

# der Vorgänger





Porsche recommends **Mobil 1** and **MICHELIN**

## **Every car should be a sports car. Introducing our latest proof of that belief.**

It's more than a new car. It's a belief system. A 400-horsepower twin-turbo V6 that achieves 0-60 in 4.6 seconds. Standard PDK double-clutch transmission. Active all-wheel drive with Porsche Traction Management for maximum grip in varying conditions. The new Porsche Macan Turbo is built around our defining belief that every drive should be an unforgettable thrill. Discover a more intensified life with a test drive. Porsche. There is no substitute.

### **The new 2015 Macan Turbo**

**Porsche of Arlington**  
Arlington, VA  
(703) 684-6660  
[www.arlington.porschedealer.com](http://www.arlington.porschedealer.com)

**Porsche of Tysons Corner**  
Vienna, VA  
(703) 564-6300  
[www.tysons.porschedealer.com](http://www.tysons.porschedealer.com)

**Porsche of Rockville**  
Rockville, MD  
(301) 296-2800  
[www.rockville.porschedealer.com](http://www.rockville.porschedealer.com)

**Porsche of Silver Spring**  
Silver Spring, MD  
(866) 963-5812  
[www.silverspring.porschedealer.com](http://www.silverspring.porschedealer.com)



**PORSCHE**

# Intersport

Serving PCA Potomac  
members since 1990

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

**Renowned Porsche service**  
**Pristine pre-owned vehicles**

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



[www.intersportsales.com](http://www.intersportsales.com)  
[www.intersportservice.net](http://www.intersportservice.net)  
[omarkhilmi@gmail.com](mailto:omarkhilmi@gmail.com)  
tel: 703.242.8680 fax: 703.242.0358

**Porsche**      **BMW**  
**Mercedes**      **Audi**

# Table of contents

- 6 The editors' column
- 7 The president's column
- 8 Club officers and program chairs
- 9 Potomac's 2015 calendar
- 10 What Could Possibly Go Wrong? by Don Broxson
- 14 James Henry's 924 rebuild Part 3 - Epilogue by Jay Obst
- 18 Eye Safety and the Proper Use of Eye Protection by Scott Hoffman
- 22 Time To Think Deutsche Marque Concours D'Elegance by Ron Davis
- 24 Shades of Green by Dan Rogers
- 27 Protecting One's Head in Style Epilogue
- 28 New Potomac members and anniversaries
- 30 Readers and their cars

Cover photo: Cars line up for the 2013 Spring High Performance Driving Clinic.  
Photo by Michael Sherman.



## der Vorgänger

The monthly magazine  
of the Founders' Region, Potomac,  
Porsche Club of America.

April 2015  
Volume 61, No. 3

**der Vorgänger** is the official magazine of the Founders' Region, Potomac, Porsche Club of America, Inc. Contributions for **der Vorgänger** should be sent to the editor at least six weeks preceding the month of publication, preferably via e-mail to [dveditor@pcapotomac.org](mailto:dveditor@pcapotomac.org). Please send images in their original sizes.

**Publisher:** Tony Kelly  
6726 Lucy Lane  
McLean, VA 22101  
[dvpublisher@pcapotomac.org](mailto:dvpublisher@pcapotomac.org)

**Co-Editor:** Carrie Albee  
**Co-Editor:** Glenn Cowan  
**Co-Editor:** Michael Sherman  
[dveditor@pcapotomac.org](mailto:dveditor@pcapotomac.org)

**Contributing photographers:** Ken Hills, Michael Madrid, Ken Marks, Tony Pagonis, John Vrankovich, Mia Walsh.

**Contributing writers:** Gary Brindle, Sydney Butler, John Eberhardt, Jonathan Kinberg, Tony Kelly, John Magistro, Tony Pagonis, Starla Phelps, Dan Rowzie, Steve Vetter, John Vrankovich, Mia Walsh.

**Proofreaders:** George Soodoo,  
Linda Gifford

For questions about advertising rates and placement in **der Vorgänger**, please contact Tony Kelly at [dvads@pcapotomac.org](mailto:dvads@pcapotomac.org)

**der Vorgänger** (ISSN 0199-0667) is published monthly except in January by the Founders' Region, Potomac, Porsche Club of America at 6726 Lucy Lane, McLean, VA 22101. Subscription is limited to members of the Founders' Region, Potomac, Porsche Club of America. Annual PCA dues are \$42 (includes \$18 for **der Vorgänger** subscription). Application to Mail at Periodicals Postage Prices is Pending at McLean VA and additional mailing offices. POSTMASTER: Send address changes to **der Vorgänger**, 6726 Lucy Lane, McLean, VA 22101. Statements appearing in **der Vorgänger** are those of the contributing authors and do not constitute the opinions or policy of the Founders' Region, Potomac, Porsche Club of America, its board of directors or the editors of the magazine. The Founders' Region, Potomac, Porsche Club of America neither endorses any advertisement nor warrants any product or services they may provide. Potomac Region reserves the right to cancel advertisements at any time, for any reason, in its sole discretion. For information regarding commercial advertising and rates, contact the publisher listed above.

Letters to the editor are welcome. They should be brief and may be edited for length. Please include a contact phone number for verification.

To subscribe, join the Porsche Club of America. Details at [www.pca.org](http://www.pca.org).



Simultaneously breaks new ground, while clinging to the current one.

**Come in today for a complimentary state inspection and to inquire about our great lease offers. We can get you out of your lease up to a year early with no penalty! Call or email us to find out how. 703-564-6300 [webleads@porscheoftysonscorner.dsmmessage.com](mailto:webleads@porscheoftysonscorner.dsmmessage.com)**

Experience the control of all-wheel drive.  
The new Porsche 911 Carrera 4S.

Porsche of Tysons Corner  
8601 Westwood Center Drive  
Vienna, VA 22182  
(703) 442-8200  
[www.tysonsporschedealer.com](http://www.tysonsporschedealer.com)

Porsche recommends **Mobil 1**



**PORSCHE**

**60<sup>TH</sup> PORSCHE PARADE FRENCH LICK 2015**

Registration opens  
March 17, 2015  
at 12:00 Noon EST

Gainesville Garage is your #1 source for quality built trailers to haul your beloved ride!

*Gainesville*  
**GARAGE**

5300 Wellington Branch Drive, Gainesville, VA 20155  
[www.gainesvillegarage.net](http://www.gainesvillegarage.net)  
703-754-0855

PCA MEMBERS RECEIVE A FREE SPARE TIRE WITH TRAILER PURCHASE

Bruce Wakefield  
Director

**CPR**  
Vintage Porsche Restoration

410-353-2274 Cell  
[cpr.bruce@gmail.com](mailto:cpr.bruce@gmail.com)

9329 Ocean Gateway  
Easton, MD 21601  
410-822-8322

# March Snow

I picked up my new Boxster GTS on a Friday and got it home just as the sun set. Saturday it snowed. At least my old cover fits. The next Saturday I drove my new driveway ornament to Porsche of Silver Spring for the PCA Potomac open board meeting. The meeting was very well attended (especially given the weather forecast) and all assembled enjoyed a fresh hot breakfast and fresh news about the various PCA Potomac programs. At about 11am it started to snow. In the four minutes it took me to reach the Inter County Connector the road surface was white – and thick – and treacherous. Brand new 20 Inch P-Zeros were the wrong rubber. After the most frightening 45 minute drive of my life (new car, snow, ice) I got home and put the cover back on the car. I am writing this 12 days later and it is snowing again.

I have read all the manuals including the Emission Parts Warranty but there is something to be said for actually driving a new car. I'm just told that though not having had the chance to actually try it. I will be out of the country the next week so by the time I actually get to enjoy a drive somewhere other than to or from the dealer I will have had the car for a month. At least I'm not running up excess milage. I wonder how long a



Carrie Albee



Glenn Cowan



Michael Sherman

new car can sit in the same place before the tires flat spot or the belts freeze in place?

Before it started snowing I was very impressed by how stunningly easy it was to turn in a car coming off lease and pick up a new leased vehicle. Among myriad papers to sign the only really important document is the lease agreement itself which is too complex to worry with other than four or five significant variables. Decline the under coating, paint protector and invisible bra and you are on your way home. At least in my experience Porsche is very good at helping you order what you want, track its manufacture, shipping and delivery and handing you the car in immaculate condition. If only they could do something about this weather!

By the time you are reading this my new Boxster GTS will have been to Baysox Stadium, taken my wife and I for a drive in the woods and hills of Howard County and snow will be a fleeting memory.

–Glenn

Tax planning and returns?

Protection of wealth?

Financial planning?



Accounting and audit?

Litigation support?

Investment planning?

## YOU BET YOUR GLASS WE DO

Glass Jacobson is a one-stop-shop for complete personal and business financial services, led by Managing Director and Porsche enthusiast Michael Cohen, CPA.

[www.glassjacobson.com](http://www.glassjacobson.com)

[michael.cohen@glassjacobson.com](mailto:michael.cohen@glassjacobson.com)

410-356-1000

10711 Red Run Blvd Suite 101 Owings Mills, MD 21117



1901 Research Blvd Suite 300 Rockville, MD 20850

# April Showers

April showers bring horsepowers. By the time you read this column, the sun will be rising earlier and setting later. At the crack of dawn, birds will be chirping; drivers will be meeting; and engines will be starting. In all of our driving programs, but especially in Drivers Education, our mantra will resonate: Be Safe! Have Fun! And Learn! For most (if not all) of us, the sun and its warmth will be a welcome relief after another long, dark and cold winter. There are of course many among us who enjoy the snow. Indeed, I have absolutely no problem with snow in the right places--such as the Swiss Alps, Tahoe, and Vail. Regardless, most of us will now enjoy our Porsches in ways that a blanket of snow renders simply impossible.

