoThorty.

Not only was Brian pleasant, he was quite enthusiastic about learning something about his recently acquired dark blue gem. Although he wasn't attending the Tech event as a DE participant, he did come for what is commonly known as a courtesy inspection. That's where tech inspectors put your car on a the lift and give it as thorough an inspection as we do for DE participants. As we did so for Brian, we gave a running commentary on his car ... what wear items to expect such as brake pads and tires, and what might be common problems that occur in each Porsche model.

For Brian, well, he had an extraordinarily nice 993, straight and shiny in all the right places, no significant oil leaks, tight constant-velocity joints. The car looked like the perfect buy. We did, however, spot a split inner CV boot—not uncommon in Porsches as they age—and advised him on how to get it repaired and what that might entail.

Brian actually took notes, which was impressive to the several technicians and others standing around. Because of this service and Brian's attitude, we suspect Brian will become a more fully involved Porsche owner, Potomac member and satisfied enthusiast.

If you're interested in having a similar experience, there are five more Tech events scheduled for 2012 (see schedule on Page 8). If you're one of those Porsche owners who don't often get to look at the underside of their cars or know much about them, these events are tailor-made for you. Plus, the inspections are free and usually come with a free lunch!

• • •

There aren't that many Potomac members who can claim 50 years of membership in our club. **Jonathan Kinberg** celebrated his 50 years as a PCA member in May.

In this issue, Kinberg writes about fellow Porsche 356 owner, **Dick Brumme**, on Pages 14–19. You might remember Brumme's last appearance in *dV* back in December 2010, when the magazine featured his strikingly beautiful, historically significant 1950 cabriolet, the third cabriolet built and the oldest known Porsche in the U.S.

The story is that Brumme was working on his '65 356 coupe preparing it for La Carrera Panamericana—a race across Mexico that is a reenactment of the more famous original version of the 1950s—when he came across the '50 cabriolet, the total restoration of which he eventually undertook. The '65 coupe, captured by talented photographer **Ken Marks**, is no slouch of a Porsche enthusiast either. Brumme's story begins on Page 14.

Richard Curtis  
Editor

• • •

**Correction:** On Page 20 of the May 2012 issue, a caption referred to Cindy Spangler. Her correct name is **Christy Spangler**. We apologize for the error.

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## 'Tis the season for enthusiastic Porsche driving

By the time you read this, it will almost be summer. Already, a lot has been going on within the club. In late March we had over 160 drivers attend our first Driver's Education event at the main course at Summit Point (W.Va.) Motorsports Park. In April, we had 33 drivers participate in the semi-annual High Performance Driving Clinic on Summit's Jefferson circuit. As I write this, we have close to 100 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, one at Summit Point's Shenandoah Circuit and another later at historic Watkins Glen.

In May, we also had our first autocross event, the first concours (the Deutsch Marque), the second Drive 'n Dine and our second rally of the year.

I once again encourage each Potomac member to look at the calendar on Page 8 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 fellow Porsche enthusiasts.

As president, I periodically get some interesting emails and occasional phone calls. Recently, I received a call from **Jerry Davis** who lives here in NoVa. Davis has a good friend who lives in Germany, **Winfried Thiel**, who treasurer of the Porsche Club of Darmstadt /Germany. Winfried and his good friend, **Michael Ayahs**, the Darmstadt club's president, are going to be visiting Washington, D.C. They would like to meet Porsche PCA members.

I have invited Winfried and Michael to join us on Saturday, June 9 for the monthly breakfast at Thirsty Bernie's on Glebe Road in Arlington, Va. Please join us and show Winfried and Michael what The Founders' Region, Potomac is all about.

In April, the Zone 2 presidents meeting was held in Hershey, Pa. It was held the day after the Hersey Porsche swap meet, something I had never attended (see report on Pages 24-25). I drove up early to go to the swap meet. Wow, what a lot of stuff! It gave validity to the expression, "One person's junk is another person's treasure." There were a lot of "treasures" at Hershey.

It was fascinating to see all the "stuff" people had collected and decided to see if they could sell or swap. But a lot of stuff exchanged hands so at the end of the day, there most likely were several satisfied treasure hunters.

At the presidents meeting the next day, each of the 10 PCA regions comprising Zone 2 gave regional updates. Overall, all 10 regions are active and while some are fairly small, all seem to have established good programs and events to engage their respective members.

What is great about these meetings in the sharing of ideas. Three years ago, it was Central Pennsylvania that mentioned that they hold monthly breakfasts where their members just show up. What a great idea, many of the other regions thought. Now nearly all 10 regions in Zone 2 hold at least one monthly breakfast. PCA National President **Manny Alban** and National Secretary **Caren Cooper** gave a national update to the regional presidents. One thing that stood out from their briefing was that of year-to-date U.S. Porsche sales, 60% were either Cayennes or Panameras. That could have some interesting challenges and/or influences for the future of PCA. What do you think?

Questions or suggestions? Please feel free to contact me at 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.

## June:

- 2: Manassas, Va. brunch.
- 2–3: DE Shenandoah Circuit, Summit Point, W.Va. Story, Pages 10–11.
- 9: Arlington, Va. breakfast.
- 9: DE Tech for Watkins Glen at Autobahn, Fairfax, Va. 9 a.m.–2 p.m.
- 15–17: Fallingwater Drive 'n Dine to Fallingwater. Story, Page 27.
- 16: Glen Echo, Md. brunch.
- 22–24: DE @ Watkins Glen, N.Y.
- 30: Open board meeting.
- 30: Autocross #2, Baysox Stadium.

## July:

- 4: Drive 'n Dine. Details TBA.
- 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 Arlington 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.

## 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.

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

### Burtonsville, Md.

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

- 18: Glen Echo, Md. brunch.
- 18: DE Tech for VIR at Porsche of Tysons, 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.

**May 20:** Autocross school.

**May 26:** Autocross #1.

**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

### June

2–3: DE at Summit Point's Shenandoah circuit. See story and map on Pages 10–11.

9: DE Tech at Autobahn, 3158 Spring St., Fairfax, Va. 9 a.m.–2 p.m.

22–24: DE at Watkins Glen

### 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, Vi-

enna, 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.

## 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)

## Program chairs

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



## New Potomac members & anniversaries

### June 2012 anniversaries

#### 35 years

Robert A. McMurtray &  
Capria C. McMurtray

#### 25 years

Terry S. Baker &  
Betsy Baker  
Dan Black &  
Ann G. Black

#### 20 years

Robert Knibb &  
Leslie Knibb  
Robert L. Miller &  
Carolyn Miller

#### 15 years

Richard Beutel &  
Carole Beutel  
Fred Hauck &  
Michele D. Kennedy  
J. William Karitis &  
Debra A. Karitis  
Mark Padgett &  
Jeannie Padgett  
Thomas N. Trew &  
Anne Marie Trew

#### 10 years

Glenn Cowan &  
Patrick Cowan  
William M. Kerrigan &  
Lisa R. Goodfriend  
Clint D. Law  
Michael L. Paup &  
Bernis L. Paup  
Robert M. Taft &  
Camille Taft  
Lawson C. Wilder &  
Wendy Wilder

#### 5 years

Stuart Beatty &  
Patricia Beatty  
Joseph Boschulte &  
Michaela Boschulte  
James W. Bynum  
Mike Engle  
Bob Esser & Mimi Ghim  
Joel C. Gorick &  
Marcia Gorick  
Bob Hopkins  
Brian K. Keenan &  
Kathy Keenan  
William R. Martin &  
Jane Martin  
Joseph C. Morin &  
Katherine Morin

Phillip S. Shin &  
Michael Shin  
James H. Stallings &  
Maxine Stallings  
Mark A. Witaschek

### May 2012 new members

Larry C. Anding & Eileen  
White – '07 Cayman S  
Scott A. Brumbaugh &  
Angela Brumbaugh –  
'72 911T Targa  
Soufiane Cisse – '05  
Boxster  
Fred L. Dendy – '04  
Cayenne S  
Carlos E. Estin – '12  
Cayenne  
Bill Green – '99 Boxster  
Roderick Harrison &  
Derin Harrison – '90  
928  
Mike Hicks – '11 911  
Turbo cabriolet  
Glen Hirose – '02 Boxster  
Justin A. Hughes &  
Heather Podnar – '10  
Cayman S

Bruce W. Kinsler – '07  
997TT  
Chuck Krockner & Kallan  
Krockner – '95 993  
Martin Lefcowitz – '72  
914  
David C. Lucien & Kay  
Lucien – '07 Cayman  
Warren P. Lundblad –  
1993 Carrera 2  
Matt Mathieson – '07  
Carrera S  
Stephan L. Milliken – '12  
Cayenne S  
Mark D. Murdoch &  
Chase O. Murdoch –  
'99 Boxster  
Lester S. Ogawa & James  
Ogawa – '06 Cayman  
S  
Tom Polseno & Dylan  
Polseno – '11 Boxster  
S  
Mike Raschid – '89 944  
Brian Roberts – '97 911  
John C. Rothenberger –  
'73 911  
Dave Schloe & Marcia  
Schloe – '72 914  
Steven W. Schmitz – '04

911 Turbo cabriolet  
Bill Sheehan  
Jim Smith & Patricia  
Smith – '09 911 cabri-  
olet  
Evelyn Toni Stempien &  
Richard Stempien –  
'89 944  
Jim Thomasson – '12 991  
Bob Varipapa – '12 Cay-  
man R  
Arthur J. Velasquez &  
Dari Velasquez – '89  
951  
Eric Wilmeth – '07  
Boxster Speedster

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# Watkins Glen combines history, challenges

## Directions

The track is located on County Road 16 also known as Montour-Townsend Road, just west of the town of Watkins Glen, N.Y., about a 5½-hour drive from Washington, D.C.

