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November 2009, Volume 55, No. 11

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Photo by Richard Curtis

Cover: John Bailey's photo of a 356 at September's "Gathering of the Faithful" in Reston, Va.

Above: *der Vorgänger* photographer Michael Madrid arrives at the PCA Open House on Sunday, Sept. 20 where he signs in with PCA National Office Membership Services Manager Charlotte Chirinos of Lorton, Va. Story, photos, pages 14-16.

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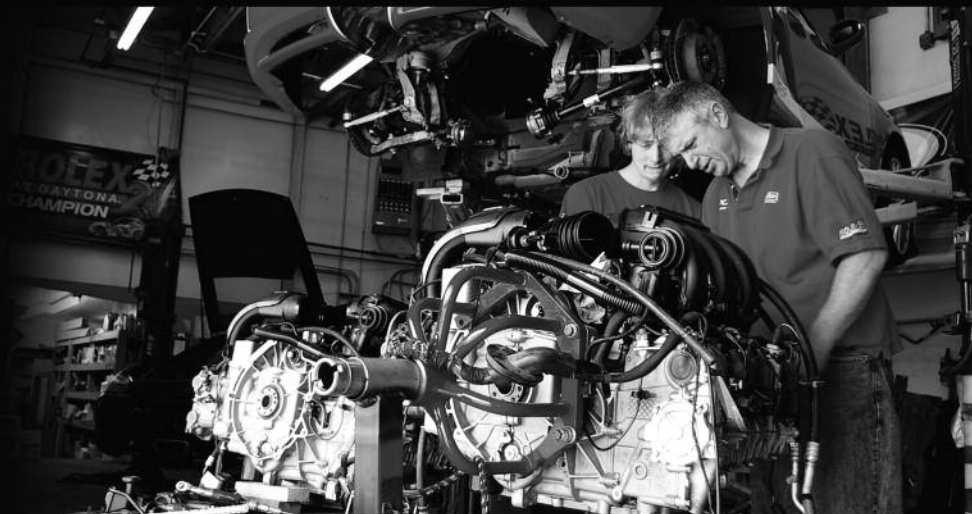
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The reach of our Porsche community

One small observation about our Porsche community: I was in western N.C. recently, many miles from any independent Porsche shop that was open, and even farther from any official Porsche dealer. It was a Saturday around noon when I lost all gears except 2nd in my 964.

Luckily, I was able to coast into a local muffler shop that was open. I first called a good Porsche friend back in Northern Virginia, and he jumped right on the case, looking online for possible solutions and getting me in touch with a Northern Virginia Porsche shop that I frequent.

The NoVa Porsche shop called and gave me some possible solutions while they tried to get in touch with the mechanic, who was off that day. A couple of phone calls later—several of which were spent calling every independent repair shop within 25 miles (none of which were open, leading to increased anxiety)—and one of which was to the nearest Porsche dealer, 75 miles away, we thought we had isolated at least one possible cause for the lost gears. The return call from the Porsche dealer's service manager was extremely helpful and comforting, and he correctly diagnosed what was the most likely cause.

Once on the muffler shop's lift, and after removing, oh, about 300 10mm nuts and screws that hold on all the belly pans on my 964, we discovered that the service manager was right: A disintegrated "angular joint" that had caused the shifter to go all rubbery.

This network of friends and professionals not only talked me down from the window ledge but their calm advice led to a temporary repair (zip ties!) that at least got me and the car back home, 400 miles away.

It's a nice community of which to be a part. Thanks.

Richard Curtis

Correction: On page 27 of the August 2009 issue, we incorrectly identified Paul Davidson in the photo caption.



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

A successful year for Potomac is winding down

I just got back from the 2009 Potomac Club Race. What a great event. The weather gods smiled on us for all three days. There was some fantastic racing. The enduro was dedicated to Lee Walczak, a long time Club Racer. Club Race Co-Chairs Starla Phelps and Kevin Oyler, and former Club Race Chair Dirk Dekker made sure Lee was remembered. I received a nice thank you from Lee's wife Maria.

The event was a success for Potomac. We had 90 racers registered, up from last year's 70.

Potomac got a lot of compliments on the event. We appreciate that the racers choose to drive in our event, and we look forward to seeing them again next year. We also received some nice compliments from the PCA National Club Racing crew and our Zone 2 Representative.

Putting on a successful club race is a challenge for many regions. Potomac was one of the few regions that saw an increase in Club Race registration. We had 33 cars registered for the Advanced DE, a significant increase over last year. Club Racing is expensive, and the economic times don't lend themselves to the amount of money you have to spend on tires, maintenance and travel. Potomac's challenge is to continue to deliver a club race that appeals to the racers and the Potomac membership.

Another challenge is ensuring we have enough volunteers to support the race. We continue to be especially challenged in persuading experienced flaggers to volunteer for the race. We need somewhere around 35 flaggers to meet the PCA requirements for flagging. Friday is especially challenging since many volunteers can't take the day off to come to the track.

Potomac is fortunate to have so many people willing to donate time and effort to the region. The success of the Club Race was directly attributable to the all the volunteers that worked on the race. From Timing and Scoring, to Grid, to Tech, we have some dedicated people who do a great job. And when you talk about volunteers, I have to commend Club Race Co-Chairs Starla Phelps and Kevin Oyler for another great job.

Another thing that made the race successful was our ability to obtain sponsorship to support the race. For the second year, the Washington, DC Metro Area Porsche Dealers provided support for the race. Potomac can't say enough about the support from Porsche of Arlington, Porsche of Rockville, Porsche of Tyson's, Tischer Porsche and Porsche Cars North America.

A special treat was a preview of the new Porsche Panamera. PCNA was able to bring a Panamera to the race on Friday for a static display. What a beautiful car. The pictures just don't

do it justice. I'm glad my wife wasn't there.

We were also able to take a large number of persons out on the track for touring laps in some Porsches provided by the dealers.

I also want to thank long-time sponsors Turbo Performance Center, Auto Sportsystems Group, Intersport, At Speed Motorsports and Radial Tire because they have all supported Club Race for the past several years. There were many other people and business providing sponsorship for the race and we thank all of them.

Another special treat for this year's race was the auction for two pieces of art donated by Michael Langshaw. Michael has been a Potomac member for a couple of years after moving from California. Michael is a well known artist and donated a print and a buyer's choice oil painting. The proceeds of the auction went to our primary charity, the Carol Jean Cancer Foundation's Camp Friendship. Michael was the auctioneer and raised about \$2,000

for charity.

Sheri and I attended the Drive and Dine to the Lovettsville Oktoberfest. By German standards, this is a small event. Nevertheless, it made up in enthusiasm what it lacked in size. John Eberhardt led a contingent of Drive and Diners, and Gary Brindle led a rally contingent to Lovettsville.

The only negative was it rained most of the afternoon. But those of us under the tent indulging in a Spaten hardly noticed the downpour. The German band was great. And John E looked great in the little green hat.

The year is finally ending. Most of our events will be over by the time you read this. We are getting ready for elections and a vote on our revised bylaws. I urge you to come to our open board meeting scheduled for Nov. 7 at Porsche of Arlington (12-2, followed by Panamera preview/speaker/food, 2-4) and the elections scheduled for Dec. 19 at At Speed Motorsports in Hanover, Md. We'll also vote on our revised bylaws on Dec. 19. This is your chance to play a role in determining the direction our Region will take over the next year.

The nominating committee's slate of candidates is out. As you can see both Dick Seltzer and I are running for a second term. Evan Close and Gary Brindle are the committee's nominees for treasurer and secretary respectively. If Gary is elected, this will be the first time in several years we have had a non-DE member of the executive board. I urge you to take a look at the bylaws. Dick Seltzer spent a lot of time drafting them, and they contain important revisions and additions.