With well over 100 events in the coming months, Potomac, The Founders' Region, offers something for just about everyone. We may not be all things to all people, but we do have such an array of activities that one would be hard-pressed not to find something that clicks and fits. For our newer members, here it is in a nutshell. The driving programs are as follows (in alphabetical order): Autocross; Club Race; Drive & Dine; Drivers Education; and Rally. In addition, we offer Concourse events throughout the year and have less formal Wash & Shines from time to time. We also host various social events including quar-



Howard Hill

terly Open Board Meetings, monthly breakfasts in DC, MD and VA, a golf tournament, a fall picnic and a Christmas Party (which sells out every year). Detailed information about all of our programs can be found on our website: [www.pcapotomac.org](http://www.pcapotomac.org).

Since becoming a member of PCA, I have been involved in our Drivers Education program more than any of the other programs we offer, although my family and I have participated in at least one of each the programs – kind of like a Smorgasbord. The events have taken us from our annual Watkins Glen trip to 48 Hours at Sebring. In whichever Region we visit, PCA's motto has held true. It's not just about the cars... it's about the people. Many of our Potomac people are pictured and interviewed in a terrific video on the PCA National website featuring Potomac's Club Race held annually at Summit Point Motorsports Park in West Virginia. Our Region's Club is the oldest continuously held PCA Club Race event. The Club Race video can be found by following this link: [www.pca.org](http://www.pca.org). Ladies and Gentlemen: Start your engines!



**The Best Brakes.  
From the Best Source.**

**PFC  
BRAKES**

**HAWK  
PERFORMANCE**  
BRAKE PAD TECHNOLOGY OF CHAMPIONS™

**PAGID**

Meet Mark Francis: OG Racing's Trackside Support.

He's a 20 Year Potomac PCA Member. He has an unhealthy obsession with anything Porsche. He knows a lot about brakes. You might find him at your next PCA offering free brake advice.

**OG RACING**

**Your Source for Motorsports Safety Equipment • [www.ogracing.com](http://www.ogracing.com) • 1.800-934-9112**

## Founders' Region officers

**President:** Howard Hill  
[president@pcapotomac.org](mailto:president@pcapotomac.org)  
**Vice president:** David Dean  
[vicepresident@pcapotomac.org](mailto:vicepresident@pcapotomac.org)  
**Secretary:** Mia Walsh  
[secretary@pcapotomac.org](mailto:secretary@pcapotomac.org)  
**Treasurer:** Michael Handelman  
[treasurer@pcapotomac.org](mailto:treasurer@pcapotomac.org)  
**Past president:** John Eberhardt  
[pastpresident@pcapotomac.org](mailto:pastpresident@pcapotomac.org)



Howard Hill



David Dean



Mia Walsh



Michael Handelman



John Eberhardt

## Drivers' Education

**Drivers' Education Chairs:** Alan Herod, Tuffy von Briesen  
[dechair@pcapotomac.org](mailto:dechair@pcapotomac.org)  
**Registrar:** Carol DeZwarte, Chris Mantzurani  
[deregistrar@pcapotomac.org](mailto:deregistrar@pcapotomac.org)  
**Cashier:** Roger McLeod, Jr.  
[decashier@pcapotomac.org](mailto:decashier@pcapotomac.org)  
**Track coordinator:** Brian Walsh  
[trackrentals@pcapotomac.org](mailto:trackrentals@pcapotomac.org)  
**Chief instructors:** Bob Mulligan, Dan Dazzo  
[chiefinstructor@pcapotomac.org](mailto:chiefinstructor@pcapotomac.org)  
**Tech chairs:** David Diquollo, John Vrankovich  
[tech@pcapotomac.org](mailto:tech@pcapotomac.org)

## Programs

**Autocross:** Michael Kaunitz  
[autocross@pcapotomac.org](mailto:autocross@pcapotomac.org)  
**Drive & Dine:** Andrew Fort, Ken Harwood  
[driveanddine@pcapotomac.org](mailto:driveanddine@pcapotomac.org)  
**Club Race:** Fred Pfeiffer  
[clubrace@pcapotomac.org](mailto:clubrace@pcapotomac.org)  
**Concours:** Ron Davis  
[concours@pcapotomac.org](mailto:concours@pcapotomac.org)  
**Historians:** Fred Phelps, George Whitmore  
[historian@pcapotomac.org](mailto:historian@pcapotomac.org)  
**Legal officer:** Howard Hill  
[legal@pcapotomac.org](mailto:legal@pcapotomac.org)  
**Membership:** John Magistro, Mia Walsh  
[membership@pcapotomac.org](mailto:membership@pcapotomac.org)  
**Community service:** Chip Taylor  
[communityservice@pcapotomac.org](mailto:communityservice@pcapotomac.org)  
**Rally:** Craig and Linda Davidson  
[rally@pcapotomac.org](mailto:rally@pcapotomac.org)  
**Safety:** Irfan Alvi  
[safety@pcapotomac.org](mailto:safety@pcapotomac.org)

**Social, meetings:** Annabelle Alvi  
[social@pcapotomac.org](mailto:social@pcapotomac.org)  
**Sponsor:** Mi Jee Song  
[sponsor@pcapotomac.org](mailto:sponsor@pcapotomac.org)  
**Volunteer coordinator:** Jonathan Van Hise  
[volunteers@pcapotomac.org](mailto:volunteers@pcapotomac.org)  
**Zone 2 Rep:** Cheryl Taylor  
[zone2rep@pcapotomac.org](mailto:zone2rep@pcapotomac.org)  
**Webmasters:** Mike Handelman, Ken Harwood, Ron Flax  
[webmaster@pcapotomac.org](mailto:webmaster@pcapotomac.org)

## Model Experts

**Cayenne:** Ken Harwood  
[cayenne@pcapotomac.org](mailto:cayenne@pcapotomac.org)  
**Cayman:** Chad Todd  
[cayman@pcapotomac.org](mailto:cayman@pcapotomac.org)  
**356, 912:** Tim Berardelli  
[356@pcapotomac.org](mailto:356@pcapotomac.org)  
**911 (older):** George Whitmore  
[911@pcapotomac.org](mailto:911@pcapotomac.org)  
**930, C2, C4:** Roger Bratter  
[930@pcapotomac.org](mailto:930@pcapotomac.org)  
**Boxster:** John Eberhardt  
[boxster@pcapotomac.org](mailto:boxster@pcapotomac.org)  
**914, 914/6:** Ray Plewacki  
[914@pcapotomac.org](mailto:914@pcapotomac.org)  
**944, 968:** Charlie Murphy  
[944-968@pcapotomac.org](mailto:944-968@pcapotomac.org)  
**924:** John Brown  
[924@pcapotomac.org](mailto:924@pcapotomac.org)  
**928:** Kevin Lacy  
[928@pcapotomac.org](mailto:928@pcapotomac.org)  
**993:** Jose Herceg  
[993@pcapotomac.org](mailto:993@pcapotomac.org)

## der Vorgänger

**Publisher:** Tony Kelly  
[dvpublisher@pcapotomac.org](mailto:dvpublisher@pcapotomac.org)  
**Editors:** Carrie Albee, Glenn Cowan, Michael Sherman  
[dveditor@pcapotomac.org](mailto:dveditor@pcapotomac.org)  
**Advertising:** Tony Kelly  
[advertising@pcapotomac.org](mailto:advertising@pcapotomac.org)



### Team Building & Client Entertainment

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

**Call us for details!**  
**Tel: 571.434.9566**

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



**RPM**  
**PORSCHE Audi Volkswagen**  
**SPECIALISTS**

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

30+ years Porsche experience  
20+ years racing experience

**STAN FOX**

8210 B. Cinder Bed Rd. Lorton, VA 22079  
5 minutes from Springfield Metro  
[www.rpm-performance.com](http://www.rpm-performance.com)

t: 703.550.8240  
f: 703.550.0069  
[rpm@vacoxmail.com](mailto:rpm@vacoxmail.com)



# Potomac's 2015 calendar

The information below is accurate as of date of publication. However, you're advised to check Potomac's website at [pcapotomac.org](http://pcapotomac.org) for further information and the most up-to-date information.

## April

- 3-4 DE Summit Point, Main Circuit.
- 4 Virginia Brunch at City Grille in Manassas on Saturday, 11am – 1pm.
- 11 Potomac's Second Saturday breakfast at the Silver Diner, Merrifield, Va. 8am - 10am.
- 18 Potomac's Maryland Brunch at Glen Echo, Md. 11am – 1pm.
- 19 Potomac's Trail Ride & Cookout w/ NVJA (for Cayennes).
- 24-26 Potomac's Covered Bridges Drive&Dine Tour to Bedford Springs, PA Resort.
- 25 Rally #1 – All About Speed, 10am – 1pm.

