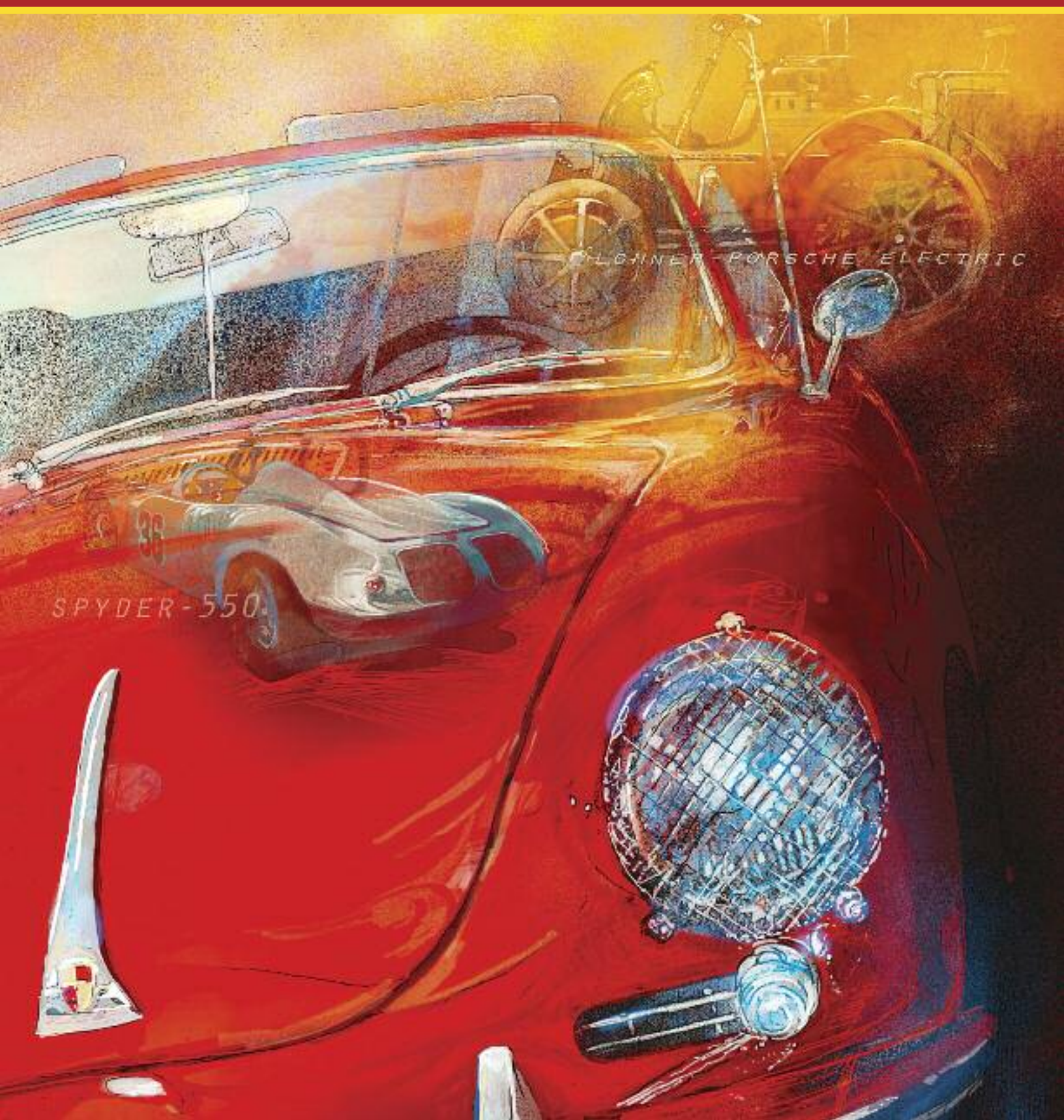


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# der Vorgänger

The monthly magazine of the Founders' Region, Potomac, Porsche Club of America.  
November 2010, Volume 56, No. 10

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Tom Farnum, owner of a '62 356 Roadster S90 that he's owned since 1971, displayed the car and its original Monroney sticker at the Gathering of the Faithful car show in Reston in September. The sales document noted that the car stickered at \$4,519.42 and was delivered to John Carmack on April 25, 1962 in Sarasota, Fla. Other notes: chrome wheels were a \$79.25 option and reclining seats were \$43.40. A "drive-out tag" cost an additional dollar and Federal excise tax was \$47.99. Farnum, from Alexandria, Va., joined PCA in 1970.

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Cover illustration by Web Bryant. Web can be reached at <a href="mailto:webbryant@cox.net">webbryant@cox.net</a> . His website is <a href="http://webbryant.com">webbryant.com</a>	

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## Time is fleeting; value your Porsche friends

The fall of the year is such a beautiful time, especially nice for tours through the constantly changing and ever-colorful countryside in your Porsche, sunroof rolled back, windows down, your choice of music either on the stereo or coming from the little car's exhaust.

Potomac contributor and long-time Porsche owner Sydney Butler enjoyed just such a trip when he joined some like-minded car nuts to another long-time Porsche owner's house to see the unveiling of a restored 356. That the restoration was more than just about the car to all those present was just icing on the cake. Read Sydney's inspiring tale on page 26 of the unveiling of Bill Tate's gorgeous Speedster. After reading, take a trip through the countryside with your favorite companion just for the heck of it, maybe even drop in on a long-time friend because the days are getting shorter and time is fleeting.

I hope you'll notice the exquisite illustration on this issue's cover by a local artist (and his previous *dV* covers of June 2009 and July 2010). These three illustrations were done by long-time friend and superbly talented artist, Web Bryant. More of his work can be seen at his website, webbryant.com. Potomac is fortunate to have a gifted and inspired contributor such as Web plus the other artists, photographers and writers who combine to produce a magazine just for you.

Many Potomac members have noted some difficulty in receiving their copy of *der Vorgänger*. We're aware of ongoing problems with the postal service and are looking into what's causing the hold up. If it's any consolation, I'm having the same problem and as of this writing on October 6, still haven't received my October issue that was mailed no later than September 20; the post office says 10 days should be sufficient for everyone to receive their copy. If you're receiving your *dV* late—and anytime after the first of the month is late—please e-mail me at [dveditor@pcapotomac.org](mailto:dveditor@pcapotomac.org) with the date you did receive it. Thanks.

As the seasons wind down, so do a multitude of opportunities to socialize with your Porsche buddies, as the various Potomac programs such as rally, autocross, concours, Drivers Education and Drive 'n Dine draw to a close for the winter. Take this opportunity, however, to join one, two or both Potomac's monthly breakfast meetings (details on page 8). These breakfasts are informal—there are no programs, no speeches, just breakfast and chatting about cars. Keep your eyes on the pages of upcoming *der Vorgängers* and on the Potomac website ([www.pcapotomac.org](http://www.pcapotomac.org)) for possible additional gatherings that will get us through the cold days ahead.

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

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

## Thanks to a terrific group of volunteers

There were two significant events in October. Our 19th consecutive Club Race was held October 1-3 where we had a great turnout of over 100 cars for the race and 30 cars for the DE. The weather was great, and the track improvements by Summit Point resulted in many of the racers logging personal best times. We again received lots of compliments from the racers. And again, Dixie Bones barbeque received lots of accolades for the Saturday dinner. Club Race Co-Chairs Starla Phelps and Kevin Oyler made this their third consecutive successful club race. Watch next year for our 20th consecutive Club Race. Potomac has the longest-running consecutive Club Race in PCA history.

Thanks to all the volunteers who supported the race. Our volunteers have been coming out for many years, but I don't think anyone has been there longer than the B Listers Grid Crew. Many thanks to them for naming Starla as the "Queen B." Thanks to Fred Jr. for keeping Buck out of trouble for a couple of days. And thanks to Fred III for the "lemonade." The lawyer and the ex-cop helped keep things straight, sort of. I think they had some of the "lemonade" as well. If it wasn't for that silver-haired guy, they could turn professional.

The 55th Anniversary Celebration was Saturday, Oct. 9. We had a tremendous turnout. Everyone I talked with enjoyed themselves.

The entire day was full of fun and a chance to see old friends, meet new ones and listen to stories from those who made Potomac what it is today. Listening to all those past presidents talk about their experiences was lots of fun. There were a couple of real free spirits in that group. I think "Wojj" (Past President Rich Wojjochiecz, 1989) was at the top of list. And how about that pair of designer shorts he wore to dinner!

Did you know the silent auction raised \$8,001 for our charity, the Carol Jean Cancer Foundation, Camp Friendship for Kids. That is the largest single amount we have raised for Camp Friendship.

Starla Phelps, now known as the queen of the poodle skirts, coordinated this event (as well as Club Race on the preceding weekend). She had a lot of help on this one: Jody and Joe Lagoia for River Bend Golf & Country Club; Art and Carol Orton and Donna Pullin and Ben Bond from SunTrust Bank for the silent auction; Tony and Cindy Pagonis for the gymkhana (the ex-cop mentioned above also helped out here as well. Nice to see him working at his skill level); Craig and Linda (who did most of the work) Davidson for the rally; Ron and Diana Davis, the concours king and queen for, what else, the car show; Betsy Zaffarano and Donna Conklin for helping

out at registration; Linda and Mike Budinski for the mind games; Dick and Kathy Seltzer for the history stuff; Fred Phelps for all those late night dinners for Starla and the photo contest; John Eberhardt for the drive and all the other stuff he does; and Mark Shevitz, who graciously worked with us as our master of ceremonies.

I want to give a special thanks to Starla. She took on two huge projects and did a great job on both of them. Both she and husband Fred have been active in Potomac since 1984. They are always there when you need them. I don't know of anyone who tries harder to make both senior region members and new members feel at home. She put up with a lot of stress and deserves extra credit for putting up with me.



Tuffy von Briesen

The year is coming to a close, so what's left ahead? The final Zone 2 presidents' meeting is Nov. 5-6 in Charles Town, W.Va. The only agenda item I know of at this time is

updating the Zone 2 website. I'll have a report in my December president's column.

There is the Fall Foliage Drive 'n Dine, the last DE of the season and of course the big one, our last open board meeting and election of officers for 2011.

The elections will be Dec. 11 at Auto Sport-systems Group (ASG) in Fairfax, Va. We'll award the Enthusiast of the Year, President's Award and something new. We have invited folks from Carol Jean and hope to present them with the proceeds from this year's fund raising.

After the elections, Geoff Schwarz, co-owner of ASG, and Jack Ford, from EuroPros in Gaithersburg, Md., will give a presentation on restoration. ASG is well known for their mechanical work on older Porsches, and Jack is a master of body work. Just ask me about Jack's excellent work; I have personal and recent experience. Together, this should be an informative afternoon for those either working on or considering restoring older Porsches.