Tuffy von Briesen

New members, anniversaries

New October members

John E. Antonitis
Dennis J. Argall
& Carolyn L. Argall
Rossi Bonugli
& Linda Bonugli
Jeff Brown
Tony Cain
Tony DeMarinis
& Jennifer DeMarinis
Tamer Elhady
John V. Evans
David A. Fanning
Michael Gelling
& Timothy Gelling
Martin R. Harding
& Magda Harding
Manny Holguin
Steve L. Hull
& Dave Hull
Brian Killefer
Casey L. Klein
& David Klein
Michael D. Lowe
Doug Magee
Eric J. Marcotte
Ron Newton
& Marilyn Newton
Nick Nicholson

Sam Nikoomanesh
Jim Parks & Karen Parks
John B. Porasky
Domenico Raimondo &
Raffaella Disantarosa
Dave Revella
& Lisa Morabito
Littlejohn Schebish
Frederic Schmidt
George Schulze
Kenneth Stavenjord
& Carl Stavenjord
Tim Suter & Kerry Suter
Rog Urbatch
& Wendy Urbatch
John Vrankovich
Christopher C. Wilson

November 2009 Anniversaries

45 Year
Donald J. Riggs

35 Year
Matthew S. De Maria

25 Year

Tilman H. Foust
Scott Hunt
& Brooks Hunt
Ron S. Perpall
Stephen D. Ridder

20 Year

William C. King
& Carol Weld King

10 Year

Kevin P. Collins
& Terry Collins
T. C. Jones & Lynne Jones
Daryl W. Salmons

5 Year

Daniel Gasparro
Michael K. Jones
& Sanjeev Duggal
Kevin L. North
& Cindy North
Anthony J. Pagonis
& Cindy Pagonis
Lisa M. Prats
& Francisco Prats
Richard G. Stieglitz
& Mary Ellen Stieglitz
John H. Van Dyke

New members welcomed at monthly breakfast meetings

Monthly breakfast meetings continue in Northern Virginia and Maryland. Members can come and go as they please, joining in at communal tables. No registration. If members decide to go for rides together after breakfast, so much the better!

Virginia's breakfast is the first Saturday of each month at Chutzpah Deli & Restaurant, Tysons Corner from 9-11:00 a.m. Chutzpah is located at

8100 Boone Blvd., Tysons Corner, Va. 22182 behind McDonald's on Rt 7.

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

How you can help Potomac grow

You can help our region grow. Photocopy the application on Page 22 of *der Vorgänger*. Make a few copies and keep them in each of your cars. When you see a Porsche owner, hand them the flyers and invite them to join, or leave the flyer on the windshield. We are currently the second largest region in PCA. Help your club become No. 1.



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Huge turnout on a terrific day for At Speed open house

Top: A panoramic view of the car show at At Speed Motorsports. The cars ranged from a super-clean, late-model Mercedes coupe to numerous Corvettes, Ferraris, Porsches, Audis and a vintage 1946 MG-TC, **above**, owned by Dean Drewyer, a car his dad owned before him. The car is now restored and driven regularly. Drewyer, with his son George, above, also owns a '70 911 track car and an '04 GT3.

By Tuffy von Briesen
for *der Vorgänger*

At Speed Motorsports in Hanover, Md. sponsors an annual open house that in the past featured a lot of unique cars, an interesting mix of people and some great opportunities for technical advice. This year's open house was no different. Bob Miller, a former PCA Club and professional racer, and Potomac member, founded At Speed several years ago.

There was an impressive array of performance vehicles including Ferraris, Lamborghinis, a Ford GT and BMWs. Of course, there were Porsches. GT3s, GT2s 911s, 356s and 944s. Gary and Betty Church brought their Speed Yellow Turbo Ruf and 964 cabriolet. Miller also displayed several of his Porsche collection, among which was a Ferrari-yellow RS America, only one of four produced by Porsche in that color.

A highlight of the event was the chance to meet Steve Dinan, manufacturer of BMW aftermarket performance products. Steve had two of his Dinan BMWs there in-

Above: Potomac members Jason Scott, left, and John Eberhardt, pore over the engine compartment of a twin turbo Ferrari 360 Modena owned by Jim Wilcox, right, of Rockville, Md. Wilcox has owned the Ferrari for about two years. Before attending the At Speed open house, Wilcox attended the monthly Maryland breakfast. From there, Wilcox let Eberhardt drive the car to the At Speed event.

cluding an M5. Dinan made a presentation on the Dinan philosophy of performance enhancement.

One of the real treats didn't even involve a Porsche. Potomac member Dean Drewyer came to the open house in his MG-TC, one of the most interesting ones there as evidenced by the crowd of onlookers.



Left: The hospitality included food and drink within the confines of the shop.

Above: Rare 1970 911S with 112,000 miles.



Photos by Richard Curtis

Above: Although the At Speed event was open to a variety of marques, Porsches were very much in evidence including this Guards Red 964 RS.

Right: At Speed's Bob Miller threw open the doors to his shop in Hanover, Md. for his annual open house. Miller had several cars displayed at the event, including this 1990 964 Carrera 2 with only 38,000 miles.





Weather gods shine kindly on rally, car show for Oktoberfest

Above: The Oktoberfest Rally and Car Show were held in Lovettsville, Va. The event combined the year's last rally with a Drive and Dine. Some of the cars are pictured above.

Right: Art and Carol Orton, Craig and Linda Davison and Mark Diaz and Jeff Carswell accept their trophies.

Below right: Craig and Linda Davidson not only won first place in the Oktoberfest rally, but were also repeat overall rally champions for 2009.

Story and photos by Gary Brindle for *der Vorgänger*

The Oktoberfest Rally and Car Show were held on Sept. 26. The Oktoberfest at Lovettsville, Va. was the finish for both the Drive and Dine and the Rally, we also added some others for the peoples choice car show. All together there were about 35 Porsches and one lone Mercedes for the event.

The Drive folks left from Manassas Battlefield and after a nice drive though the Virginia countryside arrived at the festival to enjoy the brats, beer, pretzels and German music under the tent. The threat of rain held off for most of the day or at least until all of the cars got there.

The Rally started in Gaithersburg, Md. and after following the route through Northern Maryland and the tip of West Virginia, finished at Lovettsville. The rally was a photo gimmick rally and had a few challenging questions such as: Did you know the ingredients for pumpkin pie included Allspice Drive and Cinnamon Lane. Several folks are still looking for the pink house and the John Deere mailbox.

The rally winners were: Third place, Art and Carol Orton; second, Jeff Carswell and Mark Diaz; and first, Craig and Linda Davidson.

Craig and Linda were also the Repeat Rally Champions for 2009. This is the third consecutive year that they



are the rally champions and are talking about adding a trophy hall to the side of their house. They finished the season with a total of 21 points from the four rallies. A total of 34 entries participated in the rallies this year.

The car show was a big hit with the locals at the Oktoberfest including the local police officers who were excited to see that many Porsches and not have to chase any of them.

The trophy winners in the car show in no specific order were:

Tuffy von Briesen, 2008 911
Jeff Carswell, 2001 Boxster
Gary Brindle, 1977 911S
Micheal Frachel, 1987 928
Ted Speck, 1973 914
Bob Chavallie, 1987 911

Porsche's horses meet the real deal in Charles Town

By John Magistro
for *der Vorgänger*

Sunday, Sept. 13 greeted 25 members of Potomac, Founders' Region with a perfect fall day to make the trip to Charles Town Races and Slots in Charles Town, W.Va. One group of Porsches convened in Leesburg, Va. and another in Potomac, Md. for scenic drives to the track. Upon arrival, we had the Level 5 parking deck all to ourselves where the two groups met up with a few drivers who had driven to the track independently.

