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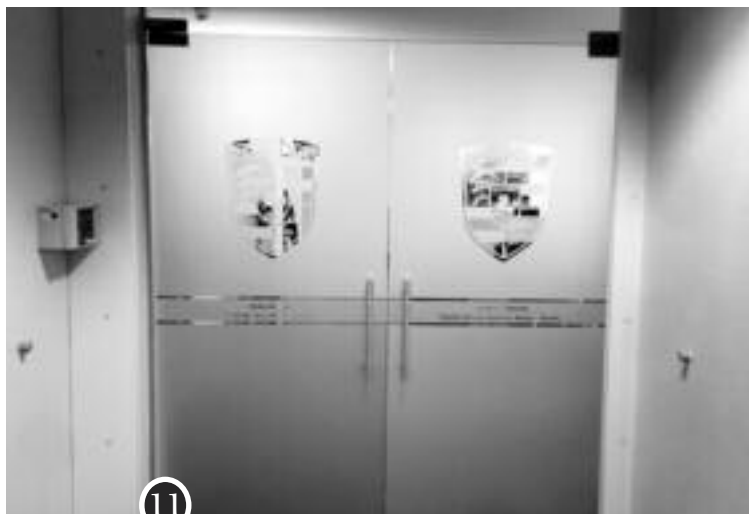
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Cover photo of Pete Archibald's '51 coupe by Ken Marks.



der Vorgänger

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

December 2013  
Volume 59, No. 11

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

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*der Vorgänger* (ISSN 0199-0667) is published monthly except in January by the Founders' Region, Potomac, Porsche Club of America at 16726 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 *derVorgänger* subscription). Periodicals postage pending at McLean, Va. and at 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.

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The editor's column  
**Goodbye**

Another terrific issue thanks to our contributors. **Gerry Dreo**, who celebrates his 35th anniversary with PCA this month, and photographer **Ken Marks** team up to report the story of **Pete Archibald's** 1951 356 coupe's restoration. That work, which wraps up nine years of on-and-off work through two different owners by Karosserie Ltd.'s **Lewis Hauser**, covers the many niggling details of a total restoration.

Those efforts led to a best in class (pre-911) at the Nov. 1-3 Hilton Head Island (S.C.) Concours and a second overall.

About 40 Potomac members led by **Michael Handelman** made the trek to Raleigh, N.C., for a tour of the "Porsche by Design" museum exhibit; story on Page 20. **Mia Walsh** reviews a book about Porsche and the Targa Florio on Pages 22-24. **Dan Rowzie** recalls the cars he's owned on Page 25.



Richard Curtis

I hope that you, like me, ascribe to the well-worn saying among PCA members that "It's the people, not the cars." While I was not even aware of that sentiment when I joined PCA almost 10 years ago—I assumed PCA was mostly about the cars—I have come to recognize the appropriateness of that unofficial motto.

For the past five years, I have had the distinct privilege and honor of being your *der Vorgänger* editor. If ever there was a job I was born to do,

this has been it, and some poetry aside, I've loved every minute. The club leadership gave me free rein to write, photograph, edit and design, a dream come true. In the process, the friends I made were now and in the end, more meaningful and valued. For all of that, and much, much more, my heartfelt thanks.

You members of The Founders' Region, Potomac have been supportive of our efforts. For your unwavering support and oft-voiced appreciation of our efforts to bring interesting stories to you about interesting cars and their interesting owners, thanks.

To the many contributors who made this newsletter possible, who freely and enthusiastically made the club stronger because of your contributions, thanks.

Jane and I are looking forward to interesting adventures as we now both enter full retirement. We hope to travel widely and often. We hope to spoil our grandchildren, too, the first of whom is due to arrive in early April. We hope to meet more friends like you.

*der Vorgänger* will continue, thankfully. Three co-editors have stepped up and already are working on the February issue (there is no January issue). They are:

**Carrie Albee**, an architectural historian who lives in Frederick, Md.; **Glenn Cowan**, CEO of Democracy International who lives in Kensington, Md.; and **Michael Sherman**, an IT professional and 15-year member of Potomac who lives in Herndon, Va.

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The president's column

# Happy holidays

The holiday season is upon us, and the grinch in me is definitely back, reminding me of the time I told my brother, "If the holidays were meant to be fun, they would have been called vacation."

That said, over the years I have learned how to cope with the holiday season through the miracle of single malt Scotch. But for all that the grinch in me dislikes the shallower aspects of the holidays, there is a part of me that likes a brief respite during the year to reflect on my life and, in particular, to remind myself of all I have to be thankful for.

What are some of these things?

I have loved ones in my life who I have the pleasure of loving and who love me back. I have great friends who have enriched my life. There are too many to list here, but you know who you are, and I thank you for being here. You have enriched my life more than you know.

Unlike many in our country, I am gainfully employed, and I love my work, even if it is intense and overwhelming at times. I have faced many challenges over the past year, but for the most part I have dealt with them calmly and rationally. I have had the faith and fortitude to look adversity in the eye and to decide that I would not let myself be kept down. I ended up better off and even learned something in the process.

I continue to learn even as an adult, and most of the time I have the presence to stay open-minded and learn from those around me.

I am thankful that I am able still to care about people, even if they

don't always care about me.

I may not have everything I wanted in life, but I got a lot of it and probably more than most.

I am lucky to be living in the USA. While, as a nation, we have had our share of troubles in the past year and there seem to be a lot of differences amongst American citizens these days, I truly believe that there is more that unites us than drives us apart.

In my Boxster, I have spun many times this year on the track (guess what my New Year's resolution is?) but never hit anything or anybody.

I have had the pleasure of instructing some great students, and having some great instructors in my own right. I am grateful that I have the opportunity to learn something every time I am on the track.

I am grateful for the beauty of the world we live in. There is a lot of ugliness, but that is offset by great natural beauty and great works of art that show us the underlying beauty of the world and our own potential as human beings. I am grateful for these reminders of the potential in our lives.

I am grateful for the honor of leading our great club and for the chance to meet new people and make a difference.

Mostly, I am just grateful for opportunities. Opportunities to learn and grow, to meet new people who enrich my life, to laugh, to love and to see the beauty in the world. Happy holidays!



John Eberhardt

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## derVorgänger

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# Potomac's 2013 calendar

The information below is accurate as of date of publication. However, circumstances may change through the year. You're advised to check Potomac's website — [www.pcapotomac.org](http://www.pcapotomac.org)

> Calendar > Potomac Calendar and/or [www.pcapotomac.org](http://www.pcapotomac.org) > Programs for further information and the most up-to-date information. This calendar in *der Vorgänger* will

be updated each month through 2013. Details on the monthly brunches and event contacts are listed below. A listing of Program Chairs is below.