If you noticed above that I was poking some fun at people, it's because I can. This is my penultimate column before I turn over the gavel to Dick Seltzer.

This has been a great year for Potomac. Potomac is carrying on the tradition of excellence established by those who came before us. Our volunteers have gone that extra mile to provide the membership a diverse and enjoyable calendar of activities. As I talk with our new members, I am pleased to hear their positive reaction upon joining the Founders' Region. Our members are enjoying belonging to Potomac and that's what is important.

Thanks for all your support and hard work.



# Potomac officers and chairs

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## Potomac monthly breakfast locations

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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

[johne@pcapotomac.org](mailto:johne@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](mailto: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 this fall on Saturday, Dec. 11 at AutoSportsystems 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.

### DE track schedule

Event	Date	Days	Track
DE	Oct. 30-31	Sat.-Sun.	Summit Point main track

Taste of the Track will be available at every Potomac DE event.

## 2010 schedules

### Autocross:

Sat., Nov. 13, Autox at Baysox Stadium.

Contact Tony Pagonis at [autocross@pcapotomac.org](mailto:autocross@pcapotomac.org)

### Drive 'n Dine

Dec. 4, Antietam Luminary Tour.

Contact John Eberhardt at [driveanddine@pcapotomac.org](mailto:driveanddine@pcapotomac.org)

### Concours:

The Concours program is concluded for the season.

Contact Ron Davis or Mike Sarlis at [concours@pcapotomac.org](mailto:concours@pcapotomac.org)

### Social:

The Social program is concluded for the season.

Rally: The Rally program is concluded for the season.

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## New members, anniversaries

### November 2010 anniversaries

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J. Stephen Eck  
& Gaye L. Eck  
Michael R. Volpe  
& Margaret Volpe

#### 15 years

T. Tagamets  
& Malle Tagamets  
George D. Williams  
& Maureen William

#### 10 years

Steven V. Dunaway  
& Keiko Honjo  
Henry F. Garazo  
& Evan Hunt  
Kirstin Knott

#### 5 years

Guido Costa  
Mike Derby  
& Cynthia Brown  
Joe C. Drumheller  
George Evans  
& Kelley Evans

Frank N. Hardesty  
& Sue Hardesty  
Patrick R. Hiller  
Arthur G. Killinger  
James G. Lawler  
& Lila Lawler  
Karl Macklin  
& Nancy Macklin  
Aaron I. Mills  
& Charles Mills  
Norman M. Wade

### October 2010 new members

Jerry R. Bailey  
& Stuart Bailey – '88  
911 Targa  
Greg Bennett – '03  
Carrera 4S  
Steve Brookner – '82 911  
SC Targa  
William F. Brooks  
& Barbara Brooks –  
'11 Cayenne  
Bas J. Brukx – '09 911  
Guillaume Choquet  
& Patricia Choquet –  
'08 Boxster

John Dewey – '09  
Boxster S  
John Dixon – '07 911  
Charles Dodd – '84 911  
Walter J. Ellison – '01  
911  
Jeff Fountain – '10 911  
cabriolet  
Greg Gabel – '02 911  
Vilma Gunn – '05 Boxster  
Dave Harris  
& Stacy Harris –  
'01 Boxster  
Harry Heisler – '10  
Boxster  
Omar Hilmi  
& Ibrahim Hilmi – '80  
911 SC  
Hank Horn  
& Debra Elliott – '66  
911  
Justin R. Howard  
& Ashley Howard –  
'83 911 SC  
Joe Howell  
& Judithe Howell –  
'84 944  
Martin N. Hudson – '06  
Cayman S

Sid Imtiaz & Ewa Imtiaz  
– '06 911 S  
Steve R. Johnson – '02  
911 cabriolet  
Don Jolley & Joan Jolley  
– '07 Cayman S  
Shaukat R. Karimi – '06  
Boxster  
Ed Kelly & Erik Kelly –  
'07 911 Turbo  
Speedster  
Brian Krupien – '04 911  
cabriolet  
Nick Kunysz – '96 911  
Greg Kwan – '05  
Cayenne  
Ted A. Maschler –  
'01 911  
Tom Merrill – '98 Boxster  
Chris Molitor – '02 911  
cabriolet  
Oscar Monincx  
& Carmen Monincx –  
'10 911 C4S cabriolet  
Bernie Moyer  
Mike R. Munsey –  
'07 Cayman S  
Dane R. Nielsen – '94  
968

Don L. Pannell – '91 928  
GT  
David Ray – '86 944  
David Rich – '09 911  
cabriolet  
James Sheridan  
& Siew Poh Sheridan  
– '08 Cayman S  
Frank Sperling  
& Thao Sperling –  
'96 911 cabriolet  
Anthony Wall  
& Rebecca Wall –  
'86 911  
Barbara E. Wozney

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# How to repair a 944 A/C unit

Photos and story by Steve Vetter  
for *der Vorgänger*

With 2010 being one of the hottest summers in a long time, the air conditioner in my mostly track 944 died. This is a big deal to me, since it's also my tow vehicle. The symptoms were pretty sudden unlike many intermittent or degraded performance issues. It was working fine (and blowing quite cold), but as I exited the highway, it started blowing warm air and the light on the button stopped working. When I investigated the problem at home, I found that every time the button was pressed, it would blow fuse #29.

I did a little research on Rennlist and found that when this happens, it's typically the coil in the compressor. The way to test this is to disconnect the solitary black wire that runs to the compressor along the right side of the engine (as you stand in front). Next, with a multimeter, test the resistance across the coil: clip one end to the disconnected wire and ground the other on the compressor body. According to my research, you should have 3.6 ohms; mine was reading around 2.3 ohms. You should test any used compressor before taking your car apart.

I have been told that all 944s after 1986 used the same compressor; I was able to get an old one from Brad Blase's parts car. My chief concern was getting the new coil into my car without opening the lines for the compressor and then needing a recharge. A little bit of my labor is worth it, but I wasn't going to pay for actual service for a track car. By removing the sway bar, I could drop the compressor enough to replace the part. The work is pretty straightforward, but I have outlined steps here and with the accompanying photos.

If you have already procured a new compressor you may wish to practice disassembly at the comfort of your workbench first. The last photo shows the coil I removed. It's pretty gnarly and looks like solder is leaking out. I wonder what exactly failed.

- Remove 12mm nut and pop off outer cover. It's indexed with a woodruff key and you might need a couple coaxing whacks with a dead-blow hammer to loosen it.

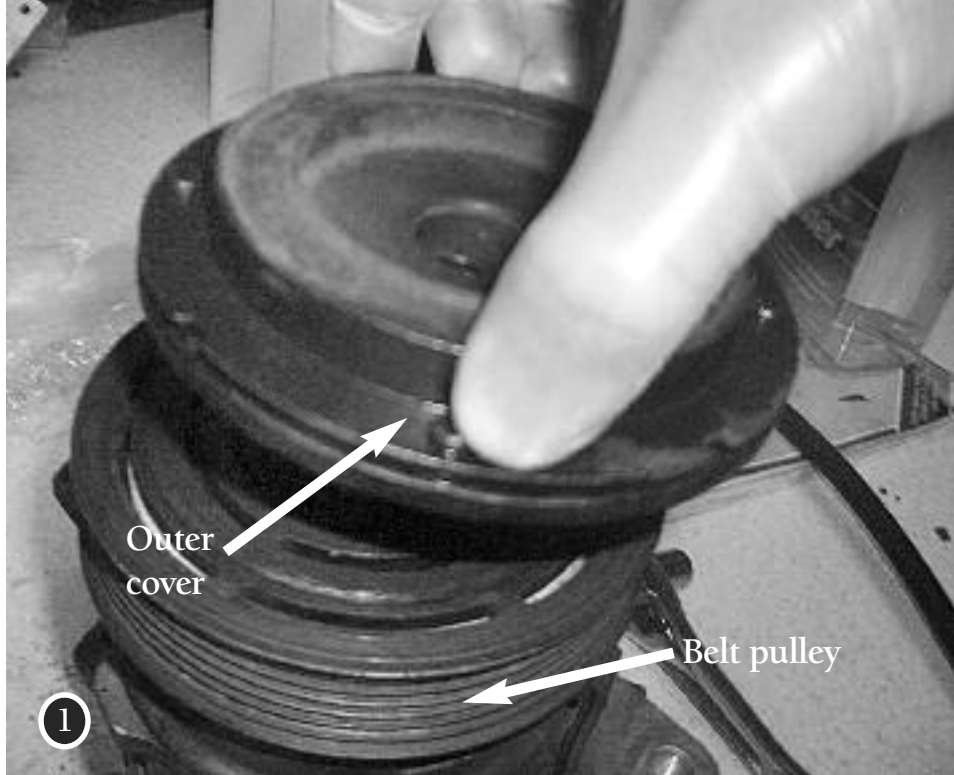
- Remove snap ring and remove belt pulley with a gear puller. It does not require a ton of pressure to remove. Remove any washers that may be behind the belt pulley.

- Remove inner snap ring. Unscrew ground from compressor body (8mm bolt or Phillips screw). Remove coil.

- Reassemble as removed. You might need to coax the belt pulley back on with the hammer as it's a tight fit.

## Tip for tensioning a/c belt

Anyone who has replaced a belt on a 944 probably has cursed the belt tensioners and how you have to keep repositioning the wrench. I bought a set of open-end ratcheting wrenches and found that it made the process



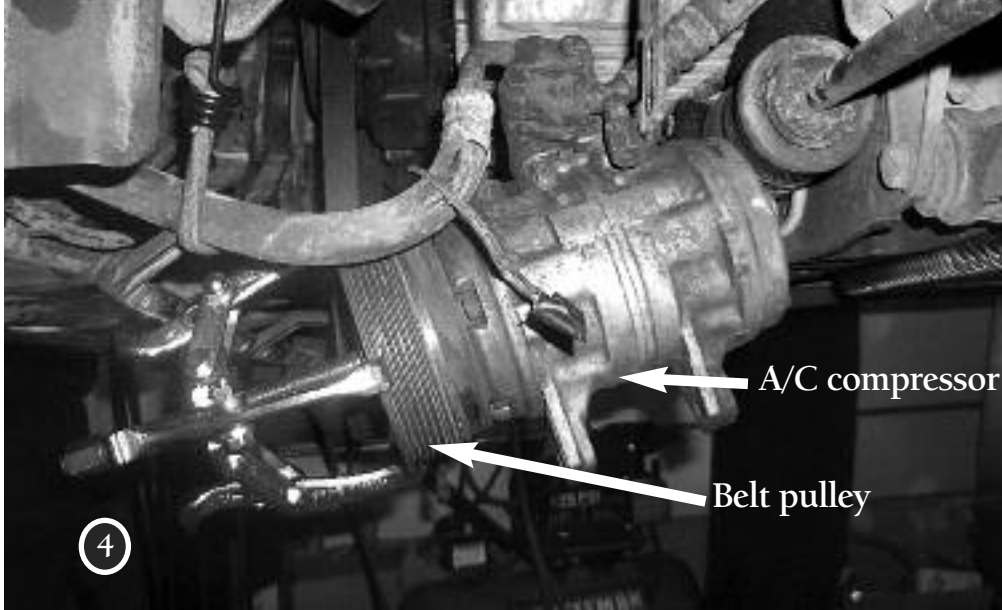
Above: To remove the outer cover, remove a 12mm nut. A few whacks with a dead-blow hammer might loosen it up.