## How to register

Online at [pcapotomac.org](http://pcapotomac.org) > Programs > DE > Registration

## Spectating

Free after signing insurance waivers at the gate. The "action" occurs in the Paddock; see map on next page. Gate is open from 6 a.m.

## Accommodations

The town of Watkins Glen, N.Y. is only a few miles from the track. The town offers several motels, hotels and other housing accommodations. Accommodations can also be found in nearby Corning and Elmira, N.Y.

By Richard Curtis  
for *der Vorgänger*

In addition to Watkins Glen, Potomac also sponsors DE events at Virginia International Raceway, Mid-Ohio Race Course and Summit Point (W.Va.) Motorsports Park. The DE schedule is noted on Page 8.

The club's Watkins Glen DE event, a popular track among Potomac drivers who have been there, is scheduled for June 22–24.

The famous Glen track opened for racing in 1956 although races were held on area roads as early as 1948. While the course has changed over the years, the current "long course" at 3.4 miles is the one used for Potomac DEs. The shorter 2.45-mile course used by NASCAR, doesn't utilize the famous "Boot" leg of the longer course.

During Potomac DE events, the course is open free to spectators. If you're even slightly interested in participating in a future DE event, or just want to watch Porsches on the track, you're encouraged to attend a DE.

In order to participate in a DE, a Potomac member must first participate in one of two annual HPDC events, or participate in three autocrosses. Potomac sponsors two HPDC events each year. The next HPDC is scheduled for Sept. 22 at Summit Point's Jefferson Circuit. If interested, contact [deregistrar@pcapotomac.org](mailto:deregistrar@pcapotomac.org)

Driver Education events are divided into various run



Photo by John Vrankovich

Several Potomac club members attended a recent DE event at Watkins Glen International and benefited from this track walk to get a better understanding of the course.

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# Going to the Glen?

The fifth Driver Education event for The Founders' Region, Potomac is June 22–24 at Watkins Glen (N.Y.) International Raceway. The track flows over the scenic, rolling hills of New York's Finger Lakes region. The 3.4-mile grand prix course features fast and challenging turns.

Course elevation map

## The Esses

Even though these turns gain a significant amount of elevation, they are fast and allow the car to carry a lot of speed into the back straight.

## Turn 1

Don't be shy about putting your wheels on the rumble strips as you dive deep into the apex of Turn 1

Start/finish



Frontstretch grandstands

Start/finish

Pit road

Media Center

North Paddock

South Garage

Wedgewood Road

Camping Back Straight

## Turn 9

An off-camber turn that deserves respect. Enter late into the turn for best results.

## Inner loop

Also known as the "Bus Stop," it is the heaviest braking zone with a lot of action. Watch for accidents as drivers attempt to overtake here.

## Turn 11, front straight

Carry a smooth line through here. Exit speed is vital as you enter the front straight.

## The Boot

Late apex into Turn 6. After the short straight, stay on the concrete through Turn 7 for traction. Same deal in Turn 8.

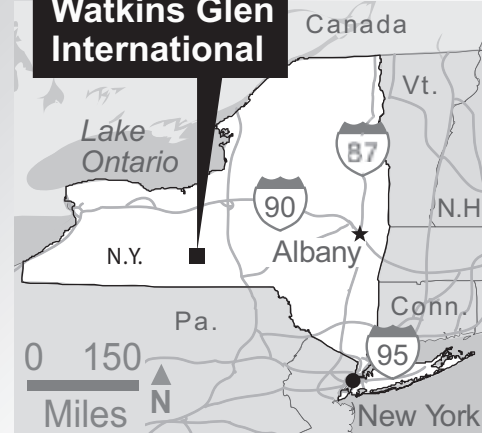
Chute

Camping

Hedden Road

Old Bronson Hill Road

## Watkins Glen International



Source: Watkins Glen International Raceway  
Graphic by Karl Gelles for *der Vorgänger*

# Rally newbies meander through countryside

By Richard Curtis  
for *der Vorgänger*

Driver: “Wait! Was that Rover Road?”

Navigator: “Where? Which sign are you looking at? Yep, that’s it. Nope, wait a minute? Weren’t we looking for Rover Mill Road?”

Driver: “Didn’t we just pass Rover Mill road back down the road?”

Navigator: “Turn around, turn around! Go back; we missed it!”

This was typical of our first rally experience and, although we didn’t know

## Rally report

exactly what to expect, we did not expect this trip through Maryland’s Howard County to be like the televised World Rally Championship rallies on Speed TV with Sebastian

Loeb-wannabes power sliding through gravel-covered turns.

Instead, it turned out to be a friendly, low-speed competition event held April 22 co-sponsored by Potomac and the Free State (Md.) Corvette Club. We mostly tootled around at 35-45 mph desperately trying to follow the route instructions while spotting clues hinted at in those instructions.

Not that the roads weren’t interesting — they were, and scenic, too, although my navigator said he never really got a chance to see anything; his head was often buried in the route instructions and rally procedures — but if you had never competed in a gimmick or other rally, this was an excellent place to begin.

Twenty-nine cars in total, including several non-Porsches and non-Corvettes, made their way that rainy Sunday morning to the starting point in an office park in Columbia, Md.

Signing up the teams and getting them through registration and car-inspection processes took about 45 minutes, which gave all the participants plenty of time to get questions answered, listen to a short but helpful drivers’ meeting explaining the rally procedures

and take a last-minute restroom break .

We departed the drizzly parking lot at intervals of several minutes. The rally route instructions and questions-to-be-answered were handed through the driver’s window just prior to pulling away.

This rally’s instructions were basic and easy to follow if you didn’t try reading too much into them: Exit the parking lot, turn right at the stop sign, turn right again at the traffic light (known henceforth and abbreviated as “R TL”).

Although we were told that the difficulty and trickiness of route directions vary from rally to rally, there is no small amount of skill involved in correctly interpreting them. For example, you could be directed to make the next turn in the opposite direction of the last turn you made. We can attest that



Photo by Richard Curtis  
The view through the Porsche’s windshield most of the rally involved raindrops and staring at the back of a Corvette or other rally team’s car.

### Remaining 2012 rally schedule

July 28: Rally No. 3  
Sept. 29: Rally No. 4

### Example of an instruction:

Instruction #6 says R after “Columbia Road.” The general instructions say, “Portions of instructions or questions enclosed in quotation marks refer to all, or a portion of lettering on signs.” Therefore you

should execute instruction #6 by turning onto Columbia Road after passing the sign saying “Columbia Road.” If you turn after the actual Columbia Road onto Woodland Road you would have answered question C25 (correctly). [Further: If you had made the turn too early, onto Columbia Road, the first speed

limit sign you would’ve seen — you were required to note it — would have said “35 mph.” If you made the correct turn a block later onto Woodland, the first speed limit sign would have said “25 mph.” This would have given you a correct answer.]



that little “trick” sent several Corvettes in the wrong direction, but we caught on pretty quickly.

Understanding this — and other complexities in the instructions — can help explain why we sometimes saw a fellow participant going in the opposite direction. Or sitting by the side of the road poring over the route instructions. Or simply giving up and driving straight to the end point as did at least one team.

You also could easily over-interpret or even mis-read the instructions. This could lead you down a dark and winding road and lead to some three-point turns in the middle of a narrow lane. You do not score any extra points for doing this several times. Ask me how I know.

Anywhere along the route, both driver and navigator may also have to look for clues that need to be answered (“What is the color of the awnings on the building at the first school zone sign?” “How many ‘Clarks’ do you see before the next turn?”).

