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55th
anniversary
issue





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der Vorgänger

The monthly magazine of the Founders' Region, Potomac, Porsche Club of America.
September 2010, Volume 56, No. 9

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The club's original charter from the 1950s, when it was called "PCA, Potomac Region." When the club's legal incorporation lapsed years later, the name became "The Founders' Region, Potomac, Porsche Club of America." Story, pages 36-37.

Cover illustration by Michael Madrid

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Special times, special people

Special times, special people. That's the theme that runs through this, the largest issue of *der Vorgänger* published in its 55-year history. That's thanks to a legion of stalwart special people who stepped forward to write articles, take photos, crawl through their attics in search of old photos and past copies of the magazine/newsletter in an effort to recapture Potomac's history for posterity. Many of these fine people also prowled through the attics of their memories to recall past Potomac members and events.

Special thanks go to these special people who have made this issue possible:

- Sydney Butler, an old-timer himself (more than 40 years as a Porsche owner), tracked down seven of the longest-serving members in Potomac. Then he convinced them to revisit their own personal memories with the club. Sydney crafted their recollections into a superbly told tale that will entertain and delight everyone. His work is on pages 17–25.

- Ken Marks' photographs of Sydney's subjects bring visual understanding of these pioneering Porsche owners.

- Starla and Fred Phelps get my vote for Potomac's sweethearts. She and Fred combed through many collections of old photos (see pages 38–41) and dredged up some terrific memories of good times had by many. They contacted their friends and past Potomac members, Paul and Valerie Weston, who contributed a humorous piece on page 14 about life as *dV* editors combining hot wax with tight deadlines to put together issue after issue of *dV*.

- Frequent Potomac DE entrant Michaela Shoop wrote a moving recollection of life with her father, Ziggi Nothacker, whose career carried him many places, including the design studios of Porsche. Her story is on pages 42–43.

- Lane Martin, also a frequenter of DEs and Club Racing, recalls on pages 38–30 how his father long ago influenced his own passion for Porsche that survives to this day.

- Potomac's Past President Tony Kelly weaves a compelling narrative of the history of Club Racing that appears on pages 31–35.

- Potomac's current president, Tuffy von Briesen, found the time and energy to put together a complete history of Potomac's founding to dispel any notion of when the club began. His report begins on page 36.

- Michael Madrid, *dV*'s incredibly creative photographer, conceived of and photographed the 55 Porsche hood emblems for the cover.

Speaking for all contributors, we hope you enjoy this commemorative issue.

—Richard Curtis
dveditor@pcapotomac.org

Correction: In one reference in the September issue, we misspelled John Toth's last name. Our apologies.



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

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

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

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

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

Proofreaders: Bob Esser, Jim Hood, George Soodoo

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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.

Let's party to celebrate our 55th

I'm writing this column from Virginia International Raceway in early September but the big news this month is the Potomac 55th Anniversary Celebration, Oct. 9, 2010. The gala event will be at River Bend Golf & Country Club in Great Falls, Va. This is a wonderful opportunity to showcase Potomac's history. If you haven't registered do soon because we are space limited at River Bend. (*Complete details on the celebration, along with a registration form, can be found on pages 10-13.*)

If you recall, PCA was formally chartered in September 1955. Since the founding members of PCA were also from this area, Potomac became the first region chartered within PCA, and our charter date is the same as national's, September 1955.

There has always been some speculation among some members of the region that the actual formation of Potomac occurred in late 1954. I did a lot of research about this and wrote an article for this month's *der Vorgänger* (see pages 36-37) based on the documents I located.

It seems clear that Bill Sholar started to float the idea of Porsche owners from D.C., Northern Virginia and Maryland getting together to talk about their cars and socialize. This could have occurred as early as the fall of 1954; however, I could locate no documentation about this. The earliest document I could locate was an invitation sent by Bill to several of those Porsche owners to meet at his apartment in February 1955. But there is no mention of talking about forming a club.

You can assume that perhaps the idea was discussed at this meeting. There were subsequent meetings through 1955. Bill received formal approval from Porsche in Germany for the formation of a club, and PCA was formally started in September 1955.

The membership grew considerably through 1955. In January 1956, about 180 members were designated as "charter members." My research indicated it's about this time that PCA started to grow so much and expand beyond the D.C. metro area that they started to talk about some geographic divisions for the membership.

Harvey Brown petitioned PCA leadership to make Potomac the first region in PCA. Since the members who formed Potomac were from those original 180 charter members, PCA chartered the Potomac Region on the same date as the national club was chartered.

It is clear that Potomac evolved from PCA, and the same people that formed PCA also formed Potomac. I couldn't find any evidence to indicate Potomac pre-dated PCA. The main point is that, regardless of the date, Potomac was

the first region formed in PCA and the founding members of Potomac also were founders of PCA.

What a great weekend at VIR. Three of the most beautiful late summer days you could imagine. Potomac has co-hosted this event with Blue Ridge Region for the past two years. Blue Ridge members provided volunteers for tech inspection and pit out. These men and women are great and made big contribution to the event logistics. Blue Ridge has covered a proportional share of the expenses and received a proportional share of the profits. This is a good arrangement, and we plan to continue in the future.

Our winter elections will soon be here. We have a good slate of officers for your consideration to lead the region in 2011 (see page 16). This slate brings a wealth of experience, continuity and some new perspectives to the region. They will do a fine job of continuing our programs and providing a wide variety of activities for all the membership. The elections are scheduled for Saturday, Dec. 11; the location is yet to be determined. We'll provide the location in the near future. Please be sure to attend to vote for your officers.

Potomac's membership remains stable. We are holding strong at about 2,150 members. We are working with our Porsche dealers to offer membership opportunities to those who purchase Porsches. New members are critical to our region. These new members will form the core of volunteers who will carry Potomac forward through the coming years. I urge all of you to make a special effort to make our new members feel welcome.

We continue to have a full slate of activities. The calendar is full through November. Sometimes we have multiple events on the same weekend. One thing we work on is to provide better scheduling in 2011. We may reduce the number of certain types of events to focus on quality rather than quantity. We held our first scheduling meeting in January 2010 to work on this year's schedule. We'll try to get started even earlier to work on the 2011 schedule.

Our Club Race is scheduled for Oct. 1-3. This year's registration is looking good. We anticipate the same number of racers as last year. Potomac competes with some other big venues such as Daytona and Thunderbolt in New Jersey, so we work hard to draw the racers.

Thanks again to everyone for your support and participation through the year. Comments are welcome, whether positive or negative. Email me at president@pcapotomac.org.



Tuffy von Briesen

Potomac officers and chairs

Founders' Region officers

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

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

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

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

Past president: Tony Kelly pastpresident@pcapotomac.org

Drivers' Education

Drivers' Ed: Alan Herod dechair@pcapotomac.org

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

Cashier: Skip Close decashier@pcapotomac.org

Track coordinators: Doug Nickel trackrentals@pcapotomac.org

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

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

Tech chair: Marvin Jennings tech@pcapotomac.org

Programs

Autocross: Tony Pagonis autocross@pcapotomac.org

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

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

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

Historian: George Whitmore historian@pcapotomac.org

Legal officer: Todd Daubert legal@pcapotomac.org

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

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

Public relations: Scott Mayster publicrelations@pcapotomac.org
202.258.0902

Public service: Scott Mayster publicservice@pcapotomac.org
202.258.0902

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

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

Social: Jody Lagioia social@pcapotomac.org

Sponsor: OPEN sponsor@pcapotomac.org

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

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

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Publisher: Tony Kelly dvpublisher@pcapotomac.org

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

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

Advertising: Tony Kelly advertising@pcapotomac.org

Model experts

Cayenne OPEN cayenne@pcapotomac.org

Cayman Chad Todd chad_todd@msn.com

356 & 912 Tim Berardelli 356@pcapotomac.org

911 (older) George Whitmore 911@pcapotomac.org

930 Roger Bratter 930@pcapotomac.org

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

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

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

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

924 John Brown 924@pcapotomac.org

928 Kevin Lacy 928@pcapotomac.org

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

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Va. breakfast location, time changes

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

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

john@pcapotomac.org

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

• • •

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

DE track schedule

Event	Date	Days	Track
Club Race/Advanced DE	Oct. 1-3	Fri.-Sun.	Summit Point main track
Instructor/Volunteers	Oct. 29	Fri	Summit Point main 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

Social

Sat., Oct. 9, 55th Anniversary party, gymkhana, rally, fun run, show 'n shine at River Bend Golf & Country Club, Great Falls, Va. See related stories on pages 10-13.

Autocross:

Sun., Sept. 26, Autox at Baysox

Sun., Oct. 24, Autox at Baysox

Sat., Nov. 13, Autox at Baysox
Contact Tony Pagonis at autocross@pcapotomac.org

DE tech schedule

Date	Location	Event	Contact
Sat., Oct. 23	AutoSportsystems 2810-F Dorr Ave. Fairfax, Va.	Summit Point Oct. 30-31	Geoff Schwarz Ray Plewaki (shop owners)

Rally:

Sept. 25, Lovettsville Oktoberfest Rally (and car show)

Contact Craig or Linda Davidson at rally@pcapotomac.org or 301-706-5776

Drive 'n Dine

Sept. 18, Potomac Region 55th Anniversary Fun Run

Sept. 25, Lovettsville Oktoberfest

Oct. 2, Fun Run to Club Race
 Oct. 23, Fall Foliage Run to the Ashby Inn

Dec. 4, Antietam Luminary

Tour

Contact John Eberhardt at driveanddine@pcapotomac.org

Concours:

Sept. 25 Rally and People's Choice car show, Oktoberfest, Lovettsville, Va.

TBD October German Car Show, Middleburg, Va. area

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



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New members, anniversaries

October 2010 anniversaries

20 years

Jeffrey J. Davidson & Christa J. Davidson
Jeffrey A. Shorey & Teri C. Shorey

15 years

Tomas Curi
Terry W. Lanier & Laura Lanier

10 years

Jean-Sebastian Falisse & Breda Pierre
Kenneth S. Leitch
Martin Rendon & John Cianciosi

5 years

Dennis J. Argall & Carolyn L. Argall
Evan Close & Stephanie Garman
Skip Close & Karen Close
Robert E. Frick & Susan Frick
John L. Hill & Allison Hill

Timothy J. Maney
Michael L. Shores & Sheree Shores
Toby Shum & Kenny Shum
Joel Thompson & Sylvie Weeks
Seth Turner

September 2010 new members

Rich Addo & Clara Addo
Lennox R. Antoine & Jennifer Antoine
Lou Avenilla & Frank Avenilla
Asim M. Bajwa & Rashid Bajwa
William J. Barna & Aline Barna
Fred Behbahani & Behrad Behbahani
Ray Borrás
Jon Burdick
Don Chomas
Nick Comaromi
Mike Evans
Andrew S. Feng
Marty Green

Marc Helman
Louis Hengen
Doug Holmes
Frederick J. Humphrey
Keith A. Ibarguen & Christine M. Ibarguen
Kari Kelley
Annette L. Kerlin
Dae U. Kim & Kristie Kim
Kurt A. Krueger
Rick L'Heureux & Karen L'Heureux
Cleveland Lewis
Chris Maddox & Britney Maddox
Mike McNiff
Archy Miller & Mary Miller
Walter H. Morris & Cynthia Morris
Duyane Norman
Douglas Pelley
Ihor Petrenko
Michelle Pineda
Jim Richards & Lu Richards
Jay Ripley & Nate Ripley
Charlie Rothwell

Bob Schmitz & Christine Schmitz
Randy Schreckhise & Heidi Schreckhise
Brendon S. Sheiry
Joe Simons & Martha Simons
Jim Stewart
Mike Tanious & Dayana Tanious
Kenneth A. Vogel & Randi Vogel
James P. Watkins
Andrew F. Westdorp & Lara Westdorp
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Photo by Richard Curtis

River Bend Golf and Country Club will be the site of Potomac's 55th anniversary party. River Bend is located at 375 Walker Road, Great Falls, Va. Events begin at 1 p.m. and continue through dinner until 11 p.m. Details below and on pages 11–12.

Potomac celebrates 55 years on Oct. 9 with multi-event bash

By Tuffy von Briesen
for *der Vorgänger*

On Saturday, Oct. 9 Potomac will celebrate a significant milestone of 55 years as the founding region of the Porsche Club of America.

River Bend Golf and Country Club in Great Falls, Va. will be the site of the celebration that will encompass a rally that begins in Rockville, Md., a driving tour to the site, a fun-filled gymkhana, a photo captioning contest, a silent auction, a wash 'n shine concours and capped off with a dinner at the clubhouse.

This will be a true celebration of our heritage. We'll have lots of old cars and honor as many of our senior members and past presidents as we can round up. It will be a wonderful opportunity to meet those who made Potomac what it is today, exchange stories with old friends and meet new ones.

Our club's history began in 1954 when a group of Porsche owners from the Washington, D.C. area led by Bill Sholar started to meet to talk about Porsches.

Today, those early meetings have evolved into the Porsche Club of America, one of the largest car clubs in the world with 56,000 primary members. Potomac became the first region in PCA. Potomac's members were those who founded the national club. (*See a complete history of The Founders' Region, Potomac on pages 36–37.*)

Potomac has a long history within PCA. Two examples: (1) We hosted the first Parade and (2) we have the longest consecutive running Club Race within PCA. It's a great history.

- **How to register, next page**
- **Practice photos, page 12**

Silent auction items

The silent auction items for the dinner are as follows (as of date of publishing):

- One men's piece of jewelry and one piece of women's jewelry supplied by Michael and Faith Shah of Shah and Shah
- One original painting by Lisa Tureston
- One chair with your choice of Porsches embroidered on the chair, donated by Starla Phelps
- One handmade Porsche doll donated by Ang Davidson
- One full day of coaching at the track with Bob Miller
- Two Lowenbrau and Miller race shirts signed, donated by Rod Ryan
- Two entries to the Fall Foliage trip
- Two certificates to a Potomac brunch
- Plane ride to and from 2011 Mid-Ohio

For the first 75 registrants, a drawing will be held for the book authored by Daniel Porsche and signed to the Founders' Region by Peter Porsche.

There will be other items in the silent auction and also some items from sponsors for drawings.

How to register for Potomac's big party

By Starla Phelps
for *der Vorgänger*

A website has been set up for registration for the 55th anniversary celebration on Oct. 9 at River Bend Golf and Country Club in Great Falls, Va. Go to www.clubregistration.net (don't be confused about it being a website for registering for Club Race). If you have difficulty with the on-line registration or don't have Internet access, you may contact Starla Phelps at 703-356-5833 for help or use the mail-in registration form below. Please attach your check to the registration form and mail to the address on the form.

These are the steps to follow for on-line registration for the 55th anniversary:

Note: If you do not currently have a login for the registration site (your login for the PCA.com will not get you into this site) you must create a login.

Login steps:

Either enter your login username and password and click "Enter" and go to Step 3, or ...

... establish a login username and password by clicking "Create Login"

i. Enter a user name and a user password, click "Create"

ii. you will be asked to create your profile – name address, etc.

iii. enter the vehicle that you will be driving, then click continue

iv. you do not have to complete the next screen "experience." Click "Update"

v. you do not have to complete the next

screen, "Contact." Click "Continue"

vi. Please complete the next screen with PCA, Region Name and your PCA number then click "Add" and then "Continue"

You have now completed the create login.

Click on "Search for Events"

Move your cursor to Club and click the down arrow

Then scroll down until you find Potomac and click on it

Then click "Search"

This brings up three event options.

Scroll down to the Founders' Region 55th Anniversary Event and click "Continue"

The event information is in the middle of the page. Click "Register"

You will be asked if you are sure you wish to register, click OK

In the "Quantity Box" click on the arrow and select the number of people you wish to register. Click "Continue"

The next screen is your profile screen, if you already had a login account, you can see if you want to make changes to this information, otherwise click "Continue"

On the right side of the screen you will see a list of all of the events. If you wish to participate in the event go to the event and click "Add." The fee for the day is \$50 for any or all

events.

Click on "Dinner," enter number of adults

If you have children click on the dinners for children. (Children under 8 are free, 8 and over are \$15 each). Enter the number of children.

Click "Final payment screen." Review your selections. Click "Checkout" and then complete your payment information. This is a secure site and is being used by all of PCA.

55th anniversary celebration schedule

1 p.m. Rally start—Falls Grove Village Center, 14955 Shady Grove Road, Rockville, Md. Meet in lot between Krispy Kreme and bank. First car off at 1:30 p.m.

2 p.m. - River Bend open for Wash and Shine and Gymkhana guests to start arriving

2 p.m. Gymkhana starts; photo contest begins

3 p.m. Rally arrives at River Bend

3 p.m. Wash and Shine concours begins

4:15 p.m. Gymkhana concludes

4:30 p.m. Photo contest closes for judging; Silent Auction opens

5:30 p.m. Gymkhana and Wash and Shine conclude

6 p.m. Reception, *hors d'ouvres* at River Bend

7 p.m. Dinner

7:45 p.m. Silent Auction closes

8 p.m. Program, awards for gymkhana, Wash and Shine announced. Silent auction winners announced. Emcee will be Mark Shevitz who has emceed Parade for 20 years.

11 p.m. End

Mail-in registration form for anniversary dinner

for the Oct. 9 55th anniversary celebration at River Bend Golf & Country Club, 375 Walker Road, Great Falls, Virginia 22066

Name _____

Address _____

City _____ State _____ Zip _____

Phone _____

Vehicle _____

PCA membership number _____

Mail
ASAP

Tickets:

Adults @\$50 each _____

Children (8+) @ \$15 each _____

Children (under 8) @ no charge _____

Total _____

Please make checks payable to Founders' Region, Potomac and mail by Sept. 30 to Starla Phelps

1519 N. Chambliss St.
Alexandria, Va 22312

Please check the events you'll enter:

Rally Wash 'n Shine Gymkhana



Write a caption!