Left: Remove the snap ring with snap-ring pliers.

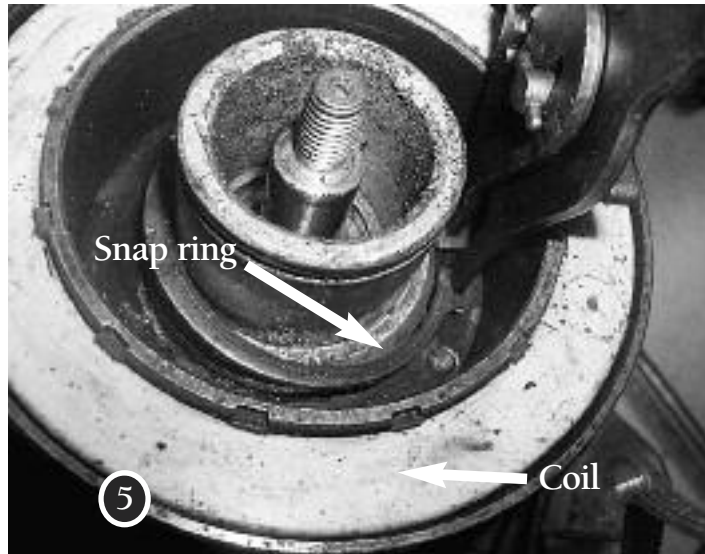
Left below: You can remove the entire compressor and remove the belt pulley by using a gear puller on the workbench. Remove any washers that may be behind the belt pulley.

a little smoother. I bought these specifically for this project, as I knew it would be a worthwhile test. My only complaint was that the wrenches tended to slip a little onto the smooth part of the tensioner. However, once I got the rhythm down, I found them to be a worthwhile addition to the toolbox.

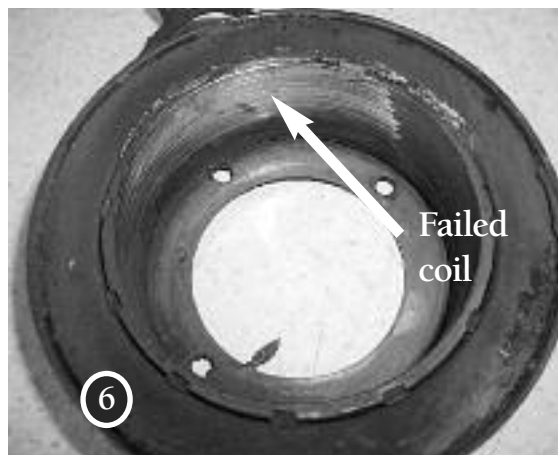




Above: Alternatively, to avoid draining the fluid and requiring a recharge you can also remove the belt pulley with the a/c compressor in place. Note: Sway bar has been removed in this photo.



Right: Remove the inner snap ring and coil, again using snap-ring pliers. Unscrew the ground wire from the compressor body.



Right: This is what a failed clutch coil looks like when disassembled.

Below: A/C parts involved in this repair.



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## 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>



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# Driving beguiling back roads

Story and photos by James T. Parks  
for *der Vorgänger*

As a travel journalist with *RoadRUNNER Motorcycle Touring & Travel* magazine, I'm constantly searching for, and experiencing, new serpentine byways that lead to interesting destinations. I've found that some of the most sporting "roads less traveled," and interesting destinations, are right here in the mid-Atlantic region. Most of these curvaceous roads are, essentially, invisible to the vast majority of drivers, who travel from point A to point B as quickly as possible. But there's another world of automotive driving pleasure awaiting adventuresome Porsche enthusiasts, just off the proverbial beaten path.

This 150-mile roundtrip to Shepherdstown, W.Va. stitches together numerous byways that cross bucolic farmland, top mountain ridges, snake through verdant valleys and visit historic Civil War sites. Navigating the frequent route changes will be challenging, but it also will maximize your driving enjoyment.

## Start/Finish line

While enjoying a steaming hot cup of cappuccino at the Starbucks in the Falls Grove Shopping Center (14941

Shady Grove Rd., Rockville, Md.), please review the overview map on Page 15 of the 150-mile route and its directions. For those with a programmable GPS device, the route's digital .gpx file can be uploaded from [www.roadrunner.travel/daytrips](http://www.roadrunner.travel/daytrips). Now it's time to fasten your seat belt, start your engine and zoom off for a day of exploring some of Maryland's most beguiling back roads.

## Middletown Valley

Catoctin Mountain is the easternmost mountain ridge of the famed Blue Ridge Mountains. Traveling along Mountville Road, at the ridge's peak, you have a panoramic view of Middletown Valley. A patchwork quilt of farms, country roads and small villages stretches to the valley's western edge bounded by South Mountain. In the blink of an eye, though, you're rapidly descending into the valley to enjoy its twisty two-lane treats.

## Gathland State Park and Harpers Ferry Road

The road from Burkittsville writhes its way around blind curves, with only a guardrail on the right for protection, as you ascend rapidly up South Mountain. Shifting into third gear, you hear the Porsche's engine emit its trademark guttural growl. At the summit is Gathland

Antietam national Battlefield near Sheperdstown, W.Va. was the site of the single bloodiest day in American history, when 23,000 soldiers from both sides of the Civil War were either killed, wounded or missing.



**Above:** Gathland State Park is the site of a memorial to Civil War correspondents.

**Right:** Among several excellent eateries in Shepherdstown is the Yellow Brick Bank Restaurant in downtown.



**Lunch destination:**

The Press Room  
129 West German St.  
Shepherdstown, W.Va.  
25443  
(304) 876-8777

**Price range:** Moderate to expensive

**Cuisine:** High quality American

**Atmosphere:** casual, tastefully decorated, relaxing ambiance

**History:** Shepherdstown is a charming, historic village perched on the south bank of the Potomac River in West Virginia's Eastern Panhandle; it's also home to Shepard University and offers numerous bookstores, coffeehouses, art galleries and other shops.

State Park, composed of the remains of the estate of Civil War correspondent George Alfred Townsend. One of the striking structures remaining is the Civil War Correspondents Memorial Arch, dedicated to 157 of his fellow journalists.

A precipitous descent down Sandy Hook Road quickly leads to the banks of the Potomac River; historic Harpers Ferry can be seen in the distance, just across the river. Then g-forces start to build as your Porsche races around tight curves and over the rapid elevation changes of Harpers Ferry Road for the next 10 miles. Downshift, tap the brakes, a hard left and then back on the gas and up-shifting through the gears as stationary objects along the road become a blur; it's one of the most exciting stretches of road you'll drive all day.

**Lunch stop: Shepherdstown, W.Va.**

One of my favorite destinations is the charmingly quaint village of Shepherdstown, W.Va. It was founded by Thomas Shepherd, who first came to this area in 1734. Today Shepherdstown, perched on the banks of the Potomac River, is rich with culture and education. It offers visitors appealing shops, artisan galleries, bookstores, coffee houses and a back-in-time ambiance that invites leisurely strolling along its sidewalks. There are several excellent restaurants to satiate your appetite with tasty fare, including: The Press Room (129 West German St.), the Bavarian Inn (164 Shepherd Grade Road) and the Yellow Brick Bank (at the corner of Princess and German Streets). Don't linger for dessert, a special frozen treat will be coming up not far down the road ahead.

**Antietam National Battlefield**

When the smoke cleared on Sept. 17, 1862, after 12 hours of savage combat on the Antietam Battlefield, 23,000 soldiers were dead, wounded or missing. This bloodiest single day of the Civil War ended the first invasion of Confederate troops into the North and led to President Lincoln issuing the Emancipation Proclamation. Notwithstanding the many memorials, the tranquil, agrarian countryside looks much the same as it did on that fateful day in 1862.

**Pleasant Valley**

A hard left turn onto Red Hill Road soon has you

climbing to the summit of Elk Ridge. After negotiating a circuitous trail of tarmac up the densely wooded slope, a breathtaking overlook of the north end of Pleasant Valley suddenly comes into view. The western slope of South Mountain dominates the view to the east. To absorb the sights fully, you descend at a leisurely pace into the valley. By now you can probably feel the pleasant sensation of endorphins coursing through your gray matter—motoring along in your Porsche, all is right with the world. No wonder it's called Pleasant Valley!

