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# der Vorgänger

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Photo by Ken Hills

Cover photo by Michael Madrid of Porsche of Tysons Service Manager Chad Morrison's 1974 Carrera.

Story, photos, Pages 15-16.

Above: Potomac's Antonio Conceicao is in front of Potomac's Bob Mulligan in the Blue enduro on the Sunday of the PCA Club Race at Summit Point (W.Va.) Motor-sports Park. Story and more photos on pages 24-26.

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# der Vorgänger

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## Editor's column

### Shadetree ramblings

I can hear the comments now... an article over FOUR pages on how to wash a car?!?! Like, we don't know how to do that?

Well, I've been washing cars for more than 50 years. I've even read other articles on how to do it. Some of it I took with a grain of salt, i.e., don't use dishwashing detergent; some of it seriously, i.e., of course don't wash the car in bright sunlight. Then there's the obvious: don't use steel wool on the paint.

If I can learn a few new things, so can you.

Having watched professional detailer and *der Vorgänger* contributor **Darryl Nichols** demonstrate proper car-washing techniques—along with 14 other Potomac members (I wasn't the only one who wanted to know more)—I came away more of a believer that it's not that difficult to preserve a nice finish on the dear, old Porsche.

I went right home and began searching for my microfiber car-washing mitt. Also bought two Grit Guards, as Nichols suggested, and rounded up two five-gallon buckets. Also, I now read the directions on all the products I use on the vehicles. Enlightening.

I highly recommend the article beginning on Page 20. No one is ever too old to learn.

• • •

When I first spotted **Chad Morrison's** bright yellow, early 911 on the Deutsch Marque showfield in May, I knew that *dV* had a candidate for a feature article. After chatting with Morrison that day, I was even more sure. I was also sure that the article wouldn't be just about the car, as fine as the car is. The story is one of how a friendship, like most, is easily made, but also how it can be just as easily and tragically lost. It begins on Page 15.

• • •

Thanks and praise for producing great content for your monthly *der Vorgänger*:

- To photographer **Michael Madrid** for devoting hours of time to arranging the perfect opportunity to photograph Morrison's 911. Not only his time, but his ever-expanding creative consciousness that he brings to each project. His work in this issue is on the cover and pages 15–16.

- To photographer **Ken Hills**, who not only devoted an entire weekend to photographing the September 28-30 Club Race at Summit Point, but then edited thousands of photographs down to a manageable number, captioned those photographs, and then drove them to my house to meet a deadline. That's devotion.

- To **Starla Phelps**. Is there anyone who could volunteer to undertake organizing Club Race (with the help of co-chair **Fred Pfeiffer**) so efficiently, so well and so happily? Answer: No. Despite being harried—surely, that comes with the job but, still—the entire time she was at the track, she always had a warm smile for everyone. I believe it was Starla who also arranged the terrific weather.

- To **Mia Walsh**, who always seems to have her camera ready and can spot a *dV* story when she sees one, such as the one on pages 18–19 on custom driving shoes.

Richard Curtis  
Editor

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## With late autumn, comes the end of an active club season

Well, they did it again. Starla Phelps and Fred Pfeifer put on an outstanding Club Race in September.

The BIG IMPROVEMENT over last year's race was that Starla and Fred pulled a lot of strings and actually had absolutely beautiful weather. Great job!

I also would like to thank the many, many volunteers who helped with the race. Also, a BIG thank you goes to all the sponsors who donated money as well as items to be given away to the drivers. I must say Starla is very creative in that she figured out if folks wanted coveted parking spots in the paddock, they needed to become sponsors (and donate \$\$). Because of that, we had several new sponsors this year.

Around this time of the year Potomac's activities tend to wind down. Looking at the November calendar, we only have one event where you can test driving skills. That is our last autocross at Bay Sox Stadium on Nov. 10.

While we still will have our three regular Saturday breakfast/brunch meetings, once the leaves begin to fall it seems more Porsches stay in their garages than on the roads. That is not the case for me. I have yet another "road trip" planned for November. Since my daughter and her husband bought a newer house in Kansas City (Prairie Village, Kan. to be exact), my wife and I decided it was time to haul all of our kids' stuff that we have stored for way too long back to them.

So, once again, I will load up the Cayenne and head out. Actually I am looking forward to it. I even broke down and had the Cayenne detailed in anticipation of the trip. First detailing it has had since it was new,

eight years ago. I think the detailer knew he was in for a tough job when I told him that my method of cleaning it consisted of opening all the doors and using a leaf blower to blow all the dog hair and track sand out of it. Well, it is, after all, a dog hauler and tow vehicle. You know the Porsche saying, "They are to be driven"!

Speaking of detailing, I was one of the attendees at the car detailing clinic put on by Potomac supporter Daryl Nichols who owns Odds and Ends Detailing. While you can read about the clinic on page 20, I must echo what Richard Curtis said on the previous page. I have been washing cars also for about 50 years, and I had no idea how little I knew. It was a great clinic and everyone learned a lot.

As you can see on page 13, the Nominations Committee presents its proposed slate for the club's 2013 officers. Additional nominations will be accepted if endorsed by five active members and if received by the Nominations Committee (pastpresident@pcapotomac.org) no later than Nov. 7.

The final slate of candidates, a mail-in ballot and electronic voting instructions will be posted on our website and sent out in an EBlast on Nov. 8. Per the club's bylaws, mail-in ballots and electronic votes must be received by 12:01 a.m. Dec. 1 (seven days prior to the date of the annual meeting).

As always, I thank you all for making the Potomac Club what it is. If you have questions or suggestions, please feel free to contact me at president@pcapotomac.org.



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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.

## October:

20: DE Tech for Summit Point at Auto Sportsystems Group, Fairfax, Va.  
26–28: DE @ Summit Point to include Volunteer Appreciation Day.  
21: 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.

## 2012 autocross schedule

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

**Nov. 10:** Autocross #8.

1: Drive 'n Dine to Antietam, Md.  
1: 2013 planning meeting  
8: Arlington, Va. breakfast.  
8: Open board meeting and general membership and elections. See website

## 2012 DE events

### 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.

for time and place.

8: Holiday party in Bethesda, Md.  
15: Glen Echo, Md. brunch.



Photo by Bob Williams

Many cars, including exotic such as Ferrariss, gather Sunday mornings at the Fair Lakes, Va., Starbucks.

## Cars 'n coffee gatherings

### Hunt Valley, Md.

Saturdays, 7:30-9:30 a.m., Hunt Valley Towne Centre, 118 Shawan Road, Hunt Valley, Md. Many, many cars of all types.

### Great Falls, Va.

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

Walker Road, Great Falls, Va. This is perhaps the premier gathering of interesting cars in the D.C. area, but be there early, like 7 a.m. If you're much later than that, parking can be difficult. Literally dozens and dozens of interesting cars. The coffee and food at Katie's are also tasty.

Don't look for many cars if the weather is inclement.

### Fair Lakes, Va.

Sundays, roughly 8:30–10:30 a.m., Fair Lakes (Va.) Starbucks for coffee and cars is the site, 12599 Fair Lakes Circle, Fairfax, Va., just off Interstate 66 at exit 55B. Don't

look for many cars if the weather is inclement.

### Burtonsville, Md.

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

## Potomac monthly brunch locations

**Potomac breakfasts and/or brunches** are an excellent way to (a) have a meal; and (b) make new Porsche friends or renew friendships with old friends. Meetings are low-key, no agenda and often are followed by impromptu drives through the countryside.

