

der Vorgänger





Its impossible not to rush some relationships.

From the moment you get behind the wheel of a Porsche, your possibilities expand. Engineered to respond instinctively to your demands with true race-bred performance, it enhances the thrill of everyday driving while bringing out truly spirited moments of exploration. Start your exploration today: there's never been a smarter time to own or lease a legend. Porsche. There is no substitute.

Visit your local dealership for a test drive today.

Porsche of Rockville
Rockville, MD
(301) 881-0900
www.rockville.porschedealer.com

Porsche of Silver Spring
Silver Spring, MD
(866) 963-5812
www.silverspring.porschedealer.com

Porsche of Arlington
Arlington, VA
(703) 684-6660
www.arlington.porschedealer.com

Porsche of Tysons Corner
Vienna, VA
(703) 564-6200
www.tysons.porschedealer.com



PORSCHE

Porsche recommends **Mobil 1**

Intersport

Serving PCA Potomac
members since 1990

Charlie Murphy & Omar Hilmi
1524 Spring Hill Road, McLean VA

Renowned Porsche service
Pristine pre-owned vehicles

- ◆ From Motorsports and Performance Tuning to Scheduled Service
- ◆ Elite Technicians: Peter Aylestock, Roger Kiper, Craig Williams, Artist Kitburee
- ◆ Fully equipped and experienced with Porsche from vintage to current models



www.intersportporsche.com
intersport@vacoxmail.com
tel:703.242.8680 fax:703.242.0358

Porsche BMW
Mercedes Audi

der Vorgänger

The monthly magazine of the Founders' Region, Potomac, Porsche Club of America.
December 2010, Volume 56, No. 11

Table of contents

Editor: Miscellaneous ramblings	5
President: The year behind, the year ahead	6
Potomac contact information	7
What's happening; schedules	8
New members, anniversaries	9
DIY: How to change oil	10-11
A visit to San Diego's auto museum	12-13
Parade visits Savannah, Ga. in 2011	14
The oldest Porsche cabriolet	15-17
Fall Foliage tour to Little Washington	18
How well do you know Porsches? Quiz	19
More on 55th anniversary event	20-21
Buying our first Porsche	22-23
Who organizes events?	24-25
How can you beat luck like this?	26
Anita Sangi: Competitor	27-28



Membership application form	29
Readers and their cars	30-31
Cover: Photo by Ken Marks, www.Ken-MarksPhotography.net	

Photo by Ken Marks

Dick Brumme and Sandy Payne with Brumme's 1950 cabriolet that has been restored by Lowell Sivey with engine rebuild by Ken Daugherty. Coverage, Pages 14-16.

Shah & Shah

Fine jewelers since 1930



Mike and Faith Shah
202 223 6001
www.shah-shah.com
Special pricing for PCA members

At times like these, it's particularly important to know who services your Porsche.



ASG
Auto Sportsystems Group
SERVICE - REPAIR - HIGH PERFORMANCE
2810-F Dorr Avenue Fairfax, VA 22031
Tel: 703.876.2811 Fax: 703.876.9802
www.autosportsystems.com

PaoloKoman Design - 305.447.1781

Miscellaneous ramblings

Any readers out there have ideas for *der Vorgänger*, especially for the cold, empty, pitiful months of February (no January issue), March and April? As an editor, I don't see a lot of interesting stuff happening in our small Porsche world during those months, so a little help from you would be appreciated. Crank up your story-idea mill and send them to the email address below. Our usual pay scale applies.

Allow me a short rant: Why do so many people drive with their fog lights on, especially in SUVs? Especially annoying is that SUVs tend to have those lights right at the most irritating height when driving up behind my 911, as recently happened numerous times on a long trip to N.C.? I've always thought it best to switch on the fog lights when there was, like, actual fog around. Maybe that courtesy was imprinted on me at an early age (back before there WERE fog lights!). Note: I had no Cayennes behind me.

Despite a most eloquent editorial in the September issue, Porsche has yet to see the absolute genius behind the argument to develop a Porsche truck. Or maybe it just takes longer than a couple of months.

Despite coming in third in the PCA newsletter competition this year, hope springs eternal that we'll do better next year. I suggest that letters to the editor would be one improvement not only for the contest, which in the final analysis means nothing, but also so that the pages of *dV* can become a Potomac bulletin board of views. Write us. Details on page 6.

In this issue, you'll find a lot of good reading:

- We stumbled across Dick Brumme's exquisitely restored 356—thought to be the oldest Porsche cabriolet in the U.S.A.—at October's 55th anniversary show-and-shine event. The car has now been transported by PCA to Los Angeles for the L.A. automobile show. You can read and see (through Ken Marks' terrific photos) all about Brumme's fabulous 1950 cabriolet beginning on page 14.

- I suspect few Porsche buyers get an opportunity decades after buying their first Porsche to buy another one (or two) from the same salesman half a country away. Reggie Carr has now sold several p-cars to Kathy Seltzer and incoming Potomac President Dick Seltzer. Page 22.

- Jay Silberg endured a nightmare back in February when his house burned down. In the garage were his two prized 356s. Did they survive? Page 26.

—Richard Curtis
dveditor@pcapotomac.org

Correction: On page 18 of the October issue of *dV*, the reproduced page featured there was from the 356 Registry, not *der Vorgänger*.

**STUTTGART
PERFORMANCE
ENGINEERING**
.com

30+ years experience
by appointment
only

**Matt
De Maria** 301-948-6762
Gaithersburg, Md

AUTOBAHN SERVICE, INC.

porsche specialists

Over 1,200 cars serviced a year

- Full Service Shop - Factory Equipment
- New Car Maintenance
- Electronic System Diagnosis & Repair
- Engine & Transmission Rebuilding
- Performance Modifications
- 4-Wheel Alignment

- 24 Months Warranty
- Quality Work with an Eye On Details
- Free Transportation To and from Metro
- 30+ Years Experience

www.autobahnserviceinc.com



3158 A Spring Street • Fairfax, VA 22031 • (703) 691-1771

RPM
PORSCHE
Audi
Volkswagen
SPECIALISTS

*New and vintage car maintenance / repair
Engine / trans rebuilds and upgrades
Suspension and safety systems
Precision 4 wheel alignments
Full track preparation*

30+ years Porsche experience
20+ years racing experience

STAN FOX

8210 B. Cinder Bed Rd. t: 703.550.8240
Lorton, VA 22079 f: 703.550.0069
5 minutes from Springfield Metro
www.rpm-performance.com rpm@vacoxmail.com

der Vorgänger is the official magazine of the Founders' Region, Potomac, Porsche Club of America, Inc. <http://www.pcapotomac.org>. Contributions for *der Vorgänger* should be sent to editor Richard Curtis at least six weeks preceding the month of publication, preferably via e-mail to dveditor@pcapotomac.org.

Publisher: Tony Kelly
6726 Lucy Lane
McLean, Va. 22101
dvpublisher@pcapotomac.org

Editor, designer: Richard Curtis
6032 Makely Drive
Fairfax Station, Va. 22039
703-239-1678 dveditor@pcapotomac.org

Assistant editor
Bob Esser, Ph.D.
5819 Grosvenor Lane
Bethesda, Md. 20814
esserengineer@gmail.com

Contributing photographers: John Bailey, Michael Madrid, Ken Marks, Tony Pagonis, Willy Straubhaar.

Contributing writers: Tuffy von Briesen, Gary Brindle, Sydney Butler, Andy Clements, John Eberhardt, Rich Franco, Kristin Brickley Hilleary, Margaret Kauffman, Tony Kelly, John Magistro, Tony Pagonis, Starla Phelps and Steve Vetter.

Proofreaders: Bob Esser, Jim Hood, George Soodoo

Questions about display advertising rates and placement in *der Vorgänger*, please contact (do not call) Tony Kelly at dvads@pcapotomac.org

der Vorgänger (ISSN 0199-0667) is published monthly except in January by the Founders' Region, Potomac, Porsche Club of America at 11712 Blue Smoke Trail, Reston, Va. 20101-3702. Subscription is limited to members of the Founders' Region, Potomac, Porsche Club of America. Annual dues are \$42 (\$18 for *der Vorgänger* subscription alone). Periodicals postage paid at Baltimore, Md. and at additional mailing offices. Postmaster: Send address changes to *der Vorgänger*, 11712 Blue Smoke Trail, Reston, Va. 20101-3702. Statements appearing in *der Vorgänger* are those of the contributing authors and do not constitute the opinions or policy of the Founders' Region, Potomac, Porsche Club of America, its board of directors or the editors of the magazine. The Founders' Region, Potomac, Porsche Club of America neither endorses any advertisement nor warrants any product or services they may provide. Potomac Region reserves the right to cancel advertisements at any time, for any reason, in its sole discretion. For information regarding commercial advertising and rates, contact the publisher listed above.

Letters to the editor are welcome but should be brief and may be edited for length. Please note if the letter or e-mail is submitted as a letter to the editor; please include a contact phone number for verification.

Looking at the past and to the future

As I sit here in Jamaica, yes, Jamaica mon, contemplating this column and wondering if I'm going to get out of here before Tropical Storm (soon to be hurricane) Tomas hits the island. The year is just about done.

The 55th Anniversary Celebration was a rousing success. I authored a column about the history of Potomac and wanted to add some information based on documents that I had not seen before that I had received from PCA National Headquarters. In my article, I said that in February 1957 some of the original members of PCA petitioned National President Bill Sholar to charter Potomac. This was the first mention I had seen any information about Potomac as a region. Potomac was in fact chartered.

However, PCA Executive Director Vu Nguyen gave me several documents signed by Bill Sholar that refer to Potomac as a region as early as November 1955. Originally it appeared that Potomac as a region was formed in 1957. But based on the documents I received from National, we now have proof that as far as Bill Sholar was concerned, Potomac existed as a region shortly after PCA was chartered in September 1955. There are two letters that are signed by Bill with the title president, Porsche Club of America, Potomac Region. There is one dated November 1955. I'll update the article to include this information before we post it on our website to help document how Potomac was formed.

We have had lots of problems with the Potomac website. The site was hacked at least three times. There was no danger to our membership as the website contains no sensitive or proprietary information. However, we are exploring ways to rectify this situation. We have upgraded the version of Joomla and are working with the host to see if there are other things we can do to develop the website further. We are also exploring the possibility of a new host. The website you now access is not what we will have in the future. Please bear with us as this is an involved process. We are actively soliciting IT support so if you have that kind of expertise or know someone who does, please contact our webmaster, Michael Handelman, or me. We are also upgrading our Driver Education website from .Net 3.0 to either 3.5 or 4.0. That should be done by January.

One of the last major meetings of the year is the Zone 2 president's meeting Nov. 5-6 in Charles Town, W.Va. Manny Alban, national vice president and PCA nominee for president and Vu Nguyen gave us an update on PCA national issues. The most significant issue is that it appears that national will purchase an office some-

where in Maryland. The Maryland location is based on better purchase prices than those in Virginia. The goal is for national to move into new office space by Jan. 31, 2011 as their lease on the current space expires on that day. Based on their description, the new office should be a significant improvement over what they have now.