Practice pix for 55th anniversary contest

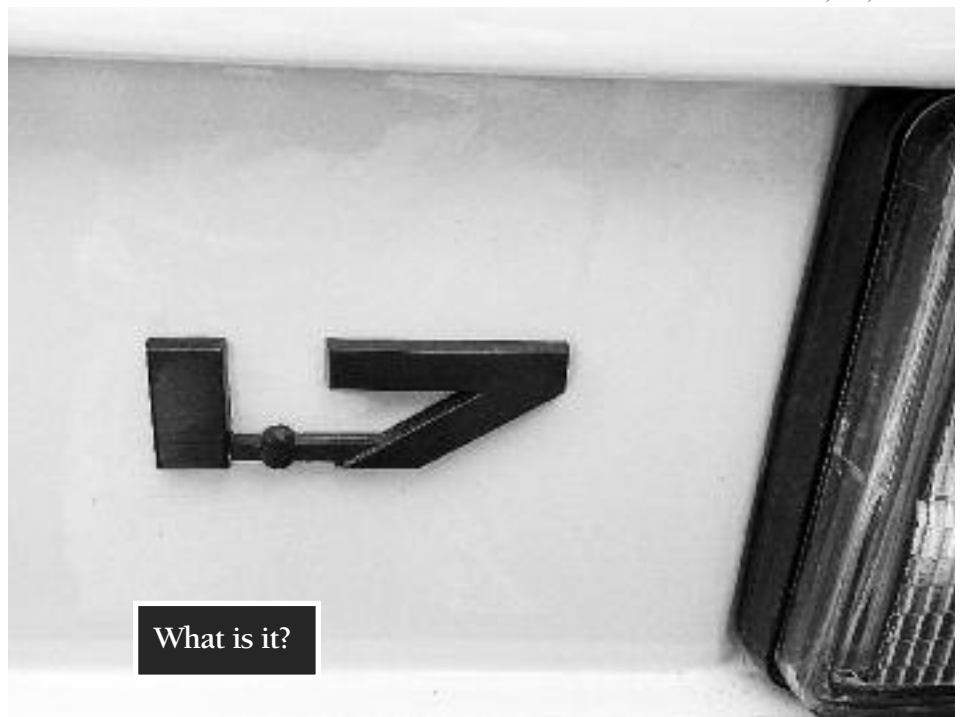
By Fred Phelps
for *der Vorgänger*

The 55th Anniversary Celebration Saturday, Oct. 9 is now drawing close at the River Bend Golf and Country Club in Great Falls, Va. Surely you have decided to make reservations for this Potomac Region family-friendly event. As we all know, deciding is one thing, but doing is another. Procrastinate no longer. Go to the Potomac website (directions on how to register online are on Page 11) and ensure that you are enrolled to share with your friends this exciting occasion. If you would rather mail in your registration, a form is also on Page 11.

When you check in at River Bend you will be given the entry form for the Official 55th Anniversary Photo Contest. As with these *der Vorgänger* practice sessions over the past few months, there will be a Bull's Eye photo and a Caption photo. Hopefully, these warm up challenges have made you well prepared for The Real Thing. Good Luck!

The photos from last month featured something new and something old. The Bull's Eye photo was of a tie-down ring for the cabriolet top of the new Boxster Spyder. The picture was taken at one of the recent Maryland Monthly

Photo by Willy Straubhaar



What is it?

Breakfasts at the Irish Inn. The Caption picture was taken at a Porsche Halloween Trick or Beep party. In addition to preparing costumes for the humans, coordinating costumes were prepared for the attending Porsches. Alas, the Caption Photo shows only human participants. Looking at the picture, you can imagine how the auto-

mobiles were attired. This photo could inspire captions such as, "Members of 'The Far Side' Region, PCA" or "This is the last time I dress in the dark" or "*Harper's Bazaar* designs for the Potomac Region."

I'll see you at River Bend!

Speaker for Club Race dinner

At our 19th annual Summit Point Club Race we will have the honor of having a dinner speaker, Siggie Nothacker, a designer for Porsche for many years. His daughter, Michaela Shoop, is a member of Founders' Region, Potomac and drives in DE. She has convinced her father to fly here to attend the Club Race, and he has agreed to speak for 10–15 minutes and then answer questions.

In the '60s straight from engineering school Nothacker was assigned to "Butzi" Porsche and tasked with the original 911 T6 and T7 front concept. He later worked on the 904 GT, the 928 and the Targa roof.

In the late '70s and early '80s Nothacker worked as concept designer and design manager for Daimler Benz.

He started his own design firm in 1990 doing interior & exterior design, models, instrument panels, engine and transmission segments mostly for Audi and Daimler Benz. He now runs Nothacker Design and Innovation for retirement fun doing concepts, project management and models.

Volunteers needed for Club Race

October 1–3 Potomac will host its 19th consecutive Club Race, an event that depends on volunteers. We have been fortunate to have many volunteers who come out and support Club Race—a national event—every year, but we need more.

If you volunteer to work all three days, we will provide money towards a motel for two nights or gas money. If you are only able to work two days, we will provide you with gas money. In addition, we have fabulous dinners catered both Friday and Saturday nights.

Contact us at clubrace@pcapotomac.org or kevino@pcapotomac.org

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Special pricing for PCA members

An advertisement for Glass Jacobson, a CPA Wealth Management Firm. The background is a high-quality photograph of a silver Bentley Continental GT driving on a road. The firm's logo, 'gj', is prominently displayed in the upper left. Below it, the text 'A CPA Wealth Management Firm' and 'glass jacobson' are visible. A list of services is provided, including Financial and Tax Planning, Investment Advisory, Litigation Support, Insurance and Healthcare, and Accounting and Audit. The slogan 'Optimize your wealth' is written in large, bold letters across the bottom of the car. At the bottom of the ad, contact information for Michael Cohen is provided, including his website, email, and phone number, along with the firm's address and a Twitter link.

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Waxing nostalgic for the good ol' days

By Paul and Valerie Weston
for *der Vorgänger*

Today “cut and paste” is known as a cute little scissors icon in your MSWord program; but back before the first Ice Age, *der Vorgänger* was physically cut and literally pasted by hand. Actually, it was cut and waxed, but that sounds kinky and entirely more exotic than it was.

In 1985, long before Porsche felt the need for an SUV, Paul and I volunteered to edit *der Vorgänger*. We are still married today because the hours consumed on this activity kept us from ever having to do a rally together again. Our editing tools were: an IBM Selectric typewriter, reams of 18" x 24" blue-line layout sheets, drawers full of Prestype lettering for the titles, boxes full of non-digital clip-art for the white spaces, bins full of real honest-to-goodness photographic prints of Porsches and Porsche-related activities, and one DeLuxe Model Lectro-Stik Waxer (see photo at right).

Your first thought is that this tool has to be way more vintage than 1985. I shall politely ignore your first thought. This tool, which we affectionately called a “hot waxer,” was our secret weapon—but we had to learn to wield this puppy the hard way. We endured the red welts



So why did I keep the hot waxer in a drawer all this time? Was it because, as the box points out, that it worked twice as fast as rubber cement and cut paste-up time in half? Or that there were never any time-wasting lumps, wrinkles, bubbles or dirt? Surely I could not have foreseen that Starla Phelps would some day ask for recollections of our happy times with Potomac Region ...

It feels more like the ancient Celts' tradition of preserving the head of the vanquished enemy!

In all seriousness now, we extend heartfelt congratulations to the Founders' Region on its 55th anniversary. We still miss you all.

Paul Weston was Potomac president in 1986; he and Valerie edited *der Vorgänger* in 1985 and then passed the baton to Tom Tauscher, who upgraded the process to computer editing. Paul is president and CEO of TCM Bank in Tampa. Valerie is a metalsmith and makes jewelry featuring genuine sea glass. Paul has partnered with Chuck Perilli of the Founders' Region, Potomac to restore a Rothmans Turbo Cup car, and that is going slowly but surely.

from hot waxing our various body parts to the layout sheets in weary red-eyed fatigue and the agony of waiting for the wax to come up to temp at 1 a.m. on deadline day when we finally received the President's Precious Paragraph for which we had reserved 16 column inches. “Honey, good news! You only need to ghost write 15 inches this month.” Ah, yes! Memories that light the corners of my mind.

Looking back at the end result of those precisely cut and pristinely waxed issues of *der Vorgänger*, I have to smile and proudly acknowledge that we were able to produce a pretty solid black-and-white effort, considering that desktop publishing was barely a glimmer in Bill Gate's eye.

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What does *der Vorgänger* mean to you?

By Bob Esser
for *der Vorgänger*

The Webster's dictionary defines *der Vorgänger* as, well, it doesn't actually. Digging deeper, into *University of Hesse-Darmstadt's A Dictionary of Archaic German Idiom*, 1968, Glockenspiel Press, we find it roughly translates to, "He who leaks oil but consumes no water." Of course, the name, *der Vorgänger*, was chosen in the 1950s, and who could have anticipated a Porsche with water cooling.

Digging deeper still, well, at least the first link on a Google search for "translate *der Vorgänger*" we get: fore-runner, predecessor, trendsetter. Essentially, the gist seems to be "Leader" as in leader of the pack. For some reason, the original editors of *der Vorgänger* did not choose to use the literal translation of the Leader.

Being an engineer and a nerd, I take great pleasure in the fact the often abbreviated version of *der Vorgänger* is *dV*, which in engineering speak is a change in velocity or more specifically acceleration. A fitting name for the first (or any) Porsche club magazine.

Definitions are fluid things, however, and it doesn't matter as much what the original translation is, what matters is what the meaning of *der Vorgänger* is to you. For me, I have been reading *dV* for about three years and *dV* means I can cut out and post the autocross schedule. It means going straight to the last page to see if anyone I know made the "Readers and their cars" section (okay, I

look to see my picture). It means seeing local stuff that is too local or technical to make it to the "big magazines."

I posted the question to a local internet forum and we as a club have to blush at some of their high praise:

"Since the new management of *dV*, the newsletter has become something I looked forward to reading, and I have to say that *der Vorgänger* is a reminder to me that the region is still working to keep the membership informed and active. Compare *dV* to other regional newsletters, and you'll see why I feel it is more of a leader than (its) predecessor."

"*dV* is like a big whiff of Cam2 out the pipe...only good things can follow ..." Jase

"It is just short enough (or long enough) to read the entire magazine with just one throne sitting ..." Scott B.

"I think *dV* is a great way to communicate to the region's masses about what's going on, both past and present. I especially like reading the personal interest and DIY articles.

"But, if you also happen to be an active member you get to see people you know in many of the articles and pictures. Some might even call it a bonding experience." Tony P. autocross chair

Ultimately, *der Vorgänger* means excellence in local Porsche Club reporting. And that is because of those who contribute to the magazine as well as those who read, appreciate and provide feedback. As in all things PCA, "its the people!"

David Murry

TRACK DAYS

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Candidates for 2010 Potomac officer elections

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 a place to be announced soon.

The 2010 Officer Candidates proposed by the Club's nominating committee are as follows:

For president: Dick Seltzer

Dick joined PCA in 1987. The closest PCA group was 120 miles away in Kansas City so he didn't participate in PCA until he moved to the D.C. area and attended a Potomac meeting. After hearing about this thing called Drivers' Education (DE) he signed up for his first DE at Virginia International Raceway in 2002. As they say, it's a slippery slope: He later became a DE instructor and volunteered to serve as the club's DE cashier.

In 2008, Dick was elected to the club's executive board and served as the club's treasurer. Dick has served two terms, 2009 and 2010, as the club's vice president.



For vice president: Jody Lagioia

Jody has a deep interest in German cars generally and Porsche's specifically. Her and her husband's first 911 was an SC in the mid-'80s and they enjoyed the support and participation of membership in the Potomac region until a move to Europe in 1994.

She enjoyed a 15-year career as an executive-level system security officer, director for transformation planning and implementation and project manager for a major federal government department. Relocation was an opportunity to re-direct the management and coordination skills developed during her career to help volunteer and charitable organizations.

She and her husband have also owned a 944 Turbo S, a 968 and a 996 Turbo.

During the past year she has served the Po-



tomac region as the social chair and participated in many Potomac DE events. She has the greatest respect for the strong cadre of volunteers who support regional activities and looks forward to the opportunity to meet and work with the full membership and continue to build on the momentum of activities suited to the desires of the membership.

For past president: Tuffy von Briesen

I have been involved with cars all my life, and after moving to the D.C. area in 1999, I was a BMW owner. However, one day in 2003, my wife and I were at BMW of Arlington looking for car parts and wandered over to Porsche of Arlington. Before we knew it, we walked out with a neat 2003 996 cabriolet and membership in the Potomac Region of PCA. I started out participating in Potomac events at a High Performance Driving Clinic and then became involved in the Drivers' Education program. I was the DE Registrar in 2006 and chairman of the DE program for 2007. I have volunteered for Club Race for three years and worked on the Potomac Escape into American History and PCA/Potomac Porsches at the International Gold Cup. I was elected vice president in 2008 and served as president in 2009-2010. I was appointed the Zone 2 secretary for 2010-2011. My goal as president was to continue the positive steps implemented by the previous administrations and work with you to make our programs even better. I am very proud of our achievements and believe that Potomac is starting 2011 in great shape. I look forward to being a part of continuing our tradition of excellence in PCA.



For treasurer: Evan Close

Evan is standing for reelection as treasurer. He joined the PCA in 1999 as an associate member whose father did historic Porsche races. His first experience was a DE event at Mid Ohio with the Allegheny Region, PCA with his modified '97 VW Golf VR6 daily driver. He then joined the PCA as a full member in 2005 with the Potomac region while living in Blacksburg, Va. (A Virginia Tech grad who did not

want to leave). At the Potomac Watkins Glen Event in 2007 he proposed to his wife, Stephanie, who had been supporting and picking up after him at events for



seven years prior along with their dog Emma that is at almost every event. In 2007 he purchased his first Porsche, a 1983 911SC set up to run as a 1984 Carrera in E-Stock class in Club Racing. After instructing with the SCCA for two years, he became a national instructor with the PCA in the beginning of 2009 when he moved back to Arlington. Evan is active in the club's DE program and holds a PCA Club Race license. He holds a degree in accounting from Virginia Tech. He is an auditor with the Treasury Inspector General's staff. The track in the background of the picture is the fabled Nordschlieffe!

For secretary: Gary Brindle

Gary is standing for reelection as secretary. He has served as rally chair for the past three years.

Gary and his wife Sherry live in Nokesville, Va. He has been a Porsche owner for over 20 years. His first was a 924 that he had for five years before trading it on a '77 911 that he still has. In 2003, he added a Boxster and became involved in club activities. He also has a pair of 914s and a 944.

Gary has helped with car shows, the Camp Friendship charity events and the Virginia monthly breakfast. He is a licensed soccer official, coach, past president of a travel soccer league and has been the president of his home owners association for the past four years.

He is retired U.S. Army and works as a program manager and branch manager for SAIC.



The Founders' Region, Potomac: It's about the people

Special times, special people

Stories by Sydney Butler for *der Vorgänger*

When a famous comedian's TV show failed prematurely, he quipped "History is over." Clever but so apt in these days of instant messaging and twittering, where history

can be over faster than yesterday's Facebook posting. And for some, history doesn't even begin. Students annually list history as one of the most boring subjects, and many answered "Arnold Schwarzenegger" when asked to name the vice-president of the United States.

Others, such as *der Vorgänger's* Editor Richard Curtis, know the value of history. As the force behind this fascinating issue, he knows the way can be lost unless the past—and those who created it—are valued and honored. Porsche as well surely respects history, and Porsche owners know well the story of Dr. Porsche and the marque that bears his name.

Perhaps not so well known, however, are the early leaders who were there soon after the Porsche Club of America was founded over 55 years ago (see "How it all began: Potomac's history," page 32). Some of those early PCA members live within miles of *der Vorgänger's* readers and deserve the recognition and respect we offer them here.

The seven people you will get to know in the following

pages are among the longest serving members of PCA, joining in the early and mid-1960s. They were just starting their various careers, and stretched

tight budgets to buy an odd shaped "foreign car" with a motor in the back. They drove their cars to classes, work, parking lot autocrosses, countryside rallies and early PCA events. Over the years they bought, modified, raced, wrecked, sold and acquired Porsches, all the while supporting PCA and participating in its activities. Some still have the very cars they owned at the time and regard themselves as "custodians" of works of art to be treasured and conserved. All have stories to share, all are grateful for lifelong Porsche friends.

PCA has grown to 100,000 members in 139 regions. For us in the Founders' Region, Potomac we can be proud of our region's early contribution to PCA's beginnings.

We can also be particularly proud of and acknowledge here those seven special members—living histories if you will—who through their commitment and spirit remind us how valuable we all are to Porsche's history, community and future.



Special times,
special people

The July/August 2005 issue of *der Vorgänger* features a member profile on John Calamos and his still-owned 356 coupe.

Jonathan Kinberg, member since April 1962

Jonathan Kinberg, now a computer-rehosting specialist in Burke, Va., joined PCA on April 1, 1962. He remembers his dad's 1962 B roadster, and reflects fondly on early autocrosses, swap meets and club social events over the years. He loved autocrosses with his dad, going to his first one before he was 10. He campaigned a 911S at 15, an Audi 4000S Quattro at 19, a 964 cabriolet in Germany at 30 and later a BMW 2002 in SCCA events at Summit Point. He credits PCA folks for being "friendly and respectful," always making the sometimes shy youngster feel at home.

Jonathan currently owns a 1964 SC cabriolet that he inherited in pieces from his dad in 1994. The car was originally white, then yellow, then silver and now dark blue with a blue/green interior. The car had been his dad's for years, until his mom laid down the ultimatum to "Give it to your son, or make it a lawnmower!"