**Virginia: first Saturday of each month,** City Grille, 10701 Balls Ford Road, Manassas, Va. 20109.

**Virginia: second Saturday of each month,** 10–Noon. 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

### November 2012 anniversaries

#### 30 years

William H. Toth & Gail Toth

#### 25 years

Mark W. Boggs & Stacey L. Boggs  
John Christopher Williams & Chris Williams  
David A. Yerkes & Charles J. Yerkes

#### 15 years

Troy L. Benesch & Ethan W. Benesch  
John F. Lovejoy & Alicia Lovejoy  
William Rutkowski & Vince Savalina  
Jeffrey L. Upchurch & Deborah L. Upchurch

#### 10 years

Roger E. Bort & Nancy Bort  
Robert L. Gardner & Linda Gardner

John H. Gilbert & Laura Gilbert  
Steve Hoffman & Mimi Santos-Hoffman  
John Magistro & Barbara Magistro  
Douglas L. Nickel & Susan Nickel  
Patrick B. Pexton & Marcia Daft  
Alfred Smith  
Apostolis Ventouris & Helen Ventouris  
Kenneth H. Weiss & Michele K. Weiss

#### 5 years

Timothy H. Bandyke & Barbara Bandyke  
Christopher B. Carter & Jody Carter  
Bryan B. Cory & Ellen J. Cory  
Michael Denny  
Gary E. Dix & Maria Dix  
Walter B. Hamm  
Michael A. Iati & Dominique Blom  
Kevin L. Lacy  
Richard J. McAlonan  
Peter T. McKeen & Ruth McKeen

LeRoy M. Mills & Marilyn Mills  
Alex M. Shojaei  
Daniel M. Testa & David Testa

### October 2012 new members

Leo M. Barbour & Aretha Carter – 2005 911  
Randy R. Bassett & Marilex Bassett – 2013 Boxster  
Tony W. Bazemore & Holly Fanelli – 2009 Carrera 4S cabriolet  
Adam Boardley & Sandia Boardley – 2007 Cayman  
Michael R. Cammarata & Kimberly Cammarata – 1996 911 Coupe  
Bill Chipman – 1989 911 Targa  
Scott Collins & Henni George-Collins – 2000 Boxster S  
Samuel A. Crawford – 2003 Carrera 4S coupe

Dick Dugan – 2008 Boxster  
John W. Garland – 2006 Carrera coupe  
Greg Gonzales – 2008 911 Targa  
Deep Grewal – 2006 911-997 cabriolet  
Vince Hosby & Rhonda Monroe – 2006 Cayman S  
Clint Howard – 2007 997 coupe  
Robert Huggins – 1986 944T  
Nelson L. Huldin – 1981 911 Targa  
Mike Humm & Maryl Humm – 1999 Boxster  
Thomas S. Jackson – 1974 Carrera coupe  
Pete Janke – 2013 Carrera S cabriolet  
Madeeha Jauhar – 2009 Cayenne  
Barry Madani – 1986 911 Targa  
Jim Marks & Julie Marks – 2007 911 Turbo coupe  
Tom McInnes – 2006

Cayman S  
John P. Meehan – 2009 911 coupe  
Jon H. Meyerle & Michael Meyerle – 2006 911 coupe  
Kevin Nulty & Rebecca Nulty – 2003 911 4S coupe  
Daniel Parker – 2003 Boxster  
Clayton P. Phelps & Stacey Phelps – 1979 930  
Ted Remandaban (dual member) – 2009 911  
Tarek G. Shamounki & Sirena Shamounki – 1995 968 coupe  
Greg Struba & David Struba – 1991 Carrera 2 Targa  
Ryan F. Waits – 1987 944 NA coupe

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Left: Colorful array of Porsches fill the mirror of the camera car as the cars roll toward the Homestead in Hot Springs, Va.

# Virginia Highlands Tour around the Homestead

Below: The Drive 'n Dine participants pose for a group photo. The trip to the Homestead in September involved about five hours of driving, including a lunch stop in Staunton, Va.

Story by Alex Lunsford  
Photos by Michelle Massa  
for *der Vorgänger*

This was our third trip to the Homestead and was our best yet. Nineteen cars and a total of 40 people participated. We left Friday, Sept. 14 from Haymarket, Va. and drove mostly back roads to the Homestead by way of the Shenandoah National Park, Luray, Bridgewater and Churchville.

Trip organizer and drive leader Alex Lunsford demonstrated momentary poor judgment but considerable luck by avoiding a sure ticket in the Shenandoah National Park in front of the entire string of 18 passing Porsches. Thank you, Trooper Daniels.

The weather was glorious, perfect sunroof/convertible weather. However, I did have to ask one couple in a

Boxster with their top up if they were aware that their car was, in fact, a convertible. They replied, "Yes, but it's too sunny for our fair complexions." They finally relented and opened the top, only to get caught behind a truck full of feather-pitching turkeys on the next segment of the trip. Tough life for these Porsche owners.

We then headed to lunch at the Depot Grill in Staunton, Va. That was followed by more hours of fun on Route 250 west to McDowell, Va. and a run south on the "Cowpasture River Road" to link up to Route 39 West for a drive over Warm Springs Mountain.

We arrived about 5:30 p.m. at the Homestead just in time for happy hour.

The Homestead had even arranged for a special parking lot for the Potomac Porsche Club. We had spent about five hours behind the wheel on the most breathtaking, twistiest, least-populated roads in Virginia and,





while almost all were exhilarated, I did hear that a couple of folks suggested that it was “too much driving.” As if.

Most of us then went to dinner at Sam Snead’s Tavern followed by drinks and pool at the pub under the 1766 Lounge. Mercifully, politics was mostly avoided.

On Saturday, we took a series of group photos and before leaving to drive the wonderful roads of Pocahontas County, W.Va. on the way to the Cass Scenic Railroad with its famous crawler-type Shay locomotives.

Of the West Virginia roads, which are mostly empty and smooth, one couple remarked “This is the most fun I’ve ever had in my Porsche.”

The Cass Railroad was a great experience as we spent 1½ hours being hauled up and down a steep mountain using switchbacks rather than going around the mountain as with most other trains.

A Shay locomotive engine has its camshaft and pinion gears on the outside so you can see everything and how it all works. It was fascinating and loud.

Take a look at the video at the link included below. We left Cass and ascended about 3,000 feet of elevation via extremely twisty, wonderful roads to have lunch at the Snowshoe Resort. After lunch, many in the group decided that we were so close we might as well go see the National Radio Astronomy Observatory in Green Bank, W.Va. with its 500 ft. tall moveable dish.

We showed up just in time for the 4 p.m. show and tour at NRAO and learned what neat science they are doing. The main telescope is the largest moveable thing on land and is impressive. For the motoring set, of interest is the fact that only diesels are allowed to approach the telescopes as they are so sensitive that sparkplugs interfere with their science. Additionally, they also fly the flag of Pluto at half-mast due to its recent demotion from being a planet. It’s a neat place, so go by if you’re in the area.

We were back at the Homestead by 6 p.m. Five lucky winners were voted by the participants as “People’s Choice” cars and were allowed to park directly in front of the main portico Saturday evening. They included: Rodger and Monica Wenzel and their red ’09 911 cabriolet, Jeff and Michelle Massa and their black ’84 911 Targa, Rich Waddell and Joanne Trippi and their ’08 911 S in Macadamia, John and Muriel Ogilvie and their white 993 S and our weekend volunteers for the “tail of the dragon,” John and Carol Evans and their ’12 911 GTS.

Everyone enjoyed a few hours to lounge around and then we met for dinner at the Casino Room. Many returned afterwards to the pub or one the several lounges around the Homestead.

Sunday, everyone went back on their own. From the



emails I’ve since received, it appears next year’s trip will be even bigger, and I can’t wait.

In addition to those named above, I’d like to thank this year’s participants. I enjoyed meeting all of you: Tom Polseno and Krista Osterthaler, Evan Kwerel and Linda Feldman, Rick and Patsy MacInnes, Ed and Brenda Ferry, Robert Marianni and Meghan Snide, Richard and Charlie Wexell, Terrell and Lori Williams, Doug and Emmi

**Although the Homestead is a full-service resort, just sitting in a rocker on the porch can be a wonderful, slower-paced alternative to tennis, swimming, golf, hiking or other activities.**



Above: Homestead dates to the mid-1700s when a 14-room wooden hotel was built there.