The other significant national item for me is the pending establishment of a PCA online community that will debut the second week of November. Pete Kauffman, a dual Potomac/Blue Ridge member and a Potomac past president provided significant input to national that resulted in one of the community's primary focuses is on information about regions and region activities. The concept is a networking community that can allow communication from the broad perspective that would include information about national activities to drilling down to focused communication about specific region events or activities. Dick Seltzer, your incoming president will be able to provide updates as we move into 2011.

Speaking of 2011, don't forget our last open board meeting of the year and elections on Dec. 11 at Auto Sportsystems Group. We'll elect our vice president, secretary and treasurer for 2011. Dick Seltzer, our current vice president, is president-elect and will take over after the meeting. Following the open board meeting and elections, Geoff Schwarz from ASG and Jack Ford from EuroPros will talk about restoration. Geoff and ASG are well known for their mechanical work on early Porsches. Jack Ford is a master at body work; I know this only too well as my GT3 was at his shop this year. The car really turned out well.

Speaking further of 2011, this is my last column as Potomac president. This has been a great experience. It has been a privilege to represent Potomac and to be a part of the great things we have done. Over the past two years, we have implemented some good programs and provided a lot of unique things for our membership. Dick says I'll be the past president from hell, but I don't think it will be that bad. I'll stay involved in DE and continue as our sponsor chair. I'll also continue as the Zone 2 secretary. We have an outstanding slate of officers to carry us into 2011 and beyond.

I want to thank everyone for making this such a great experience. As I have said many times before, Potomac is fortunate to have such an outstanding cadre of volunteers, and they are the ones responsible for Potomac's successes.

Thanks to all the outstanding members of Potomac who have proven time and time again,



Tuffy von Briesen

Potomac officers and chairs

Founders' Region officers

President: Tuffy von Briesen president@pcapotomac.org
703-980-4839

Vice president: Dick Seltzer vicepresident@pcapotomac.org
703-660-9471

Treasurer: Evan Close treasurer@pcapotomac.org 703-887-2978

Secretary: Gary Brindle secretary@pcapotomac.org 703-987-8055

Past president: Tony Kelly pastpresident@pcapotomac.org

Drivers' Education

Drivers' Ed: Alan Herod dechair@pcapotomac.org

Registrar: Charlie Clark deregistrar@pcapotomac.org 301-776-2545

Cashier: Skip Close decashier@pcapotomac.org

Track coordinators: Doug Nickel trackrentals@pcapotomac.org

Chief instructors: Bob Mulligan (703) 709-8400,

Dirk Dekker 410-819-6789 chiefinstructor@pcapotomac.org

Tech chair: Marvin Jennings tech@pcapotomac.org

Programs

Autocross: Tony Pagonis autocross@pcapotomac.org

Drive 'n Dine: John Eberhardt driveanddine@pcapotomac.org

Club Race: Kevin Oyler, 301-846-7936 Starla Phelps: 703-354-5833
clubrace@pcapotomac.org

Concours: Ron Davis, 703-409-0513, Mike Sarli
concours@pcapotomac.org

Historian: George Whitmore historian@pcapotomac.org

Legal officer: Todd Daubert legal@pcapotomac.org

Meetings: Starla Phelps meetings@pcapotomac.org 703-354-5833

Membership: John Magistro membership@pcapotomac.org
301-907-8031

Public relations: Scott Mayster publicrelations@pcapotomac.org
202.258.0902

Public service: Scott Mayster publicservice@pcapotomac.org
202.258.0902

Rally: Craig and Linda Davidson rally@pcapotomac.org
301-706-5776 (Craig) and 301-233-1530 (Linda)

Safety: Pete Kauffman safety@pcapotomac.org 540 719-3342

Social: Jody Lagoia social@pcapotomac.org

Sponsor: OPEN sponsor@pcapotomac.org

Zone 2 Rep: Tom Zaffarano zone2rep@pcapotomac.org
484-678-7746

Webmaster: Michael Handelman webmaster@pcapotomac.org
301-652-0575

derVorgänger

Publisher: Tony Kelly dvpublisher@pcapotomac.org

Editor: Richard Curtis dveditor@pcapotomac.org; 703-239-1678

Calendar: Michael Handelman calendar@pcapotomac.org
301-652-0575

Advertising: Tony Kelly advertising@pcapotomac.org

Model experts

Cayenne OPEN cayenne@pcapotomac.org

Cayman Chad Todd chad_todd@msn.com

356 & 912 Tim Berardelli 356@pcapotomac.org

911 (older) George Whitmore 911@pcapotomac.org

930 Roger Bratter 930@pcapotomac.org

964 C2 & C4: Roger Bratter 930@pcapotomac.org

986 (Boxster): John Eberhardt boxster@pcapotomac.org

914 & 914/6: Ray Plewacki 914@pcapotomac.org

944 & 968: Ivan Arzola 944-968@pcapotomac.org

924 John Brown 924@pcapotomac.org

928 Kevin Lacy 928@pcapotomac.org

993 ('95-'98) Jose Herceg joseherceg@yahoo.com 703-691-1771

CURRY'S AUTO SERVICE

complete automotive service

TIRE PROS

» **FREE Tech Inspections for track events**

» **Performance Tires and Wheels**

» **GIAC Dealer**

Use your **FREE Reward Card** to
save at each visit!



WINNER
2009
TOP SHOP
Finalist
by Tire Review Magazine

Stop by for a visit at one of our FIVE convenient locations.
Experience the *quality care for your cars* and the *honest advice* and the
extraordinary customer service that your neighbors and friends are talking about!



Arlington
4160 South Four Mile Run Drive
Arlington, Virginia 22206
703.931.7220
arlington@currysauto.com

Gainesville
5611 Wellington Road
Gainesville, Virginia 20155
703.753.1650
gainesville@currysauto.com

Falls Church
105 Falls Avenue
Falls Church, Virginia 22046
703.533.1107
fallschurch@currysauto.com

Reston/Great Falls
1202 Downey Drive
Vienna, Virginia 22182
703.759.4610
greatfalls@currysauto.com

Chantilly
4003A Westfax Drive
Chantilly, Virginia 20151
703.502.0400
chantilly@currysauto.com

www.CURRYSAUTO.com

| 1-888-8CURRYS



Potomac monthly breakfast locations

Virginia: first Saturday of each month, City Grille, 10701 Balls Ford Road, Manassas, Va. 20109. Phone: 703-330-3011. Located less than ¼ mile south of I-66. Please note that the starting time has changed to 11 a.m.

We are scouting venues to take the place of the Tysons location and have already received several suggestions for locations. We would like ultimately to have numerous venues to serve our large geographic area so that all members can get together on a regular basis. John Eberhardt would love to hear from the folks in the far reaches of our region (Winchester, etc.). Send suggestions to

john@pcapotomac.org

The Maryland breakfast is the third Saturday of each month from 11 a.m. to 1 p.m. upstairs (private room) at the Irish Inn, 6119 Tulane Ave., Glen Echo, Md.

• • •

For more information, contact John Magistro at membership@pcapotomac.org

Election meeting set for Dec. 11 at ASG

In accordance with the club's by-laws, the 2011 executive officers will be elected by the membership on Saturday, Dec. 11 at AutoSport-systems Group, 2810-F Dorr Ave., Fairfax, Va. The meeting will begin at 11 a.m.

The 2010 officer candidates proposed by the club's nominating committee are as follows: for president, Dick Seltzer; for vice president, Jody Lagioia; for treasurer, Evan Close; and for secretary, Gary Brindle.

2010 schedules

Autocross:

Season completed. Contact **Tony Pagonis at autocross@pcapotomac.org**

Drive 'n Dine

Dec. 4, Antietam Luminary Tour.

Contact **John Eberhardt at driveanddine@pcapotomac.org**

Concours:

The Concours program is concluded for the season.

Contact **Ron Davis or Mike Sarlis at concours@pcapotomac.org**

Social:

The Social program is concluded for the season.

Rally: The Rally program is concluded for the season.

Advertisers' index

Allsports Grand Prix	14
Autobahn Service, Inc.	5
AutoSportsystems Group	4
Auto-Therapy	19
Curry's Auto Service, Inc.	7
Glass Jacobson	8
IMA	19
Intersport	3
OG Racing	14
PCNA	2
Radial Tire Company	9
RPM	12
Shah & Shah	4
Stuttgart Performance Engineering	5
TireVan	11
TPC	21

gj
A CPA Wealth Management Firm

glass jacobson

Complete personal and business financial services

Financial and Tax Planning
Investment Advisory
Litigation Support
Insurance and Healthcare
Accounting and Audit

Optimize your wealth

Michael Cohen at VIR with PCA Potomac

www.glassjacobson.com michael.cohen@glassjacobson.com 410-356-1000

10711 Red Run Blvd Suite 101 Owings Mills MD 21117 www.twitter.com/GlassJacobson

New members, anniversaries

December 2010 anniversaries

35 years

Carl A. Reber &
Carol B. Reber

30 years

Theodore W. Baird &
Claudia Phelps

25 years

Anthony R. Lane &
Susan Lane
Duane C. Yeager

20 years

Philip E. L. Dietz &
Eva M. Smorzaniuk

15 years

Charles Halloran &
Chris Halloran

10 years

Mike Nader &
Marcela Nader
Bill Parham &
Mary A. Kolbe
Roy Seyferth &
Debra T. Seyferth

5 years

Gregory D. Brown
Preston C. Calvert &
Margaret E. Calvert
Frank J. Frysiek &
Daphne Frysiek
John K. Mauney &
Alex Mauney
George E. Nimmer &
Elias Nimmer
Shawn H. O'Day &
Bethany O'Day
William E. Sekyi &
Sharon L. Thomason-
Sekyi
Justin M. Swanson &
Donna Swanson
Michael W. Trahan &
Shelley Young
Steve P. Vermillion &
Nancye Vermillion

November 2010 new members

John T. Arvanitis – 1989
928 Coupe
Scott Baker – 2004
Boxster Speedster
Dan Blair – 1966 911

Coupe
Mark W. Boggs &
Stacey L. Boggs –
1972 911T
Jerry R. Booth &
Malgorzata Booth –
2002 Boxster
Javi Bu Soto &
Alicia Villars – 2005
911 Coupe
Jojo Castillo – 1999
Boxster
Priscilla A. Craig – 1986
944
Greg Fudge &
Sylvia Fudge – 1992
968
Al Funke – 2003 Boxster
David C. Grant – 1964
356 C Coupe
Alan A. Griffin – 1995
911 Cabriolet
Ben Hawksworth – 2010
Panamera
Frederick F. Hill – 2000
Carrera Coupe
Scott Jackels &
Stephanie Jackels –
2006 911

Laurence R. Jeffrey –
2001 996 Cabriolet
Eric Kang – 2007 Cay-
man
Brian Kerchner – 2006
Carrera 4 Coupe
John Kroll & Teddy Kroll
– 2007 C4S Cabriolet
Doug Lemmon &
Teresa McHenry –
1980 SC Targa
Brian R. Lewis & Alan
Trombley – 1988 951
Alexander M. Littell &
Bryan Miller – 2007
Cayman S
Matthew J. Masi &
Lisa L. Masi – 1988
944
Kenneth M. Moser &
Rhonda Moser – 1994
968 Cabriolet
Kelvin F. Munford &
Paul Cofer – 2010
911TT Cabriolet
Jim Newland &
Sarah Newland –
2010 Cayenne
Victor Omelchenko –
2002 911 Cabriolet

Bob Page & Rob Talastas
– 1987 944
Kim A. Ray – 1997 993
Coupe
Gintaras Sakalauskas
Marc L. Salit – 2010 Car-
rera S Coupe
Karen D. Smith – 2009
Cayman
Martin C. Stanley – 2007
997 TT Coupe
David Sylvester – 2006
997 C4S Cabriolet
Richard Talley – 2003
Boxter
Daniel E. Tatum &
Clara Rodriguez de
Tatum – 1999 Carrera
Cabriolet
Bill Walls & Yuliya Belaya
– 2010 Cayman
Howard N. Weissman &
Kristin Williams –
2002 911 Coupe
Liam Weldon – 1965 356
Coupe
Larry Williams &
Rosalie E. Williams



Experience performance with confidence.