## December

7: Manassas, Va., brunch. 11 a.m.

7: Annual officer election plus an open board meeting. 9–11 a.m. Breakfast served.

The meeting will be held in the showroom of Porsche of Tysons Corner (Va.), 8601 Westwood Center Drive, Vienna, Va. 22182, on the south side of Route 7 at Tyco Road.

7: Holiday party, Clyde's, Bethesda, Md., 6 p.m. **PCA Potomac Holiday Happy Hour**, Saturday, Dec. 7, 6–10 p.m.

Please join other club members at Clyde's of Chevy Chase for a casual happy hour. No pre-registration is necessary; just meet in the Race Bar in the lower level of the restaurant. The restaurant is a car nut's fantasy.

There will be no cost to members except for a cash bar (donations to help with the cost of food will be

greatly appreciated). Heavy hors d'oeuvres will be served.

**Parking:** Safe parking is available in the adjacent parking garage. The second level is usually empty in the even-ings. Take the stairs marked by the Clyde's sign. Your parking ticket will be validated by Clyde's.

RSVP to John Magistro at [johnm@pcapotomac.org](mailto:johnm@pcapotomac.org). If you decide to come at the last minute, we will be happy to see you.

**Directions:** Clyde's of Chevy Chase is located in the Chevy Chase Center on Wisconsin Avenue just north of Western Avenue. We are ½ block north of the Friendship Heights Metro Station (Red Line).

14: Arlington, Va., brunch. 10 a.m.

21: Glen Echo, Md., brunch. 11 a.m.

## Potomac monthly brunch locations

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

**Virginia: first Saturday of each month**, City Grille, 10701 Balls Ford Road, Manassas, Va. 20109.

**Virginia: second Saturday of each month**, 10 a.m.–Noon. Thirsty Bernie Sports

Bar & Grill, 2163 N. Glebe Road, Arlington, Va. 22207.

**Maryland: third Saturday each month**, 11 a.m. to 1 p.m. The Irish Inn, 6119 Tulane Ave., Glen Echo, Md.

For more information, contact John Magistro or Mia Walsh at [membership@pcapotomac.org](mailto:membership@pcapotomac.org)

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## Cars 'n coffee gatherings

### Fair Lakes, Va.

Sundays, roughly 8:30–10:30 a.m., Fair Lakes (Va.) Starbucks for coffee and cars is the site, 12599 Fair Lakes Circle, Fairfax, Va., just off Interstate 66 at exit 55B. Don't look for many cars if the weather is inclement.

### Hunt Valley, Md.

Saturdays, 8–10 a.m., Hunt Valley Towne Centre @ Joe's Crab Shack, 118 Shawan Road, Hunt Valley, Md. Many, many cars of all types.

### Burtonsville, Md.

Sundays, 7:30–10 a.m., "Church of the Holy Donut," Dunkin' Donuts, corner of Routes 29 & 198, Burtonsville, Md.

### Great Falls, Va.

Saturdays, 7–9 a.m., Katie's Cars & Coffee, Great Falls, Va., 760 Walker Road, Great Falls, Va. This is perhaps the premier gathering of interesting cars in the D.C. area, but be there early, like 7 a.m. If you're much later than that, parking can be difficult. Literally dozens and dozens of interesting cars. The coffee and food at Katie's are also tasty.

Don't look for many cars if the weather is inclement.

### Bethesda, Md.

Saturdays, 8–10 a.m., Comer Bakery Cafe, 10327 Westlake Dr, Bethesda, Md., Westfield Montgomery Shopping Mall.

## New Potomac members & anniversaries

### October 2013 New members & transfers

Eric Core, 2014 Cayman S, Potomac, Md.  
 John & Teresa Esteban, 2007 Cayman S, Herndon, Va.  
 Hans Frederick, 2004 996 twin turbo, Annapandale, Va.  
 Dave Garvie, 2005 911, Brambleton  
 John Hannula, 1995 911, Bethesda, Md.  
 Huggie Harrigan, 2008 997 twin turbo, Alexandria, Va.  
 Bob Hill & Min Lee, 2011 911 4S, Alexandria, Va.  
 Chris & Greg Hull, 2008 911, Bethesda, Md.  
 Barbara & Bob Jeffress, 2000 Boxster S, Sterling, Va., transfer from Monterey Bay, Calif.

Judith McKeivitt, 2013 Panamera, Potomac, Md.  
 Nashat Nadr, 2012 Panamera, Falls Church, Va.  
 Arthur & Stephanie Bednarek Orton, 1996 911, Arlington, Va.  
 Rob Popovitch & Nicolette Endara, 2006 911 C2S cabriolet, Alexandria, Va.  
 Charley & Lynda Regini, 2013 911, Alexandria, Va.  
 Bob Rosecrans, 2000 911, Rockville, Va.  
 Ken & Mary Rothschild, 2009 Cayman S, Purcellville, Va.  
 Josh Simonds, 2007 Carrera S, Kensington, Md.  
 John Sullivan & Elizabeth Sommerfield, 2001 Carrera 4, Arlington, Va.

Pierce Troy & Carina Heinen, 2001 Carrera 4, Fairfax, Va.  
 Chris Weaver, 2007 911 Carrera, Washington, D.C.  
 Chris Williams, 2000 911, McLean, Va.

### November 2013 anniversaries

**35 years**  
 Gerhard Dreo

**25 years**  
 Henry Finney  
 Levator Norsworthy

**20 years**  
 Peter Grenier  
 Henry Sobel

**15 years**  
 George Bierlin  
 Joseph Ceroni  
 John Connolly

Jurgen Giesbert  
 Peter Kaufman  
 Wesley Nicolas

**10 years**  
 Gary Brindle  
 Michael Goldser  
 Ross McNair  
 Frederick Pfeiffer  
 Michael Rothschild  
 Tuffy von Briesen  
 Eric Wohlrab

**5 years**  
 Rob Bobbitt  
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 Mark Shores  
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Photo by Laura Sherman

**Left and below: Sherman, left, with Thomas, as the Porsche collection representative shows Sherman around his new 911.**

# European delivery: When a plan comes together

By Michael Sherman  
for der Vorgänger

In Part 1, I described the process of ordering a new 911 and opting for European delivery. The car was ordered and built in April, then waited patiently in Zuffenhausen while my wife and I made our way to Germany.

May 22, 2013

The big day had finally arrived. It was a Wednesday morning, cool and a little damp in Stuttgart. Using the voucher and address card provided by Porsche, we took a taxi from the hotel in a suburb north of Stuttgart.

The driver dropped us off outside the Factory Collection entrance. To be honest, it was a little intimidating when we got there because a lot of the buildings look the same and we didn't know where we were supposed to go. Luckily, the door was clearly marked and there were helpful security guards who showed us the way.