The winner of the rally is determined at the end of the day by the accuracy of the team’s answers (“Was that five ‘Clarks’ or six?”) and whether you checked in at all the checkpoints.

At the checkpoints, each team draws a Scrabble tile (assuming you signed up for that particular rally feature) and a playing card. At the rally’s conclusion, each team tries to make the highest scoring word from the Scrabble tiles. As examples, our best Scrabble word was “fit,” not a particularly high-scoring tile, and our best poker hand from the playing cards was, well, frankly, nothing. For the lack of a king, we missed an ace-high straight.

At the rally’s conclusion, when handing in the rally

## How Porsche teams finished

Place	Driver	Navigator	Points
11	Craig Davidson	Linda Davidson	19
13	Linda Wilkinson	Lesla Scott	18
15	Brett Williams	Marianne Williams	17
16	Ken Harwood	Johanna Lizardi	17
17	Carol Evans	John Evans	17
18	John Bendekovic	Sharon Bendekovic	16
20	Richard Curtis	Eddy Davis	16
22	Dan Ashby	Barbara Ashby	15
24	John LeSuer	Rachel LeSuer	15
25	Joe Drumheller	Susan Drumheller	14
26	Atle Skjekkeland	Isabelle Skjekkeland	0

sheets, each team was given three tie-breaking questions to answer. An example was “How many bicycle signs did you see?” Really? Who keeps track of things like that? At best it would be a wild guess. (Turned out to be only 11.)

In the end, we found the finish line at a local sports bar and handed in our route sheet/instructions for judging. We had no hope that we might have won or even finished well, but we learned a tremendous amount.

Most helpful in learning about rallies was sitting at lunch with Potomac’s rally chairs, Linda and Craig Davidson, who explained how Potomac’s rallies might differ from this one. They make an excellent and intriguing case for participating again in what sound like even more interesting and fun rallies. Sounds like a carload of fun.

## Wounded Warriors rally needs drivers

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 high 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.

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# La Carrera Panamericana

*Noted and local Porsche enthusiast tries his luck on modern rerun of the original—and still brutal—race across Mexico*

By Jonathan B. Kinberg  
for *der Vorgänger*

“Let’s build a car and race the Carrera Panamericana”... your buddy suggests while hanging out on an uneventful afternoon – perfect for the cold Dos Equis dribbling condensation on the table next to you.

You think to yourself “La Carrera Panamericana,” wasn’t that a race run in Mexico beginning in 1950? And you’d be right! It ran from 1950 to 1954 to promote the country’s newly completed system of paved highways. Then you think “Weren’t there a lot of people KILLED falling off mountain passes, crashing into rock outcroppings and wrapping themselves around trees?” You would be right again! The race was cancelled after the deaths in 1954 because amateurs and professionals alike, including famous Mexican nationals, were lost to the most danger-

## *La Carrera rules specify only period-correct cars built before 1970. Pre-race inspections required.*

ous motor race in history. In just one horrendous crash in 1954, 16 people—many of them spectators—were killed.

“Note to self: Count the empty beer bottles in the trash, and next weekend, limit him to one less.” He’s not as out of touch as he might at first seem. La Carrera Panamericana was resurrected in 1988 as a time rally/race event—with a few high-speed sections thrown in—in reverence to the original from the ’50s. The event has been held for 22 years.

This scenario had to have been close to the experience for Dick Brumme when his friend, Mike Doyle, suggested they enter the 1998 La Carrera race with a ’65 356 coupe bought in 1997. Brumme and Doyle recruited a friend, Tom Raffa and eventually interested two others, in the seven-day, six-night odyssey across Mexico.

La Carrera rules specify that only period-correct cars built before 1970 are permitted. The cars have to meet modern race safety standards and have to pass a rigorous pre-race inspection. Brumme’s ’65 was prepared with a full roll cage, five-point harness, road racing seat and a Halon fire extinguisher. Additionally, a deep sump, shielded by a skid plate, was fitted to protect the coupe’s engine from the stresses of long straights and rock-laden mountain passes.

Spare parts, including a short block, were loaded into

a used crew-cab Ford pick-up purchased for the event. The coupe was secured atop an open trailer hitched to the truck’s receiver. Dick Archie and Bruce Parmalee were recruited to complete the crew. Parmalee drove the rig to Mexico while the others took airline flights.

Brumme characterizes the 1988 event as a “reenactment” of the original. True to its heritage, there were a lot of entrants with a touch of “taking this whole thing a little too seriously,” he says. Some even died while participating in the dash across Mexico.

100 competitors in the modern La Carrera are required to report each morning to the day’s starting point by 6 a.m., from where cars are scheduled for release one every 15 seconds. Most sections of the route are limited to 60 mph. The few sections that have no such speed limit teams are awarded more points for quicker times.

A harbinger to the seriousness of the modern event was a requirement that participants’ names and blood types be clearly listed on the door of the cars. While racers were required to have a valid motor vehicle driver’s license, no race driver training was necessary. However, the rules did stipulate that drivers had to purchase a special \$100 competitor license to La Carrera. Of the group assembled by Brumme and Doyle for the 1998 event, only Bruce Parmalee had race-driving experience as he had completed a NASCAR driver’s school.

In addition to preparations for the car itself, logistics concerning lodging and dining could be a nightmare for people who weren’t familiar with Mexico. However, the organizers advised the participants of where they should stay for each leg of the event, and the La Carrera organization made arrangements for the competitors.

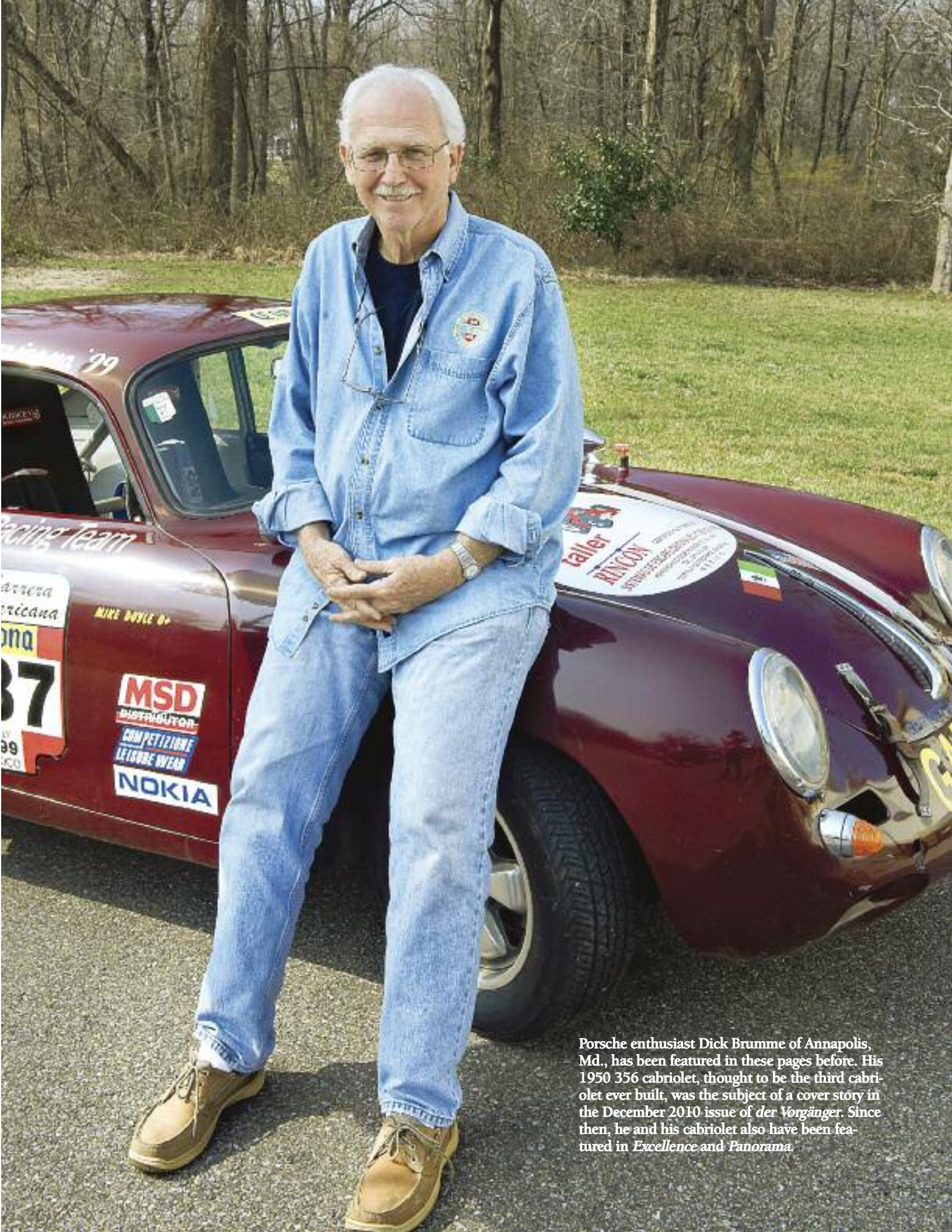
The government sanctioned the event; Mexican police closed the roads, led the first car and followed behind the last. Each evening competitors were treated to a banquet where the standings were publically updated. Children welcomed the teams each evening at the finish by requesting drivers’ autographs. With visions of celebrity dancing in his head, Brumme says with a wry smile to have signed one “Dale Earnhardt.”