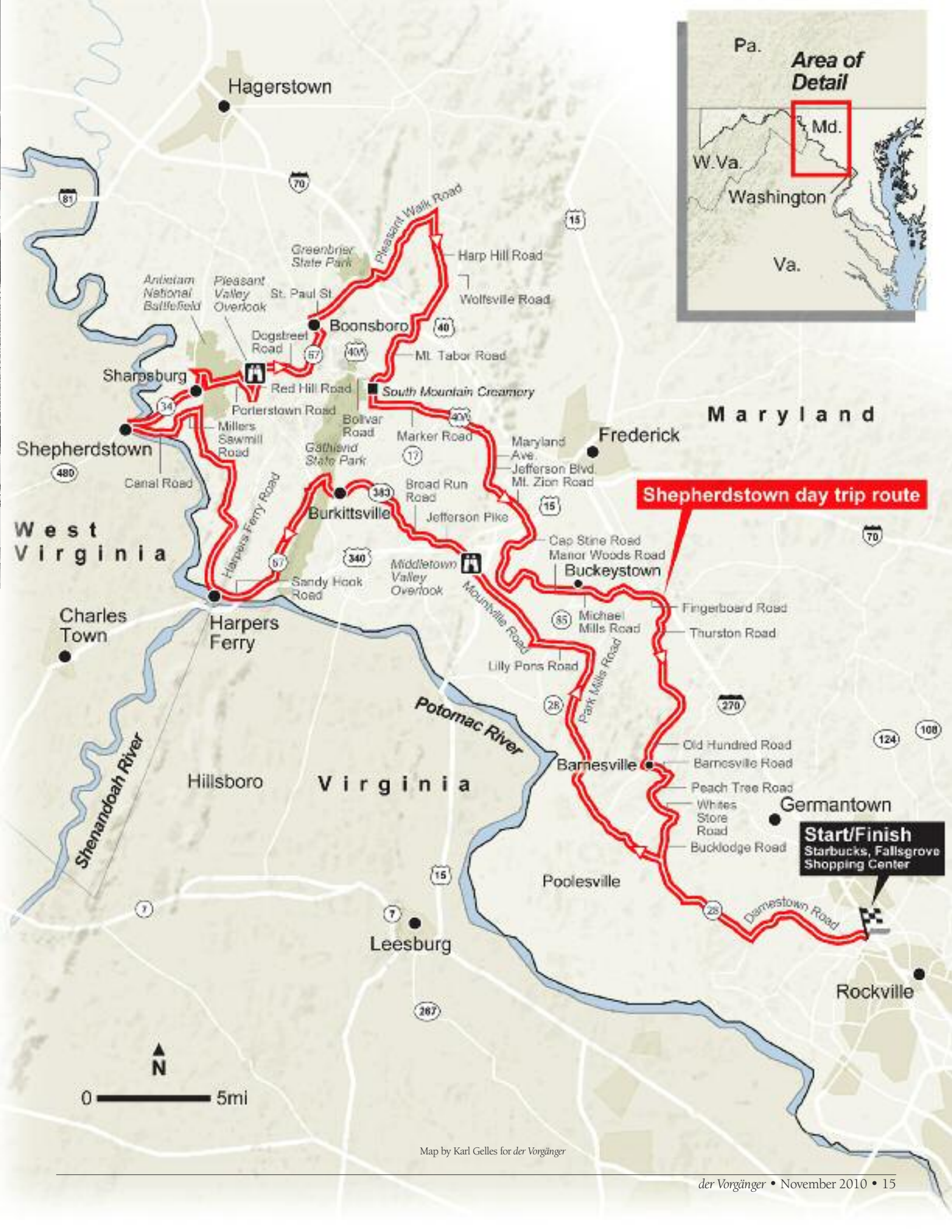
**South Mountain Creamery**

If all of this heady driving has triggered your sweet tooth, a special frozen treat is just down the road. Privately owned South Mountain Creamery rolls back the clock by providing local residents with home delivery of their dairy products. For passersby, though, the on-site store provides instant gratification with delicious homemade ice cream. For those of us, who were exposed to farm life at a young age, the pungent aroma wafting from the pens next-door trigger nostalgic memories; for others, maybe not so much so.

Although the sun is getting lower on the horizon now, there are still more roads to explore and, on them, many more miles of smiles.

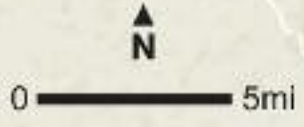
• • •  
*James Parks is a long-time motorcycle and car enthusiast with an abiding passion for experiencing the most evocative back roads. His current stable of vehicles includes four on- and off-road motorcycles, a Toyota FJ Cruiser for his four-wheeled, off-road adventures and his first Porsche sports car, a 2009 Cayman S.*





**Shepherdstown day trip route**

**Start/Finish**  
Starbucks, Fallsgrove Shopping Center



Map by Karl Gelles for *der Vorgänger*





## 55th anniversary party honors club's past

By Tuffy von Briesen  
for *der Vorgänger*

October 9 finally rolled around. What a day for our club's 55th anniversary celebration. Blue skies and great temps made for a wonderful day. This anniversary was special within the Porsche Club of America: As emcee Mark Shevitz (a 31-year member himself) said: "There have been no other 55th anniversaries."

A wide variety of Potomac members attended. There were 17 past presidents and several long-time members such as Skip Reber, a member since 1960.

Some special guests were recognized: Diane Lamas, Bill Sholar's granddaughter; PCA Executive Director Vu Nguyen, National Historian Ellen Beck, Bob Gutjahr and Zone 2 Representative Tom Zaffarano; Mick Pallardy and Michael Schwind represented Porsche Cars North America.

It was an honor for me, as the current Potomac president, to stand among the 17 past presidents, men and women who laid the foundation of this Region.

One of the most satisfying things about being associated with Potomac are the people who tell me they have fun as a Potomac member and are impressed with what the club does. Here are four examples:



Annette Kerline is a new Potomac member, joining-Potomac just to sell a 930 Turbo. However, she is rapidly getting hooked on learning more about the car, its performance and how to maintain it. She was privileged to meet so many great people and learn about the history of the club, the memories recounted by the past presidents, the humorous stories and the charitable works.

Ray McDonald and Pompa Banerjee-McDonald said in an email to event organizer Starla Phelps that this was their first PCA event, and they couldn't think of a better introduction to the region.

Carrie Albee volunteered last weekend at Club Race. The radio man for the pace car could not work on Sunday. Carrie, who joined Potomac four months ago filled in, and when we saw the enthusiasm and that sparkle in her eyes, we knew we had a keeper.

I couldn't think of a better way to celebrate Potomac's 55th Anniversary. The only thing better was that all of us raised \$8,001 for the Carol Jean Cancer Foundation.

Photos by Richard Curtis

**Above: The 55th anniversary dinner attracted 226 club members and guests.**

**Right: Michaela Shoop, left, and PCA National Historian Ellen Beck enjoy the pre-dinner cocktail reception.**



Photos by Richard Curtis

Right: John Magistro and Rob Abbott discuss Abbott's recently completed '71 911 ST. The car features many custom touches, including gauges and other interior appointments, plus a higher horsepower engine. Abbott has owned the car four years; restoring it took approximately one year. *der Vorgänger* will have a complete feature on this car in an upcoming issue.



Right: Event organizer Starla Phelps chats with Past President (1970) Lee Fowler. Fowler came from Alabama to attend the 55th anniversary. In the rear are Bob Miller, right, and Rich Siegman, from At Speed Motorsports.



Below: Thought to be the oldest surviving Porsche in the U.S., Dick Brummer's 1950 split-window cabriolet won a trophy at the 55th anniversary show. It was one of 77 cars entered in the event.

Below: Porsche Club of America Executive Director Vu Nguyen and his daughter, Justine, 8, do the final stages of prep prior to the show 'shine judging. The car show was held under beautiful blue skies in comfortable 80-degree weather.

• More photos, next page





# 55<sup>th</sup> Celebration



Above: Former Potomac President Al Collins (1974) addresses the dinner audience during the recognition of the 17 past presidents who were present.

Above right: Bob Hechtman looks over items entered in the silent auction.

Right: Potomac members Scott Stevens, left, and Paul Koenigsmark were among the 226 guests at the 55th event.

Below: Autocross chair Tony Pagonis and Potomac Drivers Ed Chairwoman Alan Herod and Sally Herod.



Above: Past President (1969) Dan Rowzie, left, chats with Hugh Heishman and David Miller during the cocktail hour at River Bend Golf and Country Club.



Above: Mary Gallagher inspects the silent auction items. The auction sold 28 items that raised \$8,001 for the club's charities.



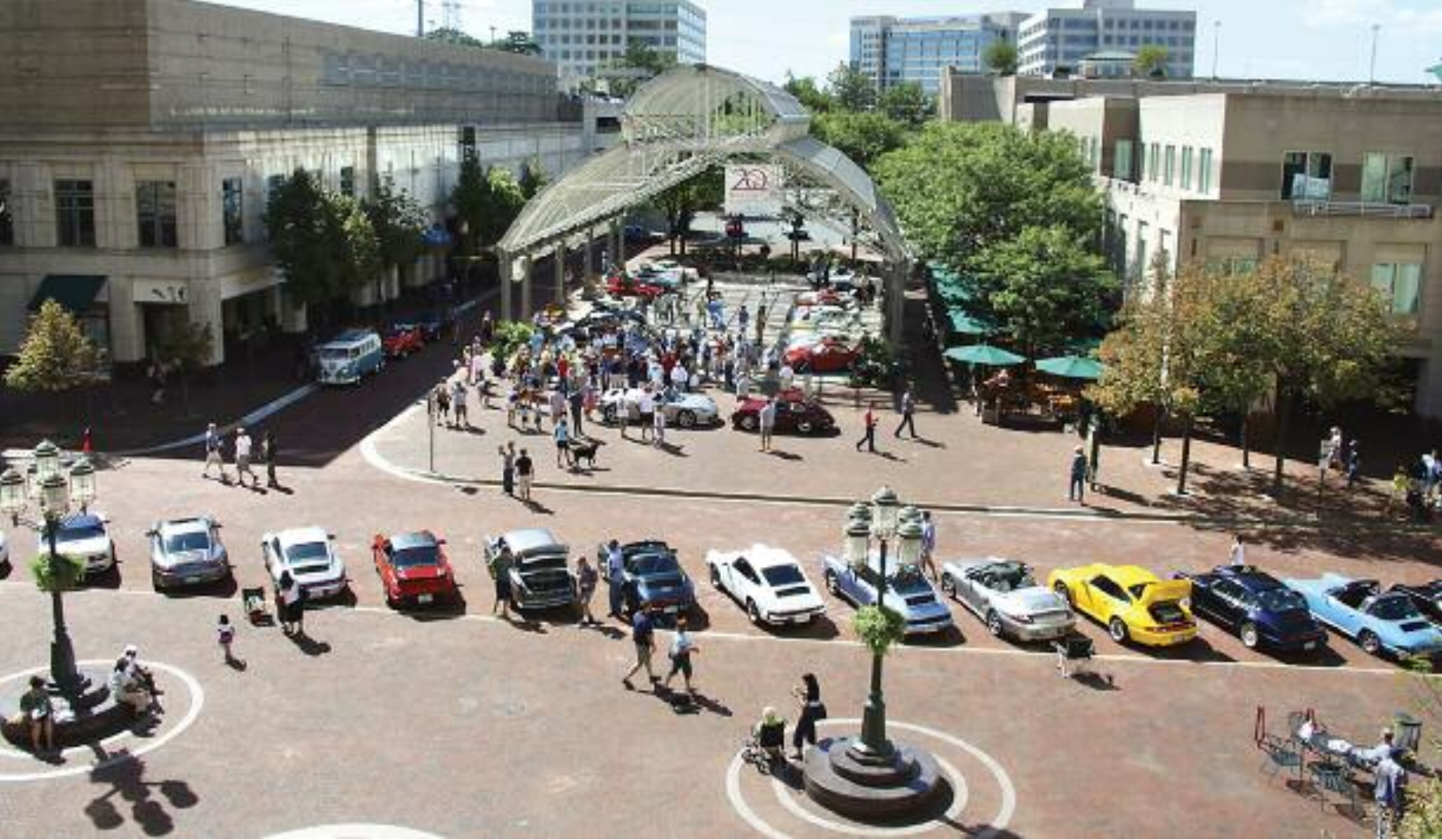


Photo by Jim Arnold

Above: Due to the growth of this Gathering, and unlike previous years when all the Porsches were parked under the pavilion at Reston Town Center, this year only the 356s were parked there with 911s and other models parked on the street.