It's important to note that this would be the same entrance we would use when dropping off our car at the end of the week.

Once we checked in, we had time to browse the in-house Porsche Design Driver's Collection store, as well as the Exclusive consultation department, which had some interesting displays of color and accent options. This department handles custom leather trim, custom colors, and a whole host of options that can make a Porsche truly unique.

Thomas, our European delivery consultant, arrived around 9:45 with some paperwork for the temporary registration, insurance and other such administrivia.

I was given a spare key and got to take a look at the tome that was the owners manual. I was rather impressed; it's a rather dense col-



lection of booklets that could double as a self-defense weapon.

At 10:00 sharp our tour guide arrived. No cameras are allowed in the factory, so we had to surrender our camera and phones. Since we were the only ones going on the English-speaking session, we had a personal tour!

Völker took us to the engine assembly building. We later learned Völker was a 37-year Porsche veteran has since retired but still does tours for fun. We were taken around the "supermarket," which is the area where workers organize all the incoming parts into bins, loading up carts for each individual engine being built.

All of the flat-six and some V8 engines are built here, even for the Boxsters and Caymans constructed in Leipzig. From the supermarket room, the engine parts take a ride on an automated cart system to a building next door where the engine lines are. My wife was especially impressed with the self-driving robotic carts.

Inside the engine line, everything was spotless and, surprisingly, quiet. I didn't expect a

production line to be so peaceful. There are two lines, one for the flat-sixes and another for the V- configurations.

We walked along a walkway above as our guide explained all the steps. We were easily in this building for an hour and were able to ask specific questions and get detailed answers from our expert guide. I think he realized right away that we were extreme fans of the marque and had fun going into detail for us. For example, we learned that on the line they randomly select engines for a full hot run to the equivalent of 1,000 km.

Each employee is moved from station to station along the line to provide better quality control (they know what is supposed to be done on earlier stages) and to provide variety and new training for the employee. The guide told us that most people on the engine line could, by themselves, build an entire engine from scratch.

Then, it was onto the main assembly building. This part was overwhelming. My wife and I watched a documentary on the production line before we left on our trip, but the film didn't do it justice.

This building is a multi-story behemoth with painted body shells coming in at the top. The shells are built up as they make their way down through the floors.

Near the bottom, the body and the chassis come together with two zippered lines that are a sight to behold (called "the marriage").

The overall impression I had was that the 911 is still mainly a hand-built car. There are only a few robots that do some specialized steps—installation of window glass is the major one that comes to mind—but the vast majority of the work is done by skilled technicians at stations along the ever-moving line.

I loved the grey uniforms everyone wore. As a veteran with the company, everyone knew





Photo by Michael Sherman

## The main gate to the Porsche factory in Stuttgart as seen from the museum.

Volker. This afforded him some liberties such as talking to people on the line and grabbing parts for closer inspection.

The factory tour was amazing. I felt like a kid in a candy store. I probably could have kept asking questions all day, but there were other things to attend to, such as picking up our car!

After the tour we were taken to the restaurant for a nice three-course lunch. Walter Rohrl sat at the table next to us. I explained to my wife how much of a celebrity he was to me; she was wondering why I was a tad distracted at one point during the third course.

After lunch it was back to the delivery center where Thomas greeted us and took us back to the small showroom where all the cars for the day's delivery were waiting. There were mostly 911s (a mix of coupes and cabriolets), a Boxster and a couple of Caymans. I could pick mine out immediately.

Seeing a brand new 911 that was actually mine was just so bizarre. A lot of hard work led up to this point, and I was not left wanting. It is the perfect car for me. Sure, it is a basic 911 Carrera compared to some, but it's mine, and it was exactly how I wanted it.

It was about an hour-long process for Thomas to explain all my car's computer functions and features. Most of the time was spent on the small system display to the right of the tach and the main PCM display. Then we went over things like how to get your front trunk open if the battery completely fails (electric latch, after all, so how do you get at the battery if there is no battery power to open the hood?), how to use the tire-repair system (no spare tire here!), and all the buttons for the sunroof and air conditioning.

We had an official picture taken that was presented to me in a nice folder. After all the tutorials, it was time to leave. Thomas handed me the key and told me to have a great trip. Wait, what? You mean I have to drive this thing now?

Surprisingly, I was quite nervous. The route out of the showroom was not trivial, and this

was a new clutch and throttle that I had no feel for (my current 911 is 27 years old). I had never even had a test drive.

I gingerly made my way out, thankfully without stalling and completely embarrassing myself. A few hundred yards later I was into the customer parking lot where I parked, got out, and took a ton of pictures. I made it. Seven kilometers on the odometer.

After my wife pinched me and brought me back to reality, it was off to the Porsche Museum. The Porsche Museum is an interesting architectural achievement in itself. It's a large, angular glass-and-white rectangular thing held up in the air by a few support columns that appear to defy physics.

Inside there is a winding path around and up the building taking you through the history of Porsche, starting with early work before the Porsche name was even slapped onto a body shell. There was a VW Beetle, the Cisitalia flat-12, and "Porsche No. 1," the first car to have the Porsche name.

All of the significant racing cars were there as well, from the Paris-Dakar 959 to the "pink pig" 917. There were many 356s, a nice grey early 911, all the way up to an interesting silhouette display on the wall showing how little the 911 has changed over 50 years.

Unfortunately, we were about a month too early to see the new 50 years of 911 special display that was being assembled, so there were some sections blocked off.

After the museum, we realized we had been on the Porsche factory grounds for over six hours! It was time to leave and venture out into the real world.

## Marbach am Neckar, 5 p.m.

We had planned a few days of long trips, but the first one was planned deliberately to be close to Zuffenhausen so I could avoid major highways and get a feel for my new car.

We punched in an address in Marbach am Neckar for a restaurant northeast of the factory.

We headed out gingerly and made our way to the first of many stops. It was also the first encounter with a parking garage.

Needless to say, I was a bundle of nerves. In the U.S., we're used to wide open spaces for parking lots, not a cave-like serpentine structure that looks as if it were put in after the fact.

Eventually I found a spot that looked safe and was able to walk away slowly; anxious about leaving my brand-new car in such a vulnerable position.

Once we got into the old part of town, it was almost empty. It was about 6:00, and most of the shops were already closed.

We drove to a restaurant we had picked out in the trip-planning stage. The Glocke Restaurant at Marktstravüe 48 was indeed a restaurant covered in clocks as the name would suggest. The menu was full of hearty foods.

The little bit of Rosetta Stone I had finished, along with a phrase book, worked wonders as we managed to order and pay while only speaking German.