**Starting in 2015 we have a new monthly breakfast at the Silver Diner in Merrifield, Va in addition to our monthly brunches in Manassas, Va, and Glen Echo, Md. This will be in place of Thirsty Bernie's Sports Bar & Grill.**

## May

- 2 Tech Session #2, Auto Therapy, 9am – 1pm.
- 2 Virginia Brunch at City Grille in Manassas on Saturday, 11am – 1pm.
- 3 Deutsche Marque Concours, Nottoway Park, Vienna, 10am – 3pm.
- 9 Potomac's Second Saturday breakfast at the Silver Diner, Merrifield, Va. 8am - 10am.
- 9 Potomac's Spring Drive & Dine, tentative date.
- 15-17 Mid-Ohio DE (joint with Northern New Jersey Region).
- 16 Potomac's Maryland Brunch at Glen Echo, Md. 11am – 1pm.
- 16-17 Potomac's Drive & Dine to Eastern Shore St Michael/Ocean City.
- 23 Tech Session #3, 9am – 1pm.
- 24 Autocross #2, Baysox Stadium, 7am – 2:30pm.
- 24-26 Potomac's Covered Bridges Drive & Dine Tour to Bedford Springs, PA Resort.
- 30-31 DE Summit Point, Shenandoah Circuit.

## Potomac Monthly Brunches

Potomac breakfasts and brunches are an excellent way to (a) have a tasty meal, and (b) make new Porsche friends or renew old friendships. Meetings are low-key with no agenda.

**Virginia: first Saturday of each month**, 11am at the City Grille, 10701 Balls Ford Road, Manassas, VA, 20109.

**Virginia: second Saturday of each month**, 8am. Silver Diner, Rt 50 in Merrifield, VA.

**Maryland: third Saturday each month**, 11am – 1pm at the Irish Inn, 6119 Tulane Ave., Glen Echo, MD.

## Cars & Coffee

### Fair Lakes, VA

Sundays, roughly 8:30 – 10:30am, Fair Lakes (VA) Starbucks for coffee and cars is the site located at 12599 Fair Lakes Circle, Fairfax, VA, just off Interstate 66 at exit 55B.

### Hunt Valley, MD

Saturdays, 8 – 10am, Hunt Valley Towne Centre at Joe's Crab Shack, 118 Shawan Road, Hunt Valley, MD. Many cars of all types.

### Burtonsville, MD

Sundays, 7:30 – 10am, "Church of the Holy Donut," Dunkin' Donuts, Route 29 & 198, Burtonsville, MD.

### Great Falls, VA

Saturdays, 7 – 9am, Katie's Cars & Coffee located at 760 Walker Road, Great Falls, VA. This is perhaps the premier gathering of interesting cars in the D.C. area. Don't look for many cars if the weather is inclement.

### Bethesda, MD

Saturdays, 8 – 10am, Corner Bakery Cafe, 10327 Westlake Dr., Bethesda, MD, Westfield Montgomery Shopping Mall.



# What Could Possibly Go Wrong?

Don Broxson's tale of buying a 1978 911 in St. Louis and flying there to pick it up

*Story and Photos by Don Broxson.*

Let's start with...I have always wanted a 911. I loved the 914 I owned in the mid 80s but lusted after the 911 on the posters on my wall, I just couldn't afford it. Decades go by, with marriage, a career, 3 kids, minivans...

My oldest daughter received her learner permit and was promised my old SUV so I started looking for another commuter car. While researching options I noticed that earlier 911s were starting to get more expensive. I didn't want my bucket list car to escalate out of reach, and decided to do something about it. I spent several months researching early air cooled 911s and narrowed my search to the 911 I remembered from my past, the 78-89 911SC, with A/C and a manual transmission.

I tried finding a suitable car in the DC local area, even looking at several but I couldn't find the right car, at least not before the other guy did. I eventually started looking nationally. I searched on PCA, Craigslist, eBay, Rennlist, and specialist sites. I was starting to think I would have to buy one out of LA or San Francisco.



I tried buying several cars. I was the high bidder on a gorgeous black 911 in PA that didn't meet reserve. I contacted the seller but found that we were not even close. I then missed a local car by a couple of hours. I met the owner after work only to find that his wife had taken a deposit that afternoon.

Then I found a green 78 Targa from a dealer in St Louis on eBay. It seemed to be what I was looking for. It wasn't perfect but I didn't need perfect. I was the high bidder but with no one else bidding it didn't meet reserve or even trigger my top bid. They sent me a second chance offer but they wanted too much money. A week later I noticed it was still on their website and I made them an offer. A quick phone call and \$500 more, and we had a deal, pending inspection!

Here's where the Optimism comes in. I decided to fly in to St Louis that Friday to inspect the car, and then drive it back to Northern Vir-



*Left: Don Broxson poses with his 911 Targa. He flew from DC to St. Louis to pick it up. His adventure home begins...*

ginia over Friday and Saturday. What could go wrong, right?

I flew to St Louis early that morning and caught a cab to the dealership to inspect the car. It was a gorgeous day in the middle of a cold winter. I climbed all over and under the car in their garage. I enjoyed a trouble free test drive enjoying the sunshine with the top off. I found no problems with the car other than an alignment issue I had them fix. Once the alignment was acceptable I completed the purchase. I owned a 911! I raced out of St Louis just ahead of evening rush hour with a plan to make it 5 hours to a friend's home near Ft Knox.

After clearing the city, the temperature plummeted as dusk approached, so I turned on the heat. As a prior Porsche owner I remembered the intricacies that are the Porsche heater controls so I had refreshed my memory via Google prior to the trip. Hmmmn, still no heat. Not only that, I

couldn't even stop the cold air from blowing on my feet. That was an oversight, the first of several.

I pulled over on the side of the interstate and installed the Targa top. Once up to speed I found that the top didn't seal. Neither did the windows. That's rather unfortunate, and another oversight. I tried to drown out the noise with the radio, only to find that the radio has no power. Oops, I forgot to test that. Another Oversight! Then my GPS died because the cigarette lighter didn't have power either. Yep, another oversight. I lowered my window for some reason and blew a fuse trying to raise it again. My plan is suddenly looking less than reasonable.

2.5 hours into the drive found me at a truck stop making adjustments. I also borrowed some foil paper from the truck stop food counter to affect a roadside repair to the burned out fuse so I could roll up the window. In the best news of the



*Above: The journey begins with a flight from the DC area to St. Louis to purchase a car he has never seen in person.*

*Above right: The St. Louis arch greets Don as he travels to pick up his 911. Will his optimism be rewarded?*



night, I found a roll of 1/4 inch foam I could use to better seal the top and windows. A combination of adding the foam weatherstrip and applying duct tape to the front and back of the Targa top managed to stop the incessant howling. Finally I could take out the ear plugs I found in my laptop travel bag.

2.5 hours later, I arrived at my friend's house. Several adult beverages were consumed while admiring the car through the kitchen window as I slowly thawed inside the house.

The next morning we had breakfast in Guston, KY and then I hit the local parts store. Luckily they had the German fuses I needed, as well as more weather stripping and (BONUS) some hand warmer packs. Remembering the night before and thinking of the 11 hour drive ahead of me, I bought LOTS of hand warmer packs! I bought some 3M adhesive to glue the carpet in the footwell to stop it from jamming the clutch. I replaced the burned out electric window fuse and replaced the missing cigarette lighter fuse. Now the windows and the cigarette lighter both worked, so I could run my GPS. That is important as the speedometer is not accurate. Unfortunately the radio was still dead. You can't win them all.

This sounds like a lot of hassle, but I was suddenly optimistic. In addition, at every single stop,

and several times along the way I had gotten thumbs up or "Nice Car". Besides, the car is SO MUCH FUN TO DRIVE!

Now the real journey begins... It was going to be at least 11 hours to get home. I pulled out of the parking lot with the first pack of hand warmers in the toe of my (vented) running shoes. It wasn't too bad, and it would probably warm up as the day went on. There's that pesky optimism again. As I drove East I was being overtaken by the storm that was about to punish Boston. The temperature wasn't climbing, it was dropping. Eastward I go, adding another hand warmer to each shoe. I also learned that ever 5 minutes I need to stomp my feet repeatedly to re-energize the packets. Other drivers are confused. I had a late lunch in Morehead, KY and kept going. As I drove the temps kept dropping. I am driving along with snow covering the ground and frozen waterfalls down the rock walls along the interstate. With no heat...

I check off the cities, Huntington, Charleston, and then Beckly, WV. The roads are beautiful. A short rip on a curvy section after a toll plaza has me smiling. More gas stops and more thumbs up gestures. However, it is getting brutal cold and I am starting to take longer breaks at each gas stop. I also notice that there is a pervasive smell of burning oil after higher revs. Perhaps my lower valve covers are leaking. I have now transitioned



to filling up at only a half a tank, just so I can warm up. I finally hit Lexington, VA and head North up I-81. As I was falling behind schedule I intentionally went as far as I could stand before making the last stop in Staunton, VA. After a 30 minute warm up in the truck stop I blasted the last 2.5 hours, making it home around 10pm. I immediately jumped in a hot shower to thaw my Toe-sicles...

So overall, I had a very unique first drive experience. I feel I know my car far better than most owners who have had their car for far longer. I know what is good, what is bad, and I have a laundry list of things that need fixed. I have also bonded with it faster than any car in my past. We drove over a thousand miles in the first weekend.

Would I recommend to someone else? Certainly not. There is too much that could have gone wrong. Was it a prudent decision? Probably not. Was it a fun road trip? Mostly... Am I glad I did it? ABSOLUTELY!

BTW, the next morning my dead battery explained why the fuse to the cigarette lighter was missing. Yes, she got the last word...

*Above: The road trip home! The highway system stretches out in front of him he sets off. Many stops along the way would make it an interesting trip.*

*Below: Is that snow? The green Targa looking great on a stop along the way home.*



# James Henry's 924 Engine Rebuild Part 3

## Epilogue

*Story and Photos by Jay Obst, edited by Ryan Waits*

This is the final piece of a three-part series. The first two parts can be found in the December 2014 and February 2015 issues of *der Vorgänger* magazine.