Though his career keeps him busy, Jonathan is determined to honor his father—and his fine Porsche example—by "restoring and doing the car right." Those of us who admire (and long for) an SC cabriolet wish Jonathan well and look forward to seeing him and the car soon at PCA events.

John Calamos, member since June 1966

What do Sebring and a long time PCA member have in common? Answer: John Calamos

John, his family and his pals have made the trip to central Florida since 1960. And those of you who have been to Sebring—especially during the early years—know it's no paradise when you're there. But with his military background and passion for Porsche, John is well equipped to survive the heat, mosquitos, noise and general chaos. Like his 1964 C Coupe, John is a die-hard Porsche institution.

John's Sebring experiences have been well documented in past newsletters (see, e.g., the May 2010 issue of the Potomac 356 Owners Group), so we're going to honor him with other facets of his long history. Let's start in 1961 when he sold his Triumph TR3 to purchase his first Porsche—a white/blue roadster from Manhattan. John had come by his Porsche interest earlier while serving in Germany with the Army's 3rd Armored Division, where he and his then (and now) special pal Bill Mainwaring would drive to rallies and race tracks around the country. But the TR3's leaky windows and top, and his brother George's love for his Speedster, were enough to convince John to make the lifelong leap to Porsche.

John's interest could well have been distracted, not only by the demands of military service, but by some of his Army compatriots. There was the then-unknown officer Colin Powell; but more distracting was the King him-



self, Elvis Presley. John went through basic training in Texas with Elvis, shipped overseas with him and served with him in Germany. As John remembers: "There was a talent show on the ship going over, but Elvis refused to sing. He was already tired of the spotlight, so he played honky-tonk piano instead. He told me that he could live on that ship forever, because no one bothered him there. But when we arrived in Germany, he sure didn't mind the sea of young girls who greeted him there."

After his return to the U.S., and a move from Fredericksburg to Fairfax, Va., John joined PCA on June 1, 1966. By then, he had several trips to Sebring on his resume and a beloved new wife, Litsa, whom he had met at a picnic in Silver Spring, Md. He no longer had the roadster (he wishes he did), but had the white/black 1964 C coupe (graciously dubbed "Mistress" by Litsa) that he still owns proudly today. As it always happens, new experiences were enjoyed, new stories were written, new friends were made.

There was to be time spent with Dan Gurney and his wife Evi at Watkins Glen; trips in John's 1984 Ford van with its 356C license plates; crab feasts with and the purchase of Cosmic rims from long-time PCAer Walt Woodhead; successful career years at Woodward and Lothrop; and no hesitancy to stand up for the Porsche marque.

Photography by Ken Marks, Ken Marks Photography

Special times,
special people

John Calamos
with the white 356C
coupe that he's owned
since new.



When someone once expressed surprise at the cost of John's "little sports car," John replied "What did you pay for your wife's engagement ring? It's quality that's important, not size or price."

All those years and experiences surely entitle John to reflect with pride and to pass on sage advice: "Porsches are unique, high quality automobiles. They deserve respect, care and maintenance. If I could give advice to new PCA members, I would say learn the history of your cars,

of Dr. Ferdinand Porsche and his engineering foresight, of the racing triumphs over the years. And always, always pronounce Porsche with two syllables!"

There is some sadness too, as John thinks of years with his Porsche friends and family. His brother, George, who inspired John's first interest in Porsche in the 1960s, died 13 years ago. "Litsa and I shared so many wonderful times with George, and want to honor his memory by dedicating my *der Vorgänger* recollections to him."

Special times,
special people



2009 photo by Michael Madrid
Intersport's Charlie Murphy, right, chats with long-time Potomac and PCA member Dan Rowzie in his highly customized and hot-rodded 356 Speedster at Summit Point Motorsports Park.

Dan Rowzie, member since August 1966

Writing something new about Dan Rowzie is a challenge. He was featured on the cover of the November 2008 *der Vorgänger*, profiled in the February 2010 Potomac Owners Group Newsletter, and has appeared in all sorts of PCA and other sports car publications since joining the Club over 44 years ago. He seems to be everywhere there is a national or local Porsche event—popular, gracious, curious and knowledgeable. A great guy—and a writer's nightmare.

Dan's PCA *curriculum vitae* is well documented. He fell in love with cars in the 1950s, first a Buick Roadmaster, then a Plymouth, then a Speedster. He joined PCA on Aug. 1, 1966, loved autocrosses, rolled his Speedster at the 1967 Hershey Hillclimb and gradually traded up to numerous Porsches including such exotics as a 1964 904GTS and a 1973 Carrera RSR. He is always restoring and modifying cars, looking for more performance and more fun, and was once arrested, handcuffed and jailed in Maryland for driving a windshield-less Speedster. A bit of an outlaw in gentlemen's slacks, Dan and co-driver Leo Lynch ran the 1975 Cannonball Baker Sea-to-Shining-Sea Memorial Trophy Dash in an IROC-engined 911S Targa, setting a still existing Porsche record

of 38 hours and 39 minutes from New York City to Rondo Beach, Calif.

He mixed fun with PCA work, and he has held numerous local and national positions, including serving as president of the Founders' Region and as PCA national secretary. He has attended too many national and local events to count, from the 1967 national Parade to the most recent POG event. He also has the distinction of having a car stolen but recovered eight years later, and the good fortune of winning a Porsche as a door prize (a red/black Targa at the 1967 Parade at the Twin Bridges Marriott in Rosslyn, Va.).

Now retired and living in Charles Town, W.Va., Dan currently owns a highly modified triple black Speedster and still enjoys the "camaraderie of Porsche friends." Reflecting over the years, he recalls that "There was a time early on when I knew the names of all the PCA regions and most of the folks in them. I went to every Parade from 1967 (a helluva good Parade) through 1979. Porsche has been a major part of my life. I love the soul of the old cars and the constantly increasing performance of the new ones. I admire Porsche. Despite having had a lot thrown at it over the years, (the company) has survived and continues to produce new and exciting sports cars."

But Dan is not just a retired Porsche guy sitting around Charles Town musing about old times. He constantly tin-



kers with his Speedster and his 1939 Ford Coupe street rod, promotes car shows and hankers for an early 911 that he can modify into a 911R. In true PCA form, he will jump into a car and drive to just about any event—scheduled or impromptu—that involves cars, pals or fun. (See next month’s *der Vorgänger* for just such an event where Dan and other Porsche folks surprised Bill Tate at the “unveiling” of Bill’s newly restored Speedster.) You could sum up Dan—with all his years of Porsche and PCA friendships—with the old Southern saying “he’s just good people.”

Carl Merrill, member since January 1967

Quick, other than a Porsche 356 or VW Beetle, name another rear-engined, air-cooled car produced in 1964. Hint: that other car—produced by a major American manufacturer from 1960 to 1969—was the subject (victim?) of a nationwide best seller that made its author a household name.

Carl Merrill could answer the question instantly, having owned a brand new Corvair in 1964. But while *Unsafe at Any Speed* and Ralph Nader were the beginnings of

the end for Corvair, Corvair was the end before a glorious beginning for Carl. His particular Corvair’s end came quickly within one year, with engine, transmission and differential failures, and as Carl wryly put it “a tendency to catch on fire.” Carl’s beginning came soon thereafter, with his purchase of the new powder blue/red 356SC Coupe that—45 years later—still remains in the Merrill family.

The coupe would prove safe at any speed. It would be Carl’s daily driver throughout his years as a young scientist at the National Institutes of Health. It would carry Carl and his wife, Alice, to the grocery store and science meetings and eventually bring their second son, Gregory, home from the hospital after his birth in 1967. It would take the family to numerous PCA events, including the 1979 Porsche Parade in Reston, Va. All in all, it would provide over 250,000 miles of safety and enjoyment, surely earning the comfort of the garage it now calls home.

The coupe witnessed many other milestones for Carl and his family. It was there as Carl spent 43 years at NIH, moving up from research associate to Chief of a Laboratory of Biomedical Genetics to Emeritus Scientist. It was the impetus for Carl’s joining PCA on Jan. 1, 1967, and inspired both sons, Jonathan and Gregory, to purchase Porsches as they grew older. To this day both sons have Porsches in their garages. Gregory developed into an ac-

Carl Merrill’s 356 coupe has been through several color changes in the 45 years that he’s owned the car since new and has outlasted several other Porsches in that time.

Special times,
special people



Bill Tate's 1958 T2 Speedster, that he's owned since new in August 1966, has just recently undergone a full restoration.

accomplished racer, who along with his dad, shared their "Scream Racing" 911SC. (That car carried number 13 and a reproduction of Edvard Munch's painting, "The Scream," on both doors). Carl originally bought this 911 as a street car, but years later Greg converted it into a full blown racer. For over a decade, the car was used for PCA driver schools, time trials and races. Greg went on to drive other Porsches in the Speed Channel series and in 2000 shared a podium third-place finish in the GT class at the 24 Hours of Daytona. Carl remembers staying up most of that night with the magical thinking that as long as he was there, nothing would go wrong. Nothing did go wrong, and when Carl returned to the track after only a few hours of sleep at a nearby hotel, the first car he saw in the wee morning hours was Greg's on Daytona's high banking.

Carl's original coupe would outlast the comings and goings of other Merrill Porsches—a 911C4 in the 1980s, a 993 in the 1990s. And when Greg took over the ownership in the 1990s, it would be refreshed with new silver paintwork by local PCAer Doug Dutton. It now inspires wonderful memories for Carl. "I'm a Walter Mitty type, always tinkering and dreaming. When the coupe's motor needed an overhaul at 150,000 miles, I did it my-

self and marveled at the carefully designed and constructed parts. While working on the suspension I learned that certain bolts had numbers to indicate their stress tolerance—like the upper bolt that holds the front shock absorber in place. I'm happy that the car is now owned by Gregory and tucked away in a climate-controlled garage for safekeeping. These early cars are handmade works of art, to be kept and treated as such."

Carl finds PCA filled with "sincere, enthusiastic folks who respect their cars and each other. They cooperate in a way that I only wish I could duplicate in my biomedical research group. I deeply appreciate the comradeship and the opportunities that PCA facilitated—like permitting me and my sons to live out a number of Walter Mitty-like fantasies such as driving on race tracks that I had only read about."

Bill Tate, member since July 1967

How many of us can say we bought a Porsche over 40 years ago—and still own it? Bill Tate can and can boast he just restored it to original condition.

Special times,
special people

The car is 1958 T2 Speedster 83946, purchased in Arlington, Va., in August 1966. Bill had responded to a *Washington Post* ad, and for “a small bit of money,” he said, brought home a tub painted Cadillac blue with a “well ventilated” floor pan. Modern Auto Body replaced the pan in 1967, and Bill, then a recent graduate of the University of Maryland, was off on car adventures that would shape his young life. He joined PCA on Aug. 1, 1967, and in the fall, he was sharing an apartment with like-minded Porsche pals who had red and white 356 coupes that, with Bill’s blue Speedster, made up the coincidentally patriotic trio.

Bill met his wife-to-be, Beverly, at the apartment, and a year later they celebrated their first anniversary with a trip north from Washington, D.C. to Nova Scotia and New Brunswick. That would turn out to be the “longest road trip of my life,” he says, a 10-day camping and cabins expedition replete with hurricane conditions and the niceties of a Speedster top, six-volt windshield wipers and old tungsten headlights. Undaunted by it all (at least in his memory), Bill recalls the trip fondly, especially the foggy morning at a Connecticut campsite when they awakened to the lovely carillon bells of a nearby college.

He also remembers the unforgettable moment in the

1970s when the car’s differential bolts “let go on a sweeping left turn onto River Road in Silver Spring, Md.,” he recalls. Although the transmission was later repaired at Auto Authority, a subsequent Zenith carburetor leak ended the car’s daily duties and put it into storage until 2006. In December 2006, Bill’s brother entered the scene, offering to help Bill restore the car as a birthday present, adding the question “If not now, when?”

Restorations have a history of enthusiastic starts followed by broken wallets and buckets of rusty bolts. But Bill got great help from his brother; from Rick at Rick’s Custom Fabrication in East Bridgewater, Mass., for the body work; and from Bob Lundell in nearby Hanson for the paint work.

The result, after Bill’s reassembly—is a fully restored ivory Speedster with red upholstery, charcoal carpets and a owner proud that he never sold it or let it rust away. (At the time this article went to press, Bill was planning to introduce old/new No. 83946 to the folks at The Gathering of the Faithful in Reston, Va. on Sept. 4. For a follow-up story about that gathering and an impromptu Potomac Owners Group celebration at Bill’s home, see the November issue of *der Vorgänger*).

Reflecting upon his car and PCA, Bill is thankful for

Photo by Sydney Burter

Regie, left, and Keith Johnson with their one-owner 928. Regie began her love affair with sports cars in 1957 when she began autocrossing a Lancia.

Special times,
special people

“the camaraderie, fellowship and ongoing information exchange among members,” he says. He adds that “life is about making choices. You can make bad choices—like throwing away your old 356 stuff. Or you can make good choices—like holding onto a car for 40-some odd years and then restoring it for its sake and yours. I am the proud custodian for Porsche 83946 and looking forward to enjoying it again on short trips with Beverly.”

Regina “Regie” Johnson, member since September 1967

Regina (“Regie”) Johnson joined PCA on Sept. 1, 1967—relatively late compared to the other long serving members honored in this *der Vorgänger*. That fact, however, in no way indicates disinterest in Porsches, PCA or the sports car world.

She began autocrossing in 1957 with a Lancia convertible, was a charter member of the Mason Dixon Sports Car Club and co-founder of the Mid-Atlantic Regional Championship for Autocrossing (MARCA). Over the years, she won numerous events, including the 1969 SCCA Washington Team Autocross Championship where she drove her 1966 911 with son Courtney and friend Pete Schroeder.

She has owned countless cars including five Porsches, five Ferraris and a “bundle of” Mercedes, Audis, BMWs and DKWs.

Her Porsche ownership started with a silver 1952 A, followed by a grey 1960 cabriolet, a red 1962 Super 90 coupe, a grey 1966 911 and a blue 1973 911S. Each car has its own fascinating story, but none tops Regie’s experiences with the Super 90 coupe that she picked up in Zuffenhausen in 1962 and drove behind the Iron Curtain into Czechoslovakia.

She was on a visit to see her relatives in Prague (her parents were Czech immigrants) and to meet Elizabeth Junek, regarded by many as one of the greatest female Grand Prix drivers in history. After a wonderful visit (Regie still has a signed note from Junek), she and her then husband John Doll left Prague—amidst crowds of admirers who had never seen a Porsche—but were abruptly detained at the Czechoslovakia border. The Cuban missile crisis was in the news, and tensions were high between the U.S. and Russia. After some frightening moments, they were allowed to cross the border and continue their six-week European adventure.

Regie and her sculptor/writer husband Keith live in Gettysburg, Pa. and Thurmont, Md., and along with a 1972 Ferrari Daytona, own an original 928 (silver with a black/orange interior) that she purchased in 1984. The car is in pristine shape, and its

original orange/black striped velour seat and door inserts are fascinating throwbacks to 1980s retro design. She is proud of her Czech heritage (her middle name Kabatnik means coat maker), maintains many friends from her earlier autocrossing days and is a terrific source of stories and historical details about past PCA events and members.

Chuck Drake, member since September 1969

Chuck Drake had owned his first Porsche for only two days when the previous owner begged to buy it back. The place was Huntsville, Ala., the year was 1969, the car was a white 1960S roadster and Chuck was a Marine returning from a tour in Vietnam. Chuck resisted the prior owner’s plea, kept the car and joined PCA in August. A lifelong club career started and continues today.

Chuck’s wife Shirley christened the new car Pandy Bear, and it remained a loved family member until Chuck had a weak moment and sold the car. Living in Memphis in 1973, he purchased a 1968 912 soft rear window Targa, put KAPUTZI on its license plate and began participating in local concours events.

He and Shirley decided to show the car at the 1983 Porsche Parade in the Ozarks and set out towing the car from Alexandria, Va. Though the trip was marred by a broken front ball joint and concours point deductions, Chuck did get his 15 minutes of fame when he held up a wine bottle and mumbled “O iss great!” when asked by Parade cameraman how he was enjoying the event.

Chuck was to appear many times on film as the “O iss great!” guy when the prior year Parade’s memories were shown at the 1984 Parade. Chuck was also good-natured about the concours deductions, noting that his experience prepared him for national level judging duties during the 1990s.

Mid-engined Porsches entered Chuck’s life in 1979 with the purchase of a 1970 914/6. He was to spend years racing this car known as the “Jarhead Special” at PCA events, with success, such as passing well known driver Dave Coleman in the rain at Sebring along with some harrowing moments such as spinning out at over 100 mph and ramming the tire wall at Summit Point.

Shirley was working the radios at Summit Point when she heard from the tower “We have a car spinning and Oh my God it has hit the tire wall and is doing a 360 in the air!” Imagine Shirley’s relief when the announcer reported that “Looks like the driver is okay, out of the car and walking around.” Chuck credits his full roll cage, five-point harness and a terrified but forgiving wife for being able to race for many years afterwards.

While racing has been a wonderful part of his PCA activities, Chuck has done much more. He co-founded the Alabama Region with Marine pal Drayton James, served as Zone Two representative for six years, and with Shirley has attended 24 national Porsche Parades. (At the 1991 Parade in Boston, Chuck and Shirley drove their stock 944 “der Lamb” in the autocross, placing third and seventh, respectively, in their classes. Shirley also placed second in the Art Show for her handmade “Where Porsches

Photo by Sydney Burlter

Along with several other interesting cars, Regie Johnson and her husband own an original 928 with a black-and-orange interior representative of 1980s retro design.