Although most of the Germans we encountered throughout the trip spoke English well, they seemed to appreciate our initial efforts to use German. You should at least be prepared to be able to order some beer and ask for a menu. Everything else is bonus points. Oh, and learning to say "excuse me" as in "I'm sorry" (*Entschuldigung*) is quite useful.

After dinner, it was back to the Stuttgart hotel after, of course, extracting my car from the comically small parking garage.

Little did I know that parking would only get worse. When we got to the hotel we drove into their underground parking for the first time and it made the Marbach garage look palatial. This one had random columns everywhere, weird curbs around all columns, parking spaces ranging from Smart-car size to Mini Cooper size with random nooks and crannies marked as parking spots.

I swear it took me 30 minutes to park. Eventually I found a relatively wide spot that I would use for the remaining nights of parking.

It had been a long day that was hardly believable. Everything was beyond what I had imagined, starting with the delivery process that made me feel so proud to be an owner of a new example of a line of such special cars, to the driving experience in a small German town that made it all worth it. We would sleep well that night.

• • •

**Next: Driving around Germany, including the Black Forest and then shipping my car home.**

• • •

*Michael Sherman, of Herndon, Va., has been a PCA Potomac member for 15 years. His first Porsche, a 1986 911 that he still owns, was also his first car.*

# Your vote is important to The Founders' Region, Potomac

In accordance with the club's bylaws, the 2014 executive officers will be elected by the membership on Dec. 7, 2013 at the annual membership meeting at Porsche of Tysons Corner (Va.) **in the showroom from 9 a.m. to 11 a.m. NOTE THIS TIME AND VENUE CHANGE.** The 2014 officer candidates proposed by the club's nominating committee are presented below.

If you would like to nominate an additional candidate pursuant to the Potomac Bylaws, please submit your candidate, along with the endorsement of five active Potomac members, to the nominating committee (pastpresident@pca-potomac.org) by Nov. 11, 2013.

Your vote is important to Potomac. As a result, Potomac is providing three ways to vote this year: electronically (via Potomac's website), mail-in ballot or in person at the annual meeting. Details regarding electronic voting and the mail-in ballot will be posted on our website and sent out in an e-Blast on Nov. 14.

## For president: John Eberhardt

John Eberhardt joined PCA in 2006 after buying his first Porsche, a Boxster. He is currently the club's president, former vice president and former Drive 'n Dine chair.



John is a regular autocrosser, DE participant and races in the 24 Hours of Lemons.

John runs research and operations at his own consulting company.

As club president, John's goals are to ensure a wide diversity of programming for our members, membership growth, expanding the volunteer pool and making sure everyone has fun.

## For vice president: Howard Hill

Hill is a native Washingtonian committed to community service with a passion for Porsche since his high school years.



The Porsche light first shined when a friend took him for a ride in his new 1970 911T. Howard had not thought about that joy ride until looking to replace his 1997 Ford Escort. He looked no further after the test drive of his 2007 C2S vividly reminded him of that

ride almost 40 years earlier.

Hill has degrees from Duke University and Columbia University. He served as an infantry officer in the Marines while stationed in Kaneohe Bay, Hawaii where he volunteered as a mentor with Big Brothers/Big Sisters of America. He joined PCA in October 2008. In addition to Potomac DE, he has attended events at Lime Rock Park, Monticello Motor Club, New Jersey Motorsports Park and Mid-Ohio Sports Car Course.

He is the club's current vice president and has spearheaded two PCA license plate projects: one in D.C. and the other in Virginia.

In addition, he plans to become more involved in the various activities that the club now offers and to bring a fresh perspective.

## For secretary: Michael Handelman

Handelman's passion for Porsches began when he was a teenager and saw his first bathtub Porsche and thought it was his ideal car.



He came to Washington in 1970 to attend George Washington University.

He eventually worked at the International Monetary Fund for 28 years until his retirement at the start of 2012. He has been married 35 years to the same wonderful woman, and they have two grown children. After the last tuition payment, Handelman was finally able in 2009 to buy his first Porsche, a 2006 Seal Grey 997S cabriolet.

He is our current secretary and is our co-webmaster. As secretary, he hopes to continue with website activities and offer his support to the executive committee in maintaining and developing activities that continue to be attractive to our large, diverse membership. With his knowledge of innovative technology and new social media applications, he hopes to be able to leverage this to achieve attractive programs that will continue to draw and excite members.

## For treasurer: David Dean

David Dean joined PCA in 2003 following the purchase of his first Porsche – a 2003 Boxster S that he and his son picked up in Stuttgart. Following two weeks of driving in Europe with his son and his wife, the car was dropped off for shipping with a long, six-week wait for the next drive.

In 2004, Dean attended Potomac's Septem-

ber HPDC and was hooked for life.

Before his first Drivers' Education event in 2005, David became the proud owner of his second Porsche, a 1979 911 SC prepared for the track. David became a DE instructor in 2010. In 2011, he began Club Racing his current track car, a 1993 RS America.

David received his degree in accounting from West Virginia University in 1986 and is a CPA. He is our current treasurer and a managing member of Fitzwater and Dean, PLC, an accounting and advisory firm in Woodbridge, Va.

## For past president: Tuffy von Briesen

We are all sad to see Dick Seltzer, current past president move out of the Potomac Region (to the Kansas City Region), but are glad he will be able to spend more time with his children and grandchildren. Dick has informed the executive committee that, because of the move, he will be resigning from the committee effective Dec. 31, 2013. Since the position of past president is vacant, a very active past president, Tuffy von Briesen, has been nominated to fill the position of past president.

Tuffy has been involved with cars all his life. One day in 2003, he wandered over to Porsche of Arlington and walked out with a neat 2003 996 cabriolet and membership in the Potomac Region of PCA.



He began participating in Potomac events at a High Performance Driving Clinic and then became involved in the Driver's Education program. Tuffy was the DE Registrar in 2006 and chairman of the DE program for 2007. He 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. He was elected vice president in 2008 and served as president in 2009–2010. Tuffy was appointed the Zone 2 secretary in 2010 and continues to hold that position. Tuffy also serves on the PCA National Staff, formerly as the National Awards Coordinator and currently as the Porscheplatz/Car Corral Coordinator.

# How to prepare your Porsche for winter

By Richard Curtis  
for *der Vorgänger*

Winter is here, and with it concerns about how to prepare your (probably) pampered darling of a Porsche to deal with cold temperatures, icy, salty roads and general maintenance.

If you're not going to drive your car during winter—many Porsche owners elect this path—simply clean the car well inside and out, give it a fresh coat of protective wax, fill the gas tank and retire the beauty to a garage. You might elect to over the car with a breathable car cover for extra protection. Ensure the tires are inflated properly; see your owner's manual for air pressures. Protect against possible rodent infestation (hint: mothballs and mint).