THE ULTIMATE CHOICE FOR PEOPLE WHO KNOW PERFORMANCE



Performance Sport

Michelin® Pilot® Sport PS2™

- Sought after by the world's best.
- Feel confident and in control during high-speed maneuvers.*



* Exceeding the safe, legal speed limits is neither recommended nor endorsed.

PCA POTOMAC DISCOUNTS
Porsche specialist tire advice
Race, DE and Autocross tires
Expert service and support

Supporting PCA Potomac
for more than 20 years.

Radial Tire Company

9101 Brookville Rd Silver Spring, MD (301) 585-2740

Please call for Directions
www.RadialTire.com



Oil change for a '86 911 Carrera

By Andrew Fort
for *der Vorgänger*

I guess I should say before I start this that I have limited mechanical ability and aptitude. My experience changing the oil of any car has been to drive to Jiffy Lube or drop the car off at a local garage.

That said, like a lot of Porsche owners, I like tools and learning about cars. Now is the time to begin to improve on my limited experience.

For my start I was lucky to have John "Old Tee" Lewis, fellow PCA member and all around great guy. John suggested I take a lesson to learn, and learn I did. Old Tee's teaching style is the "point-and-do" method. He pointed, I did a lot of doing.

First, read your owner's manual. You'll need to know what "weight" of oil and type. You'll also need a few tools and supplies: 10-to-12 quarts of 20w-50 oil, a new oil filter, two crush washers for the drain plugs, towels and/or rags, rubber gloves, a few open-end wrenches, a container suitable for catching the old oil (note that you'll need a LARGE container, at least 10 quarts), and an oil-filter wrench.

Lift the car high enough to get a drain pan under it; if you use a hydraulic jack, use jackstands to support the car. Do NOT use just the jack; they have been known to fail. Some owners make a ramp out of a 2x8 with beveled edges and back the car onto it (see photo at left). This raises the rear of the car enough to get a drain pan beneath it. The best of all things would be to observe a more experienced owner changing his/her oil before attempting this yourself. However, it is a relatively simple procedure.

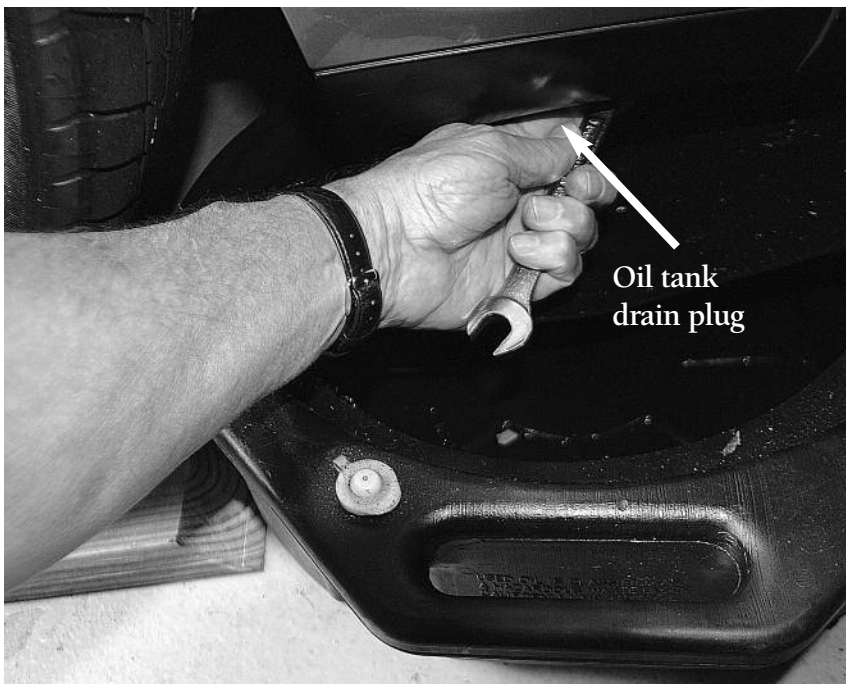
Step 1: Drain oil

Find the main drain plug, which is located under the oil tank, which, in my 1986 Carrera, is located in front of the right rear wheel (in some early 911s, the oil tank is behind the right rear wheel). See photo at left for the oil tank drain plug location. Using a 15mm wrench, loosen the plug (remember righty tighty, lefty loosey) and be prepared for six-plus quarts of oil to come gushing out fast.

You need to have a large bucket or drain pan and something else to catch any spillage, such as a large restaurant baking sheet or an oil-drip pan available at auto-parts stores. The baking sheet is placed under the bucket and will help keep any spillage from the ground (it is going to be hard to line up the bucket exactly when the oil starts gushing out). I learned that when the oil starts gushing it is going to come out at approximately a 45-degree angle to the drain plug.

When I was unscrewing the drain plug, while the oil was draining, the plug fell out of my slippery hands into a rapidly filling bucket of old oil. Plastic gloves help keep your hands clean and dry but don't help much when trying to hold the slippery drain plug.

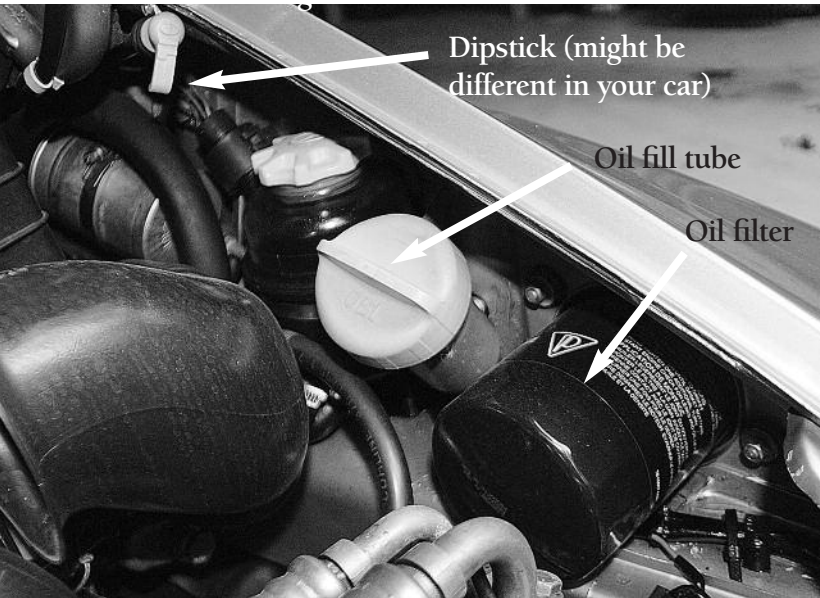
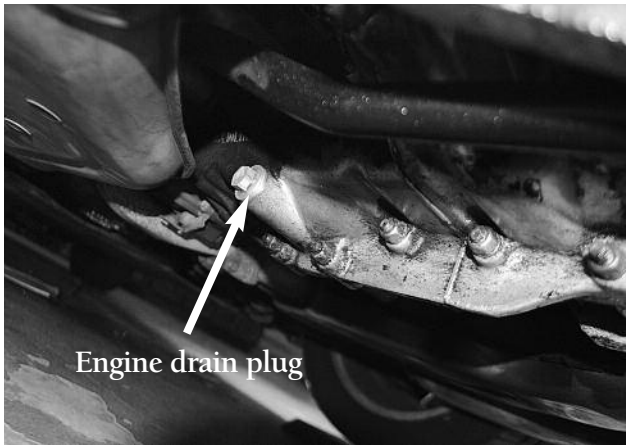
If the engine was recently running the oil can also be warm or even hot. Use a magnet on a stick (one of the smartest and least expensive tool purchases) to retrieve



Photos by Richard Curtis

Top: Unless you have a hydraulic lift, you'll need to elevate a 911 about 1½ inches in order to fit a drain pan under the oil tank, as seen here in a 964 model for illustration purposes. The homemade ramp is made from a short piece of 2 x 8 inch lumber.

Above: The only tool you'll need to drain the oil is a 15mm wrench or socket. Ensure that the drain pan is large enough to hold up to a couple of gallons of oil. Recycle the oil properly; see your county's website for locations that accept used oil.



Top: 911s have two oil drain plugs. One plug drains the tank (see photo on page 10); the engine has its own drain plug, as pictured here.

Above: Engine compartment pointing out locations of the oil filter and fill tube.

the drain plug. Clean the plug as best you can with a paper towel. The plug should not look misshapen or overly worn.

There is a second drain plug (also takes a 15mm wrench) on the bottom of the engine (driver's side; see photo above); remove it to allow the remainder of the oil to drain out. Like the first plug, it should come out easily and oil will soon gush out fast. Hold the drain plug nut and be ready with your bucket to catch the old oil.

Not quite as much oil will come out of the engine, maybe four quarts. Clean the second plug, too, and then install and tighten both plugs using new crush washers. Some mechanics torque the drain plugs; check your owner's manual for torque values.

Step 2: Oil filter

Remove the oil filter located on the right side of the engine compartment inside the right fender, next to the oil fill sleeve that holds the dipstick (newer models may vary; the newest 911s don't have a dipstick).

Turn the old oil filter counter-clockwise; it should spin loose and come off easily. If not, use an oil filter wrench. As I removed the oil filter, I realized I made another mistake as I watched the old oil drip out the bottom of the filter all over the inside of my engine bay. This is a simple mistake (one done by a LOT of car owners!); simply clean up the mess with rags and/or paper towels.

To avoid my mistake, wrap an old rag around the base of the oil filter before you remove it and have another rag ready to insert into the oil filter when it is removed. This will help keep the spillage and leakage contained when the oil filter is removed.

Step 3: Add oil

Pour six quarts of oil into the oil filler tube, and tighten the oil filler cap when done.

Step 4: Install new oil filter

Apply clean engine oil on the oil filter rubber gasket before hand tightening to install it. The filter should be snug but not too tight. Generally, tighten the filter by hand until snug, then tighten one-half turn more. You can damage the gasket by overtightening; if you don't tighten it enough, it will merely drip. If it drips, tighten it a bit more.

Step 5: Test drive

Start the engine and get it up to temperature (the oil thermostat must open to allow oil to flow to the oil cooler; this could take a long while depending on ambient temperatures) and then check the oil level. Add oil as necessary; do not overfill.

In all fairness, I could have done this by myself, except for the second oil plug, which I might have missed. I would advise any first timer to find someone who has experience to oversee and assist if necessary. If you are lucky, you will find a guy like Old Tee to keep you heading in the right direction.