For brunch, we were seated in the Skyline Terrace dining room with a panoramic view of the racetrack. I can't think of a better way to experience the thrill of live thoroughbred racing. The buffet brunch seemed to stretch endlessly across the room and the food and service were exceptional.

Race No. 6 was named for Potomac Region PCA. After the race, our group was led to the winner's circle to have our picture taken with the winning jockey. Judging from the smiles, everyone had a great time. This was the third running of what is now a semi-annual event.



Photos by Robert Wilkoff

Above: Dave Steele led a contingent of Porsches from the Leesburg, Va. gathering point to nearby Charles Town (W.Va.) Races and Slots, **left.** 25 Potomac members attended the race and luncheon.

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How did this 356 ever survive?

Above: The documented series of dents in Bruce and Ginger Bade's 356 started before they bought the car in 1967.

Right: Only a few months after purchase, and now with the car in London, it got a dent in the left rear fender.

Story and photos by Bruce Bade
for *der Vorgänger*

I might have known it was destined for dents. When my wife, Ginger, and I bought the 356A 1600S coupe from an owner in Los Angeles in 1967, he had just painted it. It was evident from an amateur repair that the car had been hit in the right front fender and door. But it was a quick and pretty Porsche, and the practically undetectable blemish didn't bother me at the time. **Photo No. 1**

The 356 was my daily driver for 12 years, and there are many stories. This is the story of the dents.

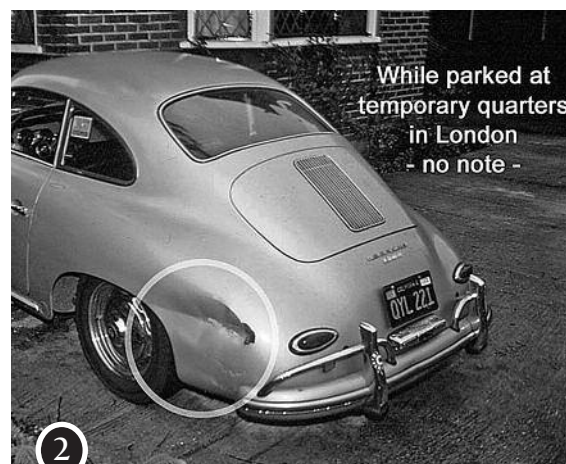
In August 1968, I was assigned to Navy headquarters in London. The Porsche had just been delivered to the United Kingdom, and on its first day in the UK, a dent was inflicted in the left rear fender in the parking lot at the Columbia Club temporary lodging quarters. No note was left. **Photo No. 2**

That was repaired, but it was a harbinger.

A few months later, I was turning into my driveway, and the right front fender was hit by a Morris Mini trying to pass. The driver got out and said, "Terribly sorry, I'm drunk." Turned out to be a dentist. **Photo No. 3, next page**

The dentist was accommodating, and that was repaired.

In April 1969, I was going home around dusk from my office. It was raining and as I came around Grosvenor



Square a large, black Mercedes Benz ran a yield sign in front of me. I was unable to stop; we collided.

The Mercedes was spun 180 degrees on Audley Street in front of the American Embassy. The driver emerged and proved to be the deputy chief of mission at the embassy of Saudi Arabia; he had diplomatic immunity.

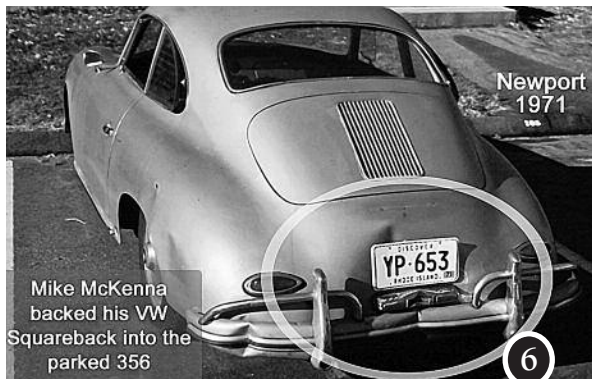
Nobody was hurt, but the front of the Porsche was crushed. I looked for damage to the Mercedes. After looking for a long time I finally found only a two-inch dent in his left rear hub cap. The Porsche's bumper guard must have hit the hub cap. The Porsche suffered a smashed bumper and completely crushed left front fender. It was



Above: Ginger Bade, Bruce's wife of 43 years, with the car in 1969 that the Bades bought in 1967.



The post did not move

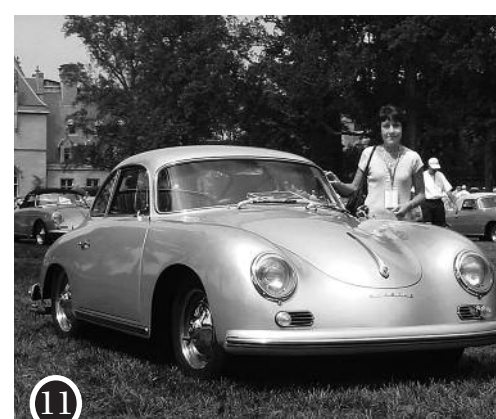


Above: A bad dent and a crushed backup light assembly.

Right: Right after a new paint job, a new dent.



Above and right: Dale Erdman, of Klase 356 in Allentown, Pa., with the car in 2000 s he started a complete restoration. The car had sat from 1981 until 2000.



Above: Ginger Bade with the silver 356 that the Bades bought in 1967, giving up a Corvair Monza. They bought the Porsche for \$1,600 instead of a badly painted Mercedes 300SL Gullwing at the asking price of \$3,500.

a mess but drivable after pulling the fender away from the tire. **Photo No. 4**

That was repaired. It took six months, but that's another story.

In 1970, Ginger backed into a 12-inch high, steel, concrete-filled post in the parking lot at the local Underground station. Perfectly understandable—the post couldn't be seen from inside the car while backing. This collapsed the rear bumper and deformed the left rear

fender. **Photo No. 5**

We took the Porsche back to the U.S. in 1971 with the "post" dent un-repaired. While I was attending school in Newport, R.I., we had to go to Wisconsin for my sister's wedding. We left the Porsche with a friend because I didn't want to leave it in the parking lot at our apartment building.