Special times,
special people

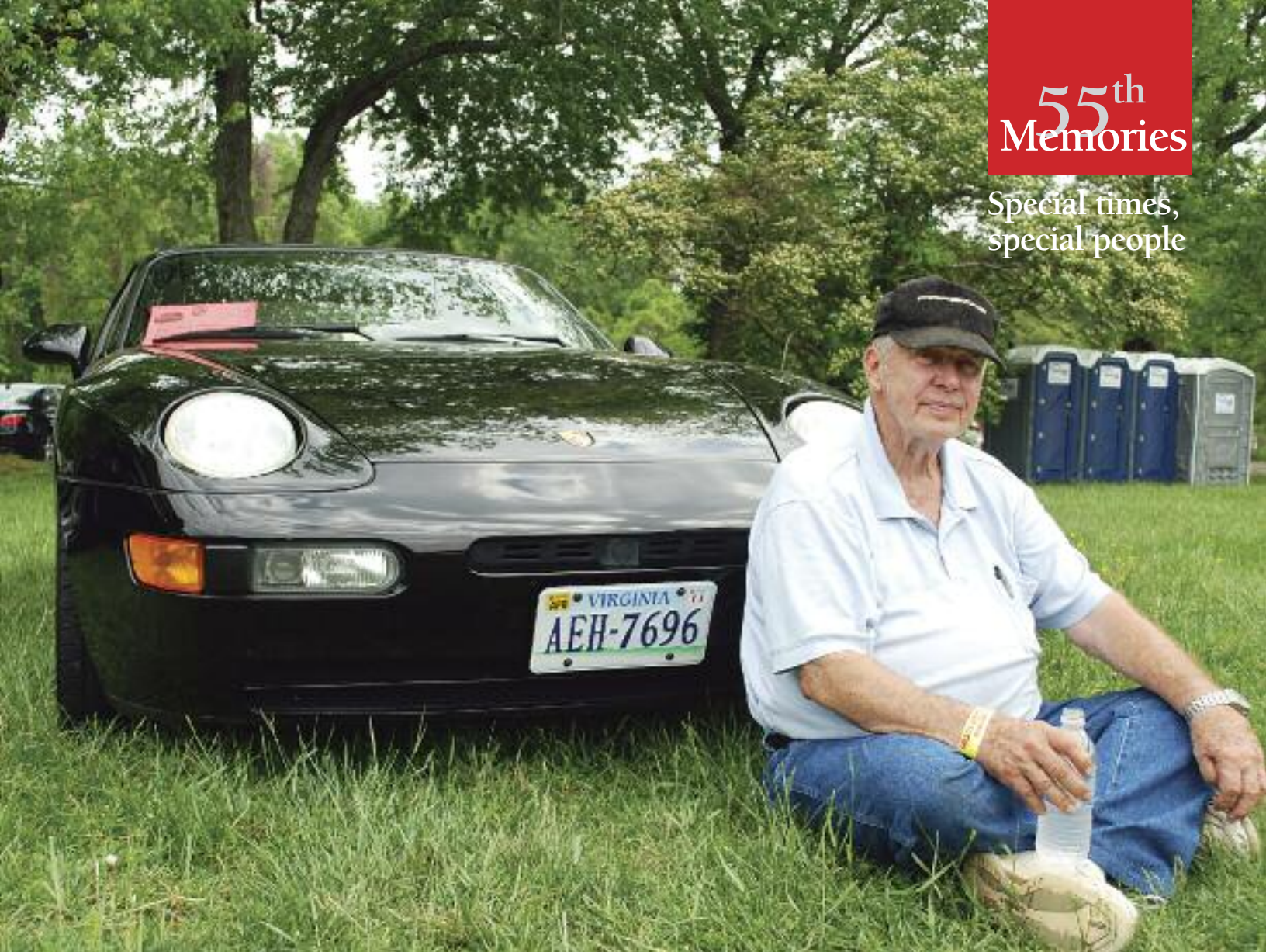


Photo by Richard Curtis

Chuck Drake relaxes at this year's Deutsch Marque Concours in May in front of his current Porsche, a 1992 968 cabriolet. Drake has been a member of PCA since 1969.

Really Come From—356 Stuttgart Strasse”). He was the PCA Goodie Store manager in the 1980s, and he and Shirley were Founders’ Region Enthusiasts of the Year in 1991. Chuck has owned so many 356s, 912s, 914s, 911s, 944s and 968s over time that it’s “hard to put a number on them,” he says. He currently owns a 1973 914 that he is restoring and a 1992 968 cabriolet that he plans to drive in rallies, social events and “who knows,” says Chuck, “maybe an autocross or two.”

Chuck looks back over his PCA experiences with gratitude. “Our time in the club has been great and continues to be. It’s a family organization with wonderful people. Shirley and I have Porsche friends all over the U.S. and have met members of the Porsche family. Lots of memorable characters and fun times, and we will stay active and involved.” He adds, with both pride and humility, that “in all of our years of autocrossing, Shirley always got better times than me!”

• • •

As a personal aside, I met Chuck at local Memphis events in the early 1970s. That was Corvette, Camaro and Dodge Hemi country at the time, but we were proud of our “foreign cars” and our “blink your headlights when you see another

Porsche” friends. I didn’t see Chuck until some 40 years later, when he came up to me—always smiling and friendly—at this year’s Deutsch Marque Concours. I am happy to have reconnected with him, through that event and this article!

In closing ...

We hope these special people from special times bring you smiles, memories and maybe a deeper understanding of just how lucky we are to have them as Porsche friends.

They’ve had fun and done their part to build and empower Porsche and PCA. Through their commitment and stories they tell us “Respect and care for your wonderful cars, have fun in PCA, make your own memories and when you’ve been a member 40 years or more, you’ll be proud and grateful.” That’s a nice history lesson and surely worth your stopping these special members at a future event and saying thanks for being there, thanks for your work, thanks for enriching and preserving our history!

Special times,
special people



Past club president's toyland

Jim Loftis's Mazda GTP car that resides in his family room. The Le Mans class-winning car has a three-rotor, 450 hp engine. On the facing page are his 1/29th-scale model railroad layout and his 300-hp 993.

place and flat-screen TV.

Plus, through a large doorway is the adjacent air-conditioned three-car garage with two Lamborghinis and a 300 hp Porsche 993, all of them exercised routinely. Is it worth mentioning that all are spotless?

To round out the Absolutely Wonderful I-Want-One-Myself Man Cave experience, Jim's other hobby—model trains—occupies its own room nearby, plus outside on the rear patio is yet another model train layout that weaves across an extensively landscaped stone terrace. In addition to the Garden Railroad, the collection includes a vintage Marklin locomotive that Jim's Dad brought him from Germany in 1945.

Photos and story
by Richard Curtis
for *der Vorgänger*

What can you say about a club's past president that can't be summed up in these words:

There's a Mazda GTP car in his family room.

Now-retired attorney Jim Loftis keeps his Le Mans class-winning Mazda GTP car in his very well appointed downstairs family room, positioned with a good view of the stone fire-

Loftis, a soft spoken, dapper gentleman originally from Bethesda, Md. has been a PCA member since 1984 when he "wanted to see what DE was all about."

DE events led in short order to Club Racing and then Historic Sportscar Racing (HSR). He began with a 600 hp 944 GTR (that he still owns) found in an Ohio barn and raced for two years, then through his interest in HSR, found the Mazda GTP Group C car that he drove in HSR in the early part of this decade.

Besides the rush of competition and the obvious thrill on driving on challenging tracks over a lot of the U.S., Loftis found other reasons to belong to Potomac: "Drivers Education and Club racing were wonderful fun," he says, "but I remember with equal fondness the surrounding experiences such as going to the Glen, Road America and Mid-Ohio in caravans of cars and trucks; the dinners, sometimes at Mid-Ohio with a somewhat zany final tech inspection in the motel parking lot; and the readiness of competitors to help with priceless information, parts and know-how."

He's also owned a Spice Cosworth that he found in Italy and drove at Daytona, Mid-Ohio and other U.S. tracks. It was while driving the Spice Cosworth at Road Atlanta that he discovered the Mazda, which was pad-docked next to it. He and his wife, Joan, both enamored of the GTP car, began by saying "It's beautiful but we can't afford it," to "It's beautiful." Not much later, the Mazda came home to Northern Virginia.

Loftis was Potomac's president in 1987 and chief instructor from 1989-91. Joan was editor of *der Vorgänger*

Special times, special people



from 1987-89. Jim also served as the club's legal officer, noticing early on that the club's D.C. incorporation originally filed in the 1950s (as the "Potomac Porsche Club") had lapsed. "As a consequence its by-laws made little sense," he says. "After studying that, the other consequences of that situation, the options going forward and with National PCA's approval, the officers recommended and the membership agreed to create a new entity in the form of a Virginia non-stock corporation with the name 'The Founders' Region, Potomac, Porsche Club of America.' And so it is today."

As club president, Loftis's goals were straightforward and unselfish: "I was simply delighted to be of service," he says. "Delighted the club was on a sound legal and financial footing and delighted to help it continue to be a place where people of very diverse backgrounds could enjoy the one thing they have in common—the love of the automobile and Porsche in particular."

Back to the noteworthy Mazda: It is a Mazdaspeed 757, chassis 104, car number 203, that won the IMSA class at the 1988 24 Hours of Le Mans, finishing 15th overall. Its Porsche connections are a Porsche 962 gearbox and March-Porsche uprights. The engine is a normally aspirated three-rotor Mazda Wankel with approximately 450 hp at 8,500 rpm. Loftis has driven the carbon-fiber bodied car on the Le Mans track in a support race for the 24 Hours in 2008 along with stints at other tracks in Europe. No. 203 was also displayed at the Goodwood (60 miles from London) Festival of Speed in 2007 where Loftis met Formula 1 drivers Jensen Button and Lewis Hamilton.

• For more on Potomac's history that goes back to the founding of PCA, please see pages 34–35.

• For a complete look at Club Racing and the role Potomac played, please see pages 31–33.

Past presidents

- 1954–56 Bill Sholar
- 1957 Harvey Brown
- 1958 Hank Mann/
Jim Richimer
- 1959 Lynn Sholar
- 1960 Kick Keys
- 1961 George Duvall
- 1962 Carroll Le Fon
- 1963 J. R. Newbroug
- 1964 Jack Frazer
- 1965 Edward Memrone
- 1966 Dave Primm
- 1967 Edward Ver Hoef
- 1968 Joseph Berger
- 1969 Dan Rowzie
- 1970 Lee Fowler
- 1971 Lee Sammons
- 1972 Pete Schroeder
- 1973 Jerry Huffman
- 1974 Al Collins
- 1975 Lanny Hughey
- 1976 Phoebe Harper
- 1977 Ed Marsden
- 1978 Bob Braunohler
- 1979 Alan Friedman
- 1980 Dick Berner
- 1981 Andras Nagy
- 1982 Tim Berardelli
- 1983 Bill Tyrrell
- 1984 Shawn Woodhead
- 1985 Sandy Langus
- 1986 Paul Weston
- 1987 Jim Loftis
- 1988 Dan McChesney
- 1989 Rich Wojochiecz
- 1990 Chuck Fountain
- 1991 Bob Williams
- 1992 Tom Walker
- 1993 Fred Phelps
- 1994 Diana Love
- 1995 Mike Malucci
- 1996 Dan Dazzo
- 1997 Scott Hunt
- 1998 Fred Smart
- 1999 Paul Amico
- 2000 Doug Thompson
- 2001 Caren Gladle
- 2002 Betty Church
- 2003 Tom Trew
- 2004 Pete Kauffman
- 2005 Roberto Alvarez
- 2006-7 Art Parsons
- 2008 Tony Kelly
- 2009-10 Tuffy von Briesen



55th
Memories

Special times,
special people



Dad influenced his Porsche passion

Photo by Michael Madrid

Lane Martin buckles himself into the driving seat of his track-only 964 at the July DE event at Summit Point. Martin's personal history with the Porsche marque begins with his experiences with his father's Porsches, through college and into his professional adult life.

By Lane Martin
for *der Vorgänger*

I'm addicted to cars. Chances are you are, too. How does this happen? Where does this kind of obsession begin? Is it hereditary? For me, I wonder if it sprang from my grandfather's interest in Cadillac. Or from my father and his friend trying to rebuild lawn mowers to go faster as kids. Maybe we'll never know the answer, but one thing is certain... this family problem is getting worse!

Perhaps part of my Porsche addiction originates from my early childhood, when I was exposed to them by my father. Although I can't recall everything from back then, there is some evidence of Porsche in the family photo albums.

One picture in particular comes to mind from the early 1980s that features the classic sloping roofline of a yellow 1979 911; however, my parents like the picture because my face is covered in McDonald's ice cream. You can still see the top of the 911 in the parking lot outside, which is my favorite part. My father went through a number of 911s over the years but after a certain point it became impractical for one reason or another, so he chose

to sell. But the family affair with Porsche wasn't over just yet.

The second era of Porsche ownership came years later when I was in high school at the end of the 1990s. At this point, it was starting to become clear to Dad that I was interested in cars and Porsche in particular. This period began with a white 1990 964 with gold BBS wheels and tan leather interior.

I went with him to the Charlottesville dealership for a test drive; I was on pins and needles the entire way. Although I didn't get to drive the Porsche, I happily volunteered to wedge myself into the back seat for the test drive. It was exhilarating. Dad bought it on the spot, and we returned home with some explaining to do to my mother. Obviously, I didn't get to drive it at first.

Eventually, I sat behind the wheel and was given the opportunity to experience my first Porsche. Later, Dad let me take the 964 to my high school prom and even drive it to school on occasion. However, I believe that a big factor in my getting to take the Porsche to school was my Dad knowing I had a private parking spot that my school teacher Mom had won in a fund-raising raffle earlier in the school year. We didn't realize it at the time, but that



parking spot would push my father and me deeper into the Porsche obsession.

The raffle parking spot was ideal. It was closer to the building entrance, it had protection on either side of the car, it was in the shade, and it was secluded from the main parking areas for students and teachers. One fateful day, when I had been allowed to take the 964, I was leaving school when I saw a man in a suit come out of one of the buildings and was clearly headed my way. The parking spot happened to be outside the office of the school's development director, Alex Smith, a Porsche enthusiast and PCA member. Alex, the father of a high school classmate and whose other son, Kerrigan Smith, works at Synergy, handed me a brochure for the Richmond Porsche Meet (RPM). Alex and the local PCA chapter hosted RPM every year at his house. My father and I attended the RPM later that year and joined the PCA.

The RPM events became an annual tradition for us. My father even started participating in the tops-only concours event. At RPM, we met many other Porsche enthusiasts including Weldon Scrogam of G&W Motorwerkes and his wife, Phyllis.

We visited the G&W showroom many times. Weldon and Phyllis were always more than happy to show us the collection and walk us into the back to see what projects they had going on. One of the first years that we attended RPM, Weldon brought a beautiful 964 USA Cup that I will never forget. I'm certain this car had an influence on me when I made my first Porsche purchase many years later. Attending the RPM events kept the lust alive and eventually my Dad sold the 964 and replaced it with a 1996 993 C2 in Adventurine Green with light grey interior.

A few years down the road, the 993 was sold. I had just graduated from Virginia Tech, but before I started my new job, we wanted to do one last father/son vacation to

Watkins Glen to watch the 2003 Grand Am races. In the paddock there, we bumped into Cole Scrogam, Weldon's son, outside the G&W Motorsports trailer (G&W Motorsports later became Synergy Racing, based at Virginia International Raceway). Cole recognized us from the RPM events in Alex's backyard. We chatted with him for a few minutes, and he even gave us some hats.

For me, it was an extraordinary experience to see the crew and get up close and personal with the team. That was the closest I had ever been to road racing, and I wanted more.

After a few years of working, I decided that it was time to replace my everyday car with a Porsche. I searched high and low for a 964 or a 993 but hadn't found one that was just right. The Adventurine Green 993 that my father had sold even popped up on consignment at the local dealership. I tried unsuccessfully to get it back into the family.

Eventually, I managed to work out a deal for the 1993 RS America that I own today, which I had actually looked at three months before I caved in and bought it in the summer of 2005. This purchase marked the third era of Porsche ownership and began a whole new level of passion for cars.

After making my purchase, I was eager to share my new RSA with the Porsche enthusiasts from my past. I reconnected with Alex Smith, which led to being invited to attend a one-day track event at VIR hosted by the local Richmond Porsche dealership and Synergy Racing. It was nothing like the PCA Drivers' Education (DE) events I've come to know today, but I loved every second of it. Synergy had some of their professional drivers there to provide coaching and a few cup cars for everyone to look at and even a Daytona Prototype. Alex introduced me to some of Synergy's drivers and Danny Marshall agreed to ride with me for a few laps. I was completely new to the

Photo by Michael Madrid

Martin navigates Summit Point's tricky Turn 9 at the August DE event. Martin attributes his passion for Porsches to the bonding he did as a youngster with his Porsche-driving father.

55th Memories

Special times,
special people

Family photos

Right Martin prepares for another DE session in his '93 RSA at VIR in 2005.

Below: Talk about lucky! His father lets him take the 964 to Martin's high school prom night in 1998.

Below: Ice cream for the very young Martin. Note the '79 911 seen through the restaurant's window.



track at this time and his talents were surely a waste on me, but I thoroughly enjoyed the experience.

My favorite part of the day was when Danny took me out in a Synergy-prepped 993. The experience was unlike anything I could've imagined. I was hooked.

Shortly after, through various online forums, I stumbled across Potomac's Alan Herod. I was living

and working in southern Maryland and having a hard time finding a local mechanic to service the car. Alan told me I needed to learn how to work on the car myself and invited me to Geoff Daniel's house, a Potomac PCA member and Club Racing scrutineer. I started spending more and more time in Geoff's garage learning how to perform various services on my own cars and theirs. Alan and Geoff also did a good job of pushing me to attend Potomac's High Performance Driving Clinic and Driver Education events at Summit Point (WVa.) Motorsports Park. Needless to say, I didn't need much encouragement.