## Blue skies, sunshine welcome Faithful

What previously had been an annual show just for 356s, the Porsche Owners Group—a subset of The Founders' Region, Potomac although not officially connected to it—has grown the show into one that features all Porsche models. The show featured 68 registered Porsches at this year's Gathering of the Faithful at Reston Town Center on the Saturday before Labor Day, attracting large, day-long crowds.

Organizer (and Potomac concours chair) Ron Davis said the day was perfect "Speedster weather," meaning it was perfect for top-down motoring.

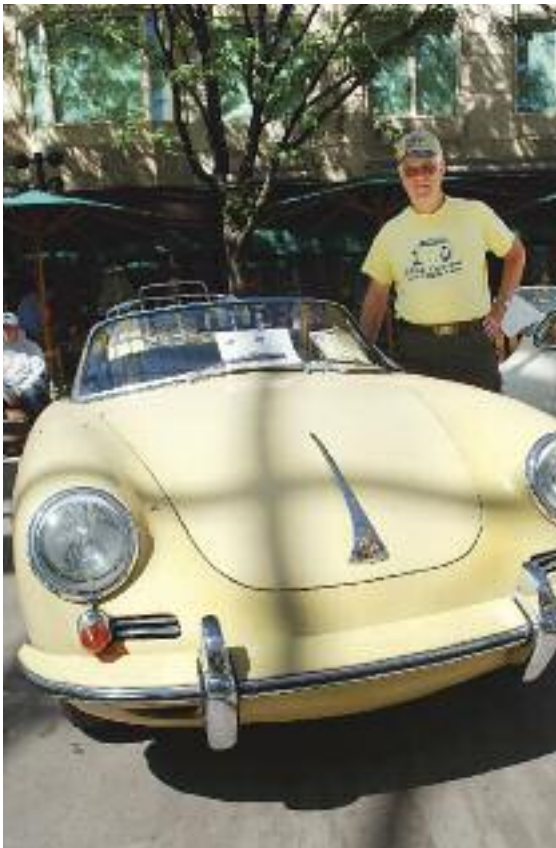
• More photos, next page



Photo by Richard Curtis

Left: 68 cars were registered for this year's Gathering of the Faithful in Reston. Included in that number were 20 356 models and one Carrera GT. The Gathering is organized by the Porsche Owners Group and is traditionally held each year on the Saturday before Labor Day.





Photos by Richard Curtis

Top: Johnny Johnson's superbly restored '74 Carrera Targa, one of only 246.

Above: Travis Trussell of Ashburn, Va., showed up with his beautiful blue 1969 912 that he's owned for seven months. He also owns a '99 Boxster.

Left: Tom Farnum, a long-time Porsche owner, brought his 1962 356 Roadster.

Below: John Ogilvie's 1955 356 faces off with Jim Wilcoxon's 2004 Carrera GT.







# Why a 356? ‘It takes you back’

Mike Sarli is one of those bona fide Porsche nuts who shows up just about anywhere Porsches are present. He’s usually in the midst of organizing those get-togethers, as he was at the Gathering of the Faithful in Reston Town Center on Labor Day Weekend and at the Deutsch Marque concours in May in Vienna, Va. Sarli is a chemical engineer with ExxonMobil and lives in Chantilly, Va.

**Currently owned Porsches:** 1958 356A coupe (SN 103679) purchased in Bucks County, Pa. in 1976 and 2000 Boxster S purchased in Manassas, Va. in 2003.

**Previous Porsches:** My first Porsche was a Carrera GT (904); however, the trouble was it was a 1/24-scale slot car!

**Other vehicles:** 1997 Jeep Cherokee, 2004 4.2L Jaguar S-Type.

**Interesting vehicles you’ve owned in the past:** 1968 Barracuda notchback coupe and a Mercury (German

Ford) Capri II.

**Like best about your current Porsche(s):** The Boxster is like wearing a glove! It’s a great touring car.

The 356 just takes you back. You smell gasoline and oil. It burbles as you decelerate. It will spit little blue flames at times, which gets a rise out of Dave Miller’s son if they’re following in their great 911E Targa.

**Like least?** The 356 is not a twin cam! I sometimes wish I were a smarter buyer back in ’76 and purchased a more “original” car.

**Modifications?** The Boxster is bone stock except for coco floor mats. The 356 is another story! It has a ’61 Super engine with a 1720cc big bore kit. It also has a 741 transaxle from a ’65 SC. 5 1/2-inch chrome wheels and 195 x 60 Pirelli P6000s.

**How long a PCA member?** Most recently, five years. I was a member in the mid to late ’70s when I lived in the

Photos by Richard Curtis

**Mike Sarli with his 1958 356 A coupe at the Gathering of the Faithful car show at Reston Town Center in September.**





Sarli, right, with an unidentified onlooker at a recent Sunday morning gathering in Fair Oaks, Va. He's always happy to discuss the history of his 1958 356A that he's owned since 1976. The coupe has an 1,750cc engine, chrome nerf bars and is restored or rebuilt throughout.



Sarli's wife, Paula, made the quilt for his 50th birthday. It tells the story of the car.

South Jersey Region.

**Describe any do-it-yourself projects:** I recently installed a third brake light on the 356. Being an engineer I couldn't just buy something; I had to do some fabrication! My car is still 6 volts and all the LEDs on the market are 12 volts. I found a small direct-current step-up

regulator from an electronics supply house and fabricated a box for it that's mounted next to the voltage regulator.

I have some period Koni adjustable shocks (date stamped 1967/68) that I might get restored this winter. Those might add to the '60s boy-racer look!

**Anything else:** The 356 was a basket case when I bought it. I was so anxious to own a 356, I bought damn near the first one I saw! Rust was an issue, but there was much more than that. It was a club racer in the Northeast in the '60s and early '70s. The dash plaques from Pocono and "the Glen" attest to some of the places the car had been. They were glued to the dash when I bought the car. I have put them back. It had been fitted with an early split case (519) transaxle, with Speedster "short" gears. The gears were dust! The engine was pretty tired as well. It had been into the haybales a few too many times. The wheelbase was different on both sides! Bruce Baker (he was in Delaware County, Pa. then) straightened it out and did all the metal work back in '77/'78. A child was born in 1979. Work resumed on the car in 2000!

All those intervening years I was visualizing the end result. I decided to make it a bit of a tribute to the 20-something third or fourth owner. You know the guy who would have bought those nerf bars and maybe a walnut shift knob from MG Mitten. He drove it to the track 'cause it was his daily driver! I came across pictures of such a car from a 356 Registry Holiday. Those photos became my touchstone so to speak.

**Next Porsche?** I'd like an early 911. I tend to like the less common and usually less popular models. I'd like an early Targa. If money were no object, I'd have an RS60 Spyder and a 904!!



# Test your Porsche knowledge

1. Bosch mechanical fuel injection was introduced on the 911S and 911E models for 1971.

True or False

2. The 924 engine was also used in:

- The 1977 Audi 100
- The VW LT van
- The American Motors Gremlin, Concord and Spirit
- All of the above

3. The Bosch electronic fuel injection first used on the 914 was actually first developed by the America Philco firm for use on domestic cars.

True or False

4. 993 C4 models may not be tested on a dynamometer.

True or False

5. The 993 owner's manual says "Please note: new tyres do not first possess their full road-holding capability. You should therefore break in new tyres by driving at moderate speeds for the first \_\_\_\_\_ miles?"

- 30 to 60
- 10 to 20
- 100 to 200
- 60 to 120

6. Which of these are NOT monitored by the 993 alarm system?

- doors
- glove compartment
- windows
- radio

7. On a 993 dashboard, which warning lights are NOT on the same instrument face?

- low fuel and low washer fluid level
- rear spoiler warning light and engine fan belt
- high beam and turn signals
- Check engine and battery/alternator warning

8. On the 993 turbo, according to the owner's manual, what should the boost gauge read (approximately) during full acceleration (engine speed 4000 rpm, car in 4th gear)?

- 0.5 bar
- 0.6 bar
- 0.65 bar
- 0.7 bar

9. The 993 owner's manual says this about the retractable rear spoiler: "The spoiler extends to its final position at a speed of about 80 km/h (50 mph) and returns to its original position below 15 km/h (8 mph)."

True or False

10. From left to right, what are the three engine-oil gauges on a 964 or 993?

- oil pressure, oil temperature, oil level
- oil level, oil temperature, oil pressure
- oil temperature, oil level, oil pressure
- none of the above

11. Headlight removal in a 993 requires:

- special tools
- moving the carpet and turning a lever
- special instructions
- none of the above

12. In a 993, children up to 2 years of age must ride in a special child seat facing the back of the car. Children from 2 years to 12 years of age must face the front.

True or False

Answers:

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



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# Object of desire

By Sydney Butler  
for *der Vorgänger*

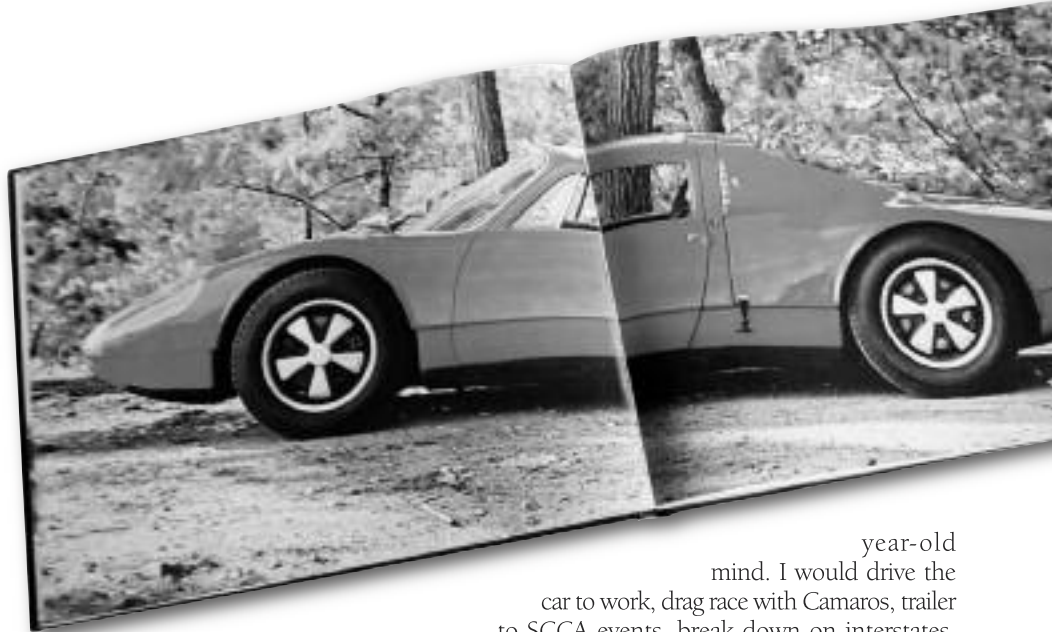
The two-page photospread in *Automobile Quarterly* was more alluring than a *Playboy* centerfold. The red 904 GTS reclined across those pages like a beckoning Cleopatra, forcing me to recite my mantra that the secret of life is to admire without desiring. It was 1970, and I had already owned and passionately loved three Porsches—a 1959 Convertible D, 1966 912 and a 1969 911S—but this creation aroused something far more elementally Porsche in me. Sensual design, raw power, racing history. I was enthralled and entrapped.