In the latter part of 2014 James Henry was faced with a dilemma. For James, the owner of a well maintained, all-original, Euro spec Porsche 924 and with over 300,000 miles on its odometer, it was time to consider an engine overhaul.

James's father originally purchased this 924 while stationed in Germany in 1982. When the car was handed down to James in 2006 he has accepted the responsibility to maintain it and has lovingly cared for this car ever since.

When James delivered his 924 to Dark Horse Garage for an engine assessment, several issues were pointed out and an engine overhaul was recommended. What wasn't initially realized was that sourcing parts for a 32 year old 2.0 liter Porsche 924 engine was going to be the biggest challenge.

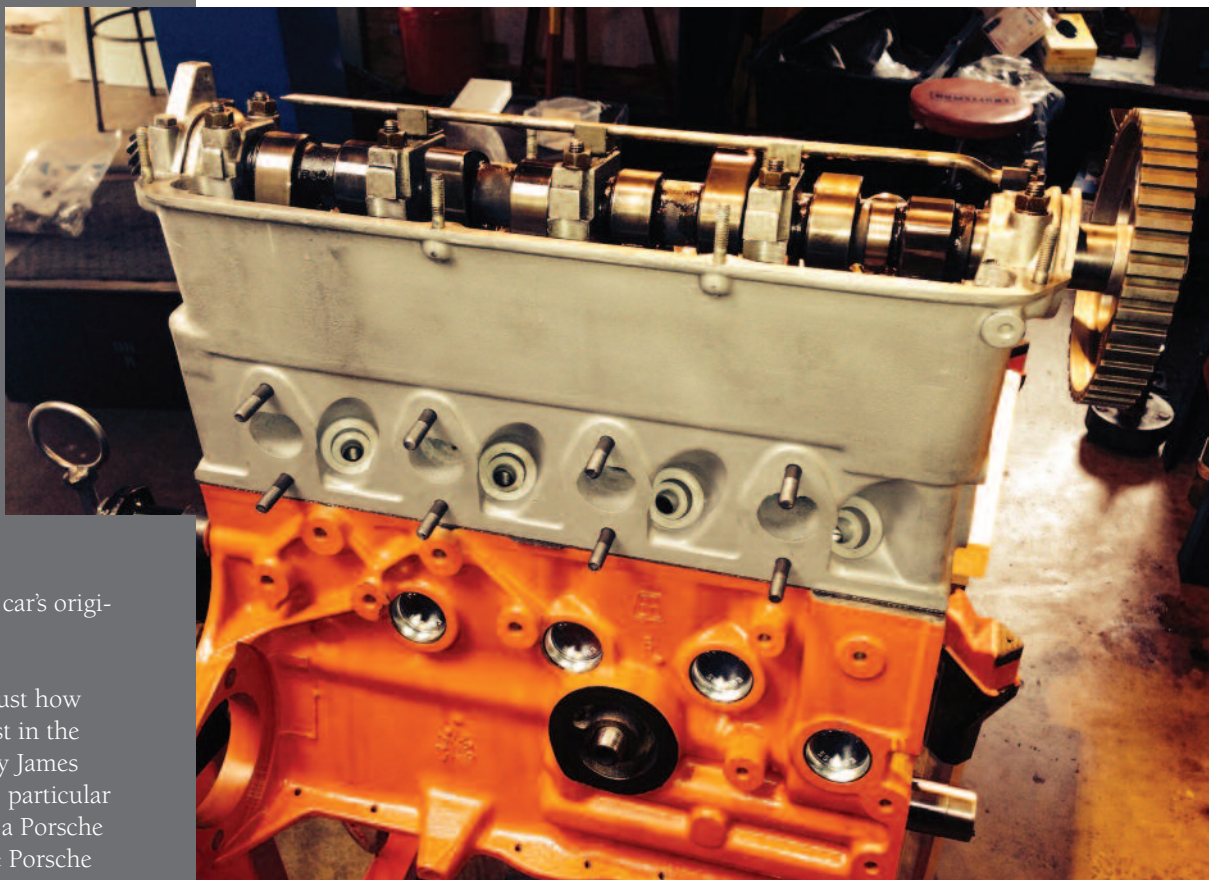
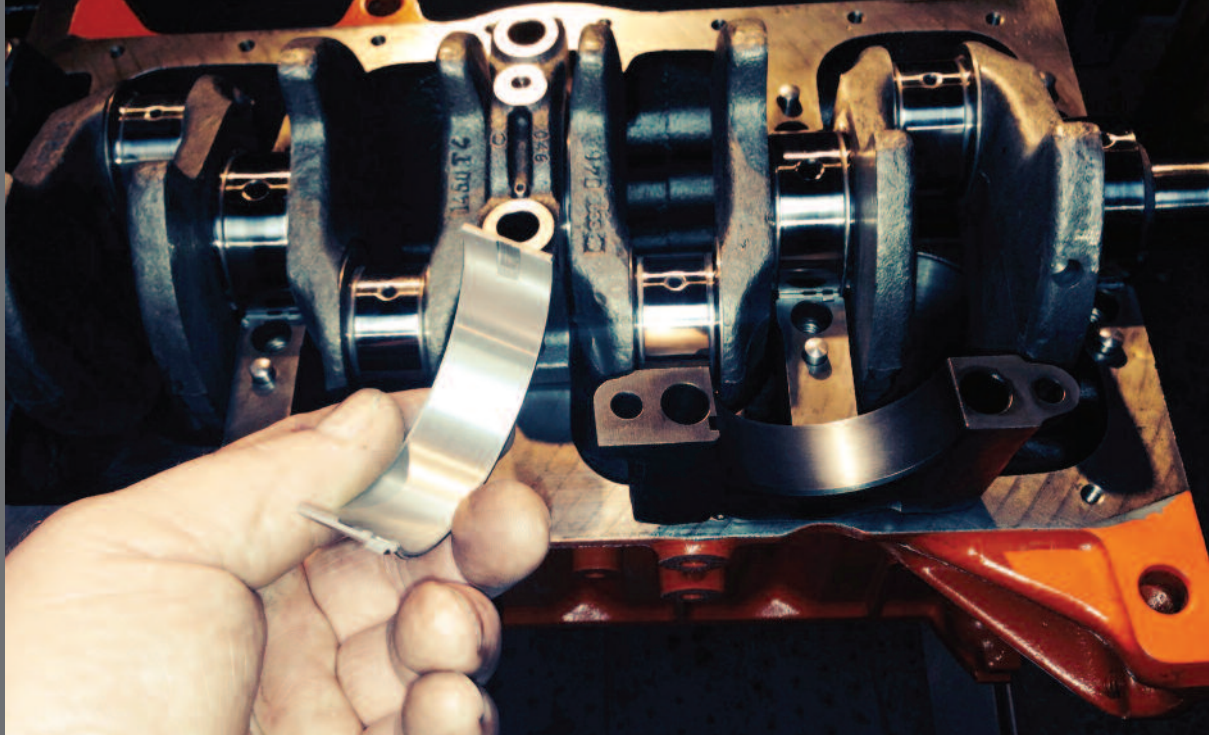
What started off as a straightforward engine rebuild turned into nearly a year long challenge when parts supplies proved difficult or impossible



to obtain. Some critical engine parts, the main bearings and pistons, would have to be custom made.

It was only after these essential parts were in hand could this 2.0L engine re-build project continue. Many more challenges were encountered which needed to be resolved during the process.

Having lived in Germany as a young boy, James has been a long-time admirer of quality automobiles and especially Porsche sports cars. Knowing the significance of the 924 in Porsche's history, James was determined to preserve his 924 in its original form. He abandoned the idea to replace his 2.0 liter engine with the more readily available 944 2.5L engine. This would have solved the problem of having to source the 2.0L parts but



would have destroyed the car's original form.