I began attending every Driver Ed-

ucation event I could find with any PCA region around that fit my schedule. Sadly, at the July 2006 PCA Potomac DE I had my first off-track experience, and it was one to remember.

After many months of rebuilding the car, and an article about the rebuild in *Total 911*, I was back and ready for the 2007 track season.

My RSA, which had been a dual-purpose car that I drove to work daily, was now purpose built for the track: welded full cage, sunroof delete, race seats and harnesses. I wrapped up 2007 with quite a few track days under my belt. In the start of 2008, I attended the Mid-Ohio PCA Potomac event and passed my checkout evaluation for PCA Club Racing. By the end of 2008, I had done two race weekends with PCA and one with NASA (National Auto Sports Association).

The 2009 race season was much more exciting for me. Even though I was only able to attend one race, hosted by Potomac at Summit Point, for the first time I was competitive and at the front of my race class. It was an awesome weekend, and I'm looking forward to a rematch in 2010.

Did fate play a part in my addiction? Was it my father, the individuals I met, the exposure to the incredible cars or just being in the right place at the right time? Most likely, these were all pieces to the puzzle that made my passion for Porsche unavoidable. Regardless of what got me to this place, this passion for Porsches has given me, and continues to give me, many memories that I will never forget of the times I spent bonding with my father.



Racing comes to PCA

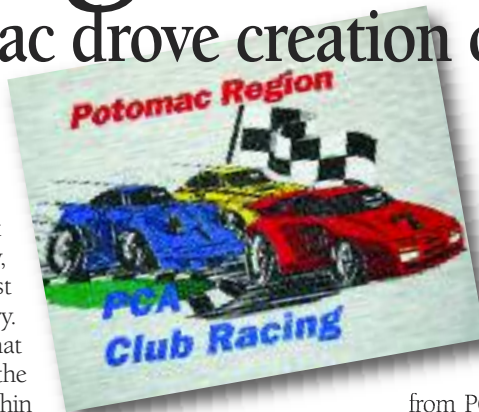
How Potomac drove creation of PCA Club Races

By Tony Kelly
for *der Vorgänger*

There are 28 PCA Club Races being held this year at tracks all around the country, making PCA one of the largest club race programs in the country. That's a well known fact. What may be less well known is that the origin of PCA club racing was within the Potomac region. This is the story of that beginning.

The world before PCA Club Race

Porsche's reputation was built on its success in international motor racing. From the earliest days of Porsche production through to the present day, Porsche has carved its name on every major racing event the world over. The factory motorsports programs that produced and won with iconic race cars were a major force in world sports car racing. The cars, the designers, and the drivers were legendary. Racing was an essential part of the Porsche brand right from the beginning and a part of the attraction that drew so many to Porsche ownership. The Porsche Club of America grew rapidly from the early 1960s through the 1980s with highly successful autocross and driver's education programs attracting members to explore the essence of their cars that flowed directly from the Porsche racing heritage. And yet, as late as 1991 PCA members who wanted to race had to look



elsewhere. There was no racing program in PCA.

By the late 1970s, Drivers Education was a well-established program in PCA regions across the country and was growing fast in the Potomac region. Inevitably, some drivers wanted to take the next step to racing, but that meant moving

from PCA to Sports Car Club of America (SCCA) or to Sportscar Vintage Racing Association (SVRA) for vintage racing.

Many good drivers took this leap into a different world. The SCCA was extremely competitive, especially at the national level. The racing was close, and racing incidents that put a car out of a race were considered simply part of racing. The SVRA was serious about vintage racing and at that time only allowed cars that had documented Trans-Am or FIA history. The cost of entry was high, but the racing was less aggressive. The SVRA had a 13/13 rule, under which a driver could be put on 13-month probation for causing an incident and disqualified from racing for 13 months for a second offense while under probation. This rule worked to limit contact between cars, and was later to become a fundamental element of PCA Club Race rules.

Racers from PCA quickly discovered that Porsches were rare in both SCCA and SVRA racing. In the SCCA case, the Porsche reputation as a giant killer meant that all Porsche models were classed unfavorably. It was ex-

2008 file photo by Richard Curtis

Porsches come streaming down the Chute into Summit Point's Turn 5 on the pace lap of the 2008 Club Race. Although Club Race was begun by Potomac members, the first PCA Club Race was held in Colorado because of a late scheduling change. However, Potomac's Club Race is now the longest-running Club Race nationally.

Oct. 1–3, 2010 will be the dates for this year's Club Race at Summit Point.

Special times, special people

tremely hard to win an SCCA race in a Porsche, which remains true today.

In the SVRA case, Porsches with the appropriate history were fewer in number and relatively expensive compared to ground-pounders from Trans-Am and some ex-FIA race cars of other manufacturers. The net result was that racers either settled for racing mid-pack with a small contingent of Porsches or switched away from Porsche to a car that was more competitive in class. PCA not only lost racers, it also lost good talent to other marques.

Against this background, Potomac's DE program was one of the largest in the country, with some extremely capable drivers. In the early 1980s, a Time Trial event had been added to many regional DE programs, including Potomac's. The Time Trial gave each competing car two timed hot laps, with the obvious objective of recording the best time possible. Only two or three cars were on track at the same time, which provided adequate spacing and avoided any suggestion of racing. Cars were classified broadly based on factory horsepower and weight.

Time trial became quite popular in many regions, and in 1983 the Porsche Atlantic Time Trial series was established. PATTS was a series of time trial events held by Potomac, Reisen-toter, Schattenbaum, Connecticut Valley and Jersey Shore regions. Drivers from each region would form a team to compete at each event with points awarded for both drivers and teams. The series ran through 1988 and was extremely competitive. A time trial rule set was developed that covered the classification of Porsche models into equal classes and included the concept of specific modifications being assigned points. Earn enough modification points and your car was bumped up a class. The rules also covered safety, technical aspects of car preparation and event operations. Bob Russo of Reisen-toter led the development of the time trial rules, and they were refined as the series progressed through the 1980s.



Alan Friedman emerged as the leader of the effort that brought Club Race to PCA. Today, thousands compete in the series through 27 Club Races held around the U.S.

Across the Atlantic, Porsche Club of Great Britain had initiated a club racing program and had held its first races in 1984. This was significant in that it provided a working model for club racing within the international Porsche Club community. By the second half of the 1980s, the ingredients on which to base a PCA Club Race program were in place. It was clear that the SVRA's 13/13 rule was effective in fostering a non-contact form of racing where drivers were more considerate of one another and where excess aggression was not acceptable.

PATTS established that a competitive inter-region competitive series could draw a strong field of drivers willing to travel to other region's tracks to participate in the events and had rules that supported the type of cars that most club members had at that time.

The PCGB race program demonstrated that club racing could be run in a way that was attractive to club members and allowed them to participate with their current cars. All that was required was a leader with the vision to see all these pieces plus the determination to create the program and have it approved by PCA. That leader was Alan Friedman.

A leader emerges

Friedman joined PCA Potomac in 1975 and dove into the DE program immediately. His leadership skills were recognized early, when



David Mann with one of the two 944s he bought. "I only wanted to race," he said.

he was elected as president in 1979. He was a part of the growth of the region's DE program through the early 1980s, serving a DE chair for two years then chief instructor for two years and racking up lots of track time.

During that time, Friedman noticed that some of his friends were moving from PCA DE to racing. While the spark of interest was there, the reality of SCCA racing was fender rubbing and aggressive tactics that were not what he was looking for. While serving as PCA Zone 2 representative in 1986, Friedman happened to meet Bruce Jennings who was 'Mr. Porsche racing' in the 1950s and early 1960s. Jennings had recently retired from pro racing and had taken up vintage racing with SVRA, which was the dominant vintage group on the East coast. As Friedman said, "Bruce sang the praises of the vintage scene: real cars, neat people, and everyone racing with proper respect for the other driver's machinery. All I needed was an early 911."

The more Friedman learned about SVRA, the more interested he became. Even the rather surprising discovery that SVRA required not just a well prepared race car, but one with documented Tran-Am or FIA race history was not enough to put him off! He acquired a 911 with the appropriate racing provenance in late 1986, and ran his first two SVRA races in 1987 followed by a full season of races in 1988. The hook was firmly set. "I liked the cars, the people, the vintage scene, and most important, the racing itself," says Friedman. "And it was clean—in almost 50 vintage events I've been tapped in the back once at a start, otherwise the paint is original. I also liked the vintage racing 13/13 rule, which did seem to support the whole concept of clean, safe, fun racing."

Despite having a great time racing with SVRA, Friedman's PCA roots began to seed a thought. "I found the best camaraderie at vintage races with Porsche/PCA people, and really with the very small 911 crowd (of which there were about six in SVRA)," he says. "So I thought—if this is so neat with six friends from PCA, then consider the potential if there was a similar racing venue in which a goodly portion of PCA's (then) 30,000 members could participate." This thought was the beginning of what would become a very successful club racing program for PCA.

Special times,
special people

2009 file photo by Willy Strabhaar

Flaggers wave flags at the completion of last year's Club Race.

Inspiration is instant, creating a program takes time

In 1989, the opportunity arose. PCA President Dennis Thovson called Friedman as the end of his four-year term as Zone 2 representative approached and asked him to take on the position as national safety chairman. While Friedman was not too keen, he suggested to Thovson that he would accept the position if he could also study the concept of club racing and develop a proposal for a national club racing program. Thovson said he would have to call back. He did, and the deal was done. In December 1989, the real work began with the imprimatur of PCA's executive committee.

The core concept of Friedman's proposal was to bring safe, affordable, fun racing to PCA members. Any member participating in the club's DE program would be able to participate in club racing with the cars they currently owned. This is important, because most forms of racing required cars that were specifically prepared for the track with roll cages and significant modifications.

The PCA objective was that all Porsche models would be eligible, with a major emphasis on stock cars with modest levels of preparation, appropriate safety equipment for car and driver and modest expense levels comparable with participation in the club's DE program. Licensing would allow anyone with an appropriate level of DE experience and a good safety record to participate in Club Race.

The final critical element was that this would be a hybrid structure comprising PCA national rules, licensing and national officials including a steward and a scrutineer at each race. The races would be hosted and staffed by each region. Each race would be a stand-alone event, with such things as the schedule and trophies being decided by each region. There would be no concept of a series or points.

Translating those objectives into a simple but comprehensive rule set was a major un-

dertaking. The rules needed to provide a path for anyone in DE who wanted to race and a safety package that would allow them to race without major modifications to their cars and would support the acceptance of racing coverage under PCA's national insurance program. Finally, the program had to make business sense for PCA. It needed to be financially self-supporting.

A team was formed to work on the rules. Led by Bob Russo, the team grew over time to include Dan McChesney, Tom Tauscher, Harry Hall and Axel Shield. Over the next 18 months, Friedman and the team worked tirelessly. There was work on the rules, definition of a safety package that would be acceptable to both the insurance carrier and the majority of racers and more. There were surveys, presentations and dialog with zones and regions across the country, progress meetings with the executive committee and more. Fortunately, PCA President Dennis Thovsen had raced with SCCA and gave his support to the program. The incoming president in 1991, Bert Misevic, also had a racing background.

In 1991, Friedman presented a complete proposal to the executive board at Parade in Boston. The proposal encouraged fun racing and for participants to enjoy a competitive racing experience with a primary concern for preserving their own cars and those of their fellow competitors. There was a place for all Porsches, and a conscious de-emphasis on winning and 'build-to-win' arms races.

Club Race was designed to be a rewarding experience anywhere on the grid and at any position during a race and to provide an ideal transition from DE for PCA members and their cars. Each race would be a separate event with no series or championship involved. This was racing for fun not for fame.

There were seven stock classes for all Porsche models based on horsepower-to-weight ratios, stock engines and drive trains, full road equipment, street tires, full factory weight and limited improvements such as sway bar changes allowed. There were two additional classes for cars with substantial upgrades.

A modest package of safety equipment acceptable to PCA's national insurance program was required, including a roll bar or optional roll cage to rules specifications, proper seat and five or six point harnesses, window net, fire extinguisher, kill switch, Nomex driving suit,

gloves, underwear, shoes and helmet. All cars were required to be in top mechanical condition and cosmetic condition indicative of the driver's concern for the preservation of his or her car.

Finally, the proposal was adopted and PCA's Club Race program was official.

There was little time to celebrate. The real work of setting up the program had just begun. Most important, there were races to be scheduled for the 1992 season and preparations made to ensure that these first races would be run safely and successfully. Friedman was duly installed as PCA's first Club Race chairman, and the real work began. Bob Russo was named chief national scrutineer. Dan McChesney was named national scrutineer. Tom Tauscher started *Club Racing News*, and served as editor for many years. National's Ruth Harte managed licensing and all administration for the program.

First season of PCA Club Racing

Several regions, including Potomac, had expressed interest in holding a race in 1992. The initial plan was for three races; Potomac at Summit Point in June followed by Reisetoter at Pocono in August and Lime Rock in September. Lime Rock was jointly hosted by three regions; Connecticut Valley, Metro New York and Northern New Jersey. Rocky Mountain region then snuck under the wire to schedule their race a week before Potomac's Summit Point race. RMR grabbed the glory of hosting the first ever PCA Club Race, making Potomac's race the first east of the Mississippi. Good thing Potomac doesn't hold a grudge.

Potomac's first race—June 1991

It was obvious well before the event that Potomac's first race would be a good one. Over 70 drivers representing 16 PCA regions were registered. Drivers came from as far afield as Michigan, Chicago, the Carolinas, Connecticut Valley and New York, as well as all the more local regions.

Patricia Melvin-Sommerville earned the honor of being the first of Potomac's long line of women racers. There were only a handful of drivers with any prior race experience. This was going to be one big rookie race, which was true for most of the races in the early years.

Alan Friedman was in command, along with fellow national committee member Bob Russo, Potomac's newly minted Club Race Chair Jim Loftis and several enthusiastic Potomac volunteer groups. Friedman and Russo had assembled a group of experienced racers

Special times, special people

and Steven Harth. They had the daunting task of watching the field from the corners through the practice sessions and delivering guidance or remedial advice to errant rookies as required.

Potomac's Dan McChesney and Tom Tauscher led a well-prepared team of technical inspectors in a thorough inspection of each car's mechanical preparation and safety equipment. Race control, hot pits and the false grid were expertly managed by Ed Nork and his team of marshals. Timing and Scoring Director Pat Walker led an extremely efficient team of Potomac members ably supported by experienced local SCCA volunteers.

The first day program of rookie briefings, three practice sessions, a session of practice starts and a four-lap practice race got everybody into the excitement of the racing experience and the new skills and levels of concentration that racing demanded. Seventy rookie Club Race licenses were issued. The stage was set for the first day of real racing for PCA Potomac.

Race day dawned warm and sunny. The practice sessions saw drivers trying both on- and off-line moves in anticipation of the action to come. The eight-lap qualifying sessions saw remarkably few car-versus-car duels with drivers wisely looking for open track. Qualifying times were fast, and the grid was set for each of four race groups.

The sheer fun and camaraderie of Club Race is still present almost 20 years later. Some things have changed. The rules have become far more comprehensive to keep pace with new Porsche models, new safety equipment requirements and the endless creativity of those who look for loopholes in the rules. We've also seen some less obvious changes over the years.

At Potomac's first race almost all of the cars competing were driven to the track and driven home, which we rarely see at Club Races today.

Timing and scoring was manned by a long row of scorers in folding chairs with clipboards and two stopwatches, each scorer responsible for two cars. The watches did not handle split times, so the scorers had to do the mental arithmetic to keep lap times for both of their cars. Today, the cars all carry transponders. National's crack T&S team arrives with many crates of laptop computers and electronic timing gear. The results are available quickly and individual lap timing for each car is on the internet soon after the race. That's obviously more efficient, but that line of scorers with stopwatches was impressive!

to act as mentors to this rookie field. The group included John Ashford, Axel Shield, Rasim Tugberk, Kenley Smith, Maury and Ty Hammill

Potomac's first Club Race

Here's a condensed version of how Potomac's Chuck Fontaine, who raced in A class, reported the races in *Panorama*:

The first race comprised G, H, I, J and D classes. Overall and G class winner Emil Bassic (1989 944S2) dominated the race, but plenty of close racing went on behind him. Rick Feldman (1979 911 SC) diced with John Hylwac (1958 356a) before pulling away to take second overall and in G class. Zone 2 Rep Maury Hamill (1987 944) headed John Hackman (1972 914/6) out of T10 by half a length to win H class. Potomac President Tom Walker (1973 914/2.0) squeezed out first place in I class over a hard-charging Frank Sharp in second place.

The second race combined E and F classes. When pole sitter Bob Slawson (1985 911) encountered handling difficulties in T1, Bob Williams (1986 944) grabbed the lead and held it to the finish for an overall and E class win. Second and third places went to the dueling F class cars of Jeff Lord (1987 911) and Alex Shield (1980 911SC). Tony Bonnani eked out a 0.7 second win over a persistent Dan Dazzo after a race-long battle in E class.

The combined B and C class race saw Mike Mount (1980 924R) win C class from flag to flag. The duel of the day was fought out by young Matthew Stanton (1971 914/6) and veteran racer Dave Coleman (1966 911). After a last-minute entry, Dave started last on the grid then masterfully worked his way through the field to pass Stanton for second place. Stanton stayed glued to Coleman's bumper then took a last lap pass on the inside of T10 to regain second place.