I was 28 then, living in Memphis, Tenn. There were maybe five or so Porsches in town, and the nearest and only dealer in Tennessee was 220 miles distant. Consuming my 904 desire wouldn't be easy. There was no Internet database to search, only long lists of ads in *Road and Track*, *Car and Driver* and *Autoweek*. Want a Camaro, Hemi, Mustang, Chevy SS? No problem. But a fiberglass German rarity of which just over a hundred were made? Success would require luck, determination, even fate. But the day did come when, buried in the *Autoweek* ads, I saw "Porsche 904/excellent condition/\$4,900/contact Bill Bradley, London, England."

Several rotary-dialed long distance calls, a few weeks and an 15-hour flight later, I was standing in a warehouse shed near London looking at the car I would own, restore, show, hate and love for the next fifteen years.

The car in that shed was no centerfold beauty. It was a dirty white, with a 10-inch green racing stripe across the hood (bonnet) roof and rear deck. Racing numbers and various sponsorship stickers (Castrol, etc.) were haphazardly placed all about. The rear fender wells had been crudely cut away and enlarged to accommodate outsized Dunlop racing tires, and the engine was covered with dust from recent dirt track racing campaigns.

The steering column switchgear was bent back toward the dash to allow for abrupt racing turns. But man, when that four-cam, race-prepared engine blasted to life through the single stinger tail pipe, love was blinded. The beast was transformed, passion reigned and the bar-



**Butler (with bushy hair!) looks at his 904 GTS at the local Heishman Porsche dealership in Alexandria in 1978 where the car was being displayed.**

gain with Heaven (or Hell) was struck.

Now shift your imagination from that cold, dank London warehouse to the sweltering shipping docks of New Orleans in July. The 904 has been unloaded, and customs agents and curious stevedores are watching me attempting to start the engine. I have borrowed a towmotor charger to jump the battery that is dead after two weeks on an ocean freighter. My wife is gawking at the cramped passenger seat footwell, occupied almost completely by the battery, and wondering where she will sit during the six-hour return drive to Memphis. But naivete and youthful exuberance can carry one a long way, and soon enough we are rumbling out of New Orleans and through rural Mississippi towns like Mound Bayou and Panther Burn (the latter's name appropriate for the fiberglass oven we are baking in).

Stopping is nerve wracking, since I must keep blipping the throttle to keep the engine alive for fear of being unable to restart it.

Once reached, my Memphis garage seems like the final pit after the Daytona 24 hours.

Years would pass after that crazed jaunt, filled with memories that astonish my now 68-

year-old mind. I would drive the car to work, drag race with Camaros, trailer to SCCA events, break down on interstates, and apply fiberglass resin to body cracks before painting it Mustang red in homage to that first AQ photospread.

New spark plugs were always on hand in abundance, since fouling was a daily (sometimes hourly) occurrence. Blisters and burned knuckles were also on hand from wrenching fouled plugs from the lower cylinder banks.

(You early Carrera guys out there will be shaking your heads in agreement now.) When fingers weren't scraped, they were crossed in hopes

that eight plugs and four cylinders would fire correctly. But cops were good ole boys back then, disregarding my outlaw inspection stickers and often stopping me to ask with genuine curiosity "What kinda car you got there, buddy? How fast will she go?"

And of course there were the expensive and ill-fated restoration starts and stops. A poor engine rebuild ended in a broken connecting rod, amateurish repairs caused hairline fractures in sloppy paintwork, and an original windshield stowed under my bed was shattered by an overzealous maid's vacuum cleaner. I stopped counting the number of fingers crushed while dropping the heavy rear deck into place after some (no, constant) engine work. Passion pushed me on, however, until finally intelligence emerged and I turned to true professionals.

You all know that a great advantage of PCA is a member network of experienced and helpful enthusiasts. Through this jolly band of understanding colleagues, I found Jim Wellington in California to rebuild the engine and Chuck Stoddard in Ohio to perform the overall restoration. I supplied the checks, the car and





many original parts I had accumulated during my madness years. And so the time ultimately came when I could see, feel, enjoy and admire a splendid and historic Porsche automobile.

Other than the 6- and 7-inch 911 Fuchs rims, the restored car had virtually every original part—from the restored switchgear, to the seat covers to the fiberglass cockpit floor pan to the windshield with original rubber gasket. It wasn't brilliant red like its dream predecessor, but the Porsche silver

was more appropriate for both its racing heritage and the changing color of my hair.

The restoration was never intended to be at the full concours level, as I was still far too addicted to that stinger exhaust blaaaat and motorcycle-like acceleration. It was then the late 1970s and I had moved to D.C., but I still took time to drive the car on weekends when traffic wasn't as restricting. The trip to the Dulles Marriott for the Porsche Parade was one of those trips, with my six year old son in the passenger seat where my worried wife had been some seven years earlier. We showed the car in the street concours division, then drove it home to Bethesda without waiting for any results. A week or so later I received a certificate that it had placed second in class. I was thrilled and surprised, especially since we had driven the

car to the concours grounds and had only casually wiped the road grime off before the judges arrived.

All D.C. travel experiences were not so rewarding. I was driving in Rock Creek Park one Sunday morning, on my way to play tennis with a friend near the National Cathedral. I and other cars were stopped by Park Police at a surprise license/registration checkpoint. Although the car was properly licensed and registered, I couldn't immediately find my wallet with my D.C. driver's license. I was ordered to park the car immediately, and to get out with my hands above my head. I was then frisked and told to get my belongings and get into the squad car.

When I lifted my tennis bag out of the car, I found my wallet and license that to my dismay and the policeman's irritation had expired six days earlier. That triggered "apprehend procedures," and I was duly handcuffed and spirited to a cell at Hains Point headquarters, where I was ultimately released after records showed my car had not been stolen or used for "drug purposes." The whole time I kept longing for the good ole Memphis police boys who used to ask me how fast she could go, and admit I more than once thought "The South shall rise again!" (My rebel temper did cool a bit when the \$100 ticket I was issued for expired driver's license was later voided by an incredulous judge who noted that D.C. has a six-month grace period to renew a driver's li-

cense).

I was to spend many more years with the car, driving it casually, showing it occasionally, and just looking at it. But mortgages, job demands, kids' tuitions—the "full catastrophe" as Zorba the Greek put it—confused my perspective and I sold the car to a Swiss investor in the mid-1980s. At the time, I thought I was making a tidy profit on my relatively small investment.

Within a year, however, I was crying in my beer as I noticed that collectors were paying high six figure dollars for a 904. (Excuse me so I can cry again here). To console myself, I try to remember the fouled plugs, the unbearably rough street ride, the safety risk of a plastic racecar that is lower than the wheel wells on a modern SUV. I tell myself I made a mature decision by selling a self-indulgent toy and putting the proceeds toward an addition to my house. Or I even wax studly and nonchalantly, quoting Steve McQueen who, when asked why he jumped into a cactus once, replied coolly "It seemed like a good idea at the time."

But I must admit to occasional waves of regret and odd behavior. Like wailing in the night, or sniffing old Castrol cans, or sending donations to the Memphis Police Department, or blipping my right foot uncontrollably under the dinner table. Oh, and I also crave loud, blasting rock music ...

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# Thanksgiving in August

## Restorations sometimes can restore more than old cars

Photos and story by Sydney Butler  
for *der Vorgänger*

November in Washington can make one a bit crazy. Chilling winds and dry leaves replace sunny mornings and fresh tomatoes, and election harping supplants casual conversations at the backyard grill. Winter jackets are on, as is hullabaloo from politicians boasting allegiance to “the American People.” Our country will be moving forward or backward depending on which American Dream you dream, and we will have been implored to give generously to “meet the challenges we face as a Nation.”

Special interest groups will have raised millions to support those who advance their interests and to attack those who don't. Amidst the weather and cacophony, you must be vigilant to celebrate and—as is our heritage—give thanks for friends, family and blessings.

I will remain serene and grateful throughout, with the memory of a happy event this August. A few PCA and Potomac Owners' Group (POG) members had met in a small public park near Ashton, Md., and then driven a bit farther to Bill and Beverly Tate's home to celebrate the restoration of a 1958 Speedster.

Sandy Kemper of POG had spontaneously called together a few folks at the request of Bill's brother Tom who some years back had offered to help Bill renew the original beauty of the car he had owned since 1966. (See page 22 of *der Vorgänger's* October issue for a short history of Bill, his car and his PCA years.)

We were a small group—Sandy, Dan Rowzie, John and Hilary Harter, Gerry Drea, Bill McDowell, John Ogilvie, Lynn Adams, Tom, Bill and Beverly and their daughter Evelyn. We lingered about the garage, chatted, admired the car, hoped it would start (it did), sipped champagne from plastic flutes, laughed, offered toasts and brief speeches. A simple, thoroughly enjoyable event. Nothing splashy or fancy, no cheering crowds, no celebrities. So why is it my antidote for November madness?

Well, it was a warm, pleasant afternoon in late summer—bluejeans and T-shirt weather—no need for scarves, sweaters or the like. My 1961 Roadster had survived the Beltway segment of the drive, and on its passenger seat lay a paper bag stuffed with fresh ears of corn I bought at a local farmstand.

While I waited drowsily in the park for the other drivers, I watched kids playing baseball on a grassy field. And when folks did arrive,



**Top:** Bill Tate, right, holds the diorama built by his brother, Tom, left. **Above:** Bill Tate's '58 Speedster.

there were friendly nice-to-see-you handshakes all around, unlike those meted out by politicians soliciting your vote. Seems to me we were just there, not moving forward or backward. The only challenge we faced was restarting our cars' balky motors.

At Bill's garage, we toasted a shiny white/red restoration and a remarkable, touching story. Bill had purchased a Cadillac Blue, well-ventilated-floor-panned tub over 40 years ago, driven it daily, then stowed it away until 2006. But Bill was to face a real challenge—a serious medical diagnosis—and Tom stepped in to help. They found friends, labored together, re-

stored the car and Bill's health improved. In commemoration, Tom had meticulously created a miniature diorama of the car—blue paint and all—as it was at the beginning of the project when no doubt the work ahead seemed overwhelming and far away. Now four years later, something wonderful and restorative had been done—surely a great deal more than new bodywork, paint and mechanicals. When I asked Beverly about her memories of the

restoration, she gave a thoughtful, somewhat wistful answer “Sometimes you just don't realize how important this type of project can be.”