## Have your battery tested

Winter's cold temperatures puts an extraordinary load on a car's starter, which demands more of a battery's cold-cranking amps (CCA) capacity.

It's been my experience that if your battery's warranty is about to expire, it's good insurance to go ahead and replace it. Otherwise, I believe that most batteries will die when (a) you most urgently need the car to start; (b) when you're farthest from a place that sells a batteries; or (c) when stores aren't open.

Good insurance, regardless, is to have your battery,

alternator and starter tested for state of charge, available cold-cranking amps and reserve capacity.

Assuming the battery and other devices are good to go, while you're at it, clean the battery terminals and cable ends; also ensure that the battery connections to the battery and to the chassis ground are clean and tight. You can buy a terminal brush at any auto-parts store for a couple of dollars that will last you a lifetime. Even the slightest corrosion on a battery terminal can prevent a car from starting, including corrosion you can't see.

## Tires: The car's only contact with the road

Beyond properly inflating tires, check the tires for proper tread life remaining. A rule of thumb is to replace them when the wear bar indicators are smooth with the surrounding tread. Generally, it's not recommended to drive in winter on high-performance summer tires. Get yourself proper winter tires.

## Prepare for sloppy driving

Keep all windows clean and free of snow. Fill the windshield washer reservoir and keep it filled. Replace wiper blades if necessary. Although Porsches are now mostly protected from rust, keep the body and underbody cleaned. Wash the car often, and pay particular attention to fender wells and other areas that might trap moisture and slush.



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# An old coupe lives again

There were spitting carburetors, blue smoke, black smoke and the sounds of an engine hiccuping and coughing, trying its best not to stall. There was a lot of noise and vibration with anxious onlookers and industrial-park neighbors stopping work to find out what was going on. A rollout of a 62-year-old car being reborn was causing all the ruckus. Lewis Hauser's lengthy restoration of Pete Archibald's 1951 Porsche coupe, a project that had sat in the Karrosserie Ltd. shop for nine years had finally borne fruit.

Please turn to Page 16





All photos this page and previous page by Ken Marks

**The early models of the 356, including this 1951 split-window coupe, were known for their single engine-cover grill. Paint was done by Kirk Keller in Haymarket, Va., applying six coats of black acrylic lacquer, with the final two coats each wet-sanded to 600 grit.**

The car was discovered in a California field, where it was ready to return to the earth in the form of iron oxide.

After its discovery, the car changed ownership even while sitting in Hauser's shop, with some of the previous owners attempting some restoration, only to give up.

The split-window coupe, with a VIN of 11111, retains its original longitudinals as well as the floors. Naturally, the body and doors were in rough shape.

The car had been disassembled before being brought to Karosserie for restoration in 2005 by a previous owner. When Archibald bought the car in late-2008, some welding had already begun and was continued while he cleaned up the rest of the body and started to collect and restore all of the other parts.

The coupe now sports a deep black finish, the original color. Not that a restored 1951 coupe isn't rare enough, the engine is also a rare and unusual item. The car's early dual exhaust muffler not only is the correct one, Hauser said, but it is for a Super engine. The engine number is No. 30069. According to the 356 Registry Archives, Super engines (type 527) started with No. 30001 for model year 1951. Porsche ended production with No. 30750 in September 1952, which means that Archibald owns the 69th out of the 750 Super engines produced by Porsche in 1951 and 1952.

This may also be the first time that the name "Super"

was used on a Porsche, something that 356 fans now use routinely. The engine also sports a roller-bearing crankshaft and a 1,500 cc displacement. Porsche 356 engines from that time period were more likely to be Volkswagen derivatives with 1,100 to 1,300cc displacement with plain bearing cranks.

Archibald rebuilt the engine himself. He split the case and installed new Shasta pistons and cylinders. Luckily, he could reuse the existing connecting rods attached to the original Hirth roller-bearing crankshaft. As Archibald said, "the crankshaft was within specs."

Archibald also got some local help from Ab Tiedemann and Dan Reichert, who supplied some rare engine parts and custom-machined several others. Archibald also had Competition Engineering in California line bore the engine case.

The transmission got the once-over from a local transmission maestro, Eric Wills. The transmission was in "pretty good shape" according to Archibald. Eric's dad, Ray, a long-time 356 enthusiast, helped with bumper trim and tool-kit pieces.

Since this coupe has some undocumented history in racing, Hauser and Archibald thought that front and back fender skirts would be cool.

They were right. These removable covers were hand formed in aluminum by Hauser who researched the shape first on similar cars of that era. Actually, he did not







Below: Hauser did the upholstery in matching green leather. "Including the dash and windshields, I've probably got 200 hours" in restoring the interior, he says.



Photos by Ken Marks (left and above) and Gerry Dreo (below)

Left and below: Connecting the horn wiring was one of the last steps in the construction. Paul Collier created the headliner from material that Archibald had woven by a company in Oregon, which took 18 months. Victor Miles of Ventura, Calif., refurbished all the lights, mirror, antenna (above) and other speciality parts. Potomac members Eric and Ray Wills went through the transmission and helped with the bumper trim and tool kit pieces. Chrome work was done by an Ohio company. Other bits and pieces came from as far away as Poland, Italy, Mexico, Germany and the Netherlands.







Left: The fender skirts were fitted to the car's body using custom-made brackets Hauser designed and machined from aluminum. Hauser got the idea—which is period correct—from a model in the display case in this shop. He hammered the skirts out of sheet aluminum, and they are not symmetrical from left to right. They took between 60–80 hours to make.

Below: Hauser says the shop probably has over 200 hours of labor in the interior including fitting the two windshields.

Photos on this page by Gerry Dreio

Right: Karosserie's Tony Shea passes the completed dash unit into the car where Lewis Hauser waits to begin the install. Karosserie workers did the interior work in addition to the metal work. The mile-deep black paint was applied in acrylic lacquer by Kirk Keller in Haymarket, Va.



have to look far—in his display case in his office he has a small 356 model with fender skirts.

Hauser also had to “invent” a secure way to keep the fender covers. He used machined flanges from bar aluminum, and, by tapping a thread into each piece, he was able to mount the fender skirts cleanly.

Like a lot of pieces on old Porsches, Hauser says, the covers are not symmetrical from side-to-side, since the body itself is not quite symmetrical. Like a lot of old cars, “The car is hand-built and not symmetrical,” he says. Hauser estimates it took 40 to 60 hours to create the fender skirts.

The headliner is another interesting example of the difficulties in restoring old cars to original condition.



Looking at a small sample of the original cloth, Archibald knew that the headliner cloth would have to be recreated. A supplier in Oregon was found to create matching material by counting the knots per inch on the sample.