He forgot it was in his driveway when bringing home a load of firewood in his VW and backed his car squarely



Contractor dented engine lid during house renovation

Alexandria
2006

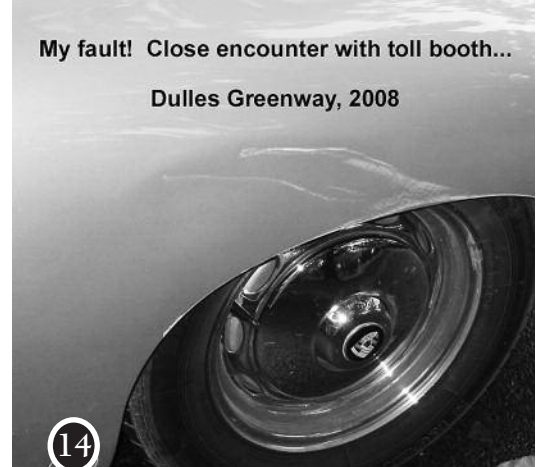
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Rear ended by Ford F250

Gainesville, VA
2007

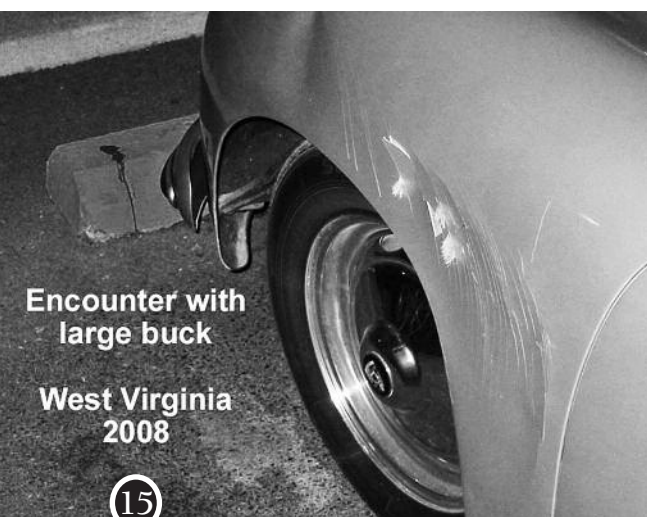
13



My fault! Close encounter with toll booth...

Dulles Greenway, 2008

14



Encounter with large buck

West Virginia
2008

15



16

Above right: The documented series of dents in Bruce Bade's 356 started before he bought the car in 1967. Over the next 41 years, the car would endure another 15 dents.

into the rear end of the Porsche. This made a significant dent and a badly crushed backup light assembly. **Photo No. 6**

The dents from the Underground post and the VW were repaired.

While serving on a ship in San Diego in 1973, I removed all the trim, dealt with rust, and repainted the Porsche. It was a thing of beauty when I took it to the anti-submarine school the day after getting all the trim replaced. Yes, the left front fender was creased in the parking lot. No note was left. **Photo No. 7**

I decided to leave that dent as insurance against another.

In 1975, I was driving from work at the Naval Amphibious Base, Little Creek, Va. to my home in Virginia Beach when I was rear-ended by a Pontiac GTO. The owner had no insurance, and, notwithstanding many promises, he never gave me any money. **Photo No. 8**

The Porsche was finally taken off the road in 1981 when a demanding job at the Pentagon and a busy family life left no time to maintain it. It sat in the driveway until 2000 when it went to Klasse 356 in Allentown, Pa. for restoration by Dale Erdman. Dale did a great job! **Photos No. 9 & 10**

Just days after getting the car back from Allentown and a Tim Berardelli-prepared engine running, we made it to the 2003 East Coast Holiday in Asheville, N.C. **Photo No. 11**

Workers doing renovation work on our house put a dent in the engine lid in 2006. **Photo No. 12**

The Potomac 356 Owners Group went to Luray Caverns in October 2007 and, on the way back, the silver coupe was again rear-ended in stop and go traffic in Gainesville, Va. This time it was a siding contractor's truck. He claimed I backed into him. **Photo No. 13**

Later, Lewis Hauser pulled out the dent.

One dent was my fault: I scraped the left rear fender at a toll station on the way to the Porsche Club Race at Summit Point in October 2008. **Photo No. 14**

That same night I was returning to the motel following Saturday's races at Summit Point, where I'd been working corners. It was just after dark when I rounded a bend in the country road and a large buck bounced off the left front fender. Fortunately, only the headlight and the fender were damaged; the driver suffered only a temporary adrenalin rush. The buck probably didn't feel so good the next morning. Interestingly, two deer were killed in collisions with race cars on the track at Summit Point that same day. **Photo No. 15**

All the damage has been repaired. Let's hope that this is the end of "The Dent Story." **Photo No. 16**

* * *

Post Script: Lewis Hauser of Fairfax, Va.'s Karosserie Ltd. repaired the damage from the rear-end collision, the encounter with the toll booth and the buck attack.



356s make long trip for Holiday

Photos and story by Robert Abbott for *der Vorgänger*

The 356 Holiday is an annual tradition, going back to the first event in 1975. This year's event was held at the West Baden Springs Hotel in West Baden Springs, Ind., a turn of the century health spa, that after years of abandonment has been recently restored to its original splendor. The gardens made for a fitting backdrop for the more than 180 restored 356s in attendance. The resort's massive atrium was used to display some of the stars of the event, such as the Sauter roadster, a four-seater Beutler and a crowd-pleasing recreation of Janis Joplin's psychedelic car.

The event was well attended, with over 400 registrants coming from as far as Alaska. This year's Holiday was a three-day event, consisting of driving tours, tech sessions, concourse and an awards banquet with racing legend Vic Elford as the guest speaker. Despite the 650-mile drive there were quite a number of participants from the Founders Region, Potomac.

The judging at Registry events is People's Choice, based on car type and model and an overall Best of Show. This year, for the first time in Registry history, our own John Woods won Best of Show again, making it twice in a row, with his stunningly restored 1953 Pre-A Cabriolet, expertly restored by Lewis Hauser at Karosserie Ltd. in Fairfax. Pete Archibald of Annapolis won first in class with his 1964 C Cabriolet.



Top: The beautiful grounds of the hotel were perfect for the People's Choice concours. More than 180 cars made the trip to West Baden Springs, Ind. for the 356 Holiday.

Above: Admiring the recreation of the Janis Joplin 356 are Potomac's Anne Gavin, left, Lewis Hauser (green t-shirt) and Sandy Kemper, right (white t-shirt).

Left: The resort's atrium offered an appropriate backdrop for showcasing the 356s. Best of Show winner, the 1953 cabriolet of Potomac's John and Ann Woods, is third from the top.

If you ever have the chance to attend a Holiday, you will have a terrific opportunity to see the history of the cars we admire so much.



Headline goes here and here

Photo by Michael Madrid

Above: Bruce Wentworth slides through the grass at Turn 8 after spinning out during the first Red Group sprint race. Wentworth later flipped his car and landed on the wheels at turn 9 during the second Red Group sprint race.

Photo by Willy Straubhaar

Right: Cars wait to be waved onto the track.

By Starla Phelps
for der Vorgänger

As co-chair and registrar I am thrilled that the Club Race (CR) event is over. However, I am also proud to say that it was a super event and that once again, Potomac—the Founder's region with the longest running Club Race for 18 consecutive years—has received fantastic reviews from the National Staff, Zone Representative, drivers and volunteers. We have to thank the volunteers for this honor. Without the volunteers there would be no Club Race.

Club Race is our major track event and it is exciting. If you like watching racing, this is a great opportunity to get up close and personal and feel the vibrations. Just walking around the paddock is an experience—large rigs with mechanics, cars on open trailers and cars that are driven to and from the track. You have to have track driving experience to race, but there are multiple classes encompassing all Porsches. When your car runs and passes



Club Race

inspection, you can participate.

This year in addition to my duties as co-chair and registrar, I went to Porsche of Arlington to pick up and drive the pace car to Summit Point. I spent many hours praying and crossing my fingers, but I was not given the Panamera (it was hidden in a trailer and driven up the next day). Instead, I had to “settle” for a 2009 green 997 Carrera S with PDK.

I also joined Dirk Dekker in the pace car for each of the practice races, the three actual races (called sprints) and the 90-minute enduro race. This was my first time to ride in the pace car. It was an interesting experience. One job was to communicate with the tower (holding one control tower radio plus one flag-station radio).



Photo by Michael Madrid
Left: Part of the field of the Red Group sprint race winds their way out of the carousel toward the start several turns away.



Photos by Willy Straubhaar

Above: Among the many volunteers for the Club Race were, from left, Frank Stone, Corner Captain Rachel Forman, Todd Waletzki and Paul Amico.