When November tries to drag me down, I'll just recall that August afternoon when a few American People met and celebrated a real American Dream come true. It's the story of a brother who gave generously, of a family that moved forward to meet the challenge it faced, and of a special interest in bringing a fine old car back to life. Toward the end of November, when Thanksgiving arrives, I along with some other grateful folks will remember and give thanks for a happy and bountiful harvest.



Left: More than 50 Porsches showed up in Lovettsville, Va. for the town's annual Oktoberfest in late September.

Below: The rally that ended up in Lovettsville began at the Visitor's Center at the Manassas (Va.) National Battlefield Park with 20 cars competing in the 75-mile event.

# Rally season ends on a high note

Photos and story  
by Linda and Craig Davidson  
for *der Vorgänger*

On September 25, PCA Potomac ran the final rally of the 2010 season. In response to the requests of our Virginia members, we met at the Visitors Center at the Manassas National Battlefield and wound our way over 75 miles of scenic back country Virginia roads.

Twenty cars participated, many teams rallying for the first time.

The end destination was Oktoberfest in

Lovettsville, Va., and unlike last year, Mother Nature blessed us with spectacular weather. Once in Lovettsville, we met with other Porsches who drove there with Drive 'n Dine Chair John Eberhardt along with other PCA members who came on their own. All cars participated in a German Car Show that also included a few BMWs and Mercedes.

Along the rally route, which passed through the Virginia towns of The Plains, Middleburg and Purcellville, teams were looking for answers to multiple questions and to locate an assortment of photos. The top three teams an-

swering the most correctly received trophies. In third place was the rookie team of Rob Mariani and Meghan Snide (who admitted they are now "hooked" on rallies). Second place went to Doug and Theresa Compton in their bright yellow 996 and first place went to former Ralymaster Gary Brindle and wife Cheryl.

This year more than 50 teams participated in the four rallies, many teams more than once. Doug and Theresa Compton were also crowned the 2010 season champions by virtue of their outstanding performances in the last two rallies. Congratulations to all.







# Sun shines on Club Race 2010

Photos by Mike Smalley

**Above: The start of Sunday's Sprint 1 race. Registration for Club Race was over 100 entries and an additional 30 registered for Advanced DE.**

**Below: PCA National Race Steward Ron Mistak presents Potomac's Tony Pagonis, right, with the Never Say Die award for his comeback after breaking suspension components in a Friday practice incident. Pagonis still managed to take second in class in his Saturday Sprint class and won his Sunday Sprint class.**

• Complete race results on Page 30.

By Starla Phelps  
for *der Vorgänger*

What is it that makes people take time off from work or family to volunteer for this year's Club Race at Summit Point (W.Va.) Motorsports Park Oct. 1-3?

Perhaps it's to give back to the club; or for the joy of seeing Porsches running as fast as possible; or the excitement of the noise and speed; or the amazing sight of big rigs carrying some amazing cars; or the agony of a breakdown, and the joy when the mechanics seemingly pull a rabbit out of a hat and put car back on the track; people watching; pretending that one day it could be you or me; or just seeing folks you know drive their hearts out.

It's all this and more, and it's because the club tries to make it fun for everyone ... we are the Founders' Region, Potomac, and we are the longest consecutive running Club Race Region, and we do it right!!

Although Club Race is a three-day event, some volunteers have to be at the track Thursday evening to set up and begin registration. Usually we have an hour or so to set up and get organized before the racers and their big rigs come rolling in. Not so this year. The pouring rain prevented any setup time and along with the rain, the deluge of racers came pouring in to get registered. With help we weathered the storm and packaged up goodie bags, dinner tickets, etc.

After days of torrential rain in the area, Friday starts with practice for race day and luckily with no rain and a terrific forecast. Volunteers arrived at 6 a.m. and opened the doors at 6:30. The majority of drivers checked in on Friday

morning. Friday was practice day, and it was especially good for rookie candidates who got the opportunity to practice with seasoned drivers.

Racing is, as we know, an unpredictable business. Potomac's Tony Pagonis found that out during practice when his 944's front lower control arm broke. The car went off the track spinning into the gravel trap. Not only was his front suspension toast, a broken part punched a hole in his oil pan as he was loading it onto the flatbed. His car was hauled into the paddock where he began taking it apart for repairs in order to make the Saturday races.

Porsche of Tysons not only sponsored this year's club race, but they also provided two Panameras and multiple other Porsches to be driven during lunch and after the track went cold in the evening. The lines for these drives were long, the smiles were broad.

After the track shut down, it was happy hour and time to share great stories. Happy hours this year were sponsored by Intersport thanks to Charlie Murphy, Omar Hilmi and Timmy Tyrrell.

Dinner was barbecued brats, hamburgers, beans, slaw and chips. Who knew that besides being artists at re-





Photos by Richard Curtis

The crew from Intersport installed a new transmission in their “crusher” 914 in time to make the Sunday morning sprint race. Sadly, tire problems forced them out.

Volunteers staffing Summit Point’s scoring tower were, left to right: Bob Hechtman, Gaithersburg, Md.; Jim McLeod, Vienna, Va.; Chuck Perilli, PCA National Timing & Scoring, from Waldorf, Md.; Janet Kidwell, Mason Neck, Va.; Nikki Vietz, Westminster, Md. Not pictured: Natasha Vietz also of Westminster.



pairing cars, Jack and Derrick Ford, owners of Euro Pros Collision were such great cooks!

Saturday: Race-day weather was once again perfect, with Sprint races throughout the day. Happy hour at the end of the day was followed by dinner. Dixie Bones catered our last three Club Race dinners and they are always a great hit. Special awards were given out to Tony Pagonis, presented with the broken A-arm inscribed “Never Say Die” for his determination to go out and race again. This award will become an annual trophy that Potomac will present to future great efforts against all odds.

The “Clorox Moment” award was presented to Fred Constantineau as a result of his high-speed slide through the gravel at Turn 10 with an impressive and successful re-entry onto the track.

The MacGyver Award was presented to Timmy Tyrrell and Charlie Murphy who purchased a dilapidated, ready-for-the-junkyard 914 and then scrounged through the

parts at Intersport. They put the car together in four days. Tyrrell registered Saturday morning. During the qualifying run Timmy found out that third, fourth and fifth gears were all actually third gears. There was no time to swap transmissions before the Saturday sprint, so he ran it anyway and the little car made six laps. Sunday they put in a new transmission and tires for the Sprint race, which ended early due to tire problems. The little car also made it through part of Sunday’s 90-minute enduro race.

Alex Bell was the lucky winner of the drawing for a set of tires from Paul Marcone of Radial Tire.

Sunday’s enduro race was a 90-minute race with a mandatory rest stop of five minutes. During the mandatory five-minute break many drivers had a fireman at the pit stop to refuel their car and/or the driver, who then may switch with a co-driver. The enduro featured 39 cars with 29 finishers.

## Club Race volunteers

Wayne Armbrust, control #1 assistant to steward; Bruce Bade, corner worker; Michael Bensing, timing and scoring; Mark Boggs, grid (B team); Roberta Breden, assistant to race control; James Brostek, emergency; Buck Buckner, radios; Ellen Burchill, announcer; Robert Cage, starter; Ben Carson, corner worker; Doug Compton, corner worker; Rich D’arconte, corner worker; Dan Dazzo, grid (B team); Dirk Dekker, tech Thurs night, pace car driver; Jan Dekker, tech Thurs night, corner worker; Bruce Dobbs, tech & scales; Timothy Eis, captain, corner workers; Robert Evans, corner worker; Dale Ferril, captain at Corner 1; James Ford, corner worker; Bill Forman, corner worker; Mark Fortune, tech; Paul Hahn, tech; Michael Handelman, corner worker; Frank Hardesty, corner worker; Robert Hechtman, timing and scoring; Mark Hillyer, corner worker; Shane Howard, Starla Phelps’s assistant; Dennis Howard, grid chief; Dottie and Milton Huemmer, emergency; Marvin Jennings, tech chief; Nikki Johnson, timing & scoring; Tim Kearns, pit out; Janet Kidwell, timing and scoring; Kermit Kidwell, corner worker; Roger Lenkin, tech; John Lewis, corner worker; Bruce Mackliet, corner worker; Donald Mattingley, tech; John and Lisa McCauley, emergency; James Mcleod, chief of timing and scoring; Michael Moscati, emergency; Janet Moscati, emergency; Klaus Nickel, corner worker; James Noel, corner worker; Jay Obst, corner worker; Kevin Oyler, co-chair; Cindy Pagonis, registration; Fred Pfeiffer III, grid (B team); Fred Pfeiffer Jr., radio assistant & grid (B team); Fred Phelps, registration; **Starla Phelps**, co-chair / registrar/program; Mark Robbin, corner worker; Mark Rougeux, assistant starter; Pat Sanderson, corner worker; Arthur Schwartz, volunteer coordinator; Douglas Selby, corner worker; Michaela Shoop, registration/ social; Stephen Shoop, registration; Mike Smalley, stewards assistant; Bill Smith, grid (B team); Bill Smith III, grid (B team); Larry Stroup, corner worker; Peter Tan, program/registration & scales; Natasha Vietz, timing and scoring; Kimberly Ward, corner worker; Robert Wilkoff, corner worker; Steve Wilson, grid; James Wyatt, tech & scales



# Summit Point 2010 Club Race results

## Sprint 1 Saturday Club Race

Class	Position	Name
GT3R	1st	Derek Schwarz
GT4R	1st	Jeffrey E Burger
GT4S	1st	Christopher R Palumbo
	2nd	Kevin Healy
	3rd	Ron Marmol
GTA1	1st	William Rudtner
GTA2	1st	Phillip Martien
GTB1	1st	Eric A Widra
	2nd	Darren Mingis
	3rd	Rod Ryan
GTC1	1st	John Bauer
	2nd	Bob Mulligan
GTC2	1st	Hoyt Ammidon Iii
	2nd	Paul Amico
	3rd	William Slowikowski
GTC3	1st	Howard B Altman
	2nd	Barry Skalka
	3rd	Rafael A Llopiz
GTC4	1st	Igor Soykher
	2nd	Jack D Mccarthy
	3rd	Raymond A Williams

## Sprint 2 Saturday Club Race

F	1st	Douglas Depietro
	2nd	John Paton
	3rd	Louis Betstadt
G	1st	Baron Jacobs
	2nd	Omar Hilmi
	3rd	Jim Evans
H	1st	Alex H Bell
	2nd	Pete Tremper
	3rd	Glen Crawford
I	1st	Kenyatta Jenkins
J	1st	Scott Asplundh
	2nd	Kenneth W Nielsen
	3rd	Brent D Asplundh
K	1st	Barry Lucas

## Sprint 3 Saturday Club Race

D	1st	Dwayne Moses
	2nd	Sean Foster
	3rd	Gary Radocchio
E	1st	Fred Constantineau
	2nd	Bela Sztanko
	3rd	Hunt McMahon
GT5S	1st	Mark Francis
	2nd	George James
SP1	1st	Patrick James
SP2	1st	J David Mann
	2nd	Anthony Pagonis
	3rd	Brian P Bentzen
SPB	1st	Charles W Boyer
	2nd	Timothy J Costa
	3rd	Andrew Jenks

Results for Sprint 1, 2 and 3 second races on Saturday were not available at press time. Complete results can be found at [www.my-laps.com](http://www.my-laps.com)



Photo by Richard Curtis

Chris Kurtz of Strasburg, Pa., gets a few laps in a silver 911 from Porsche of Tysons.