Installation at home? At work?
All brands of tires?
For less money?

TireVan

Our fully certified Hunter installers can Road Force balance your new tires, guarantee no scratches, all at your place, and, seriously... save you time



Call us today...

Challenge us to prove we're the best.

877 847 3826
www.TireVan.com





Above: 1931 Lagonda “Low Chassis, Two-Liter” 60 hp touring car with hemispherical cylinder heads. The front cycle fenders turned with the wheels, and the body was fabric-over-wood. Lagondas were known as the “poor-man’s Bentley.”



San Diego Automotive Museum

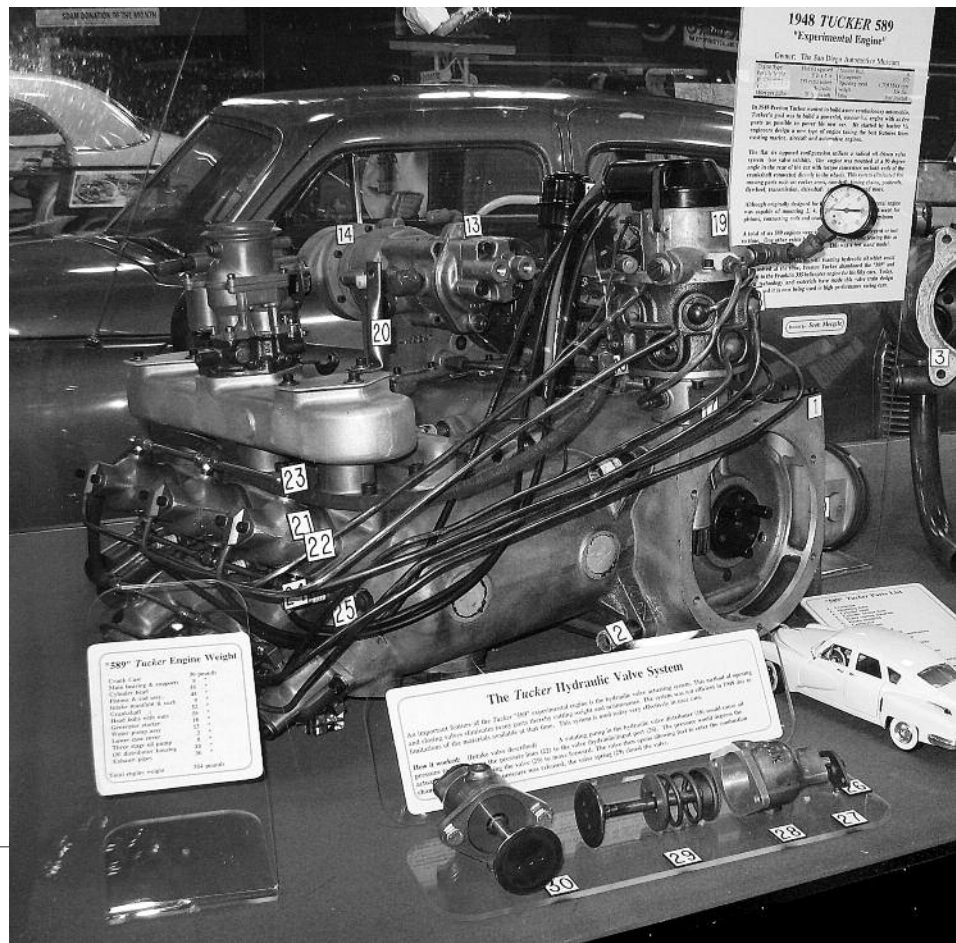
Photos and story by Richard Curtis
for *der Vorgänger*

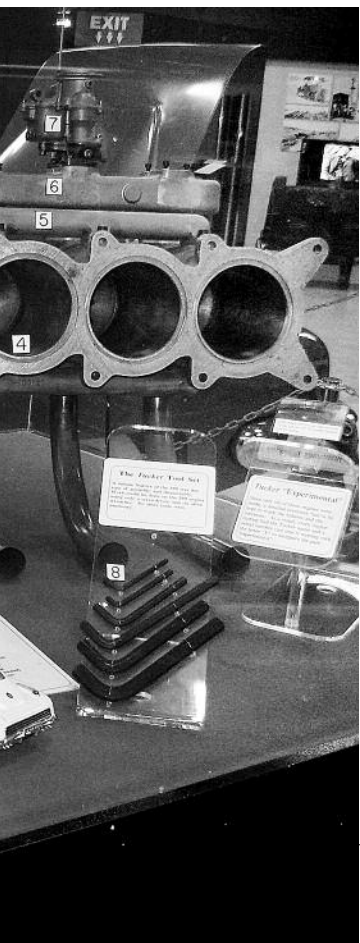
The San Diego Automotive Museum is an interesting place to while away a couple of hours. You won't find anything Porsche-related there—although there is one disassembled air-cooled Tucker flat-six on display, with cylinders the size of grapefruit juice cans—but if you're like most gearheads, there are interesting cars to capture your attention.

The museum is located in a historic building built in 1935 in Balboa Park, the site of the California Pacific International Exposition. After seeing the auto museum, you can easily spend a day or two in the other attractions in the park. Balboa Park is just a short ride from the center of downtown San Diego.

The idea for creating the museum came from noted racer and auto collector Briggs Cunningham. The museum opened its doors in 1988.

Right: An air-cooled 1948 Tucker experimental flat-six weighed 354 lbs. and had hydraulically operated valves. Although only six were made, this 589 cubic inch engine was designed to yield 150 hp at 1,700 maximum rpm and return 35 mpg.





Above: The most interesting display in the museum belongs to Louie Matter's 1947 Cadillac and trailer. The car was equipped with everything necessary to drive from San Diego to New York City and back without stopping. The trip totaled 6,320 miles and required refueling three times from a moving gas truck. The car/trailer contained a stove, refrigerator, washing machine, chemical toilet, ironing board, kitchen sink, shower, bar, 50 gallons of water, 230 gallons of gas and 15 gallons of oil.

Left: Advertised as "the Last Indian," this Fat Tire 210 Scout is one of two prototypes. The museum has a large motorcycle collection.

Parade 2011 – Savannah, July 31–August 6

News release from PCA

It isn't too early to begin planning next year's vacation, the 56th Annual Porsche Parade in Savannah, Ga.

The Porsche Parade is the PCA's annual convention; a weeklong extravaganza of car events, tech sessions, social events and fun. Whether you like to autocross, rally, tour or concours, there are things to do and see. We will also offer numerous tours to local attractions to introduce you to the Savannah area, as well as give a little free-time to relax and enjoy it.

Founded in 1733, Savannah is a place rich in history, character and natural beauty. Savannah has been one of the U.S.'s favorite destinations, listed as a Top 10 vacation spot by both *Travel & Leisure* and *Conde Nast* magazines. *Southern Living* magazine named it the "best southern city."

Located in the heart of coastal Georgia's low country, it is a city of rare natural beauty—of azaleas in bloom in the spring and stately oaks draped with Spanish moss. These landscapes have been enhanced by two centuries of man-made splendor, from her distinctive city squares and cobblestone streets to the magnificent architecture of her antebellum homes and churches.

Nearby Tybee Island beaches and Hilton Head Island's beaches and golf courses complete the coastal experience.

With upwards of 700 cars, the concours will be hosted in Forsythe Park in the heart of downtown. The autocross will be held at the Convention Center (Parade headquarters) on Hutchinson Island's Savannah Harbor race course.

Parade is a Porsche enthusiast's dream week. For more information see: <http://parade2011.pca.org>



Team Building & Client Entertainment

Reward your employees or treat your clients to a unique event at Allsports Grand Prix!

Call us for details!
Tel: 571.434.9566

45915 Maries Rd. Dulles, VA 20166
www.allsportsgp.com





Your Source for Motorsports Safety Equipment

Supporting PCA Potomac Members Since 1990

- Same Day Shipping or Local Pick-up
- Knowledgeable Staff
- Competitive Pricing

Over 60,000 Customers can't be wrong!



National Sponsor



Sign up for the OG Racing E-mail Newsletter to receive up-to-date product news, SALES, CLOSEOUTS & SPECIAL OFFERS! Visit www.ogracing.com today!

© 2008 OG Racing - All Rights Reserved

online catalog: www.ogracing.com toll free: 1.800.934.9112
visit our showroom: 22585-D Markey Ct. Sterling, VA 20166



The oldest cabriolet in the U.S.A.

Potomac member Dick Brumme stumbled into the ownership of this pristinely restored 1950 cabriolet, serial number 5033, when he was working on a 1961 roadster and needed a piece of trim re-chromed.

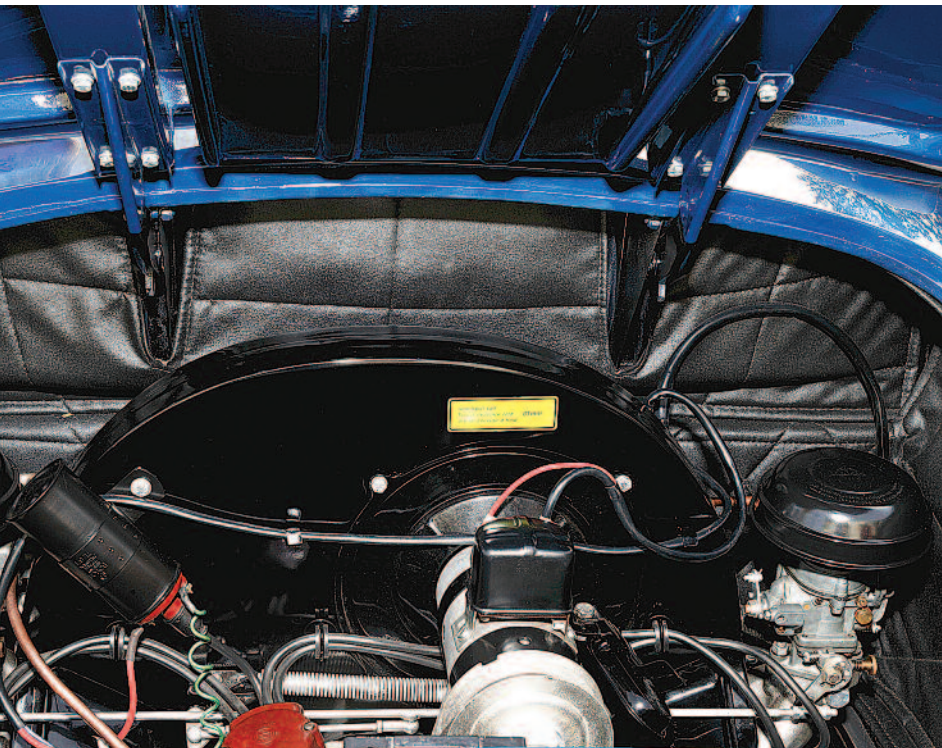
Through a roundabout process— isn't it always that way?—he learned about this car's existence but wasn't able to follow up. Apparently, the car resided in Annapolis but Brumme had no name or other information. In 1998, while preparing a 1964 Porsche coupe in his garage for the Pan American road race in Mexico, a gentleman—yes, he was from Annapolis—stopped by to chat with Brumme about the '64. He, indeed, had owned this '50 cabriolet, had wrecked it and stored it for the past 30 years. Long story short, nine years later the car came to reside in Brumme's garage, restored to the showroom condition you can see on these pages.