Above right: The Farnbacher Loles team trailer was a good place to grab a hot dog provided by Spencer Cox, Michael Caraccioli and Emerson Noto.

Right: Summit Point's pre-grid was bumper-to-bumper prior to the start of an on-track session. Weather for the three-day event was perfect.





Photo by Michael Madrid

Above: Lane Martin in No. 127, left, leads the Red Group sprint race out of the carousel in his '93 911 RS America. Behind Martin is eventual winner Timmy Tyrell and Mark Lee. Martin finished second.

Photos by Willy Straubhaar

Right: Win Perry cleans the windshield of his '83 944 race car. Perry is a member of the NE Region.

Below: Summit Point's gas pumps were popular as Rob Grambrill, right, filled his tank while Igor Bromberg, left and Moe Pater waited their turns.

The second and more unnerving task was to use the rearview mirror to keep tabs on the race cars following us. In an attempt to warm their tires, some would alternatively reduce speed and then charge to the pace car. Dirk drove 30 mph to close up the pack of race cars. When the racer pack had all left the paddock, the tower told us to increase speed. A little over half way around the track I checked for stragglers. If there was none, Dirk turned off the flashing lights and hit the gas (smile on his face) and zoomed to exit the track. We slowed and continued to pit out to see if the green flag would be dropped starting the race. It was then our job to be ready to take the pace car back onto the track in case of an emergency.

The start of a race is a great experience for all participants. When I drove in Club Race and the adrenalin was surging, it was so exciting to be in a pack of cars with



your foot to the floor when that green flag drops. As a spectator, the noise, the power and seeing actual people you know driving the cars is tremendously exciting. As the pace car communicator, it was a totally different excitement to be leading the pack.

My husband, Fred, and I began working as Club Race volunteers for the first Potomac Club Race. We were assigned to timing. That was before computerized timing mechanisms. Timing was done by hand. A whole group of us watched the cars cross the start-finish line and wrote the times on slips of paper. These papers would be compared against each other to determine the number of matches ... the largest number of matches was the driver's time. That's how winners were determined. Now we have timing loops in the pavement and computers.

We are fortunate to have some long-term volunteers who faithfully come out to help:

Robert Wilcoff, Mike Smalley, Tim Eisel, Paul Amico, Bruce Bade, Doug Compton, Jon Dekker, Heather & Troy Foote, Rachel & Bill Forman, Mark Hillyer, John Lewis, Bruce Mackdier, Pat Sanderson, Rick Wiker, Kevin Oyler, Starla & Fred Phelps, Dirk Dekker, Ellen Burchill, Buck Buckner, Linda Williams, Ray Williams, Michael Bensing, Jim McLeod, Kathryn Campbell, Peter Tan, Cindy





Photo by Willy Straubhaar

Above: Keeping track of the cars on track was the Timing & Scoring crew.

Photo by Ken Hills

Right: Porsche provided participants their first glimpse of the new Panamera.

Photo by Michael Madrid

Right: David Luczynski lifts a wheel off the ground coming out of the carousel in his '73 911 during a Red Group sprint Group race Saturday.



Pagonis, Michael Langshaw and Bruce Dobbs. Then we have that distinguished "Grid" group from the Chesapeake Region (or as they call themselves, the B-list) Dennis Howard, Tim Kearns, Mark Boggs, John Cochran, Dan Dazzo, Fred Pfeiffer Jr., Fred Pfeiffer III and Fred Pfeiffer Sr. (If I missed your name, please accept our apologies and sincere thanks for your support).

In registration I had three new Potomac members who worked hard: Steve and Michaela Shoop and Robin Needleman.

Once again, Dixie Bones served us a great bar-b-que dinner. The word is getting around on the net that Potomac Region runs a great event, including great food and beer. We also impress because we are good at welcoming guests.

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Photo by Richard Curtis
Paul Alexandre with his
1999 Porsche 996 in
Guards Red. The car has a
3.6 engine that develops
nearly 300 hp at the rear
wheels.



Paul's passionate about Porsches

An occasional feature that introduces Potomac members in their own words to the membership.

Name: Paul Alexandre

Occupation: Global alliance manager for Dell Computers

Lives in: Potomac Falls, Va.

List Porsche(s) you currently own: 1999 Porsche 996, Guards Red. Purchased in 2006. Factory options included Aero Kit, LSD, M030 and sport seats. Many changes came afterwards that transformed the car with regards to power and handling.

Meet a Potomac member

Previous Porsches: 1995 Porsche 993 coupe, Grand Prix White, royal blue interior. This was my first Porsche and I kept stock. Owned for 2 years

Interesting vehicles you've owned in the past: 1988 Honda CRX, autox/DE car. Owned from 1990 to 1995 when I upgraded to the 993. Engine/trans swap, fully developed suspension. Regional champion in SCCA CSP autocrosses. 1997 M3 four-door, 5-speed, black-on-black, stock and ultra reliable. This car bridged my gap in Porsche ownership.

What do you like best about your current Porsche(s)? Everything. Great upgraded power, excellent handling and braking and 29+ mpg whenever

needed on the highway.

Like least? Nothing really.

What modifications, if any, have you done to your Porsche(s)? Engine: Swapped the 3.4 engine with a 3.6 installed and tuned by Roock Autosport in Atlanta, Ga. and Protomotive in Arizona. Recently dynoed at a surprising 299 hp at the rear wheels. Intake upgraded to EVOMS air intake, lightweight flywheel, X51 Headers, X51 oil pan, Fabspeed cat bypass pipes and Fabspeed mufflers. The suspension was upgraded with coil-overs/springs and anti-sway bars from a 2004 GT3

How long a PCA member? Since 1997

Which Potomac events have you participated? Mostly DEs and the monthly breakfasts to meet fellow members.

Describe any do-it-yourself projects: Typical oil changes, brake pad/rotor and fluid changes, exhaust swaps and suspension upgrades. Hoping to make use of my new four-post lift to do even more.

Anything else: Thank you to my wife not only for supporting my interests in cars but also sharing it. For my 42nd birthday, my wife, Karen, surprised me with a four-post lift to fuel my passion.

Next Porsche? I hope to acquire another 996 100% stock for the street, and I lust after an early 911 RS or IROC clone.

*How about your story of
you your love for Porsche(s)?
Share them with dV readers
at:
dveditor@pcapotomac.org.
A high-resolution photo of
you with your car would
also be appreciated.*

Contact information for PCA Potomac Founder's Region officers and chairs

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2010 executive board elections

Elections for the club's 2010 executive board will be held on Dec. 19 at 1 p.m. at At Speed Motorsports, 7410 Coca Cola Drive, Suite 110, Hanover, Md. 21076.

For President — Tuffy von Briesen is standing for a second term

For Vice President — Dick Seltzer is standing for a second term

For Treasurer — Evan Close

For Secretary — Gary Brindle

Photos and biographies will be posted on the web site at www.pcapotomac.org

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You can help our region grow. Photocopy this page to include the PCA appli-

cation 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 No. 1.

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 a subscription to *Panorama*, PCA'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.

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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

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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) |
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| <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**.

A Porsche engine for your airplane

By Frank Barrett
for *der Vorgänger*

Photo by Michael Madrid

Frank Barrett is shown with his 4-cylinder Porsche aircraft engine at the 2009 Porsche Parade in Keystone, Colo.

Built in 1960, the aircraft engine shown here represents the last and most powerful of Porsche's four-cylinder aircraft units, all derived from their well-known 356 sports-car engines. (Porsche's ingenious six-cylinder, 911-based engine of the late 1980s was used in a small series of Mooney aircraft, and their 911 turbo engines have been adapted to power lighter-than-air craft.)