The final race saw the big kahunas of A class, the run-what-you-brung highly modified Porsches take to the track. Roger Bratter (1979 930) jumped from P2 on the grid to pass pole sitter Rasim Tugberk's 1986 GTP Light racer for the lead. Rasim got the lead back on lap 2, only to have Roger regain it in lap 3 and hold it into lap 5. Tugberk regained the lead and open a gap that he help to the checker for the win, with Bratter in second place. Don Cox (1984 911) was right on Bratter's heels in third place. Behind the top three, John Acuff (1975 911 3.2) ran a strong race to hold off the dust-flinging, position-swapping foursome of Chuck Fontaine (1973 911S3.2), Andrew Kosovych (1986 944 turbo), Bill Love (1978 911 3.4), and Phillip Kalamaros (1979 928).

Everyone's fun meter was pegged at the end of each race.

For the record, Potomac's Summit Point race is now has the longest running event in the PCA Club Race Calendar. Rocky Mountain

Region no longer race at Second Creek but now has a new track at High Plains Raceway.

Success begets success

There were two more races in that first year, at Pocono and at Lime Rock. Both were well run, safe and fun for all who participated. There were six races in the 1993 season, and it wasn't long before more regions began hosting races. This year there are 27 Club Races being held at tracks all around the country, and around 2,200 members hold a current PCA racing license.

While producing professional drivers was never part of the plan, many racers who got their start in PCA Club Races have gone on to great success in professional racing. As an example, since entering the Rolex Grand Am series in 2001, Potomac member Mike Levitas has won 12 races in the series, finished second eight times, finished third 10 times and racked up an additional 25 top-10 finishes. Levitas's TPC Racing team was crowned Grand American SGS-class champions in 2004. At the 2006 Rolex 24 At Daytona, Levitas and his TPC team won the GT class.

Kevin Buckler, another example of Club Racer-turned-pro, ran his first-ever race with PCA's Rocky Mountain region in 1992. Kevin subsequently went on to form The Racers Group and to win the Porsche Cup series, Daytona and LeMans. Potomac club racer Darryl Carlisle currently holds second place in the IMSA Patron GT3 Challenge series, with only the Petit Le Mans left to decide the series. There are many more examples.

To say that the program has been a success is an understatement. The best way to get a real sense of the program is to talk to PCA Club Racers or stand close to them after a race and see the grins and hear the laughs as they relive bits of the race with their fellow racers. Some of these stories are legendary. All of these friendships forged by racing are unbreakable.

Alan Friedman served as PCA's Club Race chairman until 1997 and was national chief steward through 2006. Ironically, he was so heavily committed to growing the program that he was not able to do his first PCA Club Race until 1994. Friedman had kept his hand in with a few SVRA vintage races in his 1967 ex-Tran Am 911, so he was in good racing form for his first PCA race. Friedman has continued racing and is now campaigning his 2001 Cup in as many PCA races as he can each year. His love for racing is as strong as ever.

Friedman's vision created a strong and growing PCA program. It's a part of Potomac's legacy of which we can be rightfully proud.

Tony Kelly was president of Potomac in 2008 and before that, vice president for two years. He was twice champion of the 944 Super Cup series and has participated in a number of Club Races.

Four early Club Racers remember

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Bill Love

Love joined PCA in 1998 and racked up around 100 DEs in four years. He did all the local DE events, travelled to other regions' DEs, and did Car Guys events at Summit Point once they started in 1989. He also ran in the club's Time Trial events from his first year in DE.

What attracted you to Club Race? "It was the logical next step. As soon as the first Summit Point race was announced, most Potomac Black and Red run group drivers signed up and were getting ready to race. There was a lot of interest, and most of us were keen to go racing."

What were the highlights of your first PCA race? "The anticipation was like a first date. The practice sessions were exciting. Passing and being passed took a bit of getting used to, but nothing crazy happened. The first starts were a blur, but again everyone survived. The race itself was an absolute blast."

Are you still racing with PCA? "I did the Pocono race, then the Summit Point, Pocono and Lime Rock in 1993. I had big plans for the OG Racing business. The OG Racing car needed to run at the front of the pack, and the driver to do that was Dave Coleman, (who drove the) car from 1994. I focused on growing the business and serving a rapidly growing racing and DE community."

David Mann

Mann bought his first 944 in 1982 and his second in 1990. He joined PCA and enjoyed the programs, including autocross, but was not attracted to DE. When PCA's Club Race program looked like it would happen, David jumped at the opportunity.

What attracted you to Club Race? "I only wanted to race. I'd planned to race with SCCA, but when PCA Club Race was announced I did every DE and FATT [Friday At The Track] I could to rack up the eight days of instructed DE required for a PCA race license."

What were the highlights of your first PCA Club Race? "My mentor at the first race was Kenley Smith, an experienced SCCA driver who really helped me. I met Geoff Schwartz, who has prepared my car for the past 19 years. Everyone was keen to help their fellow racers.



From left: Jim Loftis, Paul Weston, Steve Shap, Bobby Rahal, Chuck Perilli, Frank Schap at a Rahal performance driving school in 1991.

It was a great atmosphere."

Did you do more races? "I raced at Pocono and Lime Rock that year. We went to Road Atlanta the next year, plus the three races at Summit, Pocono and Lime Rock. Racing is the mental challenge

that I enjoy. Not practice, not qualifying but the race itself."

Are you still racing with PCA? "Since that first race, I've done an average of five races a year, including some 944 Cup series races with NASA. I'm still racing the same car, which has never had significant body damage. I'm almost through my fourth PCA log book, and that's probably approaching 100 race weekends."



Dan McChesney with his black 911, which he still races.

Dan McChesney

McChesney joined PCA in 1981 and soon became active in the club and the DE program with his 914/4 in 1983. He represented Potomac in many of the PATTS time trial series events from 1983 to 1988. Dan was elected club president in 1988 and later served terms as DE chair and chief instructor. Dan served as one of the first PCA Club Race scrutineers.

What attracted you to Club Race? "I was ready to race from the time the program was first discussed. Working with Alan Friedman and Bob Russo on the Club Race rules and then being part of the team that organized Potomac's first race meant that we were all committed to making it a success."

What were the highlights of your first PCA race?

"Most of us were first time racers. The racing was exactly what we wanted. Passing in corners was exciting, and the racing was safe and gentlemanly. The camaraderie was great and still is."

Are you still racing with PCA? "I raced with PCA every year after that first race, in addition to a regular season of Potomac DEs each year. I'm still racing my trusty black 911. In the past few years I've been vintage racing, which has been terrific. I'm able to run with the top five in SVRA races, and my times have improved quite a bit."

Chuck Perilli

Perilli bought a new Porsche 944 in 1983 and joined PCA. He sold that car to Jim Loftis and then bought a 1986 944 Turbo and rejoined Potomac in 1985 while his new car was still on order. He jumped straight into the DE program in August 1985 and became an instructor in 1987. In 1990, Chuck became the proud second owner of a factory 944 Turbo Cup car.

What attracted you to Club Race? "I was drawn by the competitive challenge and the thrill of racing in a safe manner. Potomac's Red run group was used to driving fast, close and safe. To go racing with these guys was an exciting opportunity."

What were the highlights of your first Club Race? "My best memory is from a practice session. I

was running hard into the Turn 1 braking zone, on the inside line and dead level with Dave Handza who had the outside. We braked together and turned in together. I glanced over to Dave's car, and we made instant eye contact. We both were grinning from ear to ear."

Did you do more races? "I did the next race at Pocono in 1992. In 1993, I did the Summit Point and Pocono races and have been racing every year since."

Are you still racing with PCA? "Absolutely! My Turbo Cup has just been refreshed and repainted in its original colors and will be ready for action again soon. I'm planning to do some SVRA events and as many PCA races and DEs as I can."

How it all began: The birth

Special times, special people

By Tuffy von Briesen
for *der Vorgänger*

Potomac's history is intertwined with that of the Porsche Club of America (PCA). Potomac was the first region chartered in PCA, and most of the original founding members of Potomac were charter members of PCA. The history of Potomac goes back to the founding days of PCA and starts in 1954 with Bill Sholar

Sholar was a commercial artist in the Washington, D.C. area in the early 1950s. He also admired well-designed cars. His first Porsche was a 1953 356 coupe. After Sholar purchased the 356, he met other Porsche enthusiasts. In late 1954, Sholar decided to try to bring together fellow enthusiasts who had become passionate about this new performance car manufactured by Porsche AG in Germany. Sholar lived in Alexandria, Va. and wanted Porsche owners from the Washington, D.C. metropolitan area to meet to share their passion for driving these new cars, help each other with the maintenance of these rather unique vehicles and to socialize with one another.

Sholar began to reach out to everyone he knew who owned a Porsche. On Feb. 8, 1955 he invited as many as he could to his apartment at 1542 Mount Eagle Road, in what was then known as Park Fairfax, Va. Bill's invitation

read:

"Several PORSCHE owners in this area have thought that it might be helpful (and fun) to get together to exchange information on PORSCHE characteristics, operation, service, parts etc. We are meeting for the first time Tuesday Night...February 8...8.15 PM...my place (see map)

"If you are interested, please come and bring any other PORSCHE owners you may know."

We don't know who or how many attended, but we do know that from that meeting and subsequent meetings Scholar began to talk about organizing a club for Porsche owners. We know that the little 356 that everyone had fallen in love with was rife with mechanical problems, and if nothing else, Porsche owners needed help to figure these out.

In an interview for Potomac, Bob Elliott, one of the charter members of the club talked about why he bought a Porsche and some of the problems associated with owning one. Elliott bought his first Porsche, a 1953 356. In early 1955, he owned a 1948 Studebaker convertible. He wanted a smaller car that would be more suitable for Georgetown and considered many of the small imported cars available. He settled on a Porsche.

Elliott was probably typical of the first generation of Porsche owners. He had no mechanical background or experience with maintaining a car but would soon learn the difference be-

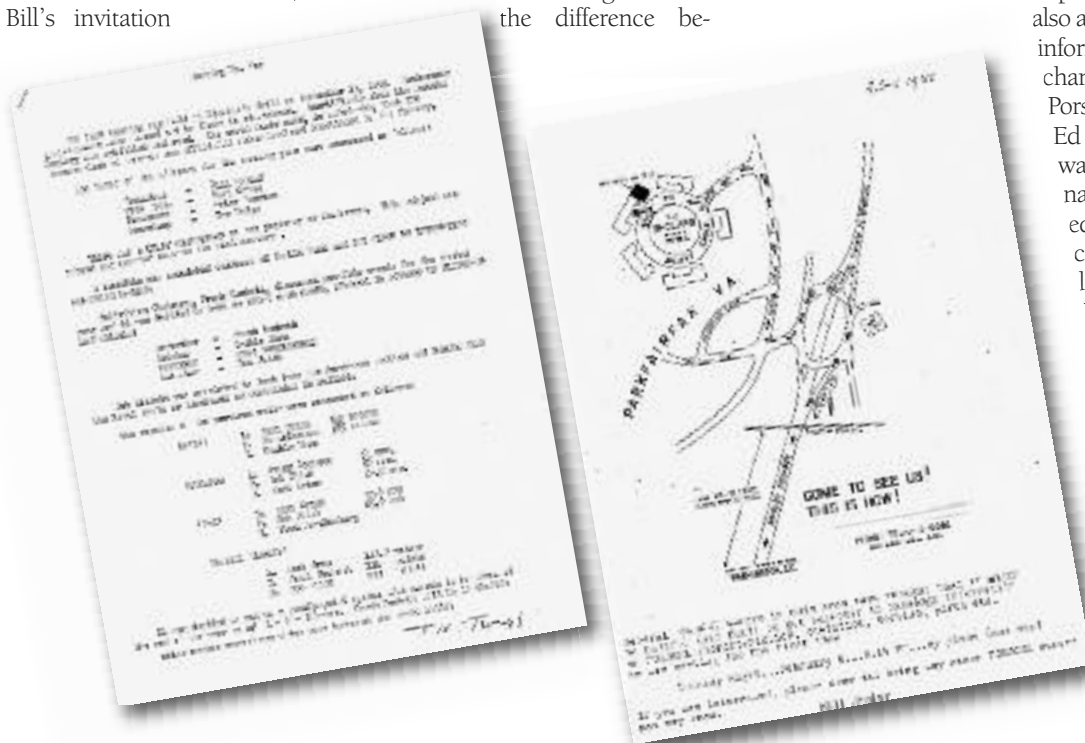
tween a "normal" American car and a "temperamental" European sports car.

His challenges were probably typical to other Porsche owners and one of the reasons Bill Sholar thought that a network of Porsche owners to share information would be beneficial to everyone. But Elliott's challenges started about a week after he bought the car. They ranged from a rattling bolt in a shock absorber to problems with body work to finding a parking spot where the car wouldn't get dinged. Elliott did as much of the mechanical work as he could. Although he had never done anything like this before, he followed instructions in a tech manual. He said that the 356 was a simple engine, by modern standards of course.

Elliott maintained contact with fellow Porsche owners and was able to identify some potential shops that could work on Porsches. He also learned that the Jack Pry Company was the major foreign car dealer and service facility in the D.C. Metro area. While Jack Pry itself was not a direct importer of Porsche cars, it could supply Porsches and parts through their relationship with Hoffman Motors in New York City. He would get to know Hoffman Motors much better in the future.

One advantage of having Jack Pry nearby was that Elliott got to meet other Porsche enthusiasts. The first one he met was Ray Wilcox. Elliott and Wilcox often went to Jack Pry for parts and to ask advice from Tex Hopkins, a Pry employee who raced a 356 Super and was also an informal clearinghouse for Porsche information. Wilcox was an amateur mechanic who knew quite a bit about Porsches. Wilcox introduced Elliott to Ed Brenahan who owned a garage and was willing to work on Porsches. Brenahan was willing to lend tools and equipment to Wilcox. This was a great connection for Elliott, and he made lots of trips from Georgetown to the Wilcox's home in Forest Heights, Md.

Elliott and Wilcox eventually heard about Bill Sholar's efforts to bring Porsche enthusiasts together and on July 27, 1955 they attended an organizational meeting of what Sholar was calling the formation of a Porsche Club. The meeting was at Bill Sholar's apartment and Elliott didn't recall who else attended except him and Ray. Elliott said the meeting resulted in an agreement to keep on moving towards



of the Founder's Region

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forming a club.

The Porsche Club finally became a reality. On Sept. 13, 1955, Elliott attended a meeting of the Porsche Club at Blackie's Grill. Elliott remembers that Bill Sholar and the other organizers had done whatever was necessary to start admitting members to the club, setting dues and designing a club emblem.

The minutes from that first meeting corroborate Elliott's recollections. Thirteen prospective members showed up, but one had to be asked reluctantly to leave when she revealed that she owned a Volkswagen, which didn't qualify under the club bylaws. Those in attendance were Bill Sholar, Karl Grimm, Peter Pearman, Ken Twigg, Frank Beckett, Gamble Mann, Fred Schulenburg, Bob Flick, Bob Elliott, Ray Pitts, Harvey Brown and Don Carr.

Membership applications were passed out and a certificate was read from Porsche AG stating the Porsche Club of America was officially recognized by the factory. The officers were President Bill Sholar; Vice President Karl Grimm; Treasurer Peter Pearman and Secretary Ken Twigg. Other charter members identified from the minutes were Gamble Mann, Bob Flick, Frank Beckett, Fred Schulenburg and, of course, Bob Elliott. They discussed activities, and it was pretty clear that rallies were at the top of the list.

A second meeting was held on Oct. 24, 1955. President Bill Sholar gave a progress report on the formation of the club. They decided to draft a set of rules for operation of the club and set dues at \$5. Yes, that is \$5.

Throughout the rest of 1955 the

club prospered. Word about this special club spread rapidly. By Jan. 31, 1956, 189 more Porsche drivers had joined. All were designated as "charter members" of PCA. Early in 1956, several members who eventually became part of the Potomac Region arranged the first gathering of all PCA members. This first gathering was held at the Washingtonian Motel in Gaithersburg, Md. from August 29 through Sept. 1, 1956. Sixty-four PCA members attended. The activities included a rally, a gymkhana and technical tips from Porsche factory service representatives who were there. The gathering was named Parade. The name was actually derived from the parade of Porsches that wound through the local streets of Gaithersburg.