The 1998 event ran from Vera Cruz instead of the traditional start at Ciudad Juarez because of terrorist problems. “The first day of the race, testosterone was flowing,” Brumme says. “Everybody took a test drive to sort the cars and warm them up. A 75-year-old guy named Jimmy from Upstate New York rolled his Hemi-powered ’50 Chrysler before the race began. Jimmy wasn’t hurt, but the left front fender had to be removed, the roof was caved and the rear window glass was gone.” Jimmy fin-

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Photography by Ken Marks for *der Vorgänger*





Porsche enthusiast Dick Brumme of Annapolis, Md., has been featured in these pages before. His 1950 356 cabriolet, thought to be the third cabriolet ever built, was the subject of a cover story in the December 2010 issue of *der Vorgänger*. Since then, he and his cabriolet also have been featured in *Excellence* and *Panorama*.





Brumme's La Carrera Americana car is a '65 356 coupe equipped for serious road racing with a full roll cage, fire extinguisher, five-point harnesses, racing seats and skid plates.

ished the race, so the car was featured on the event poster for the race the next two years.

Brumme ruminates about some of the interesting cars entered in the race. "Mercedes had two 300SL Gullwing coupes and two 300SL roadsters with a trailered full-service machine shop. One guy from Scotland was running an old Ferrari. Back home, he claimed a collection that included 356s and Porsche 550 Spyders and RSKs."

Brumme says Raymond Lowey-designed Studebaker coupes were a favorite choice for La Carrera because of how aerodynamic they were for the time.

Interesting entrants for the race included the president of Colgate/Palmolive and another fellow who had sold his trash-collection company to Waste Management Inc. Nick Mason, drummer for Pink Floyd, as well as one of the drummers from the Smashing Pumpkins, both entered cars. Most interesting may have been Californian Charles Snyder, who had raced his Packard through creek

beds from Peking to Paris.

Snyder told Brumme a story about when his team suffered a mechanical breakdown in Outer Mongolia. Local villagers ran to help, connecting Snyder's team with a local machine shop that fabricated a part for them. Snyder also told Brumme about a plan he had to create an arrive-and-drive program with vintage Packards for future runnings of La Carrera Panamericana.

For Brumme's five-man team, driving, navigating and support responsibilities rotated with each leg of the race.

Two guys drove in the 356 with three others following in the rig. Brumme claims it was almost as much fun driving the clumsy truck over the treacherous roads as it was driving the 356, but it was hard to keep up.

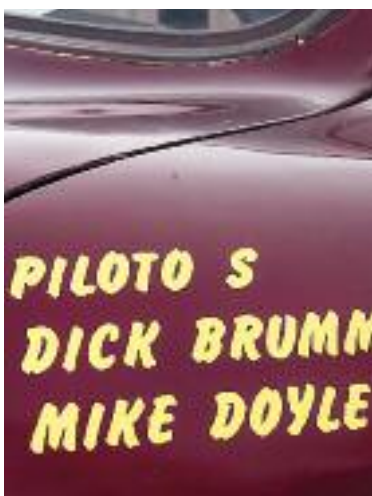
Sobering Seriousness intertwined itself among themes of Fun, Challenge and Excitement. As though running with the bulls in Pamplona, Mexican children often ran across the path of the racing cars. Once, while behind the wheel of the coupe and focused on the task of piloting the tail-happy 356 through dusty townships, Brumme inched to one side to avoid what he thought were discarded sheets lying in the road. Once past, he shot a glance to his navigator as they both saw a dead girl lying on the road, not bed sheets.

One driver, a regional champion in a Volvo, lost his navigator to illness just days before the race but recruited the navigator's daughter as a last-minute replacement. Brumme says, "I could see in her face she was scared to





death.” Both the Volvo driver and the navigator’s daughter died in a crash after losing control while dodging children who were running across the race course.



Driving the support vehicles had its own set of dangers. One mechanic was cut off by a local farmer who crossed the median trailering a cow to a pasture across the road. The cow was killed in the ensuing wreck, the rig was impounded and the mechanic held in jail overnight. Brumme never got caught while driving the rig, but other support-vehicle drivers were jailed for speeding until the “fine” was paid. Brumme claims bribery was a way of life in Mexico. “It’s best not to break any laws,” he says.

In place of traffic lights, some villages on the course have speed bumps called *topas*. The coupe’s deep sump along with the skid plate, were destroyed crashing across one. After that, the engine blew on one of the high-speed sections, which necessitated an engine swap with the spare engine. Brumme and Doyle retraced the course in the truck to retrieve the car, and trailered to the hotel in Guadalajara. Dinner was missed while they took on the lion’s share of the engine R&R.

Both Dick Archie and Mike Doyle spoke Spanish. However, since Doyle was helping Brumme with the engine swap, Archie was sent to find some food. He re-

turned hours later empty handed. The entire team worked through the night without a meal.

By 2 a.m. the repair was completed, and next morning the team made the 6 a.m. roll call. “It was exciting to see the car back together and ready to go after two hours sleep,” says Brumme. On went the coupe, carrying them to the finish.

The same five-guy team returned for the 1999 event with the same ’65 356 coupe plus a Corvette for Dick Archie and Bruce Parmalee. Archie was full-time navigator while Parmalee drove. Brumme, Doyle and Tom Raffa rotated driving the rig as a respite from the labors of racing the Porsche. A respectable fifth in class was their reward. The guys in the ’Vette got no rest, but finished first in class.

It rained the night before the start of the ’99 event, which ran the full original course. While recreating history, history repeated itself as testosterone again overrode discretion in many drivers’ minds. Brumme ran comfortably in mid-pack, but then came to a turn where cars were off everywhere. Pieces of cars were all over the road;

**In two attempts at the Panamericana, Brumme’s team competed in 1998 and again in 1999, when they finished fifth in class.**





The '65 coupe that ran in two La Carrera Panamericanas remains in Brumme's possession. Below: Brumme, left, with Mike Doyle.



carnage lined the roadsides. This was the same turn that took the lives of the Volvo driver and his navigator's daughter the year before.

Don Blackburn, supplier of props to Hollywood productions, and his navigator, a columnist from *Architectural Digest*, ran the race in a Mercedes 300. "This was going to be her first story," Brumme recalls. "Eventually her article was published by *Architectural Digest*. They were ahead of us and at that turn. As we drove past, the girl was standing on the road with pieces of weather-stripping in her hands, and the car was in the ditch."

General Motors engineer Scott Harvey finished second in class with a restored '60 356 coupe. "He was a very unassuming guy who drove consistently and steadily the whole way," Brumme remembers.

Brumme, Doyle and Raffa are still good friends. Brumme and Doyle occasionally discuss ponying up the \$1,500 per person entrance fee and running La Carrera again, but preparations end with the conversation—maybe they need just one more bottle of beer... "You have to do this," Doyle says with a reverent smile.

Many of us can only dream of running one of the most storied motorsports events in history with our buddies. Brumme and Doyle have lived that dream twice—in a '65 Porsche 356 coupe no less — and count themselves among the 1,500 lucky individuals who have competed in all the incarnations of La Carrera Panamericana. Should they decide once more to adventure south of the border we will vicariously ride alongside through paved byways across the Mexican countryside.





Brumme introduced his '50 356 Cabriolet to Potomac members at the club's 55th anniversary party and concours in October 2010. The cabriolet is the third built by Porsche according to Porsche records and the oldest-known Porsche in the U.S.

## Brumme's cabriolet oldest Porsche in U.S.

Brumme's Porsche story begins in 1964 in Topeka, Kansas when he bought his first Porsche, a '57 European cabriolet, for – all he had at the time – \$900. Brumme recalls that the only Porsches in Topeka were his cab, a Speedster and a Porsche 550 Spyder.

While spiritedly driving around Kansas, Brumme lost control and spun the car into a tree. Before dropping him and his entire family, the insurance company paid to repair the car. So Brumme continued driving the cab until it dropped a valve.