Above right: The group spent 1½ hours on the Cass Railroad.

Holmes, Mark Fortune and Kathy McNally, Linda and Charlie Bowyer, Stephan and Debra Kiraly, Charles Mandolia, Frank and Iryna Sanchez. I apologize if I missed anyone.

If you would like to see wonderful pictures and videos of the weekend please see what Michelle Massa has done, go to:

<http://www.flickr.com/photos/20854364@N03/sets/72157631553243410/>

Thank you, Michelle!

I have heard from several attendees that this trip was even better than Nemaocolin—the gauntlet has been thrown, Mr. Eberhardt!

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# Candidates for 2013 Potomac officer elections

In accordance with the club's bylaws, the 2013 executive officers will be elected by the membership on Dec. 8 at the annual membership meeting (location will be announced in the November *dV* and on the website). The 2013 officer candidates proposed by the club's nominating committee are presented below.

If you would like to nominate an additional candidate pursuant to the Potomac Bylaws, please submit your candidate, along with the endorsement of five active Potomac members, to the nominating committee (pastpresident@pcapotomac.org) by Nov. 7, 2012.

Also, your vote is important to Potomac. As a result, Potomac is providing three ways to vote this year—electronic (via Potomac's website), mail-in ballot or in person at the annual meeting. Details regarding electronic voting and the mail-in ballot will be posted on our website and sent out in an EBlast on Nov. 8..

## For president: John Eberhardt

John Eberhardt joined PCA in 2006 after buying his first Porsche, a Boxster. He is currently the club's vice president and former Drive 'n Dine chair.

John is a regular autocrosser, DE participant and races in the 24 Hours of Lemons.

John runs research and operations at DecisionQ Corp. As president-elect, John's goals are to ensure a wide diversity of programming for our members, membership growth, expanding the volunteer pool and making sure everyone has fun.



## For vice president: Howard Hill

Hill is a native Washingtonian committed to community service with a passion for Porsche since his high school years.

The Porsche light first shined when a friend took me for a ride in his new 1970 911T. I had not thought about that joy ride until looking to replace my 1997 Ford Escort. I looked no further after the test drive of my 2007 C2S vividly reminded me of that ride almost 40 years earlier.

Hill has degrees from Duke University and Columbia University. He served as an infantry officer in the Marines while stationed in Kaneohe Bay, Hawaii where he volunteered as a

mentor with Big Brothers/Big Sisters of America. He joined PCA in October 2008. In addition to Potomac DE, he has attended events at Lime Rock Park, Monticello Motor Club, New Jersey Motor-sports Park and Mid-Ohio Sports Car Course.

He has spearheaded two PCA license plate projects: one in D.C. and the other in Virginia.

In addition, he plans to become more involved in and bring a fresh perspective to the various activities that the club now offers.

## For secretary: Michael Handelman

Handelman's passion for Porsches began when he was a teenager and saw his first bathtub Porsche and thought it was his ideal car.

He came to Washington in 1970 to attend George Washington University. He eventually worked at the International Monetary Fund for 28 years until his retirement at the start of 2012.

He has been married 35 years to the same wonderful woman, and they have two grown children. After the last tuition payment, Handelman was finally able in 2009 to buy his first Porsche, a 2006 Seal Grey 997S cabriolet.

Two years ago, he volunteered to help with Potomac's website, eventually becoming co-webmaster.

As secretary, he hopes to continue with website activities and offer his support to the executive committee in maintaining and developing activities that continue to be attractive to our large, diverse membership. With his knowledge of innovative technology and new social media applications, he hopes to be able to leverage this to achieve attractive programs that will continue to draw and excite members.

## For treasurer: David Dean

David Dean joined PCA in 2003 following the purchase of his first Porsche – a 2003 Boxster S that he and his son picked up in



Stuttgart. Following two weeks of driving in Europe with his son and his wife, the car was dropped off for shipping and a long, six-week wait for the next drive.

In 2004, Dean attended Potomac's September HPDC and was hooked for life.

Before his first Drivers' Education event in 2005, David became the proud owner of his second Porsche, a 1979 911 SC prepared for the track. David became a DE instructor in 2010. In 2011, he began Club Racing his current track car, a 1993 RS America.

David received his degree in accounting from West Virginia University in 1986 and is a CPA. He is a managing member of Fitzwater and Dean, PLC, an accounting and advisory firm in Woodbridge, Va.

## For past president: Dick Seltzer

Seltzer has served as president for the past two years and is looking forward to being the club's "Past President" for 2013.

He joined PCA in 1987 when he lived in Manhattan, Kansas. He moved to the D.C. area in 2000 and became more involved with Potomac after his first DE in 2002.

In 2007, he became the club's DE cashier and served as the overall coordinator for the club's first PorscheFest that year. In 2008, he became treasurer and in 2009 and 2010 served as the club's vice president.

He says that club operations are impressive, as are the initiatives to diversify club offerings. As the largest PCA region in the U.S., he looks forward to working with incoming President John Eberhardt and all club volunteers to facilitate the continuation of the club's tradition of success.





Photos by Ruben Rodriguez

**Left:** Each September, the local Potomac 356 Owner's Club celebrates their rare vehicles on a "Drive-Your-356 Day." This year's special day was a trip to Poolesville, Md. where 23 members met for brunch.

## 356 group celebrates Drive-Your-356 Day

**Right:** After brunch, the group moved their cars to an area in front of the historic Poolesville, Md., Town Hall.

**Below:** The brunch was held at Bassett's Restaurant in Poolesville, Md., a quaint community in the northwest corner of Montgomery County.

By Jim Hobbins  
for *der Vorgänger*

On September 16, 23 Potomac Owner's Group members and guests celebrated the 2012 National Drive-Your-356 Day by gathering for brunch at Bassett's Restaurant in the heart of Poolesville, Md., a quaint community in the northwest corner of the Montgomery County Agricultural Reserve.

Accessed from all directions—including nearby historic White's Ferry—only by two-lane roads seemingly built with our cars in mind (unless you get caught by a speed camera), Poolesville was certainly an inviting destination.

Leo and Betty Bassett and Manager Trish Byrne have been extending country hospitality to their customers for nearly 20 years in this location. For the second year in a row, we were given nearly exclusive seating in their front covered patio.

After parking our cars in a neat row in back of the restaurant, we



enjoyed the wide selection of delicious offerings from the Sunday brunch menu, ranging from Eggs Chesapeake and Bassett's Country Breakfast to their Gourmet Egg Sandwich. Following lots of good conversations, we adjourned and relocated our cars for a group photo session in front of the old Poolesville Town Hall (above photo).

After the photography, Sandy Kemper led six members on an exhilarating 356 drive through some of Montgomery and Frederick Counties' best two-lane roads. They motored up and around Sugarloaf Mountain and ended up at a great ice cream parlor near Point of Rocks, Md.

All in all, it was a great 356 day, with perfect weather to match our cars, our spouses, the food, the photo opportunities and the memorable drive.





# A Porsche tribute to a friend from a friend

By Richard Curtis  
for *der Vorgänger*

Chad Morrison handles his 1974 Carrera with aplomb, with major-league throttle blips between downshifts on Summit Point's two-mile main track. He drives the car deftly, fingers caressing the wheel lightly as he turns into corner after corner, the car tracking steadily and true as he accelerates behind the pace car on these lunch-time, Porsche dealers laps. Nice car. Nice guy.

He's owned the modified 911 for a year, following the death two years ago of its previous owner and Morrison's friend—Porsche Cars North America field technical representative Paul Gagliardi—in what can only be called a bizarre traffic accident. "I bought it sight unseen to help the family but also to preserve a memento of a brilliant man and a great friend," says Morrison. "I just wrote the check and sent a truck to ship it home."