Photos by Ken Marks



Brumme's 1950 cabriolet is Adria Blue. According to the Porsche factory, the Cardex for the car only lists the serial number, but the colors are of that period.

Right: The incredibly rare interior rear-view mirror is just one of many detailed parts involved in the restoration, carried out by Lowell Sivey of Ohio over a period of three years. The switch on top is for the interior light. Lewis Hauser, of Karosserie Ltd. in Fairfax, Va., worked on the new top for the car.



Above: The period-correct 1,100 cc engine was built by Ken Daugherty of Louisville, Ken. and develops about 40 hp with twin Solex carbs.

Above right: Brumme has owned the cabriolet, serial number 5033, for three years. The previous owner, who lived in Annapolis, said that this was the third Porsche convertible made. He bought the car from a University of Maryland student in the early 1960s. The car had been stored since 1968.

Right: The interior is a light grey leather, which is what came with the car when new.





Left: The Veigel gauges were restored by Palo Alto (Calif.) Speedometer. The car's original mileage is unknown.



Brumme's detailed 1950 cabriolet was shipped by Porsche to Los Angeles to appear on the manufacturer's stand for the annual L.A. Auto Show in November.

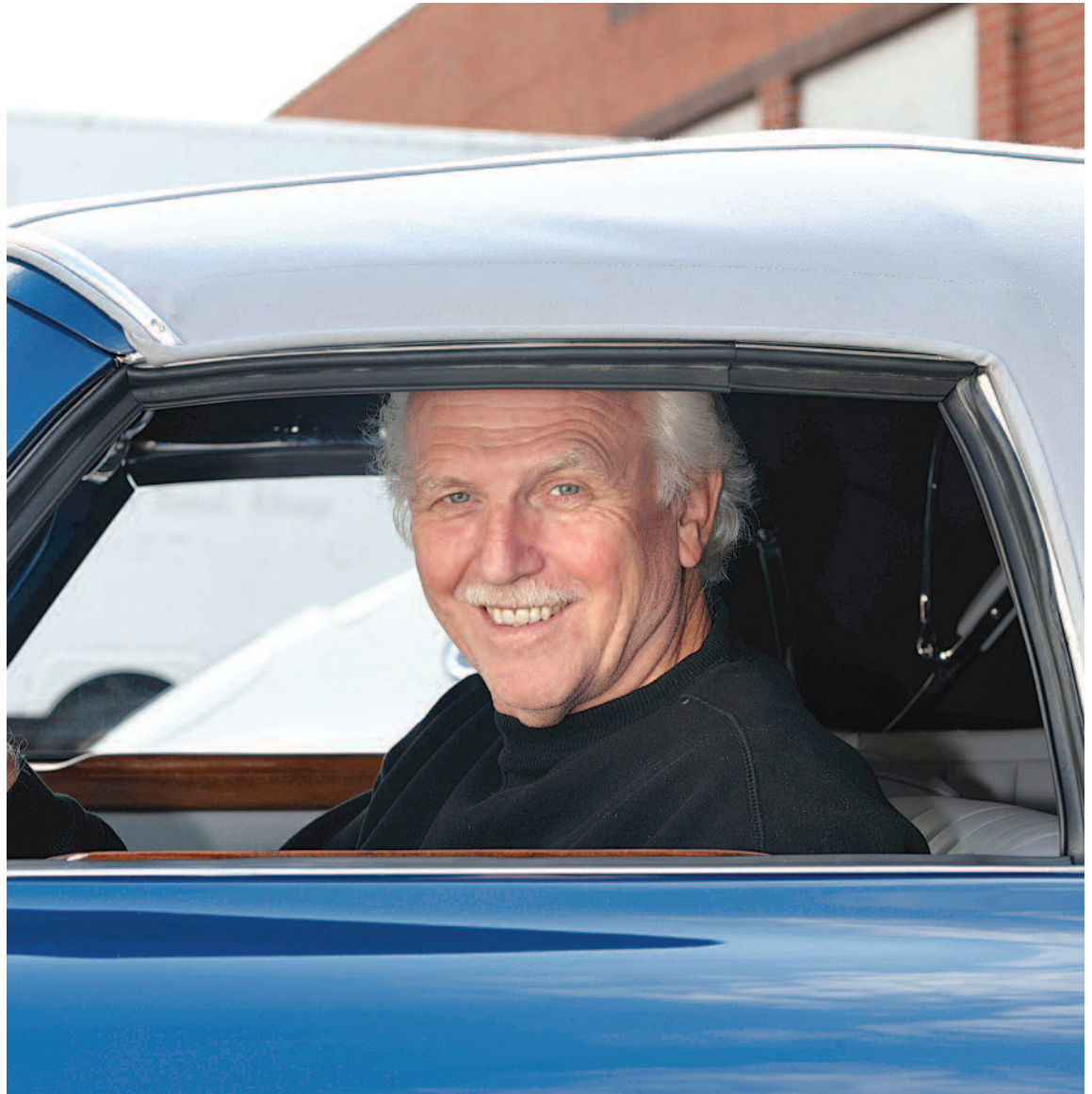




Photo by Linda Bowyer

Left: The Fall Foliage tour began at Manassas Battlefield Park and wound through Virginia roads to Little Washington, Va.

Photo by Ken Marks

Below: The road trip finished at the Stonyman Gourmet in Little Washington where a gourmet lunch was served.

Gourmet food, autumn foliage and Porsches

By John Eberhardt
for *der Vorgänger*

The weatherman smiled on us and gave us an amazing 70-degree day for our annual Fall Foliage Drive and Brunch in late October. Registration response for the event was overwhelming, and while we managed to squeeze most folks in, my apologies to the handful of folks whom we couldn't fit in due to capacity issues.

We began at Manassas Battlefield on an early Saturday morning with 66 people in 34 Porsches. It was quite a sight to behold: Boxsters, 911s, 993s, 996s, 997s, Turbos, a slant-nose cabriolet; we had quite a group. Club members included Bobby and Karen Mimbs, Ken Marks, Craig Moen and Elaine Kash, Ted and Sharon Whitehouse, Claude and Sandra Imbt, Starla and Fred Phelps; Craig and Linda Davidson; Tom and Liz Phillips, and Mike Smalley. CPA Region members Rich Waddell and Joanne Trippi, Bob and Joan Purgason joined the drive plus some new faces too, such as Josephine Torrente, Jeff Fountain, Chris and Jane Osborne, and Michael Iati. Special thanks to Linda and Mike Budinski, who helped to organize the event.

We took off in three groups and drove on some beautiful, twisty roads through Northern Virginia's countryside, hitting some small, interesting towns along the way: Middleburg, The Plains, Marshall, Flint Hill and Little Washington. For those of you who have not driven from Middleburg to Little Washington on the back roads, you should. These are beautiful roads with beautiful scenery and the trees put on a magnificent display as scheduled.

After a few wrong turns (it wouldn't be a



Drive & Dine without them!) we finally arrived at the Stonyman Gourmet Farmer in Little Washington. As usual, owners Susan and Alan James outdid themselves with stuffed pork loin, pasta with roast portobello mushroom, pumpkin soup, Virginia ham biscuits, roast vegetables, cheeses, pies and special Porsche

cupcakes, not one of which leaked oil!

After a leisurely afternoon eating, drinking and catching up with old friends under the fall sun in the Stonyman's elegant brick garden, as well as admiring the impressive array of Porsches, we all departed, eagerly anticipating the first PCA events of the spring.

Test your Porsche knowledge

1. The Porsche 993 owner's manual gives a bulb chart listing the type of bulbs used for the exterior light bulbs. Examples include high beams, low beams, turn signals (front and side) and license plate lights. How many different bulbs are listed?

- a. 7
- b. 9
- c. 13
- d. 15

2. Jump starting the car to a dead battery is not allowed.

- a. True
- b. False

3. On the 993's optional onboard computer, which is NOT one of the displays?

- a. average fuel mileage
- b. exterior temperature
- c. ice warning (snowflake)
- d. range on remaining fuel

4. The car battery in the 964/993 models:

- a. is maintenance free
- b. reverts back to the two battery system
- c. requires using distilled water to top up the electrolyte
- d. is a 24-volt battery

5. Porsche says to use what for cleaning dead insects from the body work?

- a. any suitable car wash
- b. plain soap and water
- c. Porsche Insect Remover
- d. window cleaner

6. A 1994 3.6 911 Turbo has which of the following injection systems

- a. MFI, Mechanical Fuel Injection
- b. Motronic Electronic Fuel Injection
- c. K-Jetronic (CIS) Constant Fuel Injection
- d. Webers

7. The car battery in the 993 may freeze at -10 degrees C if it is discharged, but it should not freeze until -40 degrees C if it is fully charged.

- a. True
- b. False

8. The first year that All-Wheel Drive (AWD) was offered on a U.S. 911 Turbo was:

- a. 1989½
- b. 2001
- c. 1994
- d. 1996

9. To set automatic door locking to lock when the key is turned on, what setting is the automatic door locking set to?

- a. 0
- b. 1
- c. 2
- d. 3

10. How long does the rear defroster stay on?

- a. 10 minutes
- b. 15 minutes
- c. 30 minutes
- d. It doesn't turn off until you turn the key off

11. A 1978 911 Turbo had which of the following displacements for a motor?

- a. 3.0 liter
- b. 3.4 liter
- c. 3.3 liter
- d. 3.2 liter

12. 993 Turbos had a compression ratio of 8.0 to 1.

- a. True
- b. False

Answers:

1. c; 2. False; 3. c; 4. c; 5. c; 6. c; 7. True; 8. d; 9. b; 10. b; 11. c; 12. True

AUTO-THERAPY

INDEPENDENT SERVICE FACILITY FOR

- PORSCHE
- BMW
- AUDI

33 YEARS OF EXPERIENCE

Convenient Maryland Location

Mon-Fri, 8am-6pm

8027-A Snouffer School Road
Gaithersburg, MD
(301) 417-7111

from
STREET to TRACK
we meet all of your
AUTOMOTIVE NEEDS

Call Today to
Schedule your **FREE** Track Inspection

- Routine Maintenance
- Complete Race/Track Prep
- Track Support to Drivers/Owners

www.autotherapy.net

Transportation available to/from
Shady Grove Metro Station

General Service
Full Repair and Rebuild
Restoration
Track Preparation
Trackside Service
Transport Service

porsche bmw mercedes audi vw

703 327 9858

www.imamotorsport.net

25354 Pleasant Valley Road #155B, Chantilly

Silent auction raises \$8,001 for Potomac's charity

By Art and Carrol Orton
for *der Vorgänger*

How would you like to chair a silent auction? Doesn't sound too bad, sure why not. Actually it did turn out to be a big deal, because we had never done one before and had to start out pretty much from scratch.

We began by getting on the internet, where you can find help for just about anything and asked lots of questions of anyone we thought might help. Most days were not too bad, but we did have some long sessions at the computer getting things just right.