"Nobody in Topeka was willing to touch the car," Brumme remembers. "However, this guy in Kansas City wanted as much to fix the engine as I paid for the whole car." So, Dick traded the 356 for a Chevy.

In 1968, Brumme was stationed in Washington, D.C., and he has remained in the area since. Today he lives near his friend, Mike Doyle, in Annapolis.

In 1980, while driving down Rockville Pike, Brumme spotted a '62 cabriolet at a VW dealer. He says, "(That car) stirred the Porsche blood."

Sadly, the car was sold by the time Brumme got to a phone, but the "stirring" resulted in the purchase of a '61 356 roadster that Dick restored once himself, and subsequently had professionally restored by Lowell Sivey. (How does a roadster differ from a cabriolet? According to Brumme, a roadster's windshield frame is chrome plated and is removable from the body, unlike a cabriolet's. —Editor).

On the phone with the chrome plating shop, looking to restore luster to the bright work from his '61, Brumme was pressed for what type of car he was restoring. The

person on the line at the plating shop had his own Porsche story to share.

While a student at the University of Maryland, this person claimed to have owned the third Porsche cabriolet ever built, and the first one shipped to America. Not feeling the hairs on the back of his neck standing particularly higher than normal, Brumme filed the story away in his mind, got his parts chromed and remained friends with Sivey.

Years later in 1997, Brumme and Doyle, with Sivey's occasional help, were building Brumme's '65 356 coupe for La Carrera at a friend's garage in Annapolis. A man walked up the driveway and introduced himself. He said that some years back, he had purchased the third cabriolet Porsche ever built from a student at the University of Maryland.

The man's claim raised an eyebrow, but still not feeling the fingers of fate poking him terribly hard, Brumme put the man in touch with Sivey to help with a restoration.

Ultimately, when money ran out on the project and the restoration incomplete, Sivey called Brumme and said, "Dick, you have to buy this car." Finally, the call of destiny could no longer be denied. Brumme collected the car and had the restoration completed through Sivey. The friendship buoyed through that building of the '50 cabriolet culminated in the preparation of the '65 coupe for the 1998 running of La Carrera Panamericana.

The beautiful blue 1950 cabriolet was featured in the December 2010 *der Vorgänger* after being spotted at Potomac's 55th anniversary celebration.

### 2012 Pan Am Race

The 25th year for the "modern" Pan Am, La Carrera Panamericana will start at 8 a.m., Friday, Oct. 19 in the city of Oaxaca. The race will end seven days later on Thursday, Oct. 25 in Zacatecas.

The race will cover approximately 2,000 miles of paved roads mostly through the central part of the country.

A "pre-qualification" or time trial is scheduled for Oct. 18 in the morning to determine the starting order.

—Jonathan Kinberg

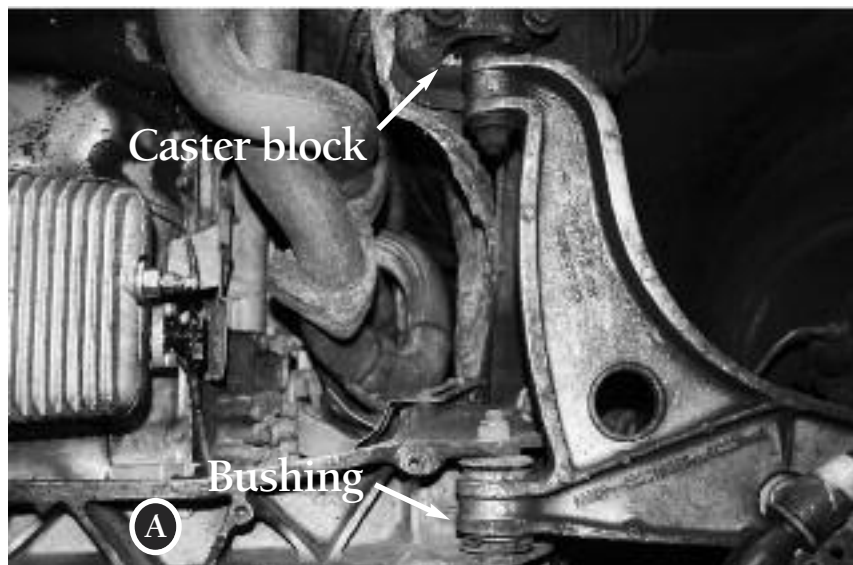


The old engine mounts (left) don't compare favorably to the new ones (right).



# Freshening 944's front suspension

Photos and story by Steve Vetter for *der Vorgänger*



One of the weaker points on the 944 suspension are the front control arms. Track time and larger or sticky tires tend to create additional wear factors.

I have been driving this car hard on the track for about four years, and I was still using the factory-style parts that had been replaced by the previous owner.

After a VIR event, I observed that the caster block had worn through, and I could see daylight, clearly indicating that the caster block needed replacing.

As the caster block wears, the bushing wears with it so I knew at least the bushings needed to be replaced (**photo A**).

The final question was on the ball joints, which are mounted in the ends of the control arms. I took the car to a Potomac tech inspection to get some additional eyes on the ball joint.

The following brief online videos show the effects of the worn suspension parts:

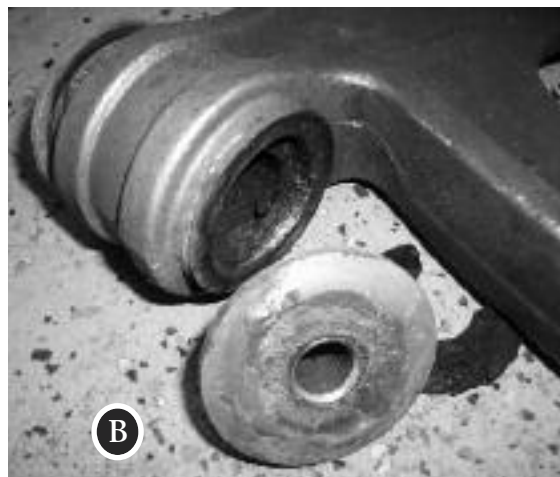
<http://www.youtube.com/watch?v=6g6bBwWiPtY>

and the ball joint test:

[http://www.youtube.com/watch?v=gZLJ\\_8Ef6Ao](http://www.youtube.com/watch?v=gZLJ_8Ef6Ao)

The ball joints should have no movement, so these were clearly due for replacement as well.

When I took the arms off the car, the rubber literally crumbled apart (**photo B**). I had several options: (1) re-



place the control arms with new factory parts; (2) rebuild the control arms with more track-oriented bushings; or (3) go with a more aggressive track set up.

Factory parts would have left me back in the same place within a couple of years, simply worn out.

I strongly considered Option 2 as it would have been the least expensive.

## 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.*



There are a number of vendors that sell a kit to rebuild the ball joints as well as upgraded Delrin bushings. However, I wasn't sure that my ball-joint sockets were rebuildable because the arms were much newer than the car (the newest of the parts are not rebuildable).

The other consideration is the caster blocks; many people upgrade to the 968 part that replaces a lot of rubber and allows for larger wheels.

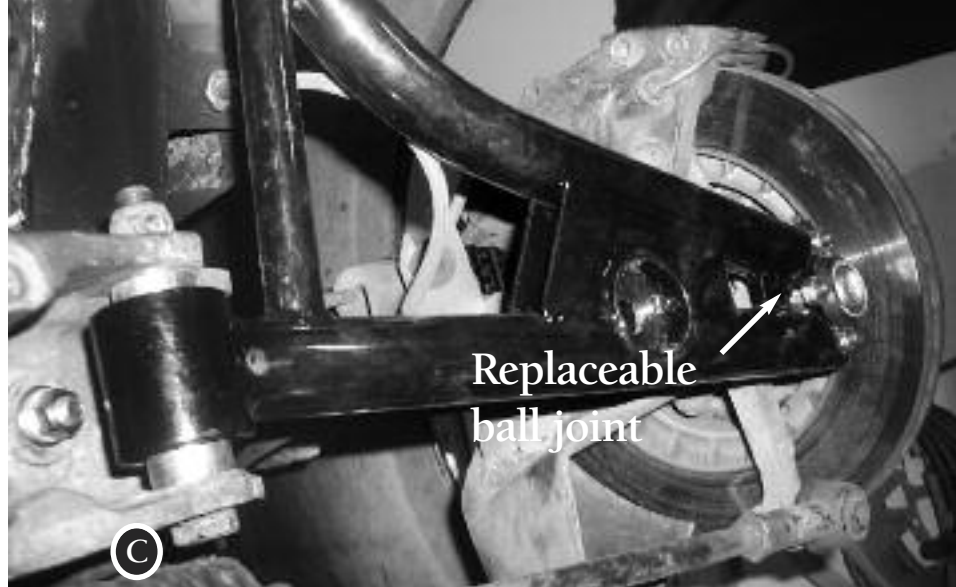
In the end, I had a set of custom track-oriented arms built by Andy Pohlman (High Strung 44) in Ohio. These are made of steel and have solid bushings and allow easy replacement of the ball joints with the early (pre '85/2) part (photo C). This application also requires a solid caster block, which Andy built as well (photo D).