## Sprint1 Sunday Club Race

GT4R	1st	Ron Savenor
	2nd	Gie Liem
Gt4S	1st	Christopher R Palumbo
	2nd	Kevin Healy
GTA1	1st	William Rudtner
GTA2	1st	Phillip Martien
GTB1	1st	Eric A Widra
	2nd	Scott Stapleton
	3rd	Lincoln M Llopiz
GTC1	1st	Bob Mulligan
	2nd	John Bauer
GTC2	1st	Hoyt Ammidon Iii
	2nd	Donna Amico
	3rd	William Slowikowski
GTC3	1st	Rafael A Llopiz
	2nd	Howard B Altman
	3rd	Barry Skalka
GTC4	1st	Jack D Mccarthy

## Sprint 2 Sunday Club Race

F	1st	Douglas Depietro
	2nd	Brent D Asplundh
	3rd	Louis Betstadt
G	1st	Baron Jacobs
	2nd	Ronald Tietjen
	3rd	Ronald Tietjen
H	1st	Glen Crawford
	2nd	Alex H Bell
	3rd	Pete Tremper
J	1st	Kenneth W Nielsen
	2nd	Scott Asplundh
	3rd	Brent D Asplundh

## Sprint 3 Sunday Club Race

D	1st	Sean Foster
	2nd	Gary Radocchio
E	1st	Bela Sztanko
	2nd	Scott A Bresnahan
	3rd	John E Ashford
GT5S	1st	Mark Francis

	2nd	George James
SP1	1st	Patrick James
SP2	1st	Anthony Pagonis
	2nd	Brian P Bentzen
SPB	1st	Charles W Boyer
	2nd	Andrew Jenks
	3rd	Scott D James

## Enduro Sunday Club Race

GT4S	1st	Christopher R Palumbo
	2nd	Kevin Healy
GTA2	1st	Phillip Martien
GTB1	1st	Eric A Widra & Bob Miller
	3rd	Rod Ryan
GTC1	1st	John Bauer
	2nd	Bob Mulligan
GTC2	1st	Hoyt Ammidon III
	2nd	Paul & Donna Amico
GTC3	1st	Howard B Altman & Trever Dawe
	2nd	Alex Murphy & Bob Miller
GTC4	1st	Jack D Mccarthy & S Cox
	2nd	Raymond A Williams
E	1st	Scott A Bresnahan
	2nd	John E Ashford
	3rd	Evan Close
F	1st	Douglas Depietro
	2nd	Louis Betstadt
	3rd	Carl J Beisel
G	1st	Ronald Tretjen & John Paton
	2nd	Jim Evans
H	1st	Michael Vietz
I	1st	John Giannone
J	1st	Brent D Asplundh
K	1st	Barry Lucas & William Rudner
SP2	1st	Anthony Pagonis
SPB	1st	Scott D James



# What do you call a gathering of 914s?

## Mid-engined Porsches 'ramble' in Cumberland, Md. for seventh annual meeting

Photos and story by Jim McLeod  
for *der Vorgänger*

The East Coast Cookout/Mid-Atlantic Mid-Engined Ramble is an annual gathering of people interested in the 914 and this year the 7th annual ECC was held the weekend of Sept. 18-19 in Cumberland, Md.

This year, the location of the ECC was the Harvest Moon autocross at Cumberland Regional Airport in Wylie Ford, W.Va., just over the border from Cumberland.

The autocross is sponsored by the National Road Autocross that puts on six autocrosses each season and is popular and well attended. Many different vehicles participate in the autocross and you would be surprised to see which cars are tops in classes.

This year there were six 914s driven to the ECC from West Virginia, Virginia, Maryland and Pennsylvania.

The picture above was taken at the picnic following the autocross; the cars belong to, from left to right: Larry Brown, Cumberland, Md.; Mike Scroggins, Silver Spring, Md.; Jim McLeod, Vienna, Va.; Bill Smith, Sykesville, Md.; Zach Nall, Dallastown, Pa.; and Matt Plaskett, Frederick, Md.

Part of the enjoyment of these annual ECCs is the drive to and from the event. In past years, the event has been held in Richmond, Kennett Square, Pa, Fairfax Station, Va., Charlottesville, Va., New Market, Va. and Frederick, Md.

This year I took a route starting in Vienna, Va., up Interstate 270 to Frederick, then I-70 to I-68 to Cumberland. The total length of the drive was about 135 miles and was interstate all the way. Midway between Hagerstown and Cumberland is a scenic overlook at Sideling Creek Scenic Overlook where I stopped for a stretch and took some photos of the view.

I took an unintentional tour of Cumberland—that is,

I got lost in Cumberland—and came upon the Western Maryland train warming up for a tour.

I arrived mid morning at the autocross in time to see some 914s in action.

A delicious picnic was held at a farm not far from the autocross. This picnic is a regular feature of the autocross weekends and was located on a farm with a major car collection needing two buildings to display all of the cars; unfortunately, the collection contains only Chevrolets and no Porsches.

After spending the night in Cumberland, we said our goodbyes and drove home on our own individual routes.

I chose to take the rural route home taking Route 28 south from Cumberland to Romney, W.Va., where I picked up U.S. Route 50 where the road is nice and twisty, eventually arriving at Winchester, Va., and then continued on to home in Vienna. More pictures and comments on the 2010 ECC are located at

<http://www.914world.com/bbs2/index.php?showtopic=102512>

The website contains many pictures of the Chevrolet collection.



**While lost in Cumberland, McLeod stumbled across a Western Maryland Scenic Railroad steam locomotive warming up for a tour.**





# How to put the sparkle back into your car

Photos and story by John Magistro  
for *der Vorgänger*

**Above:** One of the participants practices using the clay bar on Magistro's '97 Boxster.

**Right:** Andrew Feng, one of approximately 35 people who attended the detailing seminar, drives his '05 Boxster into the automatic car wash.

September 25 was one of the busiest days of 2010 for the Potomac Region. We held our High Performance Driving Clinic, a rally to the Oktoberfest in Lovettsville, Va. (see story and photos on page 27), a concours and a Fun Run also in Lovettsville, and a detailing session at Speedy Green Car Wash in Manassas.

Thirty-five members attended the detailing session and were treated to free food and a car wash. Potomac's hosts for the detailing session were owner Chip Ashton and Meguiar's representative Dan Yaworski. One detailing trick that Yaworski used was peanut butter (that's right – peanut butter) to change my windshield's plastic cowl from a faded grey/white to looking brand new.

The first step to a great shine after a good car wash is paint cleaning clay. Before polishing, a spray wax is used as a lubricant so that the clay can be moved across the paint's surface to remove particles of dirt or acid rain damage, etc.

Polishing removes surface scratches and swirl marks and "spider webbing" scratches in the clear coat. With the scratches removed, your paint is now ready for wax.

Yaworski used a random orbital polisher to apply polish and wax. This system is similar to hand rubbing but much more efficient and far less tiring. Some people think that these machines are the cause of swirl marks but in fact they will remove the swirl marks. Machines that spin in a circular motion cause swirl marks. I have used the



clay system with machine polishing and waxing using a random orbital machine on my car for years and it does a terrific job, leaving a stunning, scratch-free shine.

For removing tree sap Yaworski suggested isopropyl alcohol. Soak a corner of a towel in the alcohol and place it on the sap stain and let it soak in for a bit.

Some folks do not think an automatic car wash is safe; however, if you are using a tired old sponge that has picked up dirt and debris from previous use you are actually scratching the clear coat every time you wash your car. It is best not to use a sponge, instead use a natural fiber brush made out of horse or boars hair. These brushes will not hold onto grit that can scratch the paint.

# 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'Ieteren 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](http://www.pca.org/welcome).



## Readers and their cars

Photos by Richard Curtis

Left: Jeff Brown of Reston, Va., displayed his pristine '78 911SC at the Gathering of the Faithful over Labor Day Weekend. It's a daily driver and the first Porsche he's owned. He bought it from the original owner, and the car has only 50,850 miles on it.

Below: David Loines of Adelphi, Md., with the '07 Cayman S he's owned for two years.



Above: John "Old Tee" Lewis with "The Donation Car" he is preparing for sale to raise money for Gunston Day School in Centreville, Md. where his son is headmaster. Lewis owns two SCs and also cares for his daughter's '87 Carrera Targa. Lewis has fixed an idle problem and added new tires, brake pads and had the speedometer repaired. The car will go on sale shortly.



Left: Jerry Reich of Leesburg, Va. and 9-year-old daughter, Lera, brought his '88 944 Turbo S to the Gathering of the Faithful car show. The car has lots of shiny bits under the hood. Reich has owned the car since 1989.



## Readers and their cars

Photos by Richard Curtis

Left: Bob Williams, right, talks with Craig Bond about his thoroughly upgraded '73 911. Williams regularly drives the car to other Porsche events. He's owned the car for over 20 years; it took him 10 years to build the car to its current state.

Below left: Mark Cherwein of Maryland's Eastern Shore gets his '93 964 teched at the track by Dave DiQuollo, left, and John Toth.



Right: John and Pam Clay of Damascus, Md. get their '86 944 inspected during a DE tech day in July at Porsche of Tysons. They bought the car, their first Porsche, in 2004 and also own an '02 Boxster S that they autocross.



Above: Caren Francis, of Keswick, Va., with son, Ben, 3 watching a DE session at Summit Point on Oct. 3. As noted in the October issue of *dV*, Caren met her husband, Mark Francis, at a Porsche event.





Scott Bresnahan, who started from the rear in the second sprint race on Sunday, Oct. 3, finishing second in class and third overall, drives through Summit Point's Turn 10. Photo by Richard Curtis