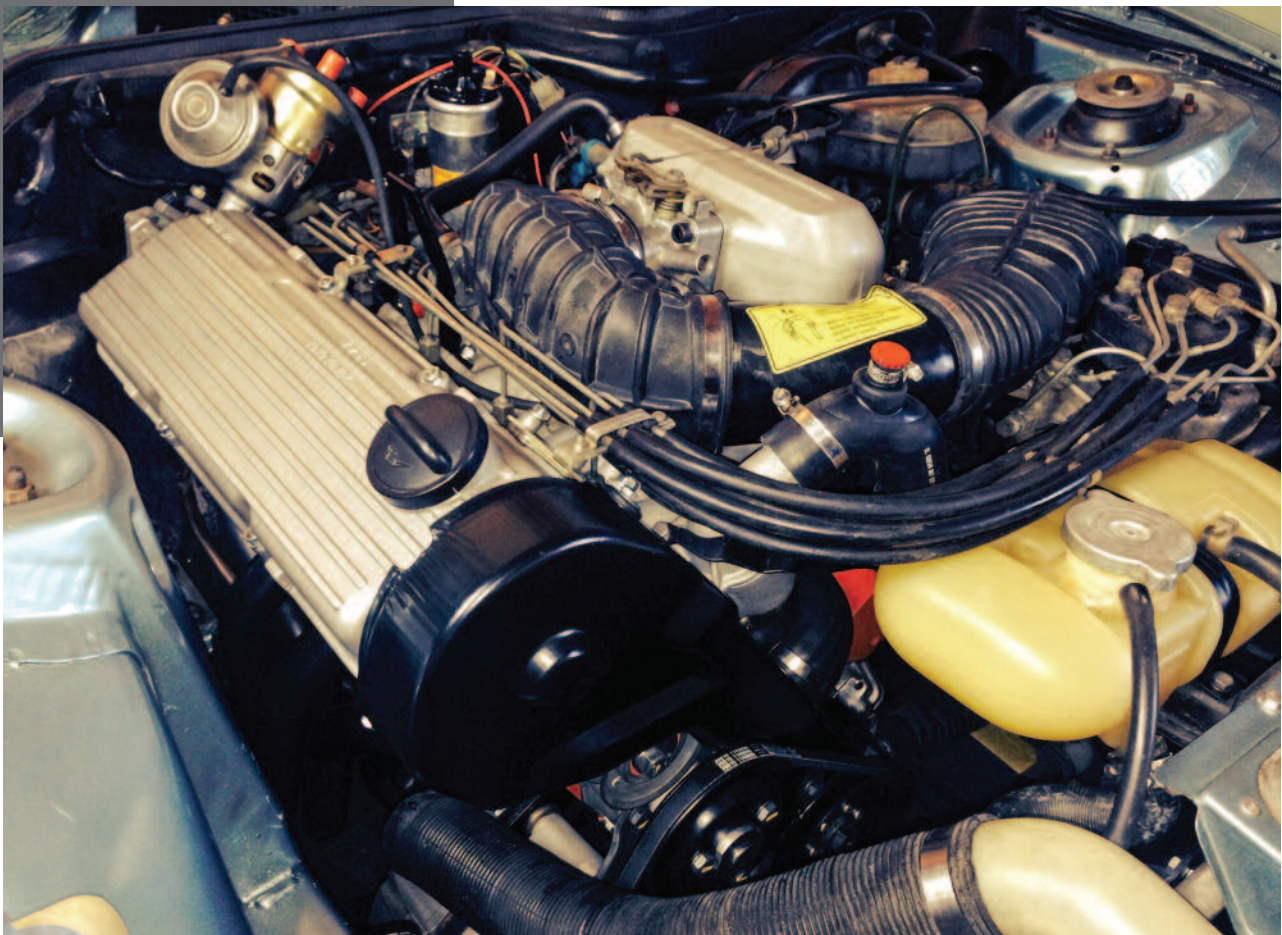
One can only imagine just how many Euro Spec 924's exist in the US; Even more reason why James was intent to preserve this particular 924. James, somewhat of a Porsche historian, also believes the Porsche community could benefit from a better understand its roots.

Since James intends to pass this 924 on to his daughter when she is ready to accept the responsibility, this job had to be done. James's perseverance has brought sweet success.

*Top: New 2.0L main bearings go in.*

*Above: The 2.0L re-build starts to take shape.*

*Above left: James Henry's Euro-spec 924 looking brilliant in blue.*







Far left, above: The new engine is carefully installed into position.

Far left, below: The completed 2.0L engine is nestled into place and is finally finished.

Left: James and his daughter pose by the project car. James intends to pass this 924 on to his daughter (when she is ready to accept the responsibility, naturally).



**Experience performance with confidence.**

THE ULTIMATE CHOICE FOR PEOPLE WHO KNOW PERFORMANCE



Performance Sport

**Michelin® Pilot® Sport PS2™**

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



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

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

**Supporting PCA Potomac**  
**for more than 20 years.**

**Radial Tire Company**

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

Please call for Directions  
[www.RadialTire.com](http://www.RadialTire.com)



# Eye Safety and the Proper Use of Eye Protection

By Scott Hoffman with  
Dr. James Tickner

The challenging North Course at Virginia International Raceway has a thrilling ascending blind corner commonly referred to as the “Stevie Wonder” turn. No disrespect is intended for the extremely talented 25-time Grammy Award winner but if you are reading this article you are blessed with the gift of sight that he unfortunately lost some time after birth.

Porsche ownership and many of the Porsche Club of America activities we engage in require good vision and yet most of those activities also expose our eyes to hazards that can potentially damage our vision. Although the probability of these threats varies it is best to understand how to prevent or mitigate them.

The most common activity all of us Porsche owners share is the fundamental act of driving. While driving during daylight hours our eyes are bombarded by the sun’s harmful rays. The sun emits light at different wavelengths—some considerably more harmful than others. Some common medicines such as Doxycycline intensify the sensitivity and therefore increase the resulting harm from these rays. Ultraviolet radiation can cause eye sunburn and cancers of the eye and eyelid. Ultraviolet A (UVA) exposure is dangerous to our eyes and can lead to cataracts and macular degeneration. One hundred percent (100%) of Ultraviolet B (UVB) rays we expose our eyes to are absorbed by our corneas. This causes corneal inflammation known as photokeratitis, as well as other degenerative conditions such as pingueculae and pterygiums. Ultraviolet C (UVC) is typically not a threat now because the ozone layer absorbs most of those rays but as the ozone layer is depleted these rays will have a negative impact

on our eye health. High Energy Visible light (HEV) exposure can lead to retinal damage and macula degeneration.

How can we protect our eyes from a threat we are so commonly exposed to by just being outside or driving? Ignore the lyrics of the great rock band ZZ TOP. They may have created some catchy and timeless tunes, have the coolest beards, and drive awesome hot rods, but their advice to “Go Out and Get Yourself Some Cheap Sunglasses” is highly misguided. Talk to an eye care professional and seek quality sunglasses that block 99-100 percent of the UVA and UVB and 75 percent of the visible light exposure. Proper sunglasses will have gray, green or brown lenses and should be perfectly matched in color and free of distortion and imperfections. Although many tinted lenses may look fashionable they do not properly protect your eyes.

Consistent use of sunglasses is the best method to protect your eyes while driving on the street, the track, or autocross course. Sunglasses are also necessary while we are sitting in the paddock or while performing any outside activity during daylight hours.

After driving, probably the most common act that many of us accomplish at some level is cleaning, polishing, or servicing our Porsches. These tasks expose our eyes to chemical hazards and damage. Take the time to read car care product and fluid labels. The manufacturers of car wash detergents, wheel and tire cleaners, polishes and waxes, and interior cleaners and protective coatings all warn about avoiding contact to your eyes because of the potential damage they can create.

One particularly corrosive chemical that exists in some wheel cleaners is Hydrofluoric Acid. Although it typically exists in commercial industrial environments it is sometimes used in the typical self-service car washes seen in many towns. Hydrofluoric Acid will cause not only skin burns but burns to the cornea and conjunctiva when there is contact. Unfortunately the industry has tried to replace Hydrofluoric acid with the just as dangerous Ammonium Bifluoride solution.

Whether you apply these car-cleaning products by spraying, applying with cloths or sponges, or using rotary power tools there is a chance you'll splash these chemicals into your eyes unless they are protected. These caustic chemicals can also be transferred from your hands or sleeves by rubbing. The best way to protect your eyes from chemical contact is through the use of goggles or full-face shields. When fitted and worn properly goggles are meant to seal against your face to block chemical splashes to the front and sides. Another advantage of goggles is they are designed to fit over prescription eyeglasses.

Typical servicing could include replacing fluids. Exposure to many of these fluids such as motor oils, power steering fluid, gasoline, and coolants can also be irritating or even known causes of sight threatening eye damage. Sulfuric Acid in batteries and DOT 4 brake fluid are known to cause serious eye damage. Goggles or face shields must be worn when servicing your car's fluids to avoid eye injury from these common fluid-servicing tasks.

Maintenance requiring, hand tools, power tools, or air compressors increases the potential of eye injury from foreign bodies contacting or entering the eye. Eye injuries from hand tools typically result from use of a striking tool such as a hammer against a part or other tool and something breaks or shatters causing small pieces to penetrate the eye. Never use a hammer to strike another tool that isn't meant to manage a strike from that tool. Never beat a hammer against a screwdriver or socket or other tool. Shattering tools or fasteners can do serious damage to the eyes unless protected. When using a hammer protect your eyes with safety glasses that provide frontal and some side impact protection.

# ACHTUNG!

## AUGENSCHUTZ ERFORDERLICH



## EYE PROTECTION REQUIRED

Power tools, whether powered by air or electricity that rotate, saw, grind, hammer, or blow, present another set of eye hazards that can damage your unprotected eyes. Wear safety glasses as a minimum deterrent against eye injury. However, when using power tools or air compressors for drilling, grinding, sanding, or blowing, safety glasses may not suffice because they may not block small particles or dust propelled from the operation. These foreign bodies can cause corneal abrasions, scratches, infections, and possibly penetrating wounds. Consider impact resistant goggles to provide full front and side eye protection.

If you enjoy driving your Porsche in a performance manner on a racetrack or on an Autocross course you are presented with a full set of hazards to your eyes. Just like normal street driving your eyes are subjected to the effects of sun's UV and HEV light that can injure your eyes. Although the clear and tinted helmet visors and visor tear-offs provide some UV protection you'll still need to wear sunglasses while in the paddock.

Helmet visors don't provide your eyes protection from flying debris when worn tilted up. In a collision, glass particles, car parts, dirt, and even animal parts can enter the car and strike your eyes with great force. An example is demonstrated in this YouTube video

<https://www.youtube.com/watch?v=M1u3JyJ3W6Q>. The video shows the results of a Corvette hitting a deer at speed while on the front straight at the Summit Point main circuit. The deer crushes in the windshield and numerous particles of safety glass fly in toward the driver's face. Although the driver instinctively places his gloved hand over his eyes, his visor is tilted up and glass still enters the eye port. Although many clubs do not mandate how you wear your helmet visor, a down and closed visor is the best method to provide protection from flying debris.