The Oregon supplier then produced 80 yards of the material with results just like the original with its small, diamond-shaped pattern. The cloth was dyed green to match the original. The headliner was expertly stitched and installed locally by Paul Collier.

Hauser also managed to source the Reutter fender badge. Archibald researched what the early badge looked like and had it produced (see sidebar, below). The badge was fitted to the original mounting holes on the passenger-side fender using period-correct hardware.

The coupe was formally introduced to the world as an entry in the Nov. 2 Hilton Head, S.C., Concours, a high-end show.



Photo by Gerry Dreo

**Above: Pete Archibald, left, with Karosserie owner and restorer, Lewis Hauser, admire their handiwork.**

"I truly enjoyed working with Lewis and his guys for the past four years," said Archibald. "Their shop has a fun environment that mixes high-quality work with a lot of stimulating conversation and music (as long as you are in your 40s or 50s). It is also great to see the passion of the owners that is evident on some of the other projects in Lewis's shop."

"There is so much to see on these cars," says Hauser. "It's gratifying to see people excited about them."

**Postscript:** At the Nov. 1-3 Hilton Head Island (S.C.) Concours, the Archibald coupe took home a best-in-class (pre-911) trophy and a second overall. Several judges said it was the nicest 356 they had ever seen.



Photo supplied by Pete Archibald

**Left: The Porsche was discovered in a California field in 1975.**

## How the Reutter fender badge was made

In March, I got a phone call from Lewis Hauser, who was in need of a Reutter fender badge for Archibald's car. Since these old badges are no longer available, we had to manufacture one.

Using digital laser technology, and after a great deal of research by Pete Archibald, the exact details of the Reutter badge were discovered and drawn up. When we did get the new artwork for the old decal, the image was ink-jet printed at 1,200 dpi onto a 0.004

inch brushed aluminum sheet using a HP wide format ink jet printer.

After that, the outside shape of the decal was entered into the computer that controls a cutting machine. The decals were cut out on a CNC machine using a router bit. After some hand shaping of the decals, and several coats of clear coat, the result was an authentic reproduction of the Reutter badge circa 1951.

—Gerry Dreo







# Potomac caravans to N.C. to view ‘Porsche by Design’

Photo by Tony Pagonis

Top: Potomac’s nearly 40 Drive ‘n Dine participants pose for the obligatory group photo before departing for the museum. Lodging was at the five-star Umstead Hotel & Resort in Cary, N.C., a suburb of Raleigh, and only a few miles from the museum.

Below: Among many highlights in the N.C. Museum of Art “Porsche by Design: Seducing Speed” exhibit is this rare 904/6, a prototype that is one of six built and is one of only four remaining.

Photos and story by Richard Curtis for *der Vorgänger*

My first Drive ‘n Dine trip, the Nov. 1-3 trip to Raleigh, N.C., had many highlights, including a visit to the Ingram Collection and a highly valued trip to the “Porsche by Design: Seducing Speed” show at the N.C. Museum of Art. In addition, there was:

- Barbecue lunch at the Aviator Smokehouse in downtown Fuquay-Varina, a Raleigh suburb.
- Happy hour at the Durham, N.C. Ingram Collection, home of many beautiful and rare Porsches.
- Dinner at the quietly elegant and beautiful Umstead Hotel & Spa, where we stayed.
- Up early Saturday for a monthly Cars & Coffee gathering—with many Porsches—of about 150-200 cars.
- A tour of the NCMOA exhibit led by Hurricane Region members, followed by a group lunch.
- Dinner with Potomac members at a local restaurant.

Thanks to Hurricane Region volunteers who helped make our visit memorable: Brad Gibson, Kevin Heimbaugh, Jim Hollingsworth, Roger Kohout, Jim Lamb, Reuben Prichard and Mike Santowasso. Special recognition is due to Potomac Webmaster and leader of this tour, Michael Handelman.

“Events like these are what makes our little car club so great,” said PCA President Manny Alban, who also attended. “Successful planning for events really lies in the smallest details. This tour covered all of them. Top-notch hotel, great food and of course, a very memorable opportunity to view the Ingram Collection, enjoy another region’s Cars and Coffee and the spectacular museum exhibit.”

The exhibit continues through Jan. 20, 2014.







Above: Potomac members enjoyed easy access to the 22 Porsches on display.



Left: The highly recognizable Janis Joplin '65 356 cabriolet was displayed separately. Joplin paid about \$3,500 for the car in 1968.



Upper left: The N.C. Museum of Art's Porsche exhibit was its first automotive design exhibition.

Far left: At Saturday's Cars & Coffee were PCA members, from left, PCA Treasurer Tom Gorsuch, former Potomac member Steve Shap, Russell Fleury, Joanne Shap (a former *dV* editor), PCA President Manny Alban, Potomac's Michael Handelman and (hidden) Tony Pagonis.



Above: Hurricane Region's Jerry Magolan, left, Hurricane President Tom Roos and Promac's

Bruce Bade.

Below: Barbecue lunch Friday.





# Reliving Porsche's Targa Florio glory

By Mia Walsh  
for *der Vorgänger*

"Racing Demons" is one of the most visually pleasing motorsport publications I have ever seen. There are over 500 photographs, both black-and-white and color that combine not only the panoramic views of Sicily but the evolution of Porsche models from the 1950s into the 1970s. Heart-warming stories fill the pages and each year of the race is detailed chapter by chapter, year by year.

My relationship with the Cefalù-based racing shoe-maker, Ciccio Liberto, has connected me with other racing professionals and aficionados throughout the globe. (see "All roads to driving shoes lead to Sicily," *der Vorgänger*, November 2012)

The one closest to me both geographically and personally is Michael Keyser, an author, filmmaker, race-sport marketing guru and former Porsche racecar driver who resides in Baltimore County, Md., whose company stocks and sells books, posters and DVDs, curating still and moving images of some of racing's finest moments.

As a writer, Keyser has put together a collection of books that is photographically stunning, including "Behind Le Mans" and "Evolution of the Porsche 911 in Competition." His latest book, "Racing Demons: Porsche and the Targa Florio" is the latest example of his wit, passion and creativity. Combining two of my personal passions, Porsche and Sicily, "Racing Demons" already has

a spot on my living-room coffee table.

As a former racer, Michael tells entertaining stories of his road and circuit-racing years, including his account of the 56th Targa Florio in 1972 in which he drove his yellow 911 with Jürgen Barth, placing 10th overall and second in class.

"An American, a Dutchman and a Sicilian..." It seemed like the beginning line of a corny joke. However, Keyser tells of the collaboration with his two co-authors. Mark Koense wrote endless details about the Targa Florio race and edited the 325-page book, while Enzo Manzo provided a wealth of knowledge and photographs as the creator and master-mind of the Targapedia.com website. Keyser also worked closely with Jens Torner from Porsche in Stuttgart, Germany, who provided historic, never-before-seen photos from Porsche's archives.