As more and more members from outside the Washington, D.C. area joined, it became apparent to club officers that they would need some type of organizational format to divide the club regionally, resulting in regions being formed in other communities. In February 1957, some members of the original Washington, D.C. group that formed PCA, petitioned President Bill Sholar to become the first region incorporated in PCA. On Feb. 1, 1957, Harvey Brown, Tom Lusk, Don Kinney, Gamble Mann, John Snyder, John Grady, R.V. Keys, Roy Cross, Art Bartholomee, Ken Twigg and Jim Healy sent the petition to President Bill Sholar. Brown, Mann and Twigg were among the 12 members at the original meeting in September 1955. The petition was granted and because all

were charter members of PCA, the charter date of Potomac

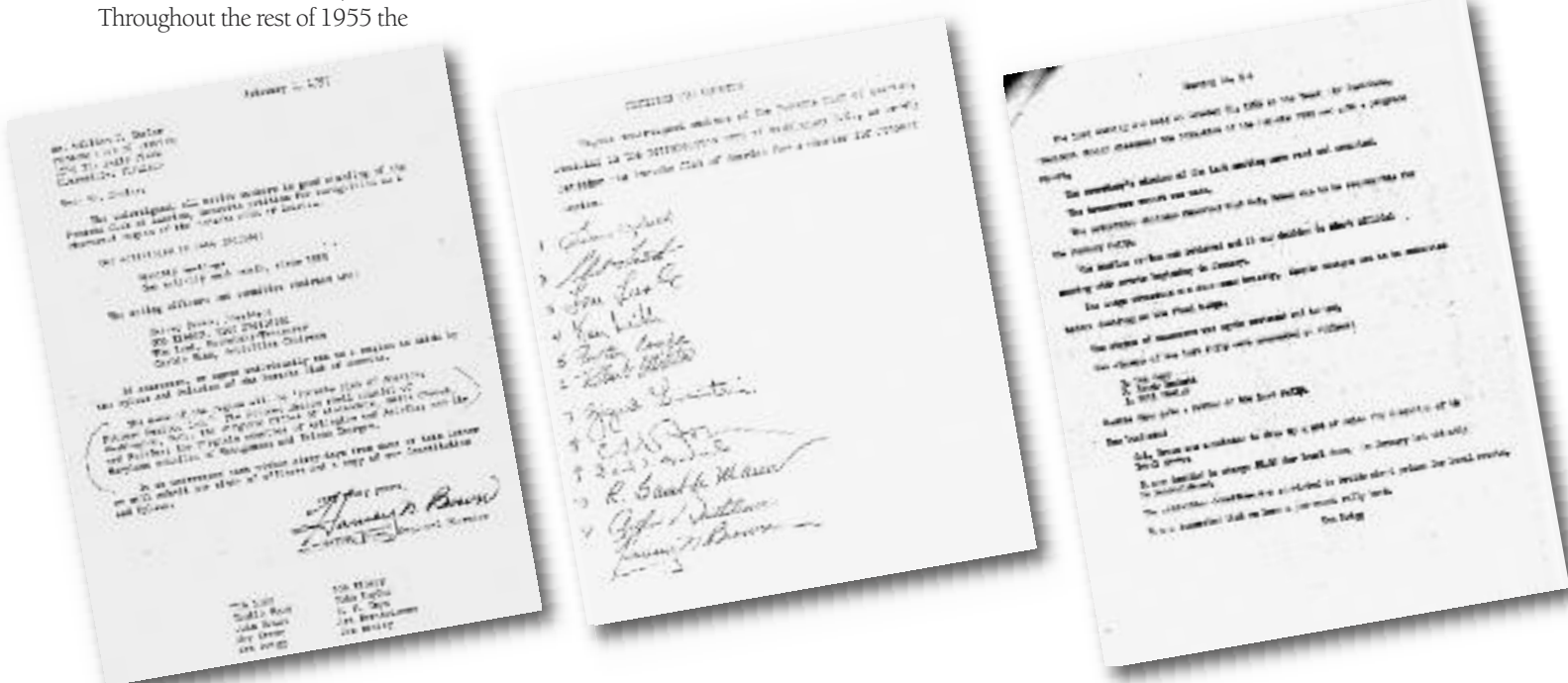
Special times, special people

became the same as the charter date of PCA, Sept. 1, 1955. The Potomac Region remained the hub of activities for several years. By the time of the second Parade in September 1957, there were 550 members in 21 regions, mostly in the eastern U.S. Besides including a *concourse d' elegance* for the first time, this 1957 Parade saw the first national officers elected from outside Potomac, the founding region.

Today, The Founders' Region, Potomac is strong and vibrant and proudly carries on the tradition of excellence started by Bill Sholar.

Finally, what happened to Bob Elliott? In 1958, Bob married, which meant moving from Georgetown to Virginia. His wife convinced him the Porsche wasn't suitable for a newly married couple, and Bob sold the car in the fall of 1958. After some negotiation, he agreed on a sale price of \$1,700, the same amount he paid for the car nearly two years before.

Special thanks to PCA National Historian Ellen Beck, PCA Executive Director Vu Nguyen, Potomac Historian George Whitmore and Robert Elliott, one of the original charter members of PCA, for background and historical information that was used to prepare this article.



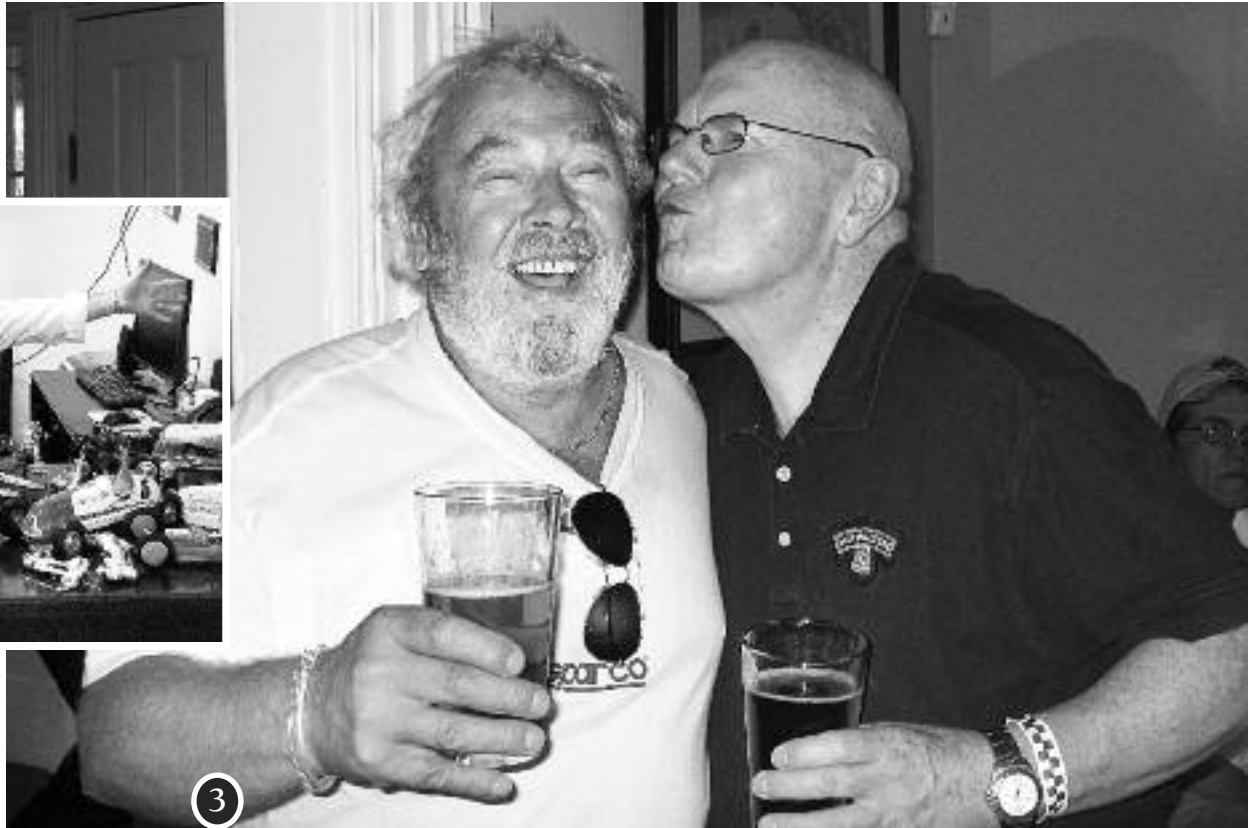
55th Memories

Through the years in photos ...

Special times,
special people



2



3



1



4



5

1. Fred Phelps and Jane Dean, 1987.

2. Charlie Murphy.

3. Dirk Dekker, Aubrey Mansfield at VIR.

4. Shirley, Chuck Drake.

5. Happy hour at Summit Point in 2004.

6. Bob Pullen and Deborah get married in 2003.

7. Donna Amico.

8. George Whitmore, Mike Shah, Eric Allen, Dirk Dekker, Sandy van Leen.

9. Bob Mulligan, Paul Amico.





6

WEDDING BELLS ARE RINGING IN TRUE PORSCHE STYLE

By [Name] [Date]

On Oct. 10, 1991, a bride and groom exchanged vows in a ceremony that was as unique as the couple themselves. The wedding was held at the [Location] and was a true reflection of the couple's love for Porsche. The bride wore a white dress and a veil, and the groom wore a white t-shirt and a necklace. They were surrounded by family and friends who celebrated with them. The ceremony was officiated by [Name] and was a beautiful day for everyone involved. The couple's love for Porsche was evident throughout the day, from the choice of the venue to the details of the ceremony. It was a truly special day that will be remembered for years to come.



8



7



9

A Mystery Solved . . .

After a long and frustrating search, the mystery of the missing [Name] has been solved. The car was found in [Location] and is now being returned to its rightful owner. The search was led by [Name] and his team, who worked tirelessly to track down the vehicle. The car was found in a hidden location and was in good condition. The owner is grateful for the help and is happy to have his car back. The mystery has been solved and everyone is happy with the outcome.

Photo by [Name]

Reflections — 1991 Porsche Parade

The 1991 Porsche Parade was a memorable event that brought together Porsche enthusiasts from all over the world. The parade was held in [Location] and featured a variety of Porsche models, including classic cars and modern sports cars. The event was a great success and was enjoyed by everyone who attended. The parade was a celebration of the Porsche brand and a chance for owners to show off their cars. The event was a great day for everyone involved and will be remembered for years to come.

Photo by [Name]

Club Race in Photos

The Club Race was a thrilling event that showcased the skills of the Porsche Club members. The race was held in [Location] and featured a variety of Porsche models competing against each other. The race was a great success and was enjoyed by everyone who attended. The race was a celebration of the Porsche brand and a chance for owners to show off their cars. The event was a great day for everyone involved and will be remembered for years to come.

Photo by [Name]

... and through the years in words

Special times, special people

members here share some of their memories that they remember about the club and activities:

Chuck Perilli (member since 1989):

I bought my first Porsche from Chick Stanton at Heishman in 1983 ('83 Sienna Red 944). Chick convinced me to join PCA and attend their Drivers' Education. My first DE was August 1983 (Time Trials weekend) and my instructor was Al Collins. He cleared me to run the time trials on Sunday, and I turned a 1:53:28. I still remember that lap time.

... One time at a Watkins Glen DE, Lou Clemente (member since 1989) went to weigh his 930 on the scale they used to have in the garage. When he got out of his car to adjust the scale, I jumped on the corner of the scale behind his car and crouched down so he could not see me, but about 20 other people in the garage could see me. As he slid the weight on the bar past 3000, 3100, 3200, 3300, 3400 he shook his head in disbelief as Dean Drewyer yelled out "Lou, your car's a pig!" I finally popped up and we all had a good laugh.

... Standing-room-only monthly meetings at Sheraton or Marriott, Chuck Drake's "Goodie Store" and the regular "Clean Car Checks" in the garage.

... The huge "Winter Drivers' Ed" with guest speaker Derrick Bell

... The only Porsche-oriented shop in the area was Al Collin's Autothority. Now it appears almost every one of the many shops in the area is owned by a former Autothority employee.

... Bridgehampton, a fun track.

... Driving (not towing) to DE events in Porsche caravans.

Chuck Perilli & Dan Dazzo (1979):

Several of us PCA Potomac folks were at Rich and Leslie Wojciechowicz's (members in 1985) wedding. I still remember three tables of us all sitting there with spoons hanging off our noses. Can't say we don't have class.

Chuck Perilli, Dan Dazzo, Bill Love, Starla Phelps:

Annually, PCA Potomac takes over the go-kart track at the Glen. Unless you got kicked out, you were not having a good time.

The Founders' Region, Potomac is 55 years old. Some Potomac

Bill Love (1983):

At Watkins Glen, Paul Weston (1973) came in early and hopped out of his 944 turbo and looked at the front end and smelling a stinking odor. A bird had flown into his cool brake kit and had been fried.

... At a three-day Mid-Ohio event, I was asked to instruct an out-of-region woman who already had two instructors (they both left after one day each). I soon found out why! When she lost her concentration, she just came to a stop in a high-speed location on the track.

... Patti Masconi (member for many years) after her Club Race races taking off her Nomex driving suit and then parading around in a bikini.

Susan Kimmit (member for over 25 years):

Bill Love came into a track dinner with the name Ralph Ralph on his name tag and everyone else had Ralph name tags. This continued at several dinners.

Starla Phelps (member 1987):

The looks on the faces of Bob Pullen and Deborah (members around 1988) when I presented them with a complete wedding dress and groom's suit made out of car items (see photo on page 39). Also the incredulous stare on the face of auto parts clerk when I put an air filter on my head, and told him I was looking for the right size to use for a bridal veil. I wanted a big funnel to put the flowers in that Shirley Drake and I were making out of cleaning materials (things used in concours cleaning): mud flaps for the big necktie, hose clamps for the wedding rings, reflectors for buttons, and various other items to embellish the veil and complete the wedding ensemble!

... Romance: Couples who met in the club and married: Natalie and Chuck Fountaine (member since 1984); Caren and Mark Francis; Howard (member 1991) and Marianna (member 1998) Kympton; Betty (member 1995) and Gary (member 1993) Church; Bethann (member 1993) and Dan Frazekis (member 1996); and Sally (member 1999) & Alan (member 1996) Herod.

... Jane Dean (early 1980s member) who was a member of a glider club and was famous for always asking new members "what color?" of their car (we carry on that tradition still today) arranged for members of her glider club to give PCA members rides (photo, page 38).

... George Whitmore (member over 20 years) at restaurants acting silly with the food and bread baskets.

Harleigh Ewell (member 1971):

I did my first PCA Drivers' Ed in 1966 at the old Upper Marlboro Raceway in my 1960 356B roadster (no roll bar). I saw an article in the *Post* sports section about the upcoming event that invited all Porsche drivers to participate. At that time, the only persons who could instruct at a Potomac Drivers Ed event had to be licensed race drivers, so the club would get as many SCCA racers as it could to instruct. I had already taught myself to corner pretty fast on the less crowded roads of the day, so my instructor told me at the end of the day that I was ready to go racing.

... We did not have paid corner workers, so non-instructors and volunteers did that duty. As a reward, the instructors would take the corner workers out for a few laps at speed at the end of the day. In practice, this meant that anyone (friends, family, etc.) who wanted to go out could get a ride if they had a helmet.

... DE rules were a lot less formal in the early '70s. I may have stretched the envelope when I pulled off the track at Turn 3 late in a weekend and picked up an attractive female corner worker (also a student) to give her a ride for the rest of a session!!

Tuffy VonBriesen (member 2003):

Leaving my keys in the trunk of my 997 at the Autobahn track in Illinois this year.

Sheri VonBriesen (member 2003):

Driving the Phelps SUV in rush hour traffic, having to detour due to a NASCAR race nearby the Autobahn track in order to bring Tuffy my set of his keys.

Mark Francis (member 1992):

Caren Gladle asking me to join her on a first date to a "Trick & Beep" rally. She decorated the car as a "bathtub" and made me wear a shower cap and had balloons attached to me as bubbles. Who knew it would lead to marriage?

Caren Gladle (member since 1994, however I grew up in PCA):

Porsches have been part of my life since I was brought home from the hospital in a 356.

... The Lake Placid Parade when my brother, Chuck, Starla and I followed the Canadians sliding down the summer ski slope.

... The Mount Tremblant Parade when Starla Phelps challenged me to take the five lessons with her on the trapeze. If we passed the first three lessons, we could then fly through the air to get to the hands of the man on the other

swing. Then the pain in all the muscles the next morning!

Fred Phelps (1987):

As we were leaving Porsche of Tysons, the salesman told us that this was the first of many Porsches we would own. Starla and I paused outside; she had just received the keys to our first Porsche, a new 944. We broke out in laughter—we would NEVER AGAIN pay that much for a car! This was the first of five Porsches. We were sooooo wrong.

... At the Boston Parade, dancing up the aisle to receive a gift certificate for a set of new tires, won at random drawing during the first event, the Welcome Party, on the first day of our first Porsche Parade. As you can imagine, our opinion of Porsche Parades at that moment could not have been higher.

... Surprise 25th anniversary party after driving all day at Watkins Glen.

... My dream was to have a 928. We found a used 1988 928 S4 and when we pulled up at our friends' house to show them our new Porsche, we could not get out of the car. They stood and watched as we hunted for the manual to find out where the door release button was located.

Mike Smalley (member 1999):

Since I was a teenager, I had read about the exotic cars of the world and dreamed of owning one some day. I must confess, I was partial to Ferrari's for most of this stage, due to the intoxicating shapes and the rarity of their public appearance in rural upstate N.Y. I can remember seeing a slant-nose Porsche, and it seemed much larger than life as well.

Fast forward to 1997, and after a lot of hard work and dreaming, I finally was able to realize my dream. I decided on the purchase of a very nice Ferrari 328 GTS. The weekend prior to picking up the car was spent in N.J. riding my motorcycle around the shore with family. Over Labor Day weekend, I was struck by a car, and hospitalized with a broken back. Out the window went 26 weeks of my life to recuperation, along with the money to buy the Ferrari.

After getting back on my feet, (financially and figuratively) I had gathered the money once again to search for my "exotic" car. For whatever reason, I stopped at Heishman Porsche Audi to see what the 911s were all about. This is where one of my fondest memories relating to Porsche began. I met George Pick, a salesman at Heishman. He flew by me, beads of sweat running down his face, with an armload of license plates and papers, promising to return.

He did return and proceeded to walk me through the line of used Porsches in front of me. He told me the prices were set at a fair point, so there would be little haggling, but he

would give me a description of each car to the best of his ability. He steered me away from the flashy early Turbos on the lot, as he sensed I was not ready for that type of relationship or commitment (if he could only see me now!).

What happened next would be the start of both a life-long relationship with the Porsche marque and a great friendship that would turn out to be painfully short. George spent at least 90 minutes taking me through the lineup, and once I showed great interest in an Iris Blue C2 993 (with only 7,500 miles on it), we went for a drive.

I put a deposit on that car that fateful Wednesday afternoon, and on Friday evening it was parked in my garage. In it was a complete collection of the factory brochures George had gathered for me regarding the options installed, and an original (although slightly tattered) factory cardboard advertising poster for the 993.

I like to think he was holding on to it until a person with a child-like love for his new Porsche came along. That was definitely me. The C2 pictured on the factory poster was in Iris Blue. I was stunned by the amount of enthusiasm he had for me, and my new acquisition. There was no doubt he knew this was the start of something special.