We're thankful for all the great auction items donated by club members, and if we do say so ourselves, it turned out just fine. We had lots of people participate, got to meet a lot of club members and raised money for a worthy cause. We have much more respect and admiration for the other club volunteers, program chairs and board members because of all they do to keep Potomac going. Would we do it again? Sure, why not? We're old pros now.

Potomac's 55th anniversary party included a silent auction to raise funds for the club's primary charity, the Carol Jean Cancer Foundation. Many Potomac members, as well as PCNA and PCA Zone 2, graciously came forward to donate items for the auction. The auction was a smashing success with Potomac raising an amazing \$8,001.

The club would like to thank the following individuals for their donations to the silent auction: **Mike and Faith Shah** (gold and diamond hoop earrings, silver and pearl chandelier earrings, silver and pearl necklace, black and silver pearl necklace, silver and pearl loop earrings and silver cufflinks); **Michaela and Steve Shoop and Rod Ryan** (airplane ride and transport of car to 2011 Mid Ohio DE event); **Lisa Tureson** (painting of a 1955 Porsche); **Starla Phelps** (two personalized Porsche-themed embroidered chairs, limited edition signed print from 2009 Club Race, five Porsche books and framed car stamps); **Craig and Linda David-**



Photo by Tony Pagonis

Cindy Pagonis and Carrol Orton view items donated for the silent auction during Potomac's 55th anniversary affair on Oct. 9.

son (Rasta Racer doll); PCA Potomac and Drive and Dine Chair **John Eberhardt** (Fall Foliage brunch); **Rod Ryan** (Lowenbrau and Miller shirts); **Bob Miller** (private DE coaching); **PCNA** (Gore-Tex jacket); **Michael Lin** (Costa Rica villa); **LG Electronics and Bonnie and David Mann** (HD television); **PCA Zone 2** (50th Porsche Parade goodie bag); **Dan Rowzie** (two beer steins from the 1967 Porsche Pa-

rade); **Dawn and Mike Smalley** (Mary Kay gift basket); **Pete Kauffman** (Godiva chocolate basket); **Gary Church** (assorted Porsche prints, posters and calendar). The club would also like to thank **Donna Pullin and Ben Bond** from SunTrust Bank who provided useful information on organizing the event and assistance on the night of the auction.

Members' reactions to Potomac's 55th anniversary party

This is my third year in the club and it just keeps getting better. I have been to six events in the last six weeks with last weekend as a three-day race volunteer at Summit Point and then

this 55th anniversary party both run by the incomparable Starla Phelps and many other volunteers. I've learned that it's not the cars, it's the members, but mostly, it's the many, many different and talented individuals who lend their expertise to make the club run, seemingly effortlessly. It's an honor to belong to this club.

—Mark Fortune

We had a fabulous evening! Seeing our very special and dearest friends we hadn't seen in

years was truly a delight. This is the kind of event that gets people psyched up for being involved in PCA and Potomac Region.

— **Chuck Fontaine** (past president 1990) and **Natalie Simone-Fontaine** (*der Vorgänger* editor 1990 to 1996)

PCA Potomac's 55th celebration was a very special event. It amazes us how much history is embedded in our club and how so many people have played important roles in making

PCA Potomac what it is today. There were two memorable occurrences that made the evening truly enchanting for us. The first was readings of "What were you doing in 1955?" Some were hysterically funny, and others were truly touching and emotional. The second was the gathering of past club presidents. It was so nice to hear their comments and anecdotes and learning how the club has evolved.

—Tony Pagonis.

Even as relatively new members, we found people very approachable and easy to talk to!

— Linda Budinski

This was our first PCA event, and I can't think of a better introduction. We met some wonderful people amid beautiful surroundings, saw some awesome cars, enjoyed a great dinner and listened as past presidents shared their memories. Fifty-five years is a long time, and the camaraderie and warmth on display was inspiring. There's something special about being in a room full of people, who really like each other and go back a long way.

—Ray McDonald
and Pompa Banerjee-McDonald

Better than any high school reunion!

—Nancy and Rick Feldman

(The anniversary dinner) and the interven-



Photo by Tony Pagonis

Ellen Beck juggles carrying an egg in a spoon while Bob Gutjahr drives the 356 cabriolet in the gymkhana.

ing years, remind you of why you are in the Porsche Club. It is because of the wonderful people and the friendships you make. The 55th Anniversary celebration really focused on the essence of this.

- Seeing early members and their effort to bring the Potomac Region to its greatness
- Meeting some new members
- Socializing with many friends

• Seeing this wonderful day of events and the efforts of Starla Phelps and many others to make it all happen and run so smoothly.

—Tom Phillips

What a charming event incorporating so many facets, aspects and activities. Once more you captured the heart and soul of PCA: not just the cars but the people. As relative club rookies we have come to feel and embrace this credo quickly, and we very much enjoyed the atmosphere, the old and new-to-us members we met, the 55 years of memories, the stories and the movies that are living testimony to this vibrant and colorful community.

— Michaela Shoop

What a fantastic 55th PCA Potomac anniversary celebration! I feel so privileged to have had the opportunity to meet so many great people and learn about the history of the club—the memories recalled by the past presidents, humorous stories and the charitable works. I joined PCA Potomac for the purpose of selling my late husband's 1986 930 Turbo, but I am rapidly getting hooked on knowing more about the car, its performance and how to maintain it. The Wash 'n Shine event gave me many valuable tips and contacts. As a new member, my only regret is that my late husband, Fred, and I didn't join years ago!

—Annette Kerlin (new member)

TPC

Racing

996 & 997 CT520 Turbo Conversion
(bolt on 490-575hp)





GEN 2 Turbo Systems

986 & 987 Turbo Conversion
bolt on 485-550hp



www.tpcracing.com

410 . 799 . 7223



127mm 996tt & 997tt intercoolers



Pro Series Suspension



PASM Compatible Race Series Coilovers



Proprietary VGT 997TT Blitzkrieg Turbos



Grand Prix White, anyone?

Photos by Matt Moore

Porsche salesman, Reggie Carr, left, recently renewed his decades-long relationship with Richard “Dick” and Kathy Seltzer at Porsche of Arlington. The Seltzers still own the '87 Targa that Carr sold them more than 20 years ago. Dick Seltzer, Potomac’s incoming club president, now uses the '87 as his track car.

By Kathryn Seltzer
for *der Vorgänger*

Many long-time Porsche owners can point to a few people who have been there with us and for us since the beginning.

For husband Richard and me, one of those special people is Reggie Carr, who sold us our first Porsche 20+ years ago, a 1987 911 Targa that today is Richard’s track car. Richard met Carr in the late 1980s when Richard stopped by Dwight Jepsen’s Sunflower Motors in Topeka, Kan., one of the few Porsche dealers in the state. Although the real truth will never be known, Richard, then the owner of a gently used 280Z Turbo 2+2, says to this day that he just wanted to look around that winter afternoon.

Richard said just that to Reggie Carr moments later in the showroom as Carr introduced himself. Regardless, Carr—the quintessential Porsche sales professional, ever patient and never pushy—politely escorted Richard around the dealership, highlighting and answering questions about each of the featured cars in the showroom. Richard recalls that it quickly became clear that Carr knew well of what he spoke and that Carr truly appreciated the vehicles he felt privileged to sell as well as the dealership he represented.

Due in large part to Carr’s obvious competence and quiet encouragement, that first afternoon’s casual look around turned serious, and within a few weeks Richard and I trekked to Sunflower Motors, an hour’s drive, with our two children in tow to test drive a new 911 Targa. John, then a 14-year-old delighted to be a part of all things Porsche. He was eager to leave as soon as we had

driven the Grand Prix White Targa off the showroom floor, which he assumed would soon be ours. We drove I-70 with the top open in the freezing Kansas February. Alternately, Mary, then 10, still recalls “waiting and waiting and waiting—and being very bored” while Carr and Richard talked of horsepower and price before Carr and I spoke about what really mattered: That I didn’t like white cars. Period.

(To those of you out there who drive white cars, I mean no disrespect. I just don’t want one in my driveway, but I digress.)

I thought John and, moreover, Richard might cry right then and there, until Carr deftly located a 911 Targa in Nougat Brown Metallic. This was the color I picked out moments after I saw the color chips that Carr produced immediately upon hearing of my distaste for plain white wrappers. (And a Nougat Brown Metallic model had, after all, made the centerfold in the 911 catalog I perused.) As we signed the buyers order, Carr quickly arranged to have the car trucked to Topeka from Houston in a dealer trade, and the rest is history. Sort of.

We picked up our new Targa a few days later. We subsequently saw Carr many times when we stopped by to say hello and look around Sunflower Motors. The granddaughter of a long-time Chevrolet dealer, I have always loved looking at new cars. It was ever a further pleasure to shake Carr’s hand again and chat. However, in 2000, Richard and I moved to Alexandria, Va., which meant (among thousands of things, of course) that we likely wouldn’t be making any more trips to Sunflower and that we wouldn’t be seeing Reggie Carr again.

Since our move to the Metro area 10 years ago, we somehow acquired three more Porsches—which is another story for another day—and Porsche of Arlington became our dealership of choice. Although we worked with several of the fine sales representatives at Arlington over the past few years, you can imagine our surprise (and delight) when one evening we again came face-to-face with Carr. Time has been good to him, and we recognized him immediately when we showed up to get my new 2004 Cayenne S after hours at the BMW service counter at Porsche of Arlington’s sister dealership just across the parking lot. It turns out that Carr had been in the D.C. area after remarrying and had been with AV Automotive since December 2003.

Relatively soon after that evening, Carr joined Porsche of Arlington’s sales team, which means that I now have someone eminently patient and always willing to talk new cars, regardless. Recently I was doing just that with Carr, listening as he explained several of the great new features available on Cayenne S models, when I asked him whether he’d be willing to answer a few questions about himself—and how he had come to selling Porsches. After all, not just anyone can. It’s not just another job for just anybody. Selling is a skill, an art, really, but to make that sale also often means making a sacrifice, spending time away from home, sometimes seven days a week.

Carr has been representing Porsches for over 30 years, and as he told me early on, Porsches are vehicles that people “want”—there’s no inherent “need” therein—and that his first order of business is to establish trust. Selling a Porsche takes time and there must never be any rush on his part, no hurry, ever. “And you have to know your products in this changing marketplace,” Carr explained.

Getting to know his products further took a practical (and fun) turn for him recently when he traveled to Birmingham with colleagues to drive a track event for SUVs. This is one reason he could speak so convincingly about new Cayenne models coming out within just days.

About his work, Carr says, “Every day is a beautiful day,” in large part because he finds his clientele so enjoyable, and one of his biggest joys comes in recalling selling his brother-in-law his first Porsche, a 911, in 1988. Carr spoke fondly and understandably proudly of having kept each and every one of his handwritten buyers orders. To this day he can open his many notebooks and recall each sale and each client as he runs his fingers down the pages. He and I share a love for the days when records were more than files on a laptop, however convenient they might be.

We also share the pain of bad knees, cartilage long gone. My issues come from running too many miles, while Carr’s stem from his days playing football on a scholarship to Washburn University in Topeka. Carr, originally from the Pittsburgh area, arrived in Kansas in 1965 and stayed on after graduating from college. An industrial engineer by degree, he joined Goodyear in 1970 where he performed time and motion studies among other responsibilities. In 1976, Xerox sales lured him away, and a few years later in 1979 one of his fraternity brothers persuaded him to become part of the automobile industry.