Gagliardi left behind his family but also this 911 that he had owned since 1980. He also left behind a long list of friends through his various Porsche connections. While he had been active in autocrossing and Driver Education events, he also had been active in the Porsche Club of America. A PCA member since 1980, he eventually served on PCA's Parade Competition Committee from

1993 to 2006 in addition to serving as a concours judge.

Gagliardi also worked for Alex Job Racing for more than 10 years beginning in 1989, serving as a crew member on many of their legendary Porsche endurance teams.

"He stood out in every way," said Mick Pallardy, another friend, in remarks published following Gagliardi's death. "Paul was so passionate about the brand that he was virtually a walking encyclopedia on all things Porsche.

Photos by Michael Madrid

**Chad Morrison drives his recently acquired '74 911 through the streets of Northern Virginia. He bought the car from the wife of his deceased friend, Paul Gagliardi.**





Photos by Michael Madrid  
**Top: Current owner Chad Morrison, service manager at Porsche of Tysons, bought the yellow 911 sight unseen.**

Gagliardi family photo  
**Above: Paul Gagliardi owned several Porsches, but this '74 911 is the one he tracked and autocrossed. He equipped the car with a modified 915 transmission similar to a 935's, 930 brakes, Fuchs wheel centers, racing seats, a half cage and five-point harnesses. The engine is a high-compression 2.7 CIS.**

He always went above and beyond, and showed complete dedication without ever complaining. His love for Porsche extended beyond his professional life, and he would often use his vacation time to participate in concours events and other Porsche Club activities.”

The '74 911 had special meaning to Gagliardi and his wife; it was the car in which they drove away from their wedding. In addition to the 911, the couple also owned a '65 356 SC, which his wife kept, and an '88 911 Turbo look. The 356, which Gagliardi owned for more than 26 years, also had a special meaning: Paul had built the car himself, says Morrison.

“Paul was probably the greatest Porsche knowledge in existence,” says long-time friend Kerrigan Smith, then with Synergy Racing but now director of track operations at Virginia International Raceway. “The thing with Paul was that he was usually doing the work of about 10 people at once but always found time to help everyone.

“In 2005 when Synergy was the first team to campaign a 997 in the Continental Challenge (later called the Koni Challenge), Paul was very helpful in answering those

questions that no body else could. Paul was a very hands-on type person, so when he spoke about the components he spoke about them with first-hand knowledge (or with first-hand grime on his hands). Chances are he could get under a car quickly while talking with you.

“When Grand Am started having a lot of their rule changes for the 997 with questions about the 3.8S engine and the second generation DFI of the 997, again Paul was the walking encyclopedia who answered so many questions that helped keep those cars in a favorable classification for competition.

“The funny thing is that all of this was not his job description but done out of the goodness of his heart because he wanted to help, and he loved Porsche.

“Needless to say, the word of his passing took the wind out of my sails and left me devastated,” Smith remembers. “I always try to find the silver lining in a situation like that, but this one left me stumped and confused.”

Gagliardi is survived by his wife and two daughters.



# Porsche love Lovettsville's Oktoberfest

Story, photos by Ron Davis  
for *der Vorgänger*

If it's bratwurst, German beer, apple strudel, an oompah band and Porsches it must be Oktoberfest in the charming village of Lovettsville, Va.

I knew we were in the right place when the engine beat in my 356 started syncopating with the unique sound of that special German music. In fact, I am sure all of the 30+ Porsches that ended up on the show field thought they were back in the old country as they glimmered in the gorgeous fall afternoon light. It was a beautiful scene as the rally cars streamed onto the field followed by the Drive 'n Dine group that arrived a bit later.

Winners of the Peoples' Choice car show were: 1st: Joe Howell, red 1984 944 (top right); 2nd: Jim Mikolashek, red 1987 911 Carrera (right); 3rd: Gary and Cheryl Brindle, 2010 Boxster (far right).

## 2012's last rally

Story, photo by Gary Brindle  
for *der Vorgänger*

As part of the club's Oktoberfest weekend, a rally was held that ended in Lovettsville, Va. A total of 17 cars participated in the rally. I and my wife, Cheryl, were the rallymasters for this event.

We left from the Manassas, Va. Battlefield Visitors Center on a beautiful fall day for the 60-mile route through the Virginia countryside in search of the answers to a set of questions.

As an additional challenge, the answers had to be placed in the order in which they were found and then used to complete a crossword puzzle for bonus points.

The team of Bob Roche and Cristina Windover finished first (right in photo at right), followed by Linda Wilkinson and Elaine



### Attention rally enthusiasts

For the past three years, Linda and Craig Davidson have run the rally program, but now they need more of you in this process. They need fresh ideas for routes, restaurants and themes. Next summer, they want to concentrate on the Wounded Warriors Rally, and would really appreciate some help on the others. Contact Craig Davidson at [rally@pcapotomac.org](mailto:rally@pcapotomac.org) if you're interested.



Serlin in second (left in photo) with the team of Andrew Kowacka and Heather Wharton in third place (center in photo).

All of the rally cars then participated in the Lovettsville car show and allowed the Oktoberfest crowd to look at their cars while they enjoyed the food at Oktoberfest. The pretzels and wurst were as good as prior years. This was the last rally for this season, and PCA Potomac would like to thank all the teams that participated in the rally program this year.





# All roads for driving shoes lead to Sicily

Photo by Mia Walsh

**Above: Franco Turdo, left, famous for his film “Maricchia,” and custom driving shoemaker Francesco “Ciccio” Liberto with one of Liberto’s creations.**

**Above right: Ottavio Brocato’s Vespa provided Walsh with transportation during her tour of the original Targa Florio route in Sicily.**

By Mia Walsh  
for *der Vorgänger*

What do Vic Elford, Michael Keyser, Marco and Mario Andretti, Niki Lauda, Jackie Ickx and Mia Walsh have in common? It turns out that a charming shoemaker from Cefalù, Sicily has won the hearts of each of these people.

Known as *il maestro* (the master), Francesco “Ciccio” Liberto has been making driving shoes for famous drivers for over 50 years. His customers, most notably drivers from the Targa Florio race that began in 1906 in Sicily’s Madonie Mountains, are as legendary as they come.

Hollywood has recognized Ciccio’s craft, his passion and his talent as well. Recently commissioned to make the shoes for Ron Howard’s movie “Rush,” Ciccio’s shoes will take pole position on the big screen in this authen-

tic Formula 1 race movie due in 2014. Ciccio made shoes for the “real” Niki Lauda and was thrilled to be a part of the Hollywood reenactment of the rivalry between Lauda and James Hunt.

This summer, while relaxing in the town of my great-grandparents, I paid a visit to this myth, this legend.

Ciccio, a fun-loving Sicilian craftsman, owns a simple shoe store; a sea-front shop on Lungomare in Cefalù with views of the Tyrrhenian Sea from all directions.

Upon entering, you can see that simple shoes are not his passion. Every wall and every inch of floor space are splattered with photographs and autographs of Ciccio, his shoes and the legends of Porsche drivers and others who have been fortunate enough to have this *calzolaio dei piloti* furnish shoes to them. This summer, I became one of his lucky clients.

I am fluent in Italian and told Ciccio that I was a *pilotessa*—for a hobby—and drove a Porsche on track. A typical Italian man, the idea of a woman who loved cars and drove on circuits was enticing to him.

We spent a few hours that first day viewing the hand-drawn outlines of the feet of legends for whom he has crafted shoes.

His passion was obvious and his mastery was evident. I left with the idea that I needed to have this legend make a pair of shoes for my husband, Brian. After a brief conversation with Brian, he suggested that since I was there in person and he was 4,000 miles away, I should have shoes fit for me instead. Hey, I’m a girl; I can’t say no to another pair of shoes!!!

Ciccio invited me to his workshop on a cobblestone side street in the historic center of Cefalù to watch the master craft my shoes. We selected the white and black leather (to match my car!), which he cut by hand using my foot trace and one of the perfectly sized metal templates hanging on his wall. The red silk lining was traced and cut as well.