Replacement is straightforward, and torque specs can be found in the Haynes book or online.

While the A-arms are off the car, a complementary project is to replace the engine mounts. See clarksgarage.com for instructions.

I found that I needed to lower the engine crossmember significantly to wrangle the mounts into place. I used aftermarket parts here as well. Stock parts are a lot larger and will require more wrangling.

When completed, take the car to your favorite shop for an alignment.



Replaceable ball joint



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# Porsche Museum plans '60 Years of Porsche Clubs'

for *der Vorgänger*

For six decades, the history of Dr. Ing. h.c. F. Porsche AG, Stuttgart, has been inseparably associated with the worldwide enthusiasm of the Porsche Club scene.

Sixty years ago, on May 26, 1952, seven passionate Porsche drivers founded the Porsche Club Hohensyburg in Westphalia.

According to its articles of association, the common goal of this first club was to "unite all Porsche drivers in friendship and comradeship."

The creation of this first club was the foundation for a long and unique success story that has become a global phenomenon.

In the early 1950s, it was still a rarity to encounter a Porsche on the open road. This resulted in a greater sense of solidarity between owners—not just in Germany.

The Porsche Clubs' international success story begins in 1953 with the founding of the Porsche Club Belgium. Two years later a private group of U.S. Porsche customers in the Washington, D.C. area, who were providing one another with technical support, spawned the Porsche Club of America, which now repre-

sents the largest Porsche club organization in the world, the Porsche Club of America. The Founders' Region, Potomac was the first region within PCA.

In 1961, enthusiasts of the Zuffenhausen sports car brand in Great Britain founded the Porsche Club Great Britain, which has now developed into the largest Porsche club in Europe.

Today, there are 640 officially recognised Porsche clubs with approximately 181,000 members in more than 75 countries.

Club members' high voluntary commitment makes them important brand ambassadors and thus part and parcel of the Porsche brand. That is why the Porsche Museum is honouring the clubs' 60th anniversary with a special exhibition.

From May 26 to August 26, 2012, the sports car manufacturer will be looking back on six decades replete with club activities. Not only will club members' special vehicles be on display at the Porsche Museum in Stuttgart, but special photographs, documents and small exhibits will also relate their personal stories and experiences.

In addition, all museum visitors will be in-

vited to select the most beautiful exhibit as part of a Concours d'Elegance. The choice is between 12 different vehicles, including the twelfth Porsche 356 produced in Zuffenhausen, a Porsche 968 Turbo S and a Porsche 911 Turbo.

Dr. Wolfgang Porsche will be providing a rare vehicle from his private collection for the special exhibition: a 911 Turbo S (993). Moreover, a 1970 Porsche 914/6 GT will be on display, as will a Porsche 911 S Club Coupe, one of a limited edition of 50 exclusively for PCA club members to mark the 50th anniversary of the Porsche Club of America.

The museum shop will be offering a selection of special items for sale: The new volume "60 years of Porsche Clubs" introduces the reader to the history of the Porsche clubs.

The Porsche Museum is open Tuesday to Sunday from 9 a.m. to 6 p.m. Admission is eight euro for adults and four euro for concessions. Children under the age of 14, accompanied by an adult, are free. Additional information is available online: [www.porsche.com/museum](http://www.porsche.com/museum).



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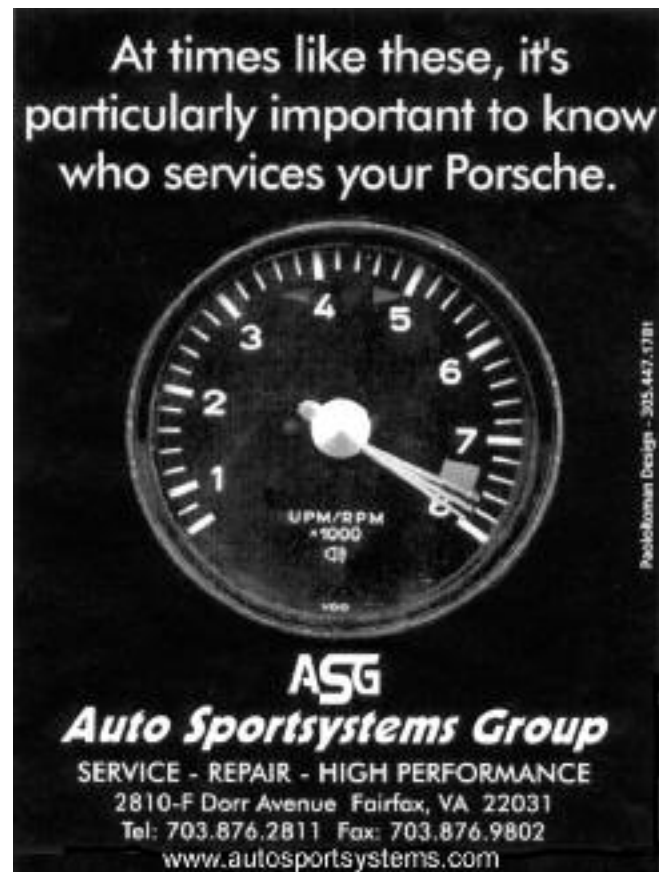
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# Why DE Tech matters

By John Eberhardt  
for *der Vorgänger*

Last weekend one of our Tech inspectors failed my car for a loose rear wheel bearing. He was apologetic about it, but I explained there was no apology needed and told him thank you – since he probably just saved my life.

We are always disappointed when a car fails tech. And I am familiar with the paddock complaints and discussions of how to “get through” tech with your tires, brakes, suction cup mount, etc. Given this and some threads I have seen online recently, I thought it worthwhile to share some opinions, experience, and a few stories about where some of our tech policies and safety rules come from.

**The blend line and point by.** I am sure everyone is tired of hearing this one drilled at the drivers’ meetings. I am sure some folks think that black-flagging a driver for not giving a point-by is excessive. But this safety rule is extremely valuable.

Several years ago, a friend in California decided to show off his Porsche Carrera GT by taking his friend out in a Ferrari club DE. One of the Ferraris was waved out during a hot session, promptly moved to the middle of the track at slow speed and forced the CGT to attempt to avoid the slow moving Ferrari.

The CGT driver lost control, wrecked and both driver and passenger were killed. Two deaths that could have been avoided had blend-line rules been obeyed. Hence Potomac’s strict enforcement of the blend line and black flagging entering drivers who don’t signal to cars already on the hot track. This rule could easily save your life.

**Suction cup mounts.** I know this has been a source of some controversy, since we all enjoy the videos taken in DE, and suction cup mounts are certainly easier and more flexible to use than the required hard mounts.

However, no matter how good a suction cup is, it is not actually fastened to the chassis and simply relies on a temporary vacuum to hold it in place. I certainly wouldn’t get into an elevator that was held to the cable using a suction cup, no matter how good it was.

Some of the cars on track are pulling more than one G, and even a small amount of mass moving at relatively low speed can cause serious injury if it contacts the

human body—hence batters’ helmets in baseball. If a suction cup fails and a loose camera strikes a driver through an open visor, not only could the driver be seriously injured but in close traffic the driver is likely to lose control of the car and seriously injure others.

Tech and pit-out personnel can’t police this rule all the time—so you can probably sneak it through, but you might be putting yourself and others at risk.

**Brakes and tires.** I am sure many of you are familiar with the death of a well liked NASA Time-Trial driver at Summit Point four years ago. Speculation based on video is that a cracked rotor exploded, pivoting the car into the wall at the end of the straight and killing the driver.

I am sure that few of us think a cracked rotor can kill us, but believe me, it can. This is why tech assiduously checks suspension, brakes and tires before and during an event. These are little things that can make the difference between life and death at high speed.

**Safety gear.** It is always disappointing when a “perfectly good” helmet rating expires and has to be thrown away, and we all know long sleeves can be uncomfortable in the summer. I remember racing on a hot day two years ago and thinking how uncomfortable all my safety gear was. Then I rounded the next corner and saw a driver climbing out of a burning car, and I thought to myself: “Maybe all this gear isn’t such a bad idea after all.”

Seeing the medevac chopper at the track is always a chilling experience. It is always a sad day to see it come and go, whether it is you, a friend or another participant who is involved. I try to remember this when a tech inspector tells me I need to fix something. Rather than being upset, I remember to say thank you, because he probably just saved my life.