The 678/4 aircraft engine differs from the 356 engine in many ways, major departures being dry-sump lubrication, dual distributors (or magnetos, as an option), two spark plugs per cylinder, different engine mounts and a reduction gearbox to reduce propeller rpm to an effective range.

A 12-volt electric starter and similar generator are fitted, the latter powered by a dual v-belt. Oil is cooled by twin 356 oil radiators on a special casting, and the dry-sump oil tank is connected to the special pump by flexible lines.

Bore and stroke measure 82.5mm x 74 mm; displacement is 1,588 cc, with a 9.0:1 compression ratio. The engine and gearbox weigh 251 lbs. and produce up to 90 hp. SAE at 4,600 rpm.

Porsche's 1959 list price for the engine (with gearbox) was \$1,379.

Porsche entered a 678/4 powered RW-3 aircraft in the International Baden-Baden Air Rally. The object: to fly a route of the entrant's choosing around Europe to Baden-Baden, Germany, covering the maximum distance within a time set by the German Aero Club.

Departing from Luxembourg, pilot Rudolf Knittel and navigator Hans Klink crossed the English Channel and landed in England. They then turned south, crossed France, flew into Switzerland, and finished at Baden-Baden. Among

the 75 competitors, Porsche's team won a silver medal. In two-and-one-half days, the RW-3 had covered 2,250 air miles, stopped at 31 airports, and used only 75 gallons of fuel, yielding 30 mpg.

Early versions of the 678 with low-profile cooling shrouds could be installed in an aircraft's nose and cooled by free air blast. The 678/4's larger-shrouded fan cooling system, similar to that of the car engine, worked only for a rear-fuselage installation, using a pusher propeller.

One such aircraft was the two-seat Rhein-Flugzeugbau RW-3, a motorized glider with retractable tricycle landing gear and optional wing extensions. Its propeller was set into the vertical tail, just ahead of the rudder, and driven by shaft from the engine.

Type 678/4 engine production reportedly ended in 1962; production numbers are unknown, but it seems likely that fewer than 100 were made. This engine is the only known running survivor.

In 1970, this engine still powered RW-3 P-75, serial number 19, N111ZZ, owned by a St. Paul, Minn. resident. The fate of that aircraft is unknown, but in 1977 the engine was removed by aircraft mechanic George Heide and stored. In 2007, it was found in North Carolina by Porsche enthusiast Frank Barrett of Lakewood, Colo. The engine's total time of 203 hours, was verified in the log book and on the VDO tachometer/hour meter, both of which still accompany the engine.

The engine was restored in 2008 by Dennis Frick's Europa Macchina in Lewisberry, Pa., and the running stand was built by JB Restoration in York, Pa.



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



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The saga of my 'Super T'

Story and photos
by Royce Friedman
for *der Vorgänger*

Telling the story of my first Porsche—a car that has been part of my life for the past 35 years—is complicated. There are so many paths leading in so many directions from this car that it makes it difficult to focus just on the car.

My first Porsche started life as a 1970 911T Targa, acquired from Heishman's by John W. Dean III (the Watergate lawyer), and it spent some amount of its first two years in the White House parking lot.

Royce Friedman's '70 911T Targa was once owned by lawyer John W. Dean III, of Watergate fame. Friedman has owned the car since 1975 and had it refurbished in 2000-2001.



It was a plain Targa: antenna, speaker, AM-FM radio, appearance group and tinted windshield. It was maroon with black interior. It changed hands in 1971, and by the time we bought it in June 1975, it had become Olympic Blue, sported '74 Carrera front and rear spoilers, hood stripes and had covered 47,000 miles.

After having a number of small, four-cylinder sports cars and having had an early love affair with a friend's '63 Stingray coupe, I was looking for a '65-67 Stingray.

A friend, who was working at Manhattan Porsche/Audi in Rockville, convinced me to come by and test drive a 911. I wanted to look at some used cars; however, the first car I drove was a new '74 Gulf Blue Carrera. Ouch, the hook was set deep! Our problem: We were looking to spend something less than half of that, so when the Olympic Blue Targa came along...

Still it wasn't an easy decision. The Targa was more money than I had ever paid for a car; it was used and it had almost 50,000 miles. Of course, in the '70s it was well accepted that any American car with that many miles was essentially ready for the junk yard. I bought it because the car was nice, solid, sort of felt like that '74 Carrera, and I had learned enough from my friend at Manhattan to do some level of mechanical and cosmetic due diligence.

So, Targa to work, great fun. I met someone who parked his '74 911 in the same office lot. We struck up a friendship and cajoled each other to go to a PCA meeting. That all went fine until May of '76 when we went to watch a D.E. at Summit Point, and then July of '76 when we both entered one. We made it through fine but I was not happy with my first instructor. Fortunately (or not),

the DE hook was set.

As we all know, once you start down the DE path, the shortcomings of the car begin to creep in. The Targa only had a front sway bar, small T brakes, and, initially, steel wheels. Into 1977, the first hot lick was Minilite wheels and used Michelin XWXs, which was an early version of shaved tires. I think 1977 was my first Time Trial, a 1:41 for sixth fastest overall. Also started some autocrossing in this period.

1978 saw a couple of bigger moves: A clunker to drive every day; alloy "S" front brakes and a rear sway bar; and a number of DE events including a 1:39 at Time Trials to win 2.0-2.2 class. Also, I got really involved in Potomac, leading to president and assistant Parade chairman in 1979. That didn't leave too much car time in 1979, but I did experiment with larger venturis in the T's Zenith carbs and we picked up some real horsepower, and had one of those inexpensive used XWXs let go at Summit Point's Turn 9 resulting in minor rear bumper damage.

1980-84 was a lot of DE events and new tracks (the whole experience being enhanced by my stints as Potomac DE Chairman, and chief instructor). In 1980, I got off the used XWXs onto some new, hot-lick Phoenix Stahlflex tires. Also, my first time at Watkins Glen, which was wonderful.

1981 was busy. The big change to the car was short gears, which was like the cheapest available horsepower and truly transformed the car. Some more dyno tuning showed 120 hp at the rear wheels, which was good for a car with 70,000 miles that had accumulated lots of track miles with an engine that had not yet been apart. A 1970 2.2 T was rated at 142 hp at the flywheel. The Friedman family went to the Asheville Parade in the Targa with two adults, two 10-year-olds and enough stuff for 10 days.

1982 saw some additional moves towards more speed: Engine out to install some E-cams, front strut brace, and a super nice driver's seat that I found in Mary-



land through Panorama (reputed to be from a 911R). DE trips to Lime Rock and Watkins Glen, and a pretty good time at Summit Point Time Trials of 1:36.

After mulling things over during the winter, and a couple of early DEs in the Spring of '83, we transformed the Targa to "Super T" status. Thanks to my good PCA/DE buddy, John Ashford, enough engine parts were acquired to build up a 2.8S engine with Weber carbs.

Ignorance being a certain amount of bliss, this engine apparently ended up at 12.5:1 compression ratio, which I came to learn is typical for RSR 2.8 pistons and cylinders on a 2.4 crank. Since Super T still had/has a 901 transmission, where first gear is not beefy or well supported, I knew that care must be taken on standing starts, but I was able to hand time some 0-100 runs in under 11 seconds.

Of course, it didn't stop, because with this sort of power you are soon thinking about more rubber, bigger torsion/sway bars, etc. and the times were coming down. 1983 was the real start of Super T, and then followed all of the above plus the RS flares in the rear, and this sort of continued through 1986. In 1984, Bob Russo in Riesenrotter Region created the Porsche Atlantic Time Trial Series for DEs with Time Trials. There were events at several tracks, and Super T won Fastest Time of the Day overall for the series.