Photos by Michael Keyser/Autosports Marketing

**Top:** Sicilian boys watch the Gerard Larrousse / Rudi Lins 908/2 round a curve in the town of Collesano, Sicily.

**Above:** The book cover features the No. 12 Gulf Porsche 908/3 of Brian Redman/Jo Siffert, winners of the 1970 race.



During an interview with Michael, I whimsically suggested that he should promote his book at the 2013 Targa Florio Classic, which is comprised of a five-day long celebration of historic and classic cars (mostly Porsches and Ferraris), VIPs from the Targa's golden years and Sicilian food along each step of the way. Keyser had not returned to Sicily since his Targa Florio debut in 1972 and was not eager to hop on a plane to Sicily. Evidently, with my rave reviews of the island, an offer to translate, make arrangements and "tag along," Keyser was persuaded to make the journey.

To launch the "Racing Demons" book in Sicily was not only a great honor for the three authors, but it was an honor for every villager in the Madonie Mountains who shared a memory of the Targa Florio and its international presence of racing teams, media and fans around the globe.

Television stations and print journalists covered the launch party and I was even asked to interview some of the drivers in Italian for the local television station.

Each and every Sicilian, then and now, has a cultural bond to the Targa Florio race. The race itself has even achieved a UNESCO Intangible Cultural Heritage designation. With that bond, the writers of "Racing Demons" have collected and published images from the photo albums of many local Sicilians, who willingly and carefully removed the pictures from the book-cases in their homes and dusted them off for this book.



All three authors were astonished by the openness of the Sicilian people, who eagerly shared stories of their childhoods watching the races from the mountain roads. Families would drive to the countryside and sleep in their cars overnight prior to race morning and the Sicilian women would pack baskets of panini, cheese, fruit and

"Racing Demons" author Michael Keyser driving the No. 23 2.5 liter Porsche 911 in the 56th Targa Florio in 1972.

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Potomac's Mia Walsh interviews noted three-time Targa Florio winner, Nino Vaccarella in his native Italian on a recent trip she took to Sicily.

wine for everyone to enjoy as the cars raced by.

The book is available through Autosports Marketing's website, [www.autosportsltd.com](http://www.autosportsltd.com) or other book outlets.



Poster courtesy of Daniel Munariz

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# How I won a 911 and other car tales

Looking back over my career as a Porsche nut, I've owned some interesting cars.

I had owned my first Porsche, a Ruby Red '62 cabriolet, for a year before I walked into my first Porsche Club meeting at Arnold's Hofbrau in 1966.

I was already an avid autocrosser and rally participant, and my PCA friends wanted me to drive

on the Potomac club team rather than on the MG Car Club team, as I had been doing, in the local championship series.

Later, my competition experience put me in the ideal position to help with the upcoming Porsche Parade to be held in this area.

With the Parade approaching, Potomac was less than a year away from the arrival of a large number of Porsches from across the country, and volunteers were needed. I was asked to be the chief scorekeeper, one of the rally checkpoint captains and a course worker on each of the two autocross days.



Dan Rowzie

After buying that '62 cabriolet, my fever for these little cars grew. Sometime during 1966, my wife and I added a faded red '57 Speedster, with a freshly rebuilt engine to our stable for \$995. Today, you would have to add at least a couple of zeros to that price.

I was becoming more skillful (at least in my mind) and felt that now was time to get into hill climbs. The April 1967 Hershey Hill Climb was my debut and embarrassment.

During one long, sideways slide, the Speedster tried to climb a red clay embankment, caught, went on its side, spun around and turned over onto its roll bar. As luck would have it, a fellow member was shooting photos of the whole thing with a motor-drive camera. "Did I want the pictures?" he asked.

Well, yes. I also now needed his '56 Aquamarine Blue Speedster that was luckily for sale.

In June 1967, a week of vacation was spent working the Porsche Parade at the Twin Bridges Marriott in Rosslyn, Va. The grand prize at the banquet was a drawing for a 1967 911 Targa. I bought one of the \$20 tickets, ticket No. 276.

After No. 276 was drawn from a big drum, Reagan Rowe, a PCA member from North Carolina, shot a photo that shows me on top of the banquet table as I made my way forward to accept the grand prize. What a neat way for me to get into 911s!

I loved that car in which we went to the 1968 Parade in Florida; the 1969 Parade in Anaheim, Calif.; the 1970 Parade in Newton, Mass.; the 1971 Parade in Sun Valley, Idaho; and the 1972 Parade in Lake Geneva, Wisc.

In 1969, the 911 received a makeover of 2.5 pistons and barrels, airport gears, stiffer suspension and Minilites with Goodyear rain tires.

A few years later, Jerry Huffman planned a Porsche event at 75-80 Dragway, a dragstrip in Monrovia, Md., and our car was in competition with a factory lightweight '68 911 built for the Trans Am series.

We ran all kinds of events there with that '67 911: autocrosses, rallies, drag races, a field trial, an economy run and many concours.

I put more fun miles on that car than any of my old Porsches. My next car would be an early 911, similar to the old Grand Prize Polo Red '67 911. More about that in future columns.

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# Autumn leaves plan big role in autocross No. 6

By Scott Van Gorder  
for *der Vorgänger*

Potomac's sixth autocross of the 2013 season was held on Sunday, Oct. 6, 2013, at our club's home autocross facility of Bowie Baysox Stadium. It was a crisp, clear autumn day, with temperatures in the mid-70s and with a slight breeze.

Mission photographer John Walter's candid shot of John Bendekovic (opposite page) tells the story of the day. When John Bendekovic wasn't blowing the doors off his car, he was blowing fallen leaves off the track.

The helmet? It wasn't an insurance requirement as John cracked at one point. Rather, it was a resourceful and humorous attempt at ear protection. Our leaf blower must be equipped with a Porsche Sport Exhaust.

Driving that leaf blower was obviously good practice for John. When it came time to leave the starting box, he blew away most of the competition. He was one of only four drivers to fall below 50 seconds, and he had the third fastest time of the day. Well done.

Thanks, John, for entertaining all of us and helping to make our club fun. It was kind of you to agree to share this photo and story with our friends.

The event was held on the same day as the Washington D.C. Region SCCA Solo (autocross) championship

event just down the road at FedEx Field. As a result of this simultaneous event, some drivers were drawn away, and we had just 48 entries for this autocross, compared to as many as 64 for PorscheFest and 75 timed entries for our third. Of note, we still attracted 10 entries from drivers of non-Porsches.

The smaller turnout enabled drivers to get through the day quickly. There were two heats of six runs, and the cones were repacked into the trailer by 2:30 p.m.