2010 file photo by Richard Curtis  
**DE Tech Inspectors Frank Stone, left, and Jim McBride change the oil in Stone’s 911 during a lull in a DE Tech inspection. Often, a lift is available during or after a DE tech session for Potomac members to do small maintenance items on their own cars.**

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# Hershey swap meet offers fun, bargains, rare finds, sunshine

Photos and story  
by Steve Vetter  
for *der Vorgänger*

The Hershey swap meet has much to offer: anticipation, excitement and, on occasion, disappointment.

For me, the day starts early. I like to leave the house while it's still dark and get rolling. For me, it's a three-hour drive, and few things are more fun than watching the sun come up from behind the wheel of a Porsche.

As silly as it seems, this is somewhat of family time for me and my son. For the past several years, he's been a bit of a co-pilot; if you can consider a 7-year-old that falls asleep in the car a co-pilot. However, as he's gotten older, he's been a great second set of eyes searching for things I'm looking for at the swap meet. He's really good at finding things that he's looking for.

Even leaving the house early doesn't get you there as early as the real pros. The vendors and hard core swappers arrive the night before. These guys trade the real unobtainium amongst themselves before everyone else arrives, some have worked out trades on the Internet's Rennlist or Pelican forums prior to the event. Tales of 11" racing Fuchs from Daytona-winning cars abound. Actually, I don't know if that's true or not, since that stuff is sold, swapped and stashed before I'm able to get there.

The anticipation builds along US Route 15 as I typically see another Porsche or two; usually a faster one than mine. A bathroom break at Dillsburg builds the excitement while several other Porsches pass by. A standing Le Mans start after the pitstop doesn't allow me to catch up

**Top:** A trailer of rare Fuchs wheels is not an uncommon sight at Hershey. Weather for the 2012 event was rain-free.

**Right:** Potomac members Karl Macklin (seated) and Mike Spraggins made the roughly three-hour drive to Hershey to sell their leftovers and to look for bargains.

**Below:** A young woman looks through a container of Porsche-crested wheel centers.



until we're actually at Hershey.

The swap meet is held in the parking lot of Hersheypark. The Central Pennsylvania Region volunteers help park the cars, Porsches on one side and everything else on the other. There's something amazing about seeing row after row of old Porsches. All colors, modifications and types. While I drove a Rosewood Targa, it certainly doesn't stand out in a sea of purple slant-nose cabs, Martini-striped 944s and 997 Club Coupes. Somehow, I ended up parking next to a Chevy, which must have been left overnight. Couldn't they tow it?

There's always a mixed bag of professional vendors selling brand new stuff, such as Rennline and OG Racing. There's also a variety of large trailers from dismantlers or large shops. In my opinion, I prefer to deal with the regular guys like myself, just unloading a couple of extra things from the garage. The parts tend to be in better shape (having not been to several swap meets in the past), and I like talking with the owners.

If I said I had a strategy for looking for parts, I would be lying. My approach is just to wander aisle by aisle looking at whatever is left out. The best stuff is usually prominently placed closest to the front of vendor spaces. Thus, it moves quickly. If you like something and you have the money, it's best to make a deal. If it's a nice part, it often won't be there when you come back. Thus, the occasional disappointment. Even with two sets of eyes, I couldn't find another set of 8" D90 wheels, which always happen to be for sale online. Sigh.

For those with deep pockets, or looking for a project,





Left: In addition to the swap meet, the Hershey event also features a concours and a for-sale car lot.

Below left: Although not much is left of the original, this is a very upgraded 356 chassis.

Below: Motivated seller: The sign says it all. There are bargains to be had if you look hard enough.

Bottom: Zander Vetter eyes a table full of Porsche models.



there is the cars-for-sale lot although this year seemed to be a little thinner than in years past. I always find it fun to window shop. I have seen cars that come on one trailer leave on another, but I think more often it's just good advertising for deals completed later.

The CPA region also does some other things to make the event nice. If you like state fair food, there are several vendors selling brats and the like. No beer. There's supposedly an autocross on Sunday if you want to hang around overnight. Maybe, I'll try that next year.

The weather this year was perfect. Of the five or so of these I have been to, I think it has rained about half the time. Last year was pouring rain all day long, it was miserable. This year we got a nice Targa suntan on the ride home. But, before popping the top and heading for home, there's always one more ritual. Across the parking lot is Chocolate World. No trip to Hershey would be complete without riding the chocolate ride and seeing Gabby, Harmony and Olympia. I think we have the script memorized by now!





# Porsches, golf in W.Va.

By John Eberhardt  
for *der Vorgänger*

PCA Potomac is co-hosting their first event with PCA Allegheny Region at the beautiful Stonewall Resort ([www.stonewall-resort.com](http://www.stonewall-resort.com)) in Roanoke, W.Va. June 22–24.

The resort is in a beautiful mountain location. In another first for Potomac, Allegheny Region is sponsoring a golf tournament on Sunday as part of the trip. Since we have had members ask us for a golf trip, we jumped at the chance to partner with Allegheny Region (ARPCA) and my old friend, Scott Ishler.

The resort is a picturesque 1,900 acre facility in a W.Va. state park on Stonewall Jackson Lake with boating, fishing, spa, local wineries, Segway tours and of course, an Arnold Palmer Signature Course for golf.

You will have plenty to do on

Saturday before the golf tournament. ARPCA has negotiated an \$89 per night room rate (almost 50% off) and the cost for the trip is \$110 per person, including golf, golf cart rental, boxed lunch and prizes. The tournament will have an 11 a.m. shotgun start in a Scramble format—low two-ball team plus skill prizes, including points for whomever “apexes” right.

Registration is limited to the first 60 people, so if you would like to play some golf with some great people, email [arpcagolf@gmail.com](mailto:arpcagolf@gmail.com) or call Terri at 724-218-1745 to register.

Call the Stonewall Resort at 888-278-8150 to register and tell them you are with the ARPCA Golf group. Once registered, please email [driveanddine@pcapotomac.org](mailto:driveanddine@pcapotomac.org) so we know who is going as we plan to organize a PCA Potomac caravan.

# Multi-marque car tour June 10

By Kevin Sims  
for *der Vorgänger*

The third annual EuroSport Tour DC event held June 10 will bring many famous marques together for a day of driving through area back roads.

The event will begin at Ferrari/Maserati of Washington and includes a technical review of the 2012 Lamborghini Aventador. Invited marques include Porsche, Ferrari, Lamborghini, Maserati, Aston Martin and Lotus.

“The event is intended to allow us all to share our passion with like-minded people within the European car community,” explains event organizer Kevin Sims.

Registration will be open from 7:30 to 8:30 a.m.. Participants will be served breakfast and coffee to fuel them up for the drive.

A barbeque lunch will be served at Seneca Creek State Park in Gaithersburg, Md. A concours at Seneca Creek State Park along with a People’s Choice Award con-

test will also be held.

An award will be made to an owner within the Porsche, Ferrari, Maserati, Lamborghini, Aston Martin and Lotus marques.

The event’s cost is \$40 per person prior to the day of the event. Registrations received on June 10, 2012 will be an additional \$5 per person. To book in advance, mail a check to Autobahn Ambition, P.O. Box 414, Oakton, Va. 22124. 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 address, 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](mailto:autobahnambition@gmail.com).

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Masterful Porsche driver, Vic Elford, left, and *dV*'s Sydney Butler, pose beside the Porsche 917L that Elford drove at the 24 Hours of Le Mans. On the Mulsanne Straight there, Elford remembers hitting 240 mph. Elford says the car was simple and predictable even at high speeds.

# Conversation with Porsche veteran Vic Elford

By Sydney Butler  
for *der Vorgänger*

The Porsche stand was surprisingly quiet during press days at this April's New York Auto Show. The new Boxster and Cayenne diesel were making their U.S. debut, but Porsche had apparently decided that news on these models had been released with sufficient fanfare at the Geneva show just a few weeks earlier. So, no flashing lights, no dramatic music, no cars emerging from onstage mist.

I was a bit let down until I noticed a familiar gentleman standing alone near the silver metallic Panamera GTS on display. Although I had not seen his face in person for over 40 years, I instantly recognized the distinctive, hawk-like features of Vic Elford. I introduced myself, and we were off on a conversation down memory lane.

Elford had driven for Porsche in the late 1960s and early 1970s, winning the European rally title in a 911 in 1967, the 24 Hours of Daytona in a 907 in 1968, the Sebring 12 hours in a 917K in 1971.