I became Zone 2 Representative from 1985-88. This PCA stint caused our first Targa failure during a rally event in southern Virginia. The clutch fork pivot bolt let go, leading to another first for the Targa: a trailer trip home.

At the end of 1986, after who knows how many track miles, my first Porsche began a more restful period, with

the arrival to the Friedman garage of a 1967 2-liter ex-Trans Am car to get into vintage racing. This plunge into racing eventually lead to formulating and starting the PCA Club Racing program in 1990-92. Super T was our ride to the Boston Parade in 1991 where the Club Racing program was presented to the board for approval.

The last big milestone for Super T was an overall refurbishment in 2000-2001. This included new paint down to mostly bare metal with almost no rust, an engine rebuild, gearbox freshening, new rubber, etc.

The car's other main duty throughout all this was for our blind/retarded son, whose love for sound and acceleration was difficult to satisfy fully even riding in Super T, but most days when we went out in Super T, we definitely tried our best!

Today, Super T is, as you see, sporting vintage plates, and sharing garage space with some other European exotics and the Cup Car. It's still overall my garage's quickest street ride from A to B, something about a 2300 pound/250 hp 911 that is tough to replicate in modern cars with all their weight. And, yes, it's not as stiff as a coupe, but the top-off driving on the right day is wonderful. Thirty-five years and continuing: a great car and a fine life together.



The 911T Targa sports vintage plates along with its rebuilt engine, freshened gearbox and new paint.

How about your story of why you love your Porsche(s)? Share them with dV readers at dveditor@pcapotomac.org. A high-resolution photo of you with your car would also be appreciated.



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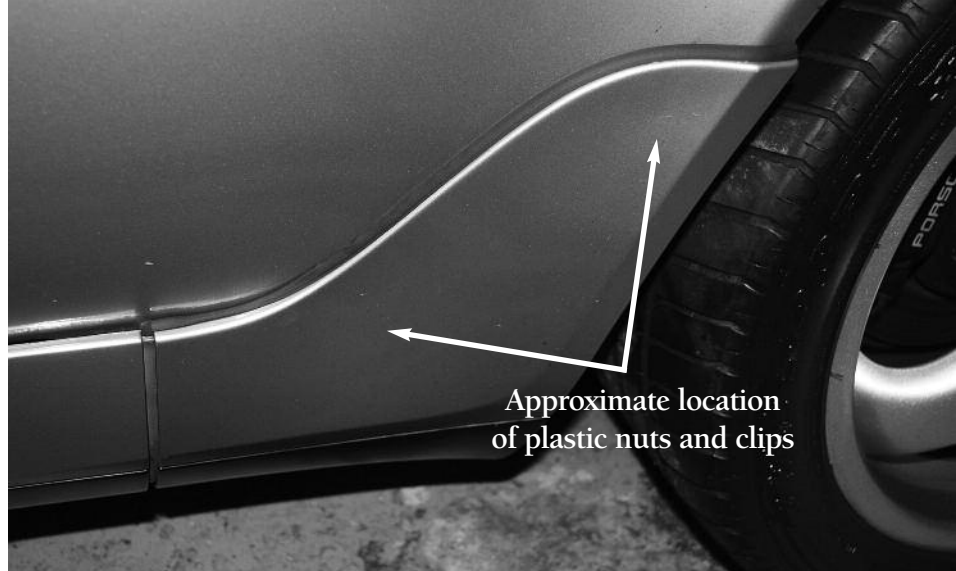
How to replace 'shark's fin' rubber trim

Photos and story
by Richard Curtis
for *der Vorgänger*

A common and fairly easy repair for 1989-1994 model 964 owners is to replace the rubber trim around the "shark's fin" sill trim just in front of the rear wheels, replace broken clips that secure the shark's fin to the body, or both. On a scale of 1-10, with 10 being difficult, this rates as a 1.

On my car, the rubber trim on the driver's side was missing entirely. I ordered the parts (see box for parts numbers), gathered up a Philips-head screwdriver and a 10mm boxed-end wrench (a 10mm socket and a small ratchet might also work, depending on the size of your hands and whether you also remove the rear tire(s). I was able to remove/replace mine without removing the tires.

First, remove two screws from the bottom of the fin.



Approximate location of plastic nuts and clips

The finished shark's fin with the new rubber trim attached. Note the approximate locations of the plastic nuts and clips.

A stubby screwdriver works best.

Second, reach your hand between the tire and near the top of the fin, slip the wrench onto the plastic nut, and remove the nut.

Third, the second plastic nut is near the bottom and front of the fin. It's the most difficult to reach but can be done without removing the tire. After removing the nuts and screws, pull the fin toward the tire and remove.

Note that the driver's side fin is easier to remove and replace than the passenger's side, which is hampered by an oil line that interferes slightly with the second plastic nut. To make this easier, I jacked up the car and removed

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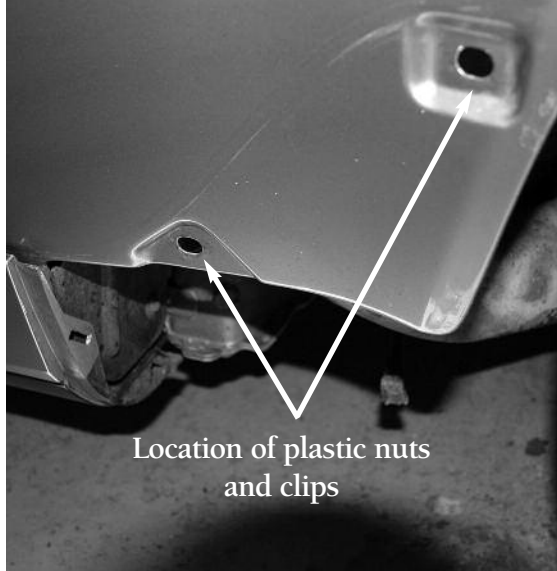
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Location of plastic nuts and clips

View of driver's side with the fin removed, showing locations for the plastic nuts and clips.

the passenger-side rear tire.

If you're replacing the rubber trim, it fits into a groove on the backside of the fin. You may have to trim a little excess. A small dab of trim adhesive helps hold the rubber trim in place. Reverse the procedure for reassembly.

Broken clips

The plastic clips, with a screw embedded, are attached to the inside of the fin. The plastic clips break easily. On my 1993 C2, all of my clips had been broken previously. The most common repair is merely to glue what's left of the clip to the fin (I used Super Glue).



Above: Backside of the fin showing an old clip and the new rubber trim. **Right:** Rubber trim and plastic nuts.



Parts

Rocker Panel Clip, 911 Carrera 2/4 1989-94. Pelican Part no. 999-591-916-40-M260. (Note that although Pelican calls for these to be the correct clips, they will not work with the plastic nuts also prescribed.)

Door Sill Trim Cover Strip (Black), Left side, 964 Carrera 2/4 (1989-94). Part No. 964-559-295-01-01C-OEM

Plastic Nut (T5) for Underbody Protective Coverings, 911 Carrera 2/4/Turbo (1990-94), 996 Carrera 2/4 (1999-04), 996 Turbo (2001-04), Boxster/Boxster S (1997-04). 999-049-007-40-M100.

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PCA Potomac 2009 calendar

These events are open to all PCA Potomac members. For specific details, and the most up-to-date information, check the Potomac website.