Step by step, he walked me through the painstaking process of gluing the pieces together, folding the seams and making the separate pieces appear whole.

When the glue set, I returned the next day to watch the knowledgeable hands of this craftsman sew the double-stitching along the supple leather in perfect harmony with the lining. The leather sole was crimped using a loud machine that served only that one purpose.

Joining me that day was the famous Sicilian filmmaker, Franco Turdo, who has produced a documentary on the life of Ciccio and his work and has covered Sicilian races for 20 years. Since I was a friend of Ciccio, Franco eagerly



took a USB drive of my in-camera laps from Watkins Glen in May and made a lovely montage for me. “A friend of Ciccio’s is a friend of mine,” he said.

After enjoying watching Ciccio work day after day, the final product would have to come later—as it was time for me to leave Sicily, and there was still more work to be done on the shoes.

It’s not enough for Ciccio to take pride in his craft.

His passion for loving people makes him a match-maker, client to client, friend to friend. I left Cefalù with a gift for Michael Keyser, a Porsche enthusiast, photographer, filmmaker, driver and publisher. Keyser’s books and movies, like “The Speed Merchants” (1973) and “Behind Le Mans,” both famous among the race crowd.

His books contain photographs and text of the things we are passionate about—cars, racing and the legendary drivers behind the wheels. In 1972, Keyser filmed movies from a camera in his Porsche, which he drove at Sebring, the Targa Florio and the Nurburgring, just to name a few.

His company, Autosports Marketing, sells classic race memorabilia as well.

A phone call to Keyser, who lives 15 minutes from my home, started with me saying, “I have a gift for you from Ciccio from Cefalù.” Keyser was overjoyed to hear from his friend through me. We met the following day.

Keyser’s home is like a museum. Actually, his third floor IS a museum. Hundreds of model cars line the walls, each one hand-crafted and modeled after the cars of legends. His own car, a spritely yellow No. 23, has been miniaturized and lovingly boxed as well.

Next on the connection list was Vic Elford. I had asked Ciccio if he could share with me a photograph of a pair of shoes he had made for Elford. Within a day, I had emails from Elford and his wife, Anita, with some wonderful photographs of Elford and Ciccio together.

The previous summer, I had visited two of the Targa Florio museums in Sicily during a road trip on my cousin’s Vespa, on the original streets of the original 70-kilometer Targa track. The towns through which the course passed were charming, mountain villages, all proud of their Targa Florio heritage. When I told Elford that I was only aware of two Targa museums, he responded, “There are THREE Targa Florio museums; Cerda, Collesano and Campofelice. The last one is privately owned and run by my friend, Antonio Venturini...seen here in these photos from November. I literally gave him the T-shirt off my back to add to his collection.”



Photo courtesy of Vice Elford

As a gesture of his love for the privately owned Targa Florio museum in Campoleice, Sicily, noted driver Vic Elford gave the owner, Antonio Venturini, right, the shirt off his back. Elford is pictured with his friend, Francesco “Ciccio” Liberto, who makes custom driving shoes.



Photo by Kate Walsh

Above: Marco Andretti, Alessandra Brocato and Mia Walsh met at a suburban Maryland Safeway for Walsh to pass along a personal message to Andretti from driving shoe craftsman Francesco Liberto. Young Brocato, a cousin of Walsh’s, was visiting from Italy.

Photo by Mike Smalley

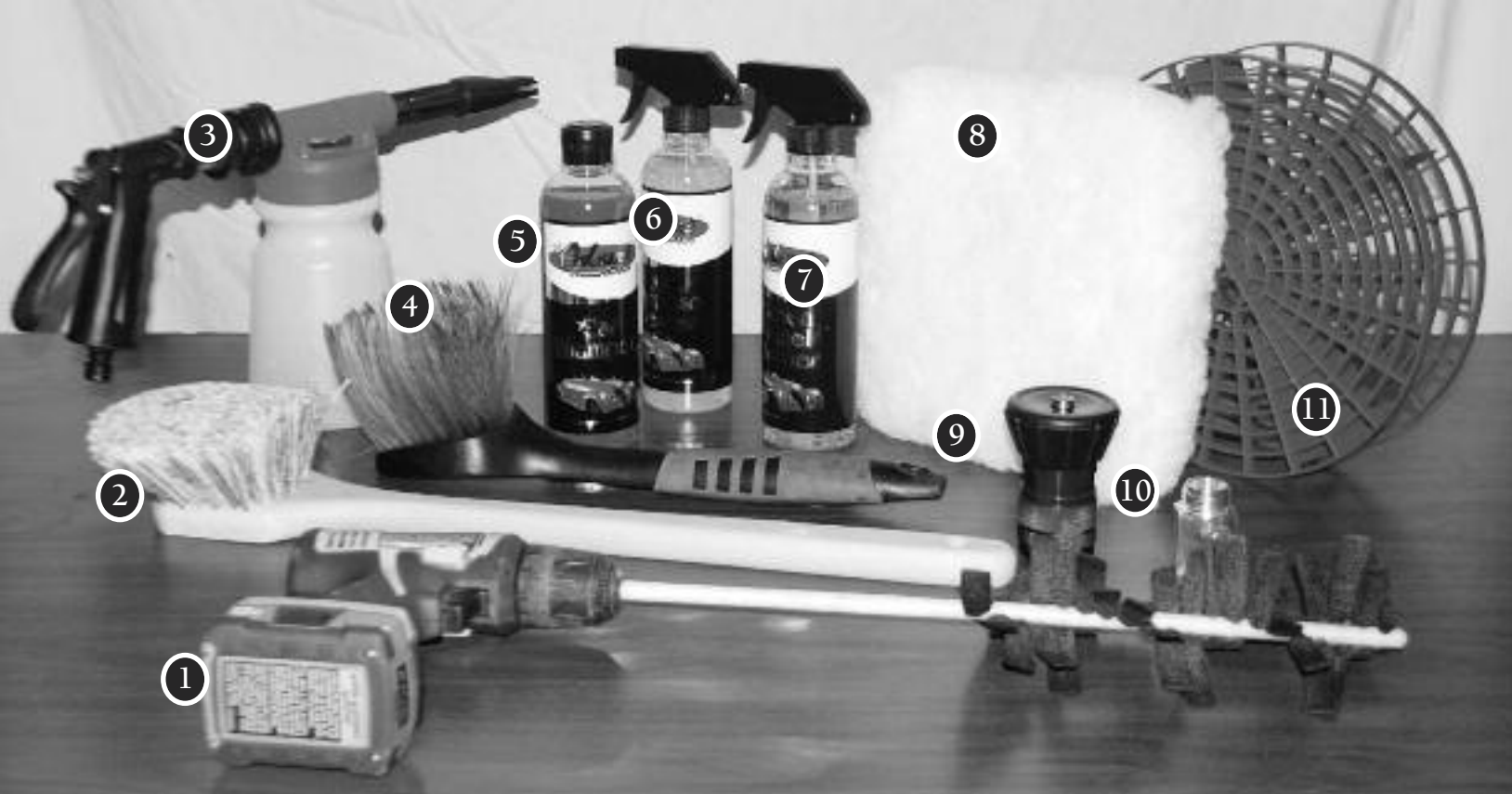
Above left: Walsh’s custom-made driving shoes.

My final Ciccio connection came just as Baltimore was preparing for its second Grand Prix, Aug. 31–Sept. 2. Though I was driving at Virginia International Raceway that weekend, I enjoyed the pre-event festivities along with another customer of Ciccio’s, Marco Andretti.

Andretti had several public relations stops since Andretti Sports Marketing was a sponsor for the event. I met him at the Giant supermarket near my home in the Baltimore suburbs, per Ciccio’s request, to pass along Ciccio’s greetings and well wishes.

Ciccio had made a pair of shoes for Andretti in 2011. Andretti was enthused to hear greetings through me and spoke of his grandfather, Mario, who was also a Ciccio client. Andretti gave me a note to pass along to Ciccio. Then, in turn, Ciccio sent me a picture of Andretti with his shoes and a *simpatico* letter from Andretti: *Amici ad amici*. Friends to friends.