At LeMans in 1971, he was clocked at 240 mph on the Mulsanne straight, a record that stood for 20 years. Known as "quite Vic," Elford was both a gentleman and a professional.

Among his many other victories, he won the Nurburgring 84-hour Marathon de la Route in a 911S (with a Sportomatic transmission!). He was honored with The French National Award of Merit for stopping to help an injured driver during the 24 Hours of Le Mans in 1972.

We shared stories about racing in those years, and then I asked about current cars and the Porsche brand.

## What makes Porsche special for you?

"Whenever you get in and drive a Porsche," he said, "you trust it completely. No other car gives me that feeling of trust and quality."

Do you think Porsche has devalued its pure sportscar brand by building Cayennes, Panameras

and the upcoming Macan?

"Absolutely not," he said. "Every Porsche offered today is perfection with a capital 'P.' No other brand even comes close."\*

## Which is your favorite Porsche?

"I was greatly impressed by a Panamera diesel I drove recently," he said. "It had tremendous torque and handled like a true sports machine. The new 991 is so beautiful, but for a pure driver's car, I like the Cayman S."

## I have read that the 917 was a difficult and dangerous car to drive. Is that true?

"Oh no, it was so simple and predictable, even at very high speed."

## What was your toughest race?

"Driving long night shifts in heavy rain at the Nurburgring Marathon," Elford said.

As we strolled casually around the display floor, we stopped beside the 917L that Elford had driven at LeMans. I marveled at how small and low it was, making the Boxster nearby look huge by comparison.

The dashboard was crude felt, with a single tachometer mounted on top of it just to the left of the simple steering wheel. I could not imagine how Elford must have felt at 240 mph in that fiberglass torpedo.

We shook hands and said a friendly good-bye. As I sat making notes, I thought of how proud I was when, as a young Porsche enthusiast in 1968, I anxiously opened the sports section of the *Memphis Commercial Appeal* and read that Porsche had won the 24 Hours of Daytona. Now relaxing in that (gratefully) quiet Porsche stand, I silently thanked Elford for that happy time and for the moments he had just shared with me.

\*Later that evening, Porsche was awarded the World Cars Award for Best Performance Car and the Kelley Blue Book Awards for both the Best Performance Brand and the Coolest Brand.



Porsche was recognized at the New York Auto Show in April with several awards, including the World Cars Award for Best Performance Car.





Photo provided by Dick Seltzer  
**Left: Potomac club president Dick Seltzer, left, with Charlie Clark at an Audi DE event at Daytona International Speedway in 2007.**

Photo by Steve Shoop  
**Below: Long-time DE regular (and instructor) Charlie Clark loads up his car after his last Potomac DE at Summit Point (W.Va.) Motor-sports Park in March 2012.**

# Charlie Clark hangs up his DE hat

*“At Watkins Glen three years ago at a silent-auction dinner, Charlie said he wanted to see my tattoo, and he would donate \$100 for the charity for the privilege. Several Potomac members had been teasing him for several months about my tattoo, and that he should see it. I would not show him. Anyway, I insisted that he would not get his money’s worth and advised him not to offer the money. Despite that, the deal was finally made, and I lifted my pants leg to just above my ankle and there was The Tattoo. Poor Charlie!”*

—Starla Phelps

*“Charlie contributed to the Potomac Region in many ways. For some years, he was the DE registrar, a demanding job. He always conducted the registration duties with courtesy. We will miss his quiet professionalism and good humor.”*

—Bruce Dobbs

By Dick Seltzer  
 for *der Vorgänger*

Long-time Driver Education participant and DE instructor, Charlie Clark, officially retired from doing Driver’s Education at our April Summit Point DE event (at least that is what Charlie says).

I first met Charlie at VIR in 2002. It was my very first DE and I just happen to park next to him for the three-day event. At the time, Charlie was a “senior” Green driver so I was very impressed. Over the next few years, I got to know Charlie fairly well.

After a long career in the government, Charlie retired about the same time I did, and we both decided to do a lot of different DE venues. Most memorable was in 2007, when Charlie found that the Audi club was having a three-day DE at Daytona on the Rolex course. So he and I followed each other for the 800-mile trek to Daytona. What a great track.

Charlie, as I got to know him, had many different interests. At one point he was a fairly serious “semi-pro” pool player. I always wondered what JAM UP—his personalized license plate—meant. In pool player jargon, “Jam up” is an expression for a player’s deadly game; “watch out, he plays jam up.” Charlie also was a pretty serious scuba diver...and he particularly enjoys diving old WW II ship wrecks.

Charlie also is a true connoisseur of good beers. In fact, at the end of the day, if Charlie said, “Hey, you want a beer?” I learned to take him up on it always, because it definitely was better beer than I had in my ice chest.

Charlie, while retiring from DE, says he is going to restore his car back to stock and continue to participate in



Potomac events. He said, maybe a few Drive ‘n Dines so that his wife, Liz, might join him.

Maybe he can organize a D&D of great micro-breweries!

# Nominations open for Potomac officers

The Founders' Region, Potomac Nominating Committee is interested in hearing from you if you are interested in joining the executive board.

The board consists of president, vice president, secretary, treasurer and past president.

Our bylaws mandate that the current vice president is president-elect. Therefore Potomac Vice President John Eberhardt will become president for 2013, and current President Dick Seltzer moves to past president.

The open positions for 2013 are vice president, secretary and treasurer. You can go to the Potomac website, [www.pcapotomac.org](http://www.pcapotomac.org) and then to the menu bar at About Us/Bylaws. In Section VII of the bylaws you will find the duties of each position.

The nominating committee solicits interest from those members interested in joining the executive board. The committee will contact all who express interest and interview them to determine their qualifications for the various open positions.

If interested, contact one of the members of the nominating committee:

Tuffy von Briesen, Chair [tuffysheri@comcast.net](mailto:tuffysheri@comcast.net)

Fred Phelps [fredporsche@gmail.com](mailto:fredporsche@gmail.com)

Richard Curtis [dveditor@pcapotomac.org](mailto:dveditor@pcapotomac.org)

Upon receipt of your email expressing interest we'll contact you to arrange a discussion about your interest.

Please remember that the executive board plays a major role in how the Region operates so while these are volunteer positions, they do require a commitment on your part. Nevertheless, this is a great way to become deeply involved in guiding Potomac in the upcoming years.

Deadline for expressions of interest is June 10, 2012 so please, if you are interested contact us as soon as you can.

## Zone 2 Club Race volunteers needed

Volunteers are needed for the Zone 2 Club Race June 22-24 at Virginia International Raceway near Danville, Va.. Volunteers will ensure that this is a safe and successful race weekend. Volunteers needed in Timing and Scoring, Grid, Registration, DE and Tech. Please contact our Volunteer Coordinator Terry Minkin @ [tlamont99@comcast.net](mailto:tlamont99@comcast.net) or give her a call at 267-251-1360 to join the team.

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## Readers and their cars

Photo by John Vrankovich

John Roche photographed with his track car in the paddock of Virginia International Raceway during the 2011 Turkey Bowl DE weekend.

Photo by Richard Curtis

Carrie Albee of Germantown, Md. gets a big hug from friend and fellow Porsche owner, Mike Smalley during the March DE weekend at Summit Point (W.Va.) Motorsports Park. That's Albee's father's 911 hogging the photo. Albee is a newcomer to The Founders' Region, Potomac.



Photo by Richard Curtis

Julian Steyn of Great Falls, Va. with his 944S that he's owned for six years. Steyn was attending a Potomac DE in July 2011. The 944 has a rebuilt engine. Steyn also owns an '86 911 that he bought new; it has a 350 hp engine built by Ivan Arzola of IMA Motorsports. Steyn has been attending DEs since the early 1990s.







## Readers and their cars

Photo by Mia Walsh

Left: Daren 'Big Daddy' Stonesifer sits in his '86 Carrera made to look like a 1971 RS 'long hood.' The engine is a '71 2.2 liter with a 901 transmission. Stonesifer was attending Potomac's March DE event.



Photo by Mia Walsh

Potomac DE instructor Ryan Magrab takes a break during the March DE event at Summit Point.

Photos by Richard Curtis  
 Above: Mt. Vernon, Va.'s John Galloway with his 2002 996 at the October DE event at Summit Point (W.Va.) Motor-sports Park. He's owned the X50 model Turbo since May 2011. He also owns a 944 Turbo, a 911 Turbo and a Cay-man Turbo.

Right: Rob Abbott, center, with his custom '56 356 "Sportolet" during the 2011 PCA Head-quarters Open House in Columbia, Md.







An eye-popping red Porsche 356 Speedster replica in a high state of completion was displayed at a Saturday morning Katie's Cars & Coffee meeting in Great Falls, Va. Photo by Ken Marks