Sadly, not long after this, George experienced some distress while driving home from work, and pulled to the side of the Washington Beltway.

He died there before anything could be done. I have the poster framed in my office, and I have the memory of a kind, enthusiastic, easy-going ambassador of the Porsche experience and what it stands for.

I hope he knows how pivotal his actions that day have been in my life and how much he is missed.

Dick Seltzer (1997):

Pride in the veterans who were our guests, and pride in the Potomac Region members hosting the first "Vets on Track" event in PCA.

Bill Calcagno (2001):

When asked what my car was at my first Porsche event, I replied "I have a Porsche jigsaw puzzle." I quickly replied that I literally purchased a 1966 911 that was totally in pieces. I am still working on that car, but I have also purchased my 2006 Cayman S that I drive on the track. After buying a 1997 C4S for my wife, I started to drive away from the dealer, but could not start the car. I thought they had sold me a lemon, so I got out of the car and was told by the salesman that there is an immobilizer in the key fob... I was really embarrassed.

Donna Amico (1993):

A surprise 50th birthday party at Mid-Ohio.
... Aug. 14, 2010 – Paul went out on the

track by himself due to not thinking it was the best idea to have out there the entire time. The other cars had come in and decided not to go out in the next Red session as punishment to himself!

Anita Sangi (member 1995):

The late Lou Holdeman (member from the early 1980s) had been in PCA for a long time and had fallen upon difficult times when he was involved in a three-car accident (the first and only one I know of) at a DE at Summit Point. At Turn 9 a car was pitting and another car behind decided to pass and should not have done this, but in doing so, Lou's car was hit. He went into the trees, thus totaling his car. PCA Potomac collected money to present to Lou so that he could buy a used car. This is one of the many reasons that I love PCA.

Charlie Murphy (member 1989):

I once called Club Race scrutineer, Harry Hall and said I was planning to put a wing on a 944. I asked him for the rules on wings and how high the wing could be. He did not know, so he said to make it within reason. At the race, he took a look at the wing and said "take it down an inch" although he gave no reason. I drilled holes above where the wing was bolted, but I did not move the wing. Harry returned, looked at the wing and at the holes one inch above the wing and said "its perfect now." I still have the wing braces, and I lovingly refer to the holes as "the Harry Hall holes!"

Vu Nguyen (2003, PCA executive director)

Meeting my first PCA member Tony Kelly (2001) at his house to purchase a muffler bypass for my '87 911 (turned out to be way too loud for the street.) Saw his track-prepped 911 and thought "that looks fun."

... Being invited to PCA member Marc As-tore's (2001) house not only to observe a valve adjustment but instead turning it into a DIY weekend on my own 911

... Being a person who can never leave any car alone and being pushed by many Potomac members to DIY a suspension drop on my 911. Lots of elbow grease and cursing over a weekend with Potomac members heckling me in my own garage.

... Entered my first concours event with my then 2-year-old daughter, and her yelling to the judges, "That's my daddy's car, don't touch it"

... Switching my region affiliation early on because Potomac members kept telling me my car was on the cover or inside various *dV* issues.

Special times,
special people

The root of my addiction

At the 19th annual Summit Point Club Race the weekend of Oct 1–3, Potomac will have Siggie Nothacker as the after-dinner speaker on Saturday night, Oct. 2. Nothacker was a designer for Porsche for many years. His daughter, Michaela Shoop is a member of Potomac and drives in DE. She convinced her father to fly here to attend the Club Race and he has agreed to speak for 10-15 minutes and then answer questions.

Family photo

Potomac club member Michaela Shoop with her father, Siggie Nothacker, a long-Porsche designer who will be a guest speaker at the Oct. 2 Club Race dinner at Summit Point Motorsports Park.

By Michaela Shoop
for *der Vorgänger*



Over the course of his career my father worked for Porsche twice. In the '60s straight out of school he was assigned to "Butzi" Porsche and tasked with the original 911 T6 and T7 front concept—to date a design that in essence is still unchanged. He then worked on the legendary 904 GT and shortly thereafter the Targa roof became the test for his problem-solving ability. In the '70s he worked on the mid-engine sports car concept, the sport seat concept and design and the 911 five-instrument panel that we still have today. Interior project management for the 911 G, 924 and 928 interior concept / project management, and 928 instrument panel / cockpit concept including interior prototype project management followed.

His pet project at the time was a VW Rally Beetle sport version concept based on his dark green '61 VW Beetle, the car he drove when I was born. It needed a "nose-job" to accommodate what was originally a Super 90 Porsche engine. Not quite satisfied Dad had to bore it and change the compression ratio until it reached an at the time whopping 120 hp.

Of course, now it needed decent brakes (Porsche and later Formula V brakes), a little suspension and transmission work, Recaro seats with *Hosentraeger* belts, an exhaust system to go with the engine and last but not least a Formula V steering wheel given to him by Count Karel de Buffo, at the time Dan Gurney's co-driver, because de Buffo liked Dad and loved the car.

So did we. You could always hear Dad coming home and when he went for a drive without me I took that very personally. Legend has it that when Mom was in the hospital occasioned by my brother's birth with Grandma there to watch Dad and me, I was jumping up and down in the front seat begging Dad to go "*schneller, schneller*" (faster, faster). No sooner did Dad and I have fun up front,

than grandma erupted from the back seat, calling my Dad what in translation amounts to something in the order of "totally irresponsible son-of-a-b*#\$# ..." who was "no longer allowed to drive her granddaughter around until the only responsible adult in that household (my Mom) is back home." Dad's solution: take the back seat out to save some weight.

After selling the Beetle he tried to recover his steering wheel and learned that the buyer had killed himself in the car. As a result, Dad demanded performance: anyone who possibly wanted to dream of access to his more interesting car keys had to turn some doughnuts in the

snow and hold the line on his/her side of the road, wet or dry. And if you couldn't handle "a bit of pressure," i.e., getting yelled at, you shouldn't be driving in the first place. You'd just love him as an instructor.

Dad's excuse for joining a rally club was that he really needed to do this to be good at his work. This Mom finally bought, though she really couldn't be convinced that this activity naturally entailed blowing an engine every 80,000 km or so. Dad's favorite pastime at age 8 was soap-box racing with equipment he built. He won and in his second year he had a sponsor. That's my Dad.

Regarding the early 924 model: the 924 was indeed a different Porsche. It was originally commissioned by Volkswagen as a sports coupe, and the similarly configured 928 was designed before the 924. In 1973, VW stopped the project causing Porsche to buy back the 924 design and launch it in 1975 as a 914 replacement. It was the first water-cooled, front engine, rear-wheel drive and the best-handling Porsche with the worst performance ever (of course, it had an Audi engine). The problem was addressed with the 924 Turbo, the follow-on models of the 924 Carrera GTS and GTR (driven by Walter Roehrl in the Rally Deutschland), in 1983 the 944 and in 1992 the 968.

The picture on the next page shows the Weissach Design Studio. Lucky enough to get to go to work with Dad one day, I was actually there—of course I was too young to appreciate the treat. Had I been old enough I most likely wouldn't have been allowed to be there in the first place. However, I do remember that Dad's office was one cool place: very interactive with open spaces to walk around and see the designers at work, various models of



socket wrench over there, will you?”

Since there were Porsche and non-Porsche run groups, the race had to be done during the slalom. Everybody thought Dad was crazy, but final placement looked like this: Six 911s, Dad in seventh, followed by Tony’s 911 in eighth causing Tony to storm out of his car calling Dad “Siggi, Du Wildsau!” and then he tried to get him disqualified on the basis of his unfair slicks.

Timing thought that was pretty funny. Back then I thought that was pretty rude. Little did I know this actually was a compliment; which is why Dave DiQuollo’s license plate (“Wld Boar”) brings a smile to my face. (Dad didn’t tell me stuff like that and I still have to kind of pry it out of him).

Porsche obviously knows how to keep its employees happy and here is what they say about the kind of people who work at Porsche:

“We build our special cars with specially motivated employees, who are proud to work at Porsche, whose driv-

ing force is not the money but the passion, who constantly seek improvements regularly testing and optimizing structures, who work hard because it’s fun to work at Porsche. They sometimes think against the grain, but above all they think—creatively and cooperatively. We value this and so do our customers.” Nothing could describe my Dad’s passion for his work better. To understand it you have to understand his absolute passion for driving.

When the 928 debuted at the Geneva Automobile Salon in 1977, it was credited as “not only some kind of new car but a piece of automobile development history, a super-thing on wheels.”

The cockpit with its tilt-adjustable steering wheel was considered to be “the most sumptuous, elegant, stylish and comfortable yet.” For my Dad, it was the start of a long and rewarding career as automobile designer.

This, I suppose, explains why I love my Porsche—as well as the track and the gearheads.

engine and transmission parts along with parts of interiors. Everyone was talking to everyone in a then-unusual brand-new cross-disciplinary approach.

Several exterior studies and models showed a 928 two-seater and—believe it or not—four-seat versions. Dad was an avid proponent of the four-seat version, since his perpetual problem was that he couldn’t afford the 911 of his dreams and if he could have, he wouldn’t have been able to fit his three kids in the back seat. The concept didn’t make it in the ’70s, but was revived with the Panamera.

The winning 928 exterior model was that of Wolfgang Moebius as depicted in the 928 project book. Also depicted in the 928 project book (from where most of these pictures are borrowed) in the lower right corner of the Zuffenhausen parking lot is our infamous bright orange 411 station wagon, dubbed “La Gurka Praktica” by Dad’s colleagues. This fact just begs the story of the Annual Porsche Employee Races held at the Hockenheim Ring.

Rumor had it that half the company—still quite small at the time—was betting whether or not Dad could beat Tony in his new 911. The guys from testing, who knew him from the ’60s when he was sometimes allowed to go out on the test track (later a total no-no), were rooting for Dad and saving stuff such as brake pads, tires, etc. for him.

The weekend before the race Dad was living in the garage. After he had earlier bored the 2.0 liter Porsche engine to 2.2 and changed the compression ratio, he stripped the station wagon of everything but a Recaro driver seat. He strategically distributed sand bags for a more favorable weight distribution.

With parts all over the garage and Dad buried under the car, my question about his state of mind was answered with a quick pop-up of his head mumbling “Yeah, yeah, yeah, got a bet going, got to do it. Get me that

Family photos

Above: An example of Nothacker’s design work while at Porsche was the 928 interior

Left: The Weissach Design Studio where Nothacker worked and, sometimes, was able to take his daughter to work with him.

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

Local meet-ups, car shows

Founders' Region, Potomac monthly breakfast meetings, see Page 8.

Fair Lakes (Va.) Sunday morning meet-up

Time: 8:30–10:30 every Sunday. Place: Starbucks, 12599 Fair Lakes Circle. Near Exit 55B of I-66.

Katie's Cars & Coffee

When: Every Saturday from 7–9 a.m. Place: Katie's Cafe, 760 Walker Road, Great Falls, Va. Lots of exotic cars.

Street rods and others

Weather permitting, every Saturday late afternoon-early evening car show at the Burger King, 10991 Nokesville Road, Manassas, Va. 20110 (at the intersection of Route 234 and Route 28). Lots of muscle cars, street rods, Corvettes and other interesting cars, trucks and motorcycles.

Exotic cars meet-up

These 6speedonline.com meet-ups tend to attract high-end exotics—Lamborghinis, Ferraris, Porsches, etc.—but still are low key and informal. Time: 10 a.m. on Saturdays alternating



Photo by Richard Curtis

Ferraris often frequent area car get-togethers such as this one near Fairfax, Va. Behind the Ferrari is a late-model Lamborghini Gallardo in addition to several Porsches and Corvettes. There is ample parking at this site near the Starbucks at 12599 Fairlakes Circle, Fairfax, Va. 22033 just off Exit 55B of Interstate 66. This event is held each Sunday morning, weather permitting, from 8:30 until approximately 10:30 a.m.

between Tysons Corner, Va. and Rockville, Md. through October.

Virginia meet-ups: Starbucks in Tyson's, 8520 D Leesburg Pike; Vienna, Va. on Oct. 2

and Oct. 30.

Maryland meet-ups: Starbucks, Mid-Pike Plaza, 11802 Rockville Pike, Rockville, Md. on Oct. 16.

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Photos by Craig Davidson

From left: The third place team of Doug Selby and Kim Hart, second place Gary Brindle and Joel Thomas and the first place “rookies” Doug and Theresa Compton.

Season's 3rd rally attracts 23

By Linda Davidson
for *der Vorgänger*

PCA Potomac hosted its third rally of the 2010 season. Saturday, Aug. 21, 22 Porsches and one Corvette met in Mt. Airy, Md. and started a 55-mile adventure through the twisting mountain roads of northern Maryland. Teams had to identify 24 pictures of barns and bridges along the route.

Two Carrera 4Ss from Texas and a Boxster from Alaska were part of the field competing in the Barns and Bridges Rally. Remember the Corvette? It was driven by Jim and Diane Kinnear, rallymasters for the Maryland Corvette Club. They had a great time and commented on how the Porsche people know how to have fun and enjoy their cars as they were intended to.

With 52 points out of a possible 60, the team of Doug and Theresa Compton of Ashburn, Va. came in first. This was their first rally, and we know they'll be back again in their bright yellow 996. Second place went to former rally chairman Gary Brindle and his future son-in-law, Joel Thomas, with 51 points. Doug Selby and Kim Hart came in third place with a total of 46 points. Doug and Kim have competed in all three rallies this season, and with their third place finish now hold the overall total points lead for 2010 with one rally left to go.

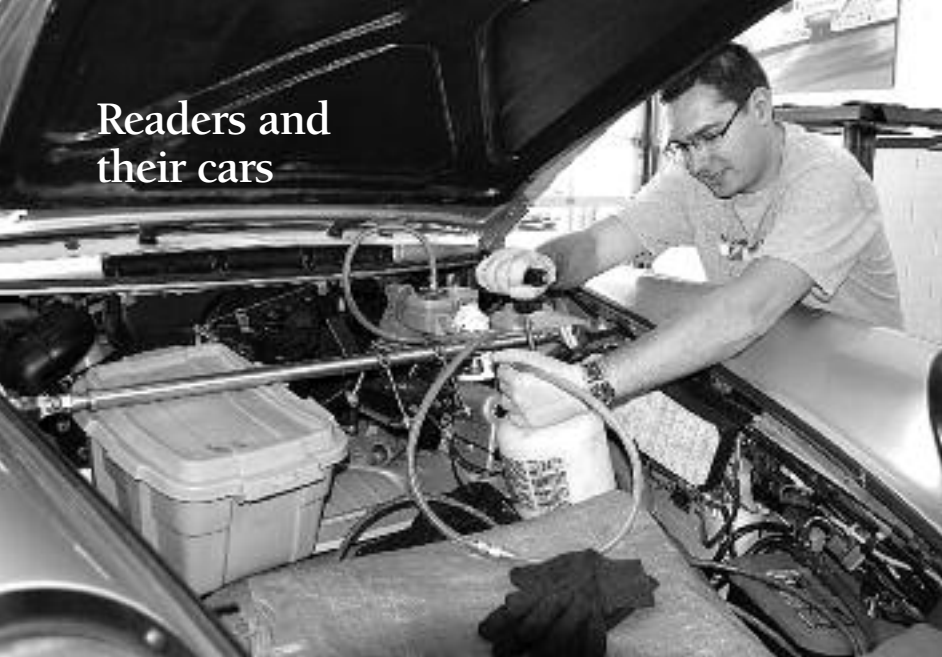
The rally's final destination was The Cozy Inn Restaurant in Thurmont, Md. This is a popular destination of



Left: Cars line up at the beginning of the rally in Mt. Airy, Md. There were 22 Porsches plus one Corvette in this drive through the twisting mountain roads of northern Maryland.

motorcycle and car clubs. Along with the Porsches, there were two motorcycle clubs there that day. When the “elderly” Hogs commented on all the “porches,” Rally master Craig Davidson complimented them on their “two-wheel Porsches.” They got it!!!

Readers and their cars



Photos by Richard Curtis

Above left: George Nimmer does a brake fluid flush and refill on his '87 911 at the July tech session held at Porsche of Tysons.

Above: Ryan Magrab of McLean, Va. adds fuel to his new GT3 RS between DE sessions at the July DE event at Summit Point. He previously owned a 2007 GT3 and has owned seven Porsches altogether.

Above: Jerome Welte puts his '01 Carrera up on a lift at Porsche of Tysons. Welte, of Potomac, Md., has owned the car since April 2009 and also drives an '89 944 as a track car.

Right: Ken Roche of Falls Church, Va., with daughter Amy, 10, gets his '97 993 C4S teched at Porsche of Tysons in July. Roche has owned the C4S for two years and has also owned an '89 911 Targa and an '86 944.



Readers and their cars

Photos by Richard Curtis

Left: David Dean, Woodbridge, Va., works on his '93 964 RSA while at the August DE at Summit Point (W.Va.) Motorsports Park. He's adding nitrogen to the remote Penske shock absorber reservoir. Dean has owned the car one year.

Below: Sandy van Leen, of Olney, Md., airs up his tires at the July DE event at Summit Point. He's owned the 911 with a 3.6 liter engine and 993 body for eight years.

Below: Ross McNair poses with his 2005 GT3 track car that he's owned since March. McNair, from Cabin John, Md., also owns a 911 Turbo and has previously owned a 944 Turbo. He plans to do 24 track days in 2010.

Below right: Chris McFaul, of Centreville, Va., replaces brake pads on his '73 911E at the August DE event at Summit Point. Chris's father bought the car in 1974.





One of the region's older Porsches, Mike Sarli's very nice 1958 coupe sports, among other touches, chrome nerf bars from the period and a window full of go-fast stickers. Photo by Richard Curtis