Who knows what will come down the line now that Francesco “Ciccio” Liberto has coaxed me into his web of friendship? In the past months, I have encountered many wonderful people and have shared experiences I never thought would happen.



# How to wash a car. Correctly.

Above: 1, Power drill with Turbo Stick; 2, fender and wheel well brush; 3, foam gun; 4, boar's hair wheel brush; 5, Adam's Car Shampoo; 6, Adam's All-Purpose Cleaner; 7, Adam's Green Wheel Cleaner; 8, large microfiber wash pad; 9, firehose nozzle; 10, shutoff valve for hose nozzle; 11, Grit Guard®.

Below: The two five-gallon bucket system. Note the Grit Guards® in the bottom of each bucket.

Right: The Turbo Stick in action.

Photos and story by Richard Curtis for *der Vorgänger*

Just when you get to a certain age, you've pretty much figured you now know just about everything worth knowing. You are especially confident about something as routine as washing cars.

Then along comes an offer of what sounded like a harmless seminar on "How to wash a car," by detail-shop owner Darryl Nichols. Subsequently, on a beautiful, sunny September Sunday morning you find your car-world-knowledge turned upside down. This is how an unexpected humility lesson begins. He tricked all 15 of us to attend by offering free coffee, doughnuts and bagels.

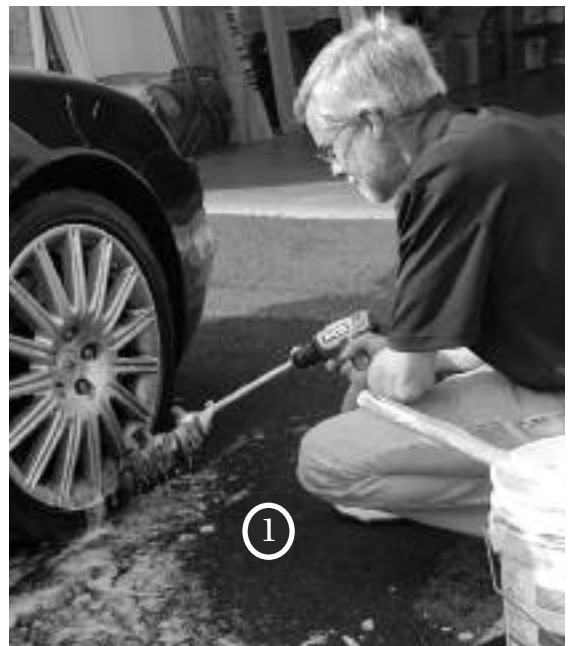
Among just some of the most obvious lessons:

- A lot of keeping your vehicle in as-new condition, is plain common sense, as in "cleaning a car's finish offers many opportunities for damaging the paint, such as dragging dirt and debris across the paint with a dirty rag."

- First, he began by washing the wheels and wheel wells first, which I always assumed was saved until last.

- Second, he washed a relatively new (and dirty), already-hot, dark-green Maserati in bright sunlight. I thought, this too, was really, really bad news. He covered the car with a layer of suds that he then let dry on the car (he says under normal circumstances, he would re-foam if necessary as the wash progresses, but this was good for demonstration purposes to show why you should use a pH-neutral shampoo).

- Third, after washing and rinsing the Maserati, he spritzed it with detailing spray a panel at a time then wiped the panels down with a large, microfiber drying towel. We were surprised to see the water sheet right off,



making the process of drying any remaining water easy.

Nichols used two five-gallon buckets. Into the first, or wash bucket, he poured a couple of ounces of car shampoo. He used Adams Car Shampoo (he is a vendor of Adams products) but says any shampoo specifically formulated for automotive finishes will suffice.

The second five-gallon bucket is the rinse bucket, which contained just plain water.

Into the bottom of each bucket, he strongly suggests using a "Grit Guard ®" (photo at left) to help keep all grit



and other debris removed from the vehicles in the bottom of the buckets and not suspended in the water. This debris, he says, will become trapped in your wash mitt and, over time, will contribute to swirls and minute scratches in the vehicle's finish. Grit Guards® are about \$10 each.

Nichols demonstrated the effectiveness of his two-bucket system by showing us his buckets from the previous day. While the solution in his wash bucket was tinted slightly pink from the shampoo, you could clearly see through the liquid to the bucket's bottom. His rinse bucket was obviously extremely dirty from the rinse. He later emptied the rinse bucket and an observer could clearly see all the grit and other contaminants remaining in the bottom.

The purpose of a pre-rinse of the entire vehicle is to

provide additional lubrication before you begin attacking the dirt and grime. The pre-rinse keeps the dirt suspended in the cleaning solution.

Nichols begins by washing the wheels first, using a separate wash bucket while using a boar's-hair brush on the face of the wheels and an ACE Turbo Stick on a power drill to get into the wheel's spokes. Into the bucket, he pours one ounce of car shampoo mixed with one ounce of all-purpose cleaner.

The Turbo Stick allows him to reach easily into all areas of the wheel's spokes. He cleans the barrel of each wheel of brake dust and road grime. In addition, he uses a long-handled brush to clean the wheel wells.

The average car wash takes about 45 minutes, Nichols says, and about half of that would be spent cleaning the

Above left and above: Nichols applies suds to the entire car's surface using his foam gun. Because he uses a pH neutral car shampoo, he can apply the suds in full sun without fear that the suds will dry on the car's surface with poor results. He washes the car one panel at a time and then rinses the entire car.

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Above: "Washing and rinsing is where we most damage a car's finish," Nichols says, but drying also offers opportunities for further damage if not done correctly.

Above right: He uses a bath towel size, waffle-weave microfiber drying towel.

wheels and wheel wells.

After loading up the wash mitt with a heavy load of suds, he washes the car beginning with horizontal panels such as roof, hood and trunk. He washes the vertical panels in two steps, saving the lowest panels, i.e., rocker panels, for last.

"Isolate the dirtiest spots," he says, "and do those last. Save the front of the car for last," he says. "It's often the dirtiest. Do the rear of the car just before you do the front." On extraordinarily dirty panels, such as the grill, he suggests pre-soaking them with a waterless cleaner. This is especially helpful to remove bugs.

After washing each panel, he dips the mitt into the rinse bucket and rinses it thoroughly, even to the point of afterwards inspecting the mitt for any debris or contaminants before going on to the next panel. Use both sides of the mitt, too, he says, just remember to rub both sides against the Grit Guard® when rinsing. Afterwards, inspect the mitt for dirt or debris before dipping it into the wash bucket again.

Rinse the car from the top down, the same as you washed the vehicle. Be sure to rinse the panel gaps.

Drying the car is most important and most important to do correctly, he says.

As described earlier, he uses a detail spray as a drying agent on the car's wet panels. Watching the water sheet off the

Maserati after he sprayed the panel and wiped up any remaining water with the drying towel was a revelation.

After drying the entire car in this manner, he passed the towel around for inspection. The towel wasn't wet enough to wring water out of.

Darryl Nichols is owner-operator of Odds and Ends Detailing located in Sterling, Va. He's a long-time Potomac member, a frequent contributor to *der Vorgänger* and owns two 968s, a 911SC Targa and a Cayenne Titanium Edition. He will be happy to answer any questions you have about detailing vehicles.

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## Tips on what to do:

- Do use a wash product formulated for automotive finishes. If it's pH neutral, all the better. While dish-washing liquid will take off the dirt, it also will strip the wax and contribute to dried out rubber trim and seals.

- Do use a dedicated microfiber wash mitt. Sponges tend to trap dirt and debris.

- Use separate wash and rinse buckets, each with a Grit Guard®.

- Mix all-purpose cleaner 50-50 with car shampoo to wash the car when you want to strip the old wax

- When setting up your wash bucket, put the wash mitt into the bottom of the bucket, then squirt the shampoo into the mitt, then add water. This reduces the amount of foam.