Always a car enthusiast from his early days of pumping gas and washing cars for extra spending money in the late ’50s (and even earlier, he admits), Carr was a part of the muscle car era, and he eagerly began his career with Topeka’s Porsche/Audi/Volkswagen franchise. Originally, Carr had planned to take advantage of ownership opportunities then opening up for minorities, but a poor economy prevailed, which wasn’t a bad thing; Carr enjoyed his long stay at what ultimately became Dwight Jepsen’s Sunflower Motors in Topeka, the people there are still family to him today.

Carr’s favorite Porsche remains the 911, which further endears him to us, of course, and he considers the 911 to be the “most challenging.” Interestingly, Carr is not currently a Porsche owner himself, although he isn’t ruling out one in the future, something his wife “doesn’t necessarily really know about,” he quietly added. (I guess the cat is out of the bag now, however. Sorry, Reggie.) Also looking ahead, he plans retirement in a few years, and one of his goals before he bows out is to see Porsche of Arlington in its new building, to be a part of the team under a new roof. He is also looking forward to Porsche’s future in general, to new styles, to new models, to new features, to new challenges in today’s competitive marketplace.

Me, I’m looking forward to new colors, and I know who’ll be showing them to me.

“Porsches are vehicles that people ‘want’—there’s no inherent ‘need’ therein—and that his first order of business is to establish trust. Selling a Porsche takes time and there must never be any rush on his part, no hurry, ever.”

Interview with a meet organizer

By Bob Esser
for *der Vorgänger*

Porsche enthusiast Steve Robinson, of Gaithersburg, Md., has contributed to the local Porsche scene for quite some time. This level of community leadership takes dedication.

Initially, Robinson was a little concerned about the type of people he might meet through the Porsche community, “I was afraid of the egos I might meet at a Porsche function, then I discovered they were just like me, regular guys who just happen to love these cars.”

This Q&A interview took place after the meet-and-drive Robinson organized in September.

How long have you owned Porsches?

I had a Venetian Blue with blue interior '88 Carrera coupe for five years and my silver/black '96 993 for seven years.

What drew you to them?

I always wanted one since I was a kid, but a roommate in college ended up getting his dad's light blue Porsche 912 for a semester. He took me for a ride in it one day; that's all it took. I was hooked. I had to have one.

Fast forward 15 years, I spotted a guy in a 912 in front of my buddy's condo building in Silver Spring. I got out and said, “I've always wanted one of those.”

He asked me what was I waiting for, that life's too short to just want something for so long and not just break down and get it.

I said “I probably can't afford one right now.” He said he bought his car for \$3,500, spray painted it white and just put money into the engine.

That was it! I was shocked. I thought Porsches cost an arm and a leg. A week later, I was driving down the George Washington Parkway and a 1988 yellow Carrera coupe passed me.

My throat tightened, my heart started pounding hard, my stomach was turning—I knew I couldn't live life without that car. It was mesmerizingly beautiful to me, absolute car perfection. I looked and looked for an early-to-mid-'80s yellow Carrera but never found one for sale.

Then I got serious and called the PCA people and asked if they could send me a copy of Panorama magazine so I could see the for sale ads in the back.

Panorama, of course, is the Porsche club's magazine. They said they couldn't just send it to me, but I could pick one up at the next Po-



tomac club meeting in Tysons Corner, 45 minutes from my house.

I was bummed but drove in rush-hour traffic to get there. They gladly gave me a copy and said I should stick around for the business meeting as they have a swap-and-sell at the end. All I wanted to do was get my magazine and get out of there—how would anyone just happen to have an early to mid '80s Carrera to sell that particular day in my price range?

I quietly sat down in the meeting, and a guy walked up to me and said he, too, was there for the swap-and-sell, that he worked for the Pentagon and was being transferred back to Germany. He planned to sell his 1988 Venetian Blue Carrera and just buy another car when he got to Germany.

I said I probably couldn't afford a 1988 but was looking for an earlier, cheaper one and in yellow. He offered to show it to me anyway. I looked and fell in love.

It was \$8,000 more than I wanted to spend. I had a friend drive it for me the next day (I hadn't driven a stick in many years and was afraid to drive his perfect condition car). I bought it on the spot, the extra \$8,000 be damned.

What other Porsche things do you do/attend beside regular posting on Rennlist?

I try to get to the Hershey Swap Meet each year as it's the biggest collection of Porsches in one place. I almost always do the New York Auto Show to see the new Porsche offerings.

What possessed you to start organizing these meet and drives?

The gentleman who organized the first one or two wasn't interested in doing it anymore. He suggested that I take over organizing the events. I was nervous at first wondering if anyone would show up since he wouldn't be there, but people came. It was great.

How long have you been doing this?

About six years now, on and off.

You often post on Rennlist about watches. What's that all about?

Mechanical watches can be sporty, with some literally lasting many lifetimes

They can be extremely tough and enduring and can be passed down to your kids and then the grandkids. It's the same thing with Porsches. I saw the shape of a 911 in a magazine when I was a kid, and I knew that one day I'd love to have one.

Similarly, as a child I saw an ad in *National Geographic* magazine showing a beautiful watch that was so rugged and durable, you never had



Photos by Bob Esser

Above: Doug Dunn and his 944 Turbo attended the meet-and-drive event in Rockville.
 Right: More than a dozen drivers finished the drive at the Tuscarora Mill restaurant.



What's it like to do a 'meet-and-drive'?

It was a mid-September Saturday, and the weather was beautiful. Just before 10 a.m., the cars began trickling into the Starbucks parking lot on Mid-Pike Plaza in Rockville, Md. Each car was more amazing than the last. This was the informal meet and drive put on by local Porsche enthusiast Steve Robinson. Robinson

is someone who generously organizes these meet-and-drives from time to time (more on Robinson on the opposite page). The gathering was posted on Rennlist.com and Dorkiphus.net, but online response was low and Robinson did not expect a big turnout, "I will be surprised if more than about six cars show up." By 10:30, there were over 20 cars.

A great example of the dedication and attention to detail of the typical Porsche enthusiast is Doug Dunn's 1997 951 (944 Turbo). He wanted his car his way; he bought two cars—

one with the exterior he liked and the other with the interior he liked. A full swap of the interior and he was almost there, but he found the perfect set of Porsche script sport seats in yet another car.

After a spirited drive through Maryland and Virginia countrysides, the train of cars arrived at the Tuscarora Mill restaurant in Leesburg, Va. The crew agreed that it was the best food in town for \$10!

to put a battery in it. It could be used safely in hundreds of feet of water.

It was a pipe dream to me at the time, but I wanted one. Fortunately, after many years of saving, I was able to get one of these, too. It's just stuff, but I feel blessed whenever I get to own anything I've always wanted.

How many state high points have you visited in the Porsche?

Not many at all, I mostly take the BMW. When traveling out west I rent a car.

Some of the roads to these highpoints are not the kind of places you'd want to take your lowered Porsche! We're talking pot-holed roads, sometimes filled with water so you never know how deep the potholes are. No, I want to keep my Porsche as pristine as possible.

I have used it as a daily driver for months at a time during my ownership of the car, though. I've done 32 state high points so far and should be at 35 by Thanksgiving after two upcoming trips. My goal is to do as many as I can. By 1999, fewer than 100 people had done all the U.S. state highpoints while more than 700 had climbed Mt. Everest. So, which is the greater adventure?

Is there something you are chomping at the bit to 'get out there'?

I'd like to see more people come out to these meet-and-drives. They're so much fun. If time is limited, you could simply show up for the meet part.

I understand how people are busy on the weekends with kids, family obligations, etc., but you owe it to your Porsche ownership to check these out. The events will definitely enhance your ownership of your car. For example, you'll learn where the great repair shops are, the decent body shops, cool modifications you might have been thinking about but never saw in person before. Maybe you'll see a certain model Porsche you've been wondering about and finally spot one at a meet-and-drive, even getting to talk to the owner.

These events are kind of like a Porsche Facebook but live and in person. Putting faces to the names you see on various web forums, such as Rennlist or Dorkiphus, and then seeing their actual cars makes your own Porsche ownership experience so much richer. If you have

the time to wind out your car on the drive part of the day, all the better.

There's nothing like following a bunch of Porsches through the countryside. You can stretch your car's legs and push it to keep up with the guy in front. You'll let out a whoop or laugh when you find yourself "one with the car."

You may not have appreciated your Porsche as much until you do one of these drives with other Porsches. For example, you might find yourself behind a 944 Turbo flying down a country bend and realize you're having a hard time catching up or even coming close. You will have just developed a new appreciation for that particular Porsche.

Then you'll have some great food at the destination restaurant at the end of the drive and get to hear others talk about their Porsche experiences. It's a truly fulfilling experience sitting next to the person who owns a 1987 944 he picked up for \$3,500 and on the other side of you is someone who just bought a GT3 for over \$100,000 and realize they're both having the time of their lives with each respective car.

Meet-and-drives

If you're interested in attending these events, dates and times are announced on www.dorkiphus.net or www.rennlist.com in the 993 forum.



A survivor from the flames

Photo by Richard Curtis

Jay Silberg displayed his 1965 356 cabriolet at Potomac's 55th anniversary dinner. He's owned this 1965 car twice, and it and another '65 Coupe that Silberg owns, survived a disastrous house fire earlier this year.

By Dan Morse
Washington Post Staff Writer

Feb. 16, 2010—Workers using a propane torch to clear ice from a roof set fire to a house in Montgomery County on Tuesday, officials said.

The two-story house, which contained artwork and antiques, was badly burned. All told, officials estimated about \$1.5 million in damage, said Capt. Oscar Garcia, a Montgomery County Fire and Rescue Service spokesman.

"We don't recommend using an open flame to clean off ice or snow from a roof," Garcia said.

By Richard Curtis
for *der Vorgänger*

Potomac member Jay Silberg and his family escaped with their lives, but their house burned to the ground; only the outer brick walls survived. But, somehow, luckily, as if by divine intervention, the garage containing Silberg's two Porsche 356s did not burn.

This is the story of how Silberg came to have those two Porsches in that lucky garage.

After graduating from law school in the mid 1960s, Silberg buys a 1965 Bali Blue 356 cabriolet in New Jersey and enjoys it for nine years while starting his practice and family. By 1975, he had replaced the 356 with a BMW 2002tii for his daily commute. As with many Porsches of that era, rust had become a problem, and he sells the cabriolet. As we all do, he regrets the necessary

sale of his beloved Porsche. But life goes on, at least until Silberg's 50th birthday.

Silberg comes home from work on that day and in the garage sits what is now his "other" Porsche, a 1965 356 coupe, with a bottle of champagne on the driver's seat, the ultimate surprise birthday present from his wife and (then) 14-year-old son.

Many years later, in 2004, Silberg is in Miami. He gets a phone call from a dentist turned real-estate developer in Boca Raton, saying he had purchased Silberg's original 356 cabriolet, now fully restored. "Could you give me some background on the car?" asks the dentist. "Yes," says Silberg, and he drives up the coast to find the cabriolet all gorgeously redone.