Eye protection such as safety glasses and goggles should be certified by the American National Standards Institute (ANSI) and marked with the appropriate Z87.1 standard number. If your favorite budget tool company doesn't sell ANSI certified eye protection, do yourself a favor and find a retailer that does. For proper prescription or non-prescription sunglasses and prescription safety glass options consult an Optometrist or Optician. Ask your eye care professional about the many lens options such as polycarbonate, yellow tinted, transitions, and polarized.

A great source for the information provided in this article is the American Optometric Association (AOA) webpage "Protect-

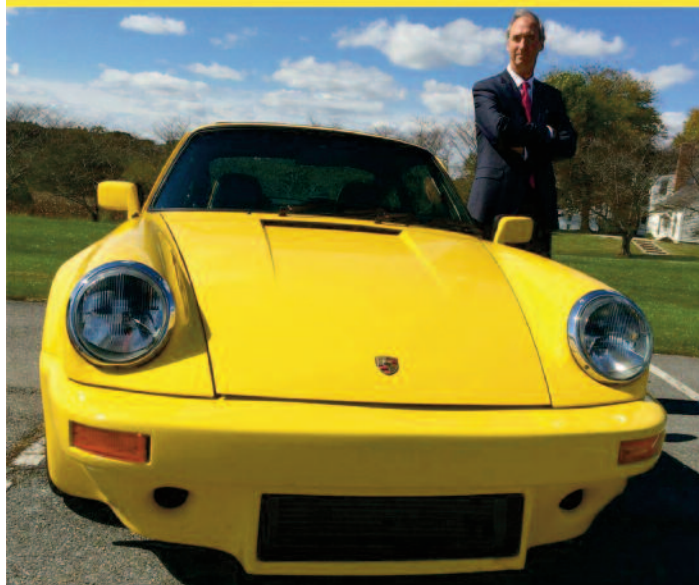
ing Your Eyes at Work" (<http://www.aoa.org/patients-and-public/caring-for-your-vision/protecting-your-vision?sso=y>). The AOA provides helpful information for when you unfortunately encounter these hazards to your eyes. If you have a chemical splash in your eye rinse the eye with clear water only and seek medical care immediately. The effects of some chemicals can be insidious so you want to ensure the damage is not developing even if it is no longer an irritant. For particles in your eyes that can't be removed by normal tearing or rinsing with water, avoid rubbing and blinking the affected eye and then cover that eye and seek immediate medical care. If a larger foreign object penetrates your eye do not attempt to rinse it out or remove it yourself but seek immediate medical attention.

Hopefully these tips will either re-emphasize what you already know or add some knowledge of what can happen and how to avoid injury or serious damage to your eyes as you enjoy your Porsche during various activities. Continue to follow these safety guidelines, look out for your friends, and we'll all be singing that famous song from Johnny Nash, "I can See Clearly Now". Be a safe Porsche owner and protect your eyes.

• • •

*Dr. James Tickner is an Optometrist at the Family First Vision Center located in Lake Ariel, Pennsylvania. He is the nephew of Dr. Peter Kaufman, member of PCA Potomac.*

## **GRENIER LAW GROUP. PRECISE HANDLING, TURBOCHARGED AND INCREDIBLY RESPONSIVE.**



If you need the services of the best personal injury lawyer around, look no further than Peter Grenier and Grenier Law Group.

Peter has been named "Washington's Hottest Personal Injury Lawyer" by Washingtonian Magazine and has also been honored by the National Law Journal for achieving one of the top 100 largest annual verdicts awarded in the US — this among numerous accolades for his work over the years.

For a free consultation, contact Peter at 202-768-9600 or via email at [pgrenier@grenierlawgroup.com](mailto:pgrenier@grenierlawgroup.com). As his clients will readily testify, Peter is absolutely driven to get results. [www.grenierlawgroup.com](http://www.grenierlawgroup.com)



**Peter Grenier. "Washington's Hottest Personal Injury Lawyer"**

# Dust Off Those Rally Bags!

The 2015 Rally Season will begin on Saturday April 25th with one of our most favorite formats – “All About Speed”. The rally will begin at the Trville Village Shopping Center behind Nantucket Reef, 9755 Trville Gateway Dr., Rockville MD 20850. The drivers meeting will be at 9:30am, with the first car starting out at 10:00am.

After a scenic drive through Montgomery and Howard counties, teams will end at Branded 72 BBQ on Gude Drive in Rockville. The cost of the rally will be \$35 per car which will include lunch for both the driver and the navigator. Trophies will be awarded to the top three finishers.

For more information or to register for this rally you must contact rally@pcapotomac.org. Please note that there is no online registration through the website.



**TL**  
THE LAUREN

*Downtown Bethesda's largest luxury condominium floorplans*

TTR Sotheby's  
INTERNATIONAL REALTY

Each office is independently owned and operated. Equal Housing Opportunity.

Now scheduling Sales Center appointments  
thelaurenresidences.com / 301.830.3634

# Time To Think *Deutsche Marque Concours D'Elegance*

By Ron Davis. Photo by  
Ken Marks.

The winter hibernation is over, so break out the car wash, wax and wheel cleaner and get ready for the premier German car show in our region. Nottaway Park in Vienna, Virginia will again be the site for the area's sharpest Porsches, Mercedes and Bimmers. So come late April start polishing and on May 3rd start your spotless engine and head for Vienna for the 32nd running of this great show.

As is our tradition, each of the clubs organizes its own concours event and judging. The Porsche show will be a "Top-Only" concours—meaning no one will be checking your fender wells or tranny! Only those entering the "Concours" class will be judged by "our official judges", and scoring will be based on cleanliness and overall appearance of interior, exterior, engine and trunk compartments. There will also be a "Wash & Shine" (people's choice) category, where ballots decide the winners, so there is no excuse for not entering.

The exact number of classes for the "Judged" concours cars or for "Wash & Shine" will be determined based on how many models of each year register. If we get our usual strong turn out there will be many classes including ones for 356s, early 911s & 914s, late 911s, Boxsters and 928s/924s/944s and very likely an "outlaw" class.

Our very classy trophies will be presented at the traditional "wine/beer/soda & cheese" reception at about 3:00 pm in the garden of the adjacent Hunter House. The registration fee for this event is \$30.00 per car regardless of class. Registration fee includes one ticket to the reception. Additional tickets are available at \$10 each. Children under the age of 12 attend free. There is no charge for spectators.

There will again be a food vendor where lunch can be purchased.

I will be looking for judges and helpers, so let me know if you are interested. Last year's terrific judges/helpers made this event run like clockwork. So if you would like to help judge, place cars, tally up score sheets, etc, please contact Concours Chair Ron Davis at [concours@pcapotomac.org](mailto:concours@pcapotomac.org) or at Cell: (703) 409-0513.

## *Parking & Directions*

There will be a convenient parking coral for those members driving their Porsches, Mercedes or BMW, but not entering the show.

Parking for those driving other marques will be just past the field in any of the large lots.

Directions: From the Beltway take the exit for Rt. 66 West and go about 1 mile to the Nutley St. exit which is the 1st exit after you leave the Beltway. Head North towards Vienna. You will pass the Vienna Metro station which will be on your left. Go 2 stop lights on Nutley to Courthouse Rd. Take a left onto Courthouse Road, go about 2 blocks to Nottaway Park on your left. If coming on Rt 66 from the West, as in from West Va., take the Nutley Street exit and follow above directions. If coming via Rt 29/211 (Lee Highway) look for the traffic light at Nutley St. and follow above instructions. If coming on Rt 50 from either direction turn onto Nutley Street, go one very long block to light at 29/211, cross over and continue on Nutley St to Courthouse Road and left to Nottaway Park.



## 2015 Deutsche Marque Concours Registration

Porsche Year: \_\_\_\_\_ Model: \_\_\_\_\_

Name: \_\_\_\_\_

Address: \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Phone: (H) \_\_\_\_\_ (W) \_\_\_\_\_

E-mail: \_\_\_\_\_

Judged: \_\_\_\_\_ Wash/Shine: \_\_\_\_\_

Registration fee, all classes \$30.00

Reception - \$10.00 for each additional person

Registration Fee total: \$ \_\_\_\_\_

(make checks out to PCA Potomac)

Mail to:

Ron Davis  
8508 Browning Ct.  
Annandale, Va. 22003

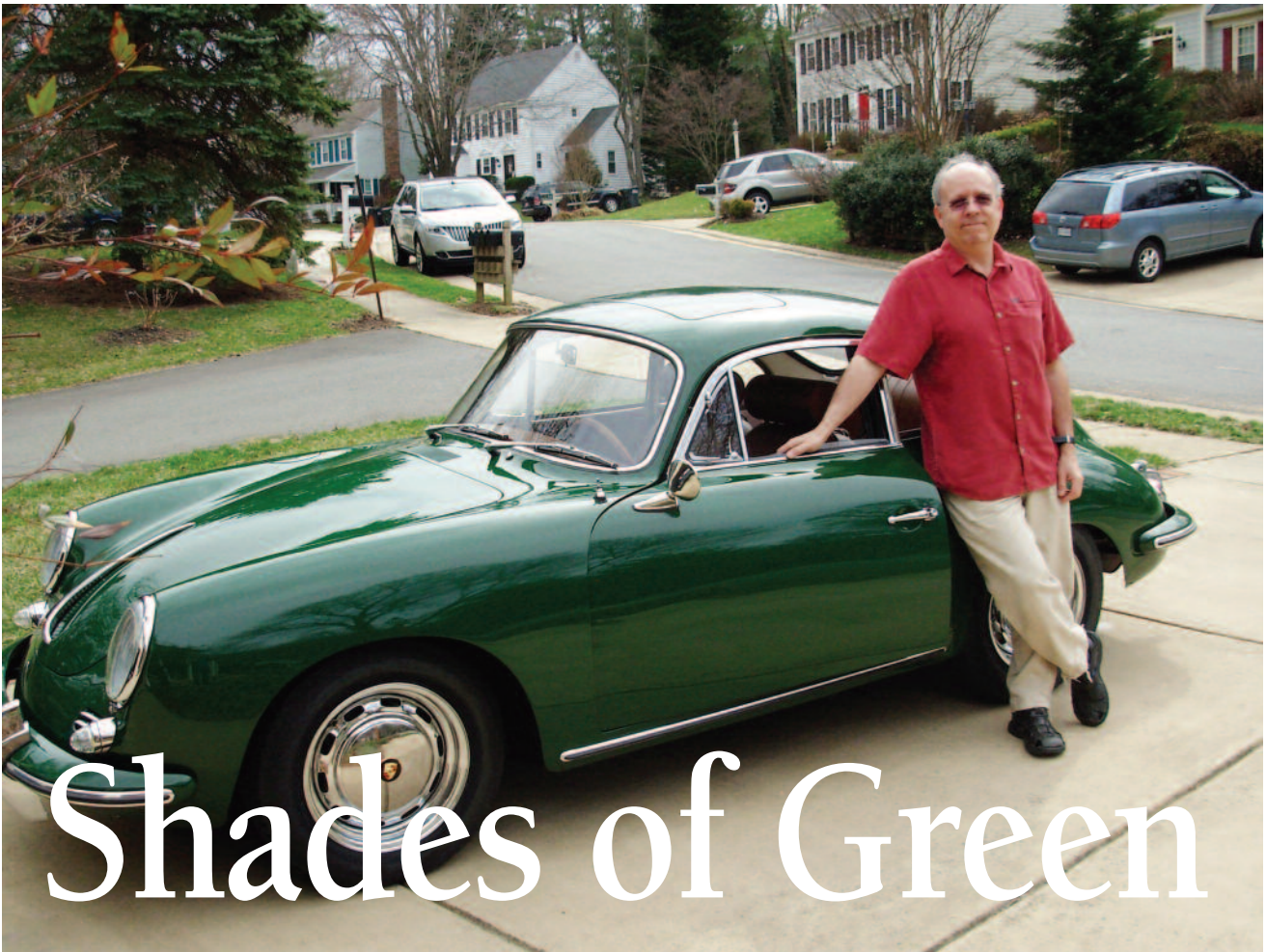
Event Date:

MAY 3, SUNDAY, 2015  
Cars enter field between 9:00--11:00

Location:

Nottaway Park Vienna, Virginia





# Shades of Green

Story and photos by  
Dan Rogers

I never want to be the guy who lets one paint chip ruin his day. This is brought home to me daily by a Henry David Thoreau quote from *Walden* tacked to my bulletin board: “Let us spend one day as deliberately as Nature, and not be thrown off the track by every nutshell and mosquito’s wing that falls on the rail.” In other words: Don’t let one paint chip keep you from enjoying the day. It’s particularly difficult to keep on track these days considering that I am indulging in that intellectual and most excellent exercise called “automobile restoration.” No longer am I just a caretaker. I am part of a team that degreases, measures, improves, refines, replaces, replays, sands, and sprays. The car is complete now and I am dreading that chip. My partner in this enterprise, Scott Burnett at Kahiko Customs, Charles City, Virginia, also dreads the chip. After all it is his craftsmanship that takes the hit.

I bought the car back in 1999, after a two year search. It is a 1964 SC sunroof coupe (# 128849) in Irish Green. After previously owning a spectacular example of rust and poor damage repair I decided it was time to say farewell to rust. At the

time I was also doing a lot of auto-x and I wanted a 356 with disk brakes and the SC’s extra 15 horsepower. For better or worse, I was also obsessed with finding an Irish Green matching numbers car. Before 1999 the car spent its life in the dry western sub-burbs of Los Angeles. Even then the paint was very faded and looked a bit like it had been sand blasted, which it probably had. The year after buying the car I won my class in the local PCA auto-x season! As the PCA Founders Region president put it, “...and Dan Rogers pedaled his 356 to a class win!” I just used Porsche tried and true strategy—be reliable, don’t let off the gas in a curve, and use those excellent brakes. I have always taken care of the car, but it was looking tired. Time for a re-do.

I live in Northern Virginia outside of Washington D.C. and those of us in the 356 Potomac Owners Group are blessed with nearby experts. Eric Wills at Wills Werks restored the transaxle beautifully to full functional and aesthetic standards. I rebuilt the engine after Tim Berardelli assessed the components and supervised the necessary machine shop work. Scott Burnett



fixed door dings and meticulously applied a new coat of Irish Green. The tired paint yielded. Scott shouldered the lion's share of the task as the restoration process moved along. Scott seems to like the car, especially how rust free it is—not common hear in Virginia.

conservation strategy of stabilize and maintain, seldom do the conservators repair and renew. I respect and learn from the patina. I suspect Dr. Prof. Ferry Porsche would be somewhat annoyed by my current obsessive connoisseurship. I will mourn the first paint chip, but in the end I will let the chips fly.



New paint can only live when the work of the men and women at the factory is erased, in this case, laboriously sanded away in the old-school way. Cars possess karma and the way of restoration can either build or destroy its intangible qualities. Will anyone but Scott and I know if the original bumper washers were re-plated and reused, or replaced? Is it a matter of craftsmanship or obsession? The patina of age can be a good thing--a mark of experience and originality. A thing unmodified tells more than a thing restored. Since the car received a new coat of paint and new vinyl interior in 1986, but little else, it is not a good candidate for simple preservation. But the numbers and accessories match the CARDEX and it has not endured any accidents in the 50 years since it left the factory. So the questions revolve around replace or refinish, original or enhanced. The answers emerge slowly through a hundred decisions that must balance availability of parts, ultimate goals, and cost. The last of these is blind and cruel.

By profession I am a museum curator and in my day-to-day work I adhere to our collections

A few months back Scott sent me a note saying he had finished the high-build primer coat. Exciting news! The project was really moving along and I imagined having the car back in a matter of days. But wait, not so fast. Primer is not just something to cover up the metal; it is the key to the end product. We all know that careful preparation leads to a great paint job, but I had not thought of primer as a process. Scott said about primer: "Each car is different ...you can't just spray by the numbers. For instance, your car had developed unusual cracks in the older paint because of imperfections in the lead filler. This means that no trace of the original paint can remain or any other residue for that matter. And don't forget, the primer has to cure. You don't want new cracks, do you?"

*Above: Scott in his shop.*

*Below: The car after a nice fresh coat of paint. The bumper and trim all must be re-installed.*



After the first primer there is much more sanding, and specialty primer applied to certain areas depending on the condition of the metal. Next -- more sanding and a search of the surface for imperfections.

All dust and contaminants are then removed and the car is rolled into the paint booth for the color coat. All done, right? Nope. Once the car is painted there is much more inspecting, correcting, buffing and the all-important question of "orange peel" -- that waviness seen in almost all car surfaces. Should the orange peel be as from the factory, or like the nearly glass smooth surface that can be produced with enough effort? We chose more towards the factory style.

And what about shades of green? Just go to the Glassuret web site (the original and still Porsche paint supplier), type in the Irish Green code (6406) and print out the modern equivalent formula. Simple, right? Nope. The original formula for Irish Green was lost in the mists of time. Plan B: Get the local paint supplier to bring out their paint matching gun and take a reading from the inside of the glove box door. Problem solved? Nope. A test spray of the new formula gave a poor visual match with the original paint. Because the car was repainted in 1986, what does original Irish Green really look like? Plan C: Order a color test card from Willhoit Restorations in California and match the card by using the human eye and experience. Success! Old-school wins again. Did every Irish Green car that came out of the factory paint booth look identical? Not likely.

And now we have added one more shade of green. It's a color that works for me.

The car came back to me from Scott's shop in August of 2013, and my fun really begun. I installed a new wiring harness (electricity and I don't really get along), new sound insulation, new gas tank, replated chrome, bumpers, transaxle, engine, and on and on. Each has its own learning curve. Some I have done before, but mostly not. With the shiny green car back in my garage I wonder if Scott had doubts about turning it over to me.

This car will be around long after I am gone, but while I am here I intend to admire and show off the Irish Green. I plan to stand on the throttle and brake hard--only on the track, of course. I will also do my best to continue the obsession in all its forms: a fast autocross start; stand on the throttle and brake hard--only on the track, of course; first sway and then stick in the corners, if you hang on; a door with no waves; hand-made gaps; enameled hub cap crests; velocity stacks; the grip of disk brakes; the glint of chrome; red-line, but not too often; balanced and tuned carbs; air cooled engine sounds; shiny green paint; a few paint chips; a day driven and admired--what fun.

And a mere paint chip will never, ever ruin my day.

**TPC Racing**

**GEN 2 Turbo Systems**

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

**986 & 987 Turbo Conversion**  
(bolt on 485-550hp)

**www.tpcracing.com**

**410 . 799 . 7223**

**127mm 996tt & 997tt intercoolers**

**PASM Compatible Pro Series Suspension**

**Race Series Coilovers**

**Proprietary VGT 997TT Blitzkrieg Turbos**

# Protecting One's Head in Style *Epilogue*

Last issue we printed a great tutorial by John Bendekovic about painting a helmet for utility and style. Well, just style. His finished product is pictured to the right! The long process of sanding, filling, sanding, priming, and layer after layer of hand-applied paint resulted in a truly magical icon of our favorite marque. Look for John's bespoke helmet out there on track days!