- Use of a "foam gun" to apply the suds can dramatically quicken the wash job.

- To clean the wash mitt, Nichols says it should already be clean if you washed and rinsed correctly. Regardless, "Put a Grit Guard® on the pavement, lay the mitt on top, and rinse the mitt thoroughly with your water hose," he says. Air dry the mitt.

- Use compressed air to force water out of the panel gaps.

- Wax the car when the paint finish no longer beads water. "You want lots of little-bitty beads," Nichols says.

- Waterless wash products have many, many uses, he says, such as cleaning off bug residue.



- Use waterless wash products as a pre-soak on the car's front end or as a quick clean on a fairly clean car.

- Dry the car with a large microfiber, waffle-weave towel.

To clean the mitt, put a Grit Guard® on the pavement, lay the mitt on top and rinse the mitt thoroughly with your water hose.

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# Off-track tragedy puts a damper on Club Race

Photo by Ken Hills

**Above: Lawson Wilder (No. 01, left), and Ray Williams (No. 31, right) follow the pace car toward Turn 10 before the start of Sunday's Orange Enduro race, which Wilder won.**

**Right: Bill Rudtner, in his '79 930, and James Pappas in his '02 996, race into Turn 7.**

By Richard Curtis  
for *der Vorgänger*

An off-track, tragic auto accident claimed the lives of two SCCA flaggers the night before Potomac's Club Race weekend in September. (See story, Page 26)

Thankfully, the weather forecast for showers during the first day of the Sept. 28–30 PCA Club Race at Summit Point (W.Va.) Motorsports Park held off. While some moisture did fall Thursday evening on the 2-mile main course, by the time the DE cars were on track Friday morning, only dampness remained. For the remainder of the weekend, the temperatures were moderate, even cool in the mornings with sweaters, jackets and sweatshirts much in evidence among racers, crew, volunteers and spectators.

109 racers were registered for the Black, Red and Green sprints, just about evenly divided among the three



groups. The combined Red/Black DE group of about 24 drivers warmed up the track each morning for 25 minutes, then had three other sessions throughout each day.

Many Potomac members enjoyed success at this Club Race, which had its beginnings 21 years ago with Potomac at Summit Point.

Potomac's Lawson Wilder drove his 2002 GT3 Cup car to impressive wins in all three Red Sprint races plus the Sunday enduro. He began with the Red Sprint 1 race on Saturday, continued to a win in the second Red Sprint race and culminated in yet another win in Sunday's Red Sprint 3, which he won by over 10 seconds.

Wilder also won Sunday's Orange enduro. He had to come from behind to drive past second-place finisher





Photo by Ken Hills

Potomac's Lawson Wilder from Bethesda, Md., left, is interviewed by announcer Art McHugh, following Wilder's overall win in Saturday's Red Sprint Race 1. Wilder also won the two other Red Sprints plus the Sunday enduro.



Photo by Mia Walsh

Above: Club Race Co-Chair Fred Pfeiffer, left, leads the chow line through a barbecue dinner served to racers, track workers and volunteers.



Photos by Ken Hills

Left: Wade Herren, left, Sydney Herren, Suzanne Pender and George James all had a good time at the races on Sunday. Herren drives the GT2 class 914.

Below: Potomac's Hunt McMahon in his Prepared SPB Boxster exits the Carousel in front of Robert Prevost, who was racing in Prepared SP2.

Brian Walsh after spinning twice in the early going. Wilder said that his car had not been on the track since Summit Point of 2009. He installed new brake pads on Friday, which reminded him why the car had been idle.

Potomac's Justin Wine finished first in class in the Sunday Orange enduro and fifth overall, only 3.5 seconds out of fourth. Scott Bresnahan won his class in the Orange enduro.

Walsh, in only his first Club Race weekend, added a third place overall and first-in-class in Red Sprint 1, finishing a fraction of second behind second-place Bill Rudtner. Walsh added a fourth place in Red Sprint 3.

In Saturday's Black Sprint 1 race, Lane Martin finished first in class with Antonio Conceicao second, David Dean third and Intersport's Omar Hilmi fourth.

On the second Black Sprint race of Saturday, Conceicao finished first and Martin second.

Martin took home another second-place trophy for his race in Black Sprint 3 on Sunday with Conceicao third. Martin drove to a superb second-in-class and third-



Photo by Ken Hills  
William Digiovanni, of Northern New Jersey Region of PCA, inspects his '85 944 while Matt Donofrio and Evan Chamski look on. Digiovanni races in SP2 class.

place finish overall in Sunday's Blue group enduro. Martin had crunched his driver's side front fender in an incident on Friday and it looked like his weekend might be over, but with some help, he was able to get the fender straightened out enough to race on Saturday and Sunday.

In the Green Sprint 1 race, Steven Wilson won with Dwayne Moses second overall and first in class; Evan Close was second in class. Potomac's Hunt McMahon won the SPB class and Gary Church was first in his class.

In Green Sprint 2, Moses was second overall again to Potomac's Steven Wilson with McMahon again winning his SPB class.

However, in Green Sprint 3, Moses took first overall (and first in E class) with Dennis Wasser second overall and Evan Close third. McMahon continued his domi-



nance of SPB.

David Mann of Acoustical Solutions donated a 42-inch TV to be raffled off for the club's charity, the Carol Jean Cancer Foundation. We collected \$520. Curtis Keller, who works at Summit Point, was the winner. He said that his only television was in bad shape, and he and his wife were recently talking about how they needed to buy a new TV.

## 'Missing man' formation honors tragic losses

Photo by Mia Walsh  
Before the start of Saturday's last Sprint race, the drivers formed a 'missing man' formation on the pace lap to honor the tragic deaths of two SCCA flaggers who were killed in an automobile accident the Thursday evening prior to the September Club Race. As the cars drove by each flag station, the flaggers came to trackside and waved their flags in honor of their fellow flaggers.

By Starla Phelps  
for *der Vorgänger*

We held the 21st annual PCA Potomac Club Race at Summit Point under a black cloud.

Thursday night in nearby Winchester, Va. while two Sports Car Club of America flaggers were driving from a parking lot, a large truck struck their car broadside. Dick and Dottie Hummel were both killed. Everyone at the track was shocked by the news; the SCCA flaggers, who knew Dick and Dottie as long-time friends, were particularly affected. Potomac's races have always been run by PCA volunteers with support by several SCCA volunteer flaggers.

This year, however, we asked the SCCA to take charge of the event and be augmented by our loyal PCA volunteers. Dick Hummel and his wife Dottie had volunteered to work as SCCA flaggers.

Dick, a race-car driver and defensive driving instructor at Summit Point, was also an SCCA member and flagger.

In the face of this tragedy, some of the racecar drivers, without prompting, approached me and asked if I would enable donations to be collected for the family.

Upon learning of the drivers' request SCCA Marshall Mark Hillyer informed everyone of the "Racers Helping Racers" fund managed by the SCCA. A single announcement was made over the track loudspeaker system, and over the next two days, \$1,250 was collected for the "Racers Helping Racers" fund.