Efficiency was also enhanced by improvements to our timing equipment as described in the last issue of *dV*. All drivers owe a nod of appreciation to Autocross Chairman Gary Baker for solving the timing problems that befell several events this year. At this event, the equipment worked flawlessly. In fact, it worked so well that the only timing glitch we experienced was when a slight breeze picked up some leaves and tripped the light sensor at the finish line, to which someone shouted, "We need John with that leaf blower!"

For the 2014 season, entrants are encouraged to register in advance at [motorsportreg.com](http://motorsportreg.com). Additionally, when at an autocross, drivers are asked to please set their parking brakes whenever parked on or off the grid, or to use a wheel chock to save their cars (and ours!) from unintentional rolling.

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Photo by John Walters

John Bendekovic clears the course and channels his inner Jetson as Gary Baker looks on. Helmet? Check. Leaf blower? Check.

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## 356 Roadster takes People's Choice Award at Rockville

Photos by Ron Davis

**Above: Richard and Susan Knoblauch pose with their 1960 356 B Roadster that won the People's Choice Award at the 2013 Rockville car show.**

**Right: The show featured cars from a variety of makes, years and models.**

By Sandy Kemper  
for *der Vorgänger*

Since the Potomac 356 Owners Group is one of the sponsoring car clubs helping to produce the annual Rockville, Md., car show, I always look forward to good participation by our members and other Porsche friends. This year we had 16 Porsches including nine 356s on display.

Further, we had a winner in our group! Susan Knoblauch of Great Falls, Va. and her 1960 B Roadster won the People's Choice Award. That means that of the 560 cars on the show field, Susan received the most "favorite car" votes. She was presented with her award by Rockville's mayor and her roadster will be featured in next year's show program. Congratulations, Susan!

Mark your 2014 calendars for next year's show on Saturday, Oct. 18, 2014. I understand that for next year's show, a strong consideration for the Special Display Area will be German cars.





## Holiday happy hour in Bethesda, Md.

To ring in the holiday season, Potomac will hold an informal party on Saturday evening, Dec. 7 from 6 to 10 p.m. at Clyde's in Bethesda, Md.

Please join other club members at Clyde's of Chevy Chase for a casual happy hour. No pre-registration is necessary, just meet in the Race Bar in the lower level of the restaurant. The restaurant is a car nut's fantasy.

There will be no cost to members except for a cash bar (donations to help with the cost of food will be greatly appreciated). Heavy *hors d'oeuvres* will be served.

**Parking:** Safe parking is available in the adjacent parking garage. The second level is usually empty in the evenings. Take the stairs marked by the Clyde's sign. Your parking ticket will be validated by Clyde's.

RSVP to John Magistro at [johnm@pcapotomac.org](mailto:johnm@pcapotomac.org). If you decide to come at the last minute we will be happy to see you.

**Directions:** Clyde's of Chevy Chase is located in the Chevy Chase Center on Wisconsin Avenue just north of Western Avenue. We are 1/2 block north of the Friendship Heights Metro Station (Red Line).

# Rally program winds up 2013

By Linda Davidson  
for *der Vorgänger*

Aaaaah...the end of another rally season!

We made our annual trek up to Oktoberfest in Lovettsville, Va., on Saturday, Sept. 28. Although the weather wasn't great, it was dry, and that was enough to bring out 20 of our most faithful ralliers, plus a couple of rookies.

We began in Urbana, Md., and twisted and turned our way through 85 miles of beautiful back-country "Porsche roads."

Teams were given a list of 20 questions to be answered by things they saw along the route. These questions were divided into three categories: All answers in the first section would be the name of a town they drove through; the second section's answers were all numbers; and the third

section's answers would all be the denomination of a church they passed. They were also asked to count the number of railroads and creeks they drove over.

Two teams came in with perfect scores of 20. To determine who got first and second place, teams were given a choice of cards or dice for a tiebreaker.

One team chose cards, and the other team opted for highest blackjack hand (as opposed to lowest). With that formula, Jim and Ruth Tabb took first place; John and Carol Evans took second. Third went to new ralliers Rick and Pam Windsor.

I'm pretty sure everyone had a good time and then went home and packed the rally bags away until next summer.

Thanks to everyone who supported the rally program this summer. See you in 2014!

## Rally news

## Join PCA the easy way

Pointing your smartphone with a QR app at the image below will take you to the website where the form is for joining.

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 Education events and free Tech days for all members, Drive 'n Dine and other social events, autocrosses and rallies.



## How you can contribute to *der Vorgänger*

Your favorite Founders' Region monthly newsletter/magazine can benefit from your observations and experiences with your Porsche.

We are always in need of articles, photographs, illustrations, maps and charts 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. Those can be of interesting Porsche people you meet, or interesting Porsche cars you come across.

Here are some ideas that resonate with *dV* readers:

- Travel stories that involve a Porsche. An example is Michael Sherman and 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 DIY 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 intertaining 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; examples are seen in every issue of *dV* on Page 31.

Write your stories, shoot your photos (no low-resolution cell-phone photos, please; we simply can't use them) and send them to [dveditor@pcapotomac.org](mailto:dveditor@pcapotomac.org). Thanks.

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Photo provided by Ron Davis  
**Left:** Lonnie Kessler in her husband Ronnie's 914 at the Pittsburgh (Pa.) Grand Prix in the summer of 2013.

Photo by Jon Squire  
**Below:** Mark Lawrence was just one of many Porsche owners who attended the huge turnout for the 2013 EuroSport DC car tour through the Maryland countryside.

Photo by Richard Curtis  
**Below left:** Sam Al Mukhtar attended Potomac's May Deutsche Marque concours.

Photo by John Vrankovich  
**Bottom left:** Potomac's Mia Walsh works on her Cayman S at VIR in 2012.





## Readers and their cars

Photos by Richard Curtis

Left: Rally Co-Chairs Linda and Craig Davidson pause for a photo during the recent Lovettsville (Va.) rally and concours.

Below: Gary Brindle, left, and Andy Levitt discuss the merits of cars without tops. Brindle lives in Nokesville, Va., and owns a '77 911 and an '99 Boxster. Levitt lives in Darnestown, Md., and drives an '09 Boxster.



Photo by Richard Curtis

Left: Seen at the September 2013 Club Race, Annabelle Alvi, Potomac club Social Program Co-Chair, left, Helen Pfeiffer and Starla Phelps.

Photo by Mia Walsh  
Above: One of the many Potomac couples participating in club activities, Steve and Michaela Shoop. Michaela is Social Program co-chair.







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The engine compartment of the recently restored 1951 356 split-window coupe belonging to Pete Archibald. Photo by Ken Marks.