## PORSCHE OF SILVER SPRING



**We've got your back!**

Proud supporter of the Porsche Club of America, Potomac Region

We are pleased to welcome back Tom Vahle  
as Service Director at Porsche of Silver Spring

Porsche of Silver Spring  
3141 Automobile Blvd.  
Silver Spring, MD 20904  
[porscheofsilverspring.com](http://porscheofsilverspring.com)  
1-855-520-4880



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



PaolRoman Design - 305.447.1781

**ASG**  
**Auto Sportsystems Group**

SERVICE - REPAIR - HIGH PERFORMANCE

2810-F Dorr Avenue Fairfax, VA 22031

Tel: 703.876.2811 Fax: 703.876.9802

[www.autosportsystems.net](http://www.autosportsystems.net)

## February 2015 new Potomac members and anniversaries

### New members

Christopher Aderhold - 2012  
911 Carrera - aus München  
David Backer - 2010 Cayenne -  
from Arlington  
William Broxson - 1978 911 SC  
Targa - from Falls Church  
Laurence Buck - 2004 911 Car-  
rera - from Greenbelt  
Givonna Cheeks - 2012  
Panamera 4S - from Wood-  
bridge  
Stephen Ellick - 2015 911 Car-  
rera 4S - from Bethesda  
Florian Eyme - 2012 911 Car-  
rera S - from Chevy Chase  
Robert Hanrahan - 1966 912 -  
from Gaithersurg  
Dara Imjaiharn - 2006 911 Car-  
rera S - from Rockville  
Kiu Karbasi - 2011 Cayenne S -  
from Fairfax  
Stephan Klene - 1982 911 SC -  
from Herndon  
Roger Lataille - 2001 911 Car-  
rera - from Lincoln  
Thomas Leonard - 1986 911

Carrera Cabriolet - from  
Washington  
Darryl Madden - 2002 Boxster  
- from Washington  
Philip Manville - 2015 Boxster -  
from Bethesda  
Neil Martin - 1970 911T - from  
Clinton  
Gregory Munford - 2013  
Panamera 4 - from Arlington  
Michael O'Brien - 2014 911  
Carrera - from Haymarket  
Jean-Louis Pajot - 2002 911  
Carrera Cab - from Sterling  
Michael Pesce - 2008 911 GT2  
- from Arlington  
Matthew Riley - 2006 Cayman  
S - from Alexandria  
Ravi Robinson - 1988 924S -  
from Cheverly  
Mark Russ - 2014 Cayman -  
from Alexandria  
Doug Sampson - 2008 Boxster  
- from Warrenton  
Ken Savell - 2001 Boxster S -  
from Reston  
Jason Shippee - 1970 911T -  
from Reston

Damien Siggia - 2001 911 Car-  
rera Cab - from Gainesville  
Peter Staines - 2015 Cayman -  
from Frederick  
Michael Wah - 1977 911S  
Widebody - from Rockville  
William Wang - 2015 Panam-  
era GTS - from Falls Church

Young  
Jeff & Melanie Erler  
Henry & Brenda Hockett

### Anniversaries

#### 30 Years

Robert & Kim Williams

#### 25 Years

Matthew & Fran Klein  
Patti & Peter Mascone

#### 20 Years

Michael & Marlene Goodman  
Anita Sangi & Dennis Ponton  
Daniel & Richard Sellers

#### 15 Years

Richard & Anne Cook  
Ed Duncan & Audrey Shay  
Michael & Christina Schnittker  
Michael Trahan & Shelley

#### 10 Years

Varel & Donna Jackson  
Joseph & Claudia Angelone  
Jacques-Paul & Michel Speyer  
Robert & Mary Snieckus  
George & Kay Baird  
Joseph & Michelle Arleth  
Kenneth & Sandy Sonnie  
Scott & Katharine Harvard  
Carlos & Patricia Alvarenga  
David & Elena Giamporcaro

#### 5 Years

Ernest & Rinaldo Campana  
Eric Richard & Laura Macklin  
Jon Frank  
Ray McDonald  
Christopher & Jack Bowen  
Geoffrey & Tency Henton  
Frederick Tepel  
Ruffy Zarookian  
James Griffin  
Sean & Sung Ja McCloskey  
Drew & Gretchen Leonard

## AUTOBAHN SERVICE, INC.

*porsche specialists*

*Over 1,200 cars serviced a year*

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

*24 Months Warranty*

*Quality Work with an  
Eye On Details*

*Free Transportation To  
and from Metro*

*30+ Years Experience*

[www.autobahnserviceinc.com](http://www.autobahnserviceinc.com)



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

## Stuttgart Performance Engineering

Porsche specialist service since 1970

- Carburetors, Fuel Injection, OBDII
- Suspension, alignment, corner balance
- Electrical systems
- Pre-Purchase Inspections
- Maryland Certified Emissions Repair Technician

[stuttgartperformanceengineering.com](http://stuttgartperformanceengineering.com)

Matt De Maria

By appointment only

301.948.6762

Gaithersburg MD



**odds and ends detailing**

Factory Authorized Dealer

201 Davis Drive Suite LL  
Sterling, VA 20164

703-675-8819  
[Adams@OddsandEndsDetailing.com](mailto:Adams@OddsandEndsDetailing.com)

# LOOKING FOR A HOUSE WITH A **LARGER** GARAGE?



**CELL:** 301.775.9405  
**FAX:** 301.570.7859  
**JBHALLEN@VERIZON.NET**

**SPECIALIZES IN FORECLOSURES, SHORT SALES, AND INVESTMENT PROPERTIES**  
**WWW.JBHALLEN.COM**



**LONG & FOSTER | 301-650-4400 | 8701 GEORGIA AVENUE | SILVER SPRING, MD 20910**

## Contribute to *der Vorgänger*

### Join PCA the easy way

Membership entitles you to receive *der Vorgänger* but also monthly issues of PCA's magazine, *Panorama*. Porsche dealers also recognize PCA membership with a 10% parts discount.

The Founders' Region, Potomac is the founding region of PCA. The club offers over 100 events each year, including Driver Ed events and free Tech days for all members, Drive 'n Dine and other social events, autocrosses and rallies.

To join the PCA, visit <https://www.pca.org/user/join/membership>.

Your favorite Founders' Region monthly magazine can benefit from your experiences with your Porsche.

We are always in need of articles and photographs to help tell Porsche stories.

All around us are wonderful stories just waiting to be told. If you feel you don't have the time or expertise to tell those stories yourself, at least pass along your ideas or photos. Here are some ideas that resonate with readers:

- Travel stories that involve a Porsche. An example is Michael Sherman and his wife's trip to Europe for delivery of his new 991.

- Visits to car museums.
- DIY (Do-It-Yourself) articles on some small or large project that you've done. Examples abound, from rebuilding an engine to replacing hood struts.

- Interviews with interesting people who own interesting Porsches such as the one

on Sal Fanelli, who owns a Porsche tractor.

- My first experience with PCA Potomac, which could be what your High Performance Driving Clinic was like, or your first Drivers Education event or just an entertaining Drive 'n Dine.

- Why I Love My Porsche articles are always welcomed. Please include a photo of you with the car.

- Photographs of yourself or fellow Porsche owners enjoying their cars. No low-resolution photos, please; we simply can't use them. Send original sizes.

Write your stories, snap your photos, and send them to [dveditor@pcapotomac.org](mailto:dveditor@pcapotomac.org). **All photos must be originals digital files; please do not resize or crop them before submission.**

If you are old school, you may also send hardcopy materials to Carrie Albee at 216 Dill Ave, Frederick, MD 21701.

### Advertisers' index

Allsports Grand Prix	8
Autobahn	28
AutoSportsSystems Group	27
CPR	5
Gainesville Garage	5
Glass Jacobson	6
Grenier Law Group	20
John Hallen Realty	29
Intersport	3
Odds and Ends Detailing	28
OG Racing	7
PCNA	2
Porsche of Silver Spring	27
Porsche of Tysons Corner	5
Radial Tire Company	17
RPM	8
Stuttgart Performance	28
TPC	26
The Lauren	21
Truban Motor Co	32

# Readers and Their Cars



Above: Fred and Starla Phelps stand by their Boxster. Photo by Richard Curtis.

Right: 356s lined up at the 2014 Deutsche Mar-que Concours. Photo by Michael Sherman.

Opposite right: Ron Davis at the Gathering of the Faithful. Photo by Michael Sherman.





## Come Join Us for a Week of Fun! June 21-27, 2015

### Activities you can enjoy:

- Autocross
- Concours
- Rallies
- Tours
- Tech Sessions
- Social Events
- Kids Events
- More

**Rated the Best Historic Resort**  
by Historic Hotels of America, 2013

Spas • Golf • Casino • Stables • Carriage Rides • Trolley



**Registration opens**  
**March 17, 2015**  
**at 12:00 Noon EST**

**Learn More and Register at [parade2015.pca.org](http://parade2015.pca.org)**



PRST STD  
US Postage Paid  
Permit No. 1239  
Bellmawr, N.J.

# Truban Motor Company

"Fulfilling your Automotive Dreams"

[www.trubanmotors.com](http://www.trubanmotors.com)



540-722-2567 email: [trubanmotors@trubanmotors.com](mailto:trubanmotors@trubanmotors.com) 60 W. Jubal Early Drive Winchester, Virginia 22601