In a gesture to honor the Hummels, the racers took

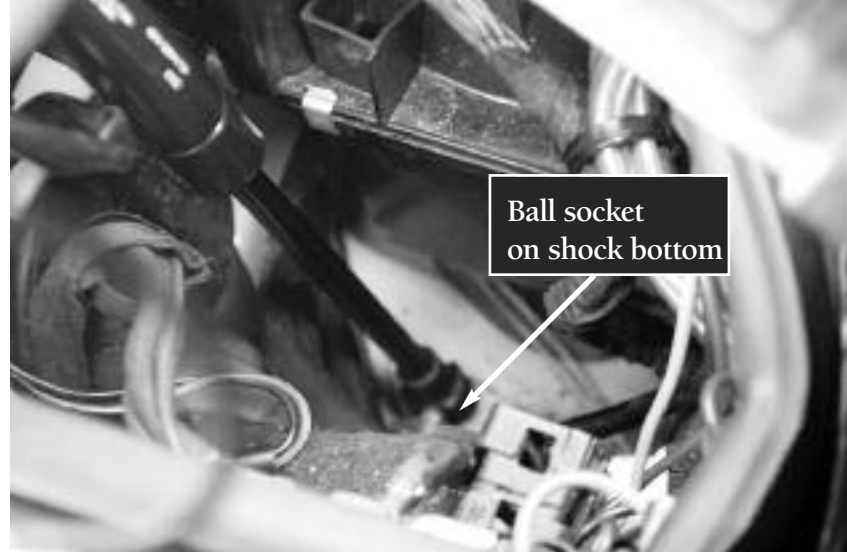


time from the last Saturday sprint race to execute a "Missing Man Pace Lap."

The race cars entered the track in normal formation. The pole position car then dropped back one position, leaving the pole position vacant as the race cars continue for one more lap around the track.

In this case the pole position driver was Steve Wilson, an SCCA member. As the cars pass each station, the flaggers wave the signal flags in salute to the memory of their lost comrades, Dick and Dottie.

In spite of the sadness caused by the accident, the generosity in gifts and deed served to impress on everyone the warmth and caring nature of this wonderful community.



# How to replace trunk-lid shocks

By Richard Curtis  
for *der Vorgänger*

Various forums report this DIY should take about 15 minutes. It took me 30 minutes.

First step is to buy new hood shocks. Next, prop open the hood so it won't bang you in the head. You'll need only a long, thin screwdriver to pry the little metal clip partly off the end of the new strut (see photo above). Careful that you don't pry the clip too much; it can—and

will—go sproinggg into the darkest recesses of your garage. Just pry it loose enough so that you can then slip the socket part of the shock over the ball mounted to the car's chassis (see photo above right).

Again, using the screwdriver, pry the clip off the old strut down in the bowels of the car behind the fuse box and below a plastic cover over those innards (two or three small screws). This is the only moderately difficult part.

Remove a simple clip holding the strut's top to the hood and remove the pin secured by that clip. The strut will now be loose.

On my car (a 964), the passenger-side shock was easier to remove than the driver's side. The driver's-side shock is partially obscured by various wires and an A/C hose. Be patient, it's just a little difficult.

## DIY

*Working on your car should be approached with 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. A high-resolution photo will be necessary also.*

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Kirkham Motorsports builds, among other cars, aluminum-bodied Cobra replicas. But also on their lists are copper-bodied one-offs, such as the Cobra at left and the '40 Ford convertible, below.

# Speed and craftsmanship spotted at Parade

By Fred Phelps  
for *der Vorgänger*

As one of the activities at a Porsche Parade, tours play a prominent part. Tours give the participants an opportunity to explore interesting aspects of the locale, with guides and support already arranged. Plus, it usually means an opportunity to drive your car along beautiful roads with other Porsches.

That was certainly the case during Parade 2012 in Salt Lake City this summer where several tours led into the nearby mountains and ski resorts, including some off-road excursion tours for Cayennes. For tours to sites in

the city where parking was a challenge for Porsche owners, buses were arranged. Potomac Club President Dick Seltzer and I took one of these tours to the Nish Speed Shop in Salt Lake City and to Kirkham Motorsports in nearby Provo.

As you know, Salt Lake City lies just east of the Bonneville Salt Flats, internationally known as a site for setting land speed records.

The Nish Speed Shop is a design, fabrication and driving-team facility whose automobiles run on the salt flats. While they have a family business making parts for beverage supply machines, the Nishes' obvious love and devotion is to driving fast—really fast.

Their current race car is the Royal Purple Streamliner, which holds a world speed record at 412.515 mph. It is in final assembly for trials later this year. We saw it with the top shell off and sitting beside the powertrain chassis. Different engines are used for different classes—a Chrysler Hemi engine was installed when we were there.

As you might imagine, the custom machine work was beautiful. I asked the driver, Mike Nish, what was holding him back from going faster. "Spinning tires," he replied.

The Kirkham Motorsports facility is located south of the lake in Provo. They build aluminum-bodied Cobra kit cars (you supply the engine). The body and frame were made and joined in a former aircraft factory in Poland, but this work is being brought to the U.S. The Provo facility does the detailed manufacturing, hand finishing and final assembly work.

We saw a 1940 Ford convertible replica with a body made of copper. Yes, copper, like the wire. It was ordered by the Ford Motor Company as a show car. Beautiful, but





have you ever had to polish copper?

We were given a tour of the factory and saw how they made suspension and other parts required for the final product. Several cars were in the process of assembly; a few were awaiting delivery. As at Nish, a number of craftsmen were available to answer questions informally.

Kirkham has re-engineered some of the original Cobra parts to improve handling and performance. Carroll Shelby himself bought Cobra bodies from Kirkham.

The PCA motto is, "It's not just the cars, it's the people." A Porsche Parade will bring this thought home in memorable ways. Conversing with the tour members and listening to their questions demonstrated the fact that these fellow-PCAers knew a lot about cars. All kinds of cars. The people were friendly, fun to be with and shared our interest in and enthusiasm for motor vehicles.

Next year the Parade will be at Traverse City, Mich. There will be tours and other opportunities to make friends from all over this nation. Go for the friendships.

Top: The "bottom half" of the Kirkham streamliner, which holds a 412.515 mph world speed record.

Above left: the streamliner's cockpit.

Above: A variety of engines for the streamliner.

Left: The top half.

# Making car battery last longer

By Omar Hilmi  
Intersport Performance  
for *der Vorgänger*

This summer's extreme temperatures can destroy a vehicle's battery. We advise vehicle owners to have their cars' batteries tested periodically and replaced, if necessary, to avoid being stranded.

Excessive heat and overcharging shortens the life of a battery. Heat causes battery fluid to evaporate, which then damages the internal structure of the battery. A malfunctioning component in the charging system, usually the voltage regulator, allows too high a charging rate, which will slowly destroy a battery.

When most motorists think of dead batteries that

cause starting failure, they think of severe winter weather, but summer heat is the real culprit, many battery problems start long before the temperatures drop. A few simple steps now can help you avoid the cost and inconvenience of a breakdown later.

To get the most life out of a battery, we suggest:

- Be sure the electrical system is charging at the correct rate; overcharging can damage a battery, too.
- If your battery is the type that needs to be topped off, check it regularly, especially in hot weather. Add distilled water when necessary.
- Always replace a battery with one that's rated at least as high as the original.
- Keep the top of the battery clean. Dirt becomes a conductor that drains battery power. Further, as corrosion accumulates on battery terminals it becomes an insulator, inhibiting current flow.

## Join PCA the easy way

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

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

The Founders' Region, Potomac is the founding region of PCA. The club offers over 100 events each year, including Driver Education events—including



free Tech days for all members—Drive 'n Dine and other social events, autocrosses, rallies and quarterly open board meetings.

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## Readers and their cars

Photo by Mia Walsh

Left: PJ Heilig (left), Paul Heilig, Cathy Heilig and Bruce Dobbs take a break during this year's Watkins Glen DE in June. Paul was recently promoted to White and Cathy started DE driving this year and is in Green.



Photos by Mia Walsh

Rich and Chris Franco of Burke, Va., enjoy the view from the stands at Watkins Glen (N.Y.) International in June. This was their first trip to the Glen for a DE. they own a Boxster, a Cayenne and an '80 911 SC Targa.

Right: Long-time PCA member and admitted Porsche fanatic, Mike Smalley, is known widely for his Porsche logo tattoo. Now he's joined by Jim Bynum who sports a similar, if smaller, tattoo.



Photo furnished by Ruffy Zerookian  
Above: Ruffy Zarookian, seen in his 944, is from Germantown, Md. He has been a PCA member since 2010 and previously owned a 2000 Boxster.



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