Monthly breakfasts

membership@pcapotomac.org

Informal monthly breakfast meetings continue in Northern Virginia and Maryland. Members can come and go as they please, joining in at communal tables. No registration. If members decide to go for rides together after breakfast, so much the better!

The Virginia breakfast is the first Saturday of each month at Chutzpah Deli & Restaurant in Tysons Corner from 9-11:00 a.m. Chutzpah is located at 8100 Boone Blvd., Tysons Corner, Va. 22182 behind McDonalds on Rt 7.

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.

Drive 'n Dine

driveanddine@pcapotomac.org

Saturday, Nov. 7—Weather permitting drive, leave from the Virginia breakfast site

Rally

rally@pcapotomac.org

Concours

concours@pcapotomac.org
Concours are finished for 2009.

Tech inspections

tech@pcapotomac.org *

Tech sessions are finished for 2009.

* Open to all Potomac members including those not doing a Driver Education event. A good place to rub shoulders with fellow Porsche fans, get sound advice about your car, even put it on a lift to look underneath and get a cursory technical inspection. New members especially welcomed. Best of all, it's free!

Autocross

autocross@pcapotomac.org

Autocross sessions are finished for 2009.

Drivers' Education

tech@pcapotomac.org

Potomac's remaining 2009 track-event provides an opportunity for PCA drivers to improve their skills and enjoy the company of friends at the track in the one remaining Driver Education event.

Note that DE events invite spectators at no charge, although you must sign an insurance waiver to gain admission to the track.

*Check Founders' website for information www.pca@potomac.org.

Event	Date	Days	Track
DE	Oct. 31-Nov. 1	Sat-Sun	Summit Point

Got an article or idea for *der Vorgänger*?

We're constantly searching for ideas for stories for your magazine. Have you taken a trip recently in your Porsche that might be of interest to other Porsche owners? Contemplating a do-it-yourself repair or maintenance? Know any interesting Porsche personalities? Been on a fun run? We encourage you to write about them,

take photographs as appropriate and to share those experiences with your fellow Porsche nuts. Contact dveditor@pcapotomac.org

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2010 GT3 adds hp over 2009 model

Porsche's new 911 GT3 Cup car is the latest-edition of the world's best-selling and most successful production-based race car of more than 1,400 units. It was introduced at the Frankfurt Motor Show in September along with the 2010 911 Turbo and 911 GT3 RS.

The race car is based on the street-legal 2010 GT3 RS version and is assembled on the same production line as all road-going 911s.

Displacement is increased to 3.8 liters and produces 450 hp with a maximum RPM of 8,500. Additionally, the car comes with a standard, sequential six-speed manual gearbox and weighs 2,646 lbs.

Also like the 911 GT3 RS, the GT3 Cup car features the 1.73-inch wider body of the current 911 Carrera 4S, providing space for larger wheels. Wider wheel arches allow for 18-inch three-piece light-alloy rims mounting Michelin racing tires.

Downforce on the rear axle is increased by the virtue of a rear wing that is over 9-inches wider than the street version.

Unibal joints are featured on the track control arms, and the front and rear anti-roll bars are now adjustable to seven different positions, allowing for an even more precise set-up of the car to match individual race tracks.

The interior offers an additional vent in the upper part of the front lid, for example, that provides the driver with a better supply of fresh air. The controls for the Info Display are now positioned directly on the steering wheel



Porsche's new GT3 Cup car is based on the street-legal GT3 RS version. It offers 450 hp, a larger rear wing and other performance oriented improvements.

housing. The steering wheel may now also be adjusted for height as well as fore-and-aft.

Since 1999, Porsche 911 race cars have over 130 class victories, more than any other manufacturer. In addition, Porsche has won seven of 10 GT2 manufacturers' championships and eight of 10 drivers' championships in the American Le Mans Series. In addition, 911s have won seven of nine GT championships in the Grand-Am Road Racing series, including an overall victory at the Rolex 24 at Daytona.

Porsche working on electrically powered cars

Speaking publicly for the first time at the Frankfurt Auto Show in September, Porsche's new president and CEO, Michael Macht, said that Porsche is considering and working on an electric-powered sports car that would meet the high demands of the Porsche brand.

"I am also convinced that one day Porsche will have an electric sports car in its line-up," said Macht at the company's press conference today. While he cautioned that so far the available battery technology is not "sufficient to meet Porsche's strict requirements," he said "our engineers are already working hard on this challenge."

"An electric sports car would therefore only make sense for Porsche if it offers performance and a cruising range similar to that of current sports cars in the market," he said. "We are therefore taking the first step in this direction with a full hybrid—in the Cayenne, the Panamera and maybe in the not too distant future also in a racing car or a production 911. Why not?"

Macht pointed out that Porsche has a long legacy with hybrid technology as it was exactly 109 years ago that Professor Ferdinand Porsche built the first fully functioning car with hybrid technology.

Speaking about Porsche's newest model, Macht said the new Panamera was already generating thousands of orders just three days after its market launch in Europe.

The Panamera represents Porsche's fourth model line and is the brand's first four-door sports car. It went on sale in the U.S. on Oct. 17, 2009.

"Although the car has only been at the dealership for three days, we already have 4,500 orders for the Panamera, most of them from customers who have not even seen the car yet," Macht said. "And since test drives for customers have only just started, sales of the Panamera are already making a positive start."

Another highlight of the press conference at Frankfurt was Porsche's presentation of the 2010 911 Turbo.

Premiering alongside the venerable Turbo will be a series of 911s, including the 911 GT3 RS and its race-ready sibling the 911 GT3 Cup car (see story above).

Porsche also took the wraps off its limited-edition 911 Sport Classic at the Frankfurt show, marking a return to the tradition of occasionally issuing exclusive production cars. However, the Sport Classic will not be offered in the U.S. Production will be limited to 250 units.



Photos by Richard Curtis

Above: Mark and Christine Fortune of Kensington, Md., with their 2000 Carrera that they've owned for six months. Mark drove it during the 2008 "Taste of the Track."

Monthly Maryland brunch meeting attracts a crowd

Potomac members met for their regular monthly brunch meeting in Maryland on Saturday, Sept. 19 at the Irish Inn, Glen Echo, Md.

About a dozen cars with 16 people were there.

The brunch is very informal with no meeting agenda. Potomac holds monthly breakfast meetings in Tysons Corner, Va. on the first Saturday of each month and in Glen Echo on the third Saturday. Details on Page 28.



Above: This '79 911 Targa is owned by Daniel Wältz of Bethesda, Md. **Above right:** Reston, Va.'s Mark Schellhammer with his '02 Boxster that he bought in May. **Right:** Jerry Murphy, left, and Mike Smalley inspect Smalley's slantnose Turbo.





PCNA open house

PCA held its annual open house on Sunday, Sept. 20. As you can see from the top photo, lots of Porsches turned out.

PCA provided coffee and doughnuts and then lunch later. There were several door prizes plus tours of the PCA offices and free copies of "Up-Fixin' der Porsche."

Above: Tad and Cynthia Pierce of Oakton, Va., Lexi, 6, and Will, 4, with the family's '89 911 cabriolet they've owned for two months. **Above right:** Ryan Lynch, a Marine helicopter pilot stationed at Quantico, with his '87 slantnose 930 that has 47,500 miles. **Right:** Aaron and Minta Miller, left, with their '92 968 cabriolet in Cassis Red Metallic with George Whitmore and Larisa Zolotareva.





Oakton, Va.'s Tad and Cynthia Pierce's '89 911 cabriolet is reflected in the hubcap of John Wood's 356 Speedster at the PCA Open House in Springfield, Va. on Sept. 20. Photo by Richard Curtis