Three months pass, and Silberg gets another call from the dentist, now wanting to sell the car. "Would you be interested in buying it?" asks the dentist. Silberg's family all agree that the now-Ruby Red cabriolet has to return home. Soon, Silberg's garage has side-by-side 1965 356s.

It's now mid-February and we find the two Porsches in the North Bethesda garage and the house is on fire. "The house was demolished," says Silberg, "but you could see the cars were in the garage," and while the second floor above the garage and the playroom adjoining the garage are in ruins, the garage itself has not burned.

Silberg's Porsches are now safely in storage while Silberg's home is being rebuilt, due to be completed in 2011. Last April, Silberg bought a new daily driver, a Panamera 4S, to add to his Porsche collection.



She has a need for speed

By Starla Phelps
for *der Vorgänger*

Ask Anita Sangi when did she become an adrenaline junkie and she will quickly tell you “before I learned how to walk and talk.” Her need for speed began on downhill skis at age 2 and evolved over the years into many sports including competitive water skiing, downhill ski racing and national level squash championships.

Sangi was born in Tehran, Iran to her Iranian father and Russian mother. She speaks Farsi, Russian, English and some French.

She came to the U.S. in 1976, received her degree in computer science, *magna cum laude*, from West Virginia University. In 1980, Sangi returned to Iran to visit her family; however, due to the war she was forced to remain. She took a huge risk by paying a smuggler to help her escape. This entailed a long and dangerous trek with other unknown refugees through the mountains of Pakistan. She finally returned to the U.S. in 1982 and now is thankful

to live in the free world.

What does a competitive athlete do when she still needs to get her kicks? Of course, learn how to drive fast cars.

Following in her father’s footsteps—he was fond of German cars—Sangi drove a couple of BMW M3s and an M5 before purchasing her first Porsche 911, a 1992 C2 convertible in 1993. She joined PCA in 1995 in order to participate in the autocross program. She met Caren Gladle (now Caren Francis) and the late Nico Monterastelli at her first event. She was amazed to learn that autocross is not as easy as it looks. Monterastelli made sure the courses were complex and challenging, hence Sangi got her first taste of fish tailing and not lifting in a corner in a 911.

Sangi knew then that she was hooked, and that she would be driven to participate in every PCA driving event, and that she would need to find other events to satisfy the new passion.

Next stop, Summit Point (W.Va.) Motorsports Park

Photos by Richard Curtis

Potomac member Anita Sangi, who has a fourth in class at the Daytona 24 Hours in her racing credentials, drives a 996 GT3 at Summit Point Motorsports Park and other tracks, including Virginia International Raceway. She owns a farm just three miles from that track.

Sangi, a driving instructor at Potomac's DE program, is a graduate of West Virginia University. She recently retired from an investment firm where she was managing director for institutional clients.



where she excitedly drove her track-prepared car, a 1978 silver Porsche 911 SC. "That old car just loved the track and proudly showed what it was made of," said Sangi. "It was at that first event that she participated in her first of many OG time trials. "The results from time trials serve as a reality check because your true lap times are revealed," she says, "To paraphrase an old adage, it separates the girls from the women."

"PCA's Driver's Education was an excellent place for me to meet many wonderful and knowledgeable people and learn how to drive my Porsche. They just wouldn't give me my racing license fast enough," she says.

About 16 months after joining PCA, Sangi was racing her 944 Turbo S in PCA Club Races. "Being a woman in a predominantly male sport, I knew it was an uphill battle to get any respect, but that never stopped me from trying to win. It's in my blood."

In 2002, she had her first podium finish with a second place at Summit Point in "E"

class, and the following race got the pole in the rain at Virginia International Raceway. Unfortunately, a loose radiator cap prevented her from starting. That same day she hooked up with Mike Levitas, of Turbo Performance Center, and Randy Pobst, a professional driver and mentor, and decided to go on the road with them as a crew member. Later that year she scheduled a race at the November GrandAm Cup series at Daytona in a Porsche with two other rookies. In spite of a fiery crash at night on the

last lap of a six-hour race, they finished fourth in class. "It says a lot about our DE and Club Racing programs," she says with a huge smile. "We have some of the best race-car drivers come out of our Founders' Region training schools. Of course, I am a little bit biased."

Sangi's quest for winning a race continued in the GrandAm Cup ST class on Jan. 23, 2004 with a third-place podium finish at Daytona in a convertible BMW Z4 that she co-drove with professional driver Neil Sapp.

"Those concrete walls look awfully intimidating at Daytona when you are sliding within a couple of feet of them while your arms are in restraints and the sun is beating directly on your head in a topless car," she says, "That was the only time I ever raced in a convertible and probably the last."

Besides the trophy, her fondest memory of that weekend was meeting Paul Newman in the paddock on his birthday. "He was trying on a pair of driving shoes, and I was being fitted for my ear plugs," says Sangi. "I walked up to him to tell him that I was a fellow driver, and that my mother was a long-time admirer and wishes him a happy 80th birthday. He got up, gave me a bear hug and told me 'this was for your mother, not for you.'"

Sangi retired this year from an investment firm where for the past five years she was the managing director for institutional clients. Given the option, Sangi loves to drive her GT3 any day on a track so much so that she bought a farm three miles from VIR with her fiancé, Dennis Ponton. She loves teaching driving on the track, living on the farm and caring for her three dogs, two cats, a grey wolf and Dennis. Incidentally, Dennis has started racing this year with SCCA in the Miata Spec Series class. There is always room for another lead-foot adrenaline junkie in this family.

Sangi believes that "Life is good. Going fast is even better; racing is the best."

“ (Finishing fourth in class at Daytona) says a lot about our DE and Club Racing programs. We have some of the best race-car drivers come out of our Founders' Region training schools. Of course, I am a little bit biased.

Help Potomac build membership

You can help our region grow. Photocopy this page to include the PCA application below. Make a few copies and keep them in each of your cars. When you see a Porsche owner hand them a flyer and invite them to join, or leave the flyer on the windshield. We are currently the second largest region in PCA. Help your club to become Number One.

Member perks

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

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

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

Tech Committee available to answer your questions.

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

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

Nationwide PCA Club

racing program; modeled on vintage racing rules.

Annual national convention (Porsche Parade gathers in a different loca-

tion each year. Over 600 Porsches and 1,500 folks.)

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

Membership eligibility

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

PCA Membership Application

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

Prefix Mr. Mrs. Ms. Miss

Name _____

Address 1 _____

Address 2 _____

City _____ State/Province _____

Zip Code _____ County _____

Home Phone _____

Work Phone _____

Fax _____

E-Mail _____

Region Designation

Region _____

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

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

Regional Endorsement (for region officer use only)

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

Region Officer Name _____

Region _____ Date _____

Membership Demographics

Birthdate _____

Occupation _____

Marital Status _____

Spouse's Name _____

Name and Age of Child(ren) _____

Family or Affiliate Member

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

Family Member Name _____

or Affiliate Member Name _____

Relationship to Member _____

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

Car Information - Porsches Only (*required)

Car #1: *Year _____ *Model _____

*Body Type _____ *Color _____

*VIN# _____

License Plate# _____ State _____

Car Used: Daily Pleasure

Maintenance: Self Dealer Independent

Average number of miles driven annually _____

Car #2: Year _____ Model _____

Body Type _____ Color _____

VIN# _____

License Plate# _____ State _____

Car Used: Daily Pleasure

Maintenance: Self Dealer Independent

Average number of miles driven annually _____

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

Payment Information

Term of Membership:

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

Check Enclosed (payable to: Porsche Club of America)

Visa Mastercard American Express

Card Number _____

Expiration Date _____

Cardholder Name _____

Signature _____

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

How did you learn about PCA?

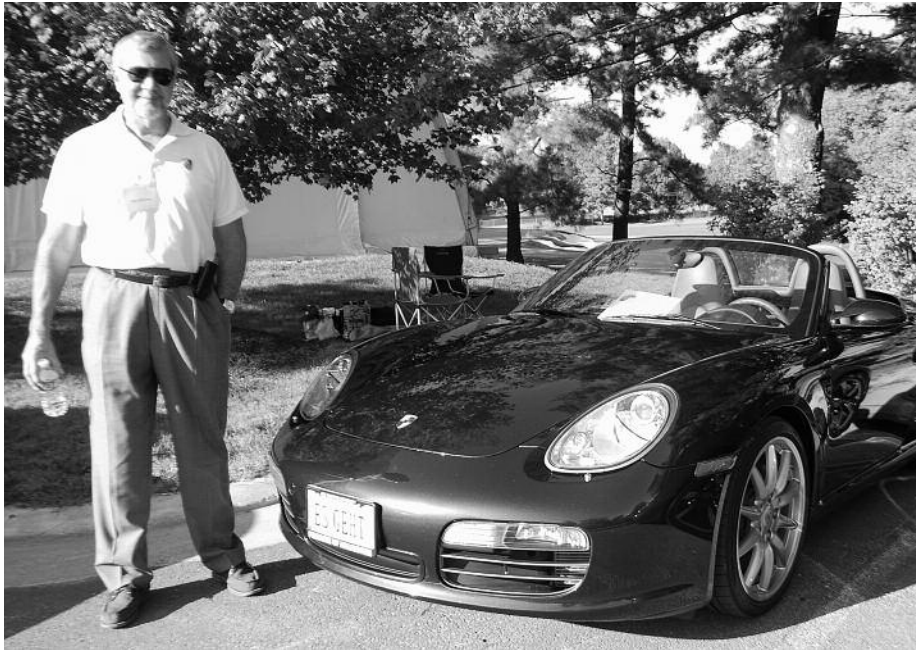
I would be interested in learning more about PCA's Register Groups:

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

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



Readers and their cars



Photos by Richard Curtis

Top: Dale Matthews of Nokesville, Va., drove his '77 silver 911s to a Sunday morning get together at Fair Oaks, Va. It's his first Porsche.

Top right: Jim Christensen of Vienna, Va. describes his 185,000-mile '85 Turbo to Emeka Olumba at the Deutsch Marque Concours in May.

Above: John Galloway of Mt. Vernon, Va. drove his '07 Boxster to the 55th anniversary event on Oct. 9. The Galloways also own an '04 Cayenne.

Right: DE Tech Inspector John Peerenboom takes advantage of some down time at a recent tech inspection to change the transmission oil in his '89 944.





Readers and their cars

Photos by Richard Curtis

Left: Bob Miller of At Speed Motorsports, brought this '73 911E to the 55th anniversary dinner. The car, with only 50,135 miles on it, has had only three owners. It is equipped with air conditioning, Recaro sport seats and leather interior. The color is Metallic Blue, a 1973-only color.



DE Tech Inspector Craig Moen checks out a car at Porsche of Tysons during a tech-day in July



Above: Refueling his 2000 Carrera track car during the July DE event at Summit Point Motorsports Park is David Culpepper of Virginia Beach. He's owned and tracked the car for three years. A member of First Settlers region of PCA, Culpepper also owns a 2011 911 Turbo S and a 2009 211 Turbo. Previously, he's raced a Ducati motorcycle.



This Porsche crest, painted by Craig Hayden of Mechanicsville, Va., adorns the underside of a '78 Targa SC trunk lid belonging to Steve and Michele Carter of Warrenton, Va. Photo by Richard Curtis

