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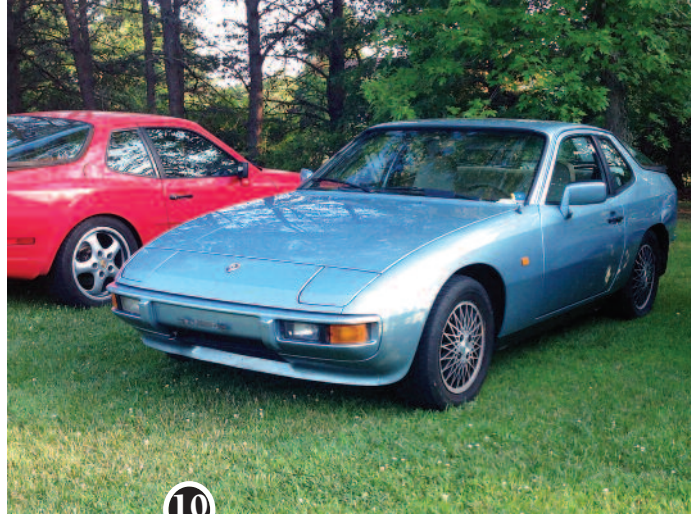
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Cover photo: Mi Jee navigates the cones in a new Boxster at the final autocross of the season. Photo by Bob Wilkoff.



der Vorgänger

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Wave and Smile

I started driving Porsches in 1981 as the very proud owner of a gently used 1980 924 Turbo. In the previous fifteen years I had driven so many beat up sports cars that only USAA could keep track. Within minutes of my first drive in my first Porsche I passed another Porsche (type long forgotten) and the driver blinked their headlamps at me. In all the years of driving various Triumphs, Fiats, Mazdas and BMWs no driver had ever blinked at me. When driving my Honda 450 or BMW M60 it was common practice to wave at other bikers but it was unheard of for car drivers to recognize one another, except, as it turned out, Porsche drivers.

I took up this practice and continue even today to flash my headlamps or wave at other Porsches. I can't help but notice that very few are waving back. Maybe it's the advent of daytime running lights, or distracted driving or perhaps Porsches in the Washington area are so common that to acknowledge each other would be bothersome. My experience driving where Porsches are rare on the ground suggests a more unfortunate explanation as these infrequently encountered Porsche drivers aren't waving back either.

I am hopeful that this is simply a problem of bad socialization. As Porsche has expanded its appeal beyond



Carrie Albee



Glenn Cowan



Michael Sherman

gear heads and track junkies there is apparently less a sense of a shared experience. It's very likely true that many four door Porsche drivers don't appreciate the "club" they have joined but most 911s don't acknowledge me either. For a while I thought my Boxster was being snubbed but from the front I'm a visual 911 so that excuse doesn't hold.

The sad truth is that the sense of common experience is disappearing. Those of us active in PCA may not feel this loss because our club successfully engages us with other Porsche drivers. We can't force new owners to join PCA and I don't think we can "teach" new owners to artificially internalize the special feeling of driving these cars but we can begin, one driver at a time, to revitalize the practice of recognizing each other. Next time you encounter a Porsche (no matter how many doors), flash your lights, wave and smile. I think you'll feel better and they may wave back.

[See you back here in February as there is no January issue of dV. Enjoy the holidays!]



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Thanks for All the Fish

This is my last column as President of PCA Potomac. On December 31 (at least in the context of PCA Potomac) I will be returning to the life of a private citizen. So I thought I would take the opportunity to reflect on the past two years: on the good, the bad, and the oily.

What do I think we have accomplished? We have continued to strengthen Potomac's financial reporting and performance, made information in the club more transparent, continued to innovate in our club programming, grown our membership and grown our volunteer base. We have begun to transform how we develop and grow our leadership base and planning process, but we still have a lot to do. Overall, I believe our club to be as strong and as vibrant as it has ever been. The credit is not mine – it belongs to all of the wonderful club officers, program chairs, committee members, and volunteers who keep our club running day-in and day-out. I can provide some thoughts, but it is the leadership of the club who make things happen. Finally, the credit belongs to you, the members.

Where do I think we fell short? I still think we have progress to make in continuing to engage our membership – through new forums, through innovative programming, and by finding ways to increase the depth and diversity of our membership so that our club continues to reflect the ownership base of the Porsche marque and the beautiful diversity that is the hallmark of our great country. And while we have made great strides in broadening and deepening our leadership base, we need to continue to refresh club leadership to ensure that Potomac has a face that reflects the diversity of the mem-



John Eberhardt

bership and ensures leadership for generations to come. There are still improvements to be made to the transparency and accountability of our club governance. While I am happy to share credit, as President I accept sole responsibility for these failings. I will continue to push for these initiatives for as long as Club Leadership would like me to do so and I hope that we can continue to make progress toward them.

The strength of our Club going forward rests in the quality of our leaders, and I would like to call out the 2015 Executive Committee who I hope will be elected by the time this column goes to print: President Howard Hill, Vice President David Dean, Treasurer Michael Handelman, and Secretary Mia Walsh. Not only are these competent, thoughtful, and decent people, but I am proud to call them my friends. I have been honored to work with them over the years, and they have enriched my life in ways they can't even fathom. Please join me in supporting them.

So what did I get out of my two years as Potomac President? First of all, great fun and great friends. While the job is exhausting and at times very trying, I would gladly do it over again because of all the great people I got to interact with. In addition, it provided me with a personal opportunity to grow and learn new skills in a supportive environment, and we don't often get to do that in life. Finally, I would love to hear from you what you got out of it. So please write me, and let me know.

In the words of Douglas Adams: "So long and thanks for all the fish!"



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Potomac's 2014 calendar

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

December

- 6 Virginia Brunch at City Grille in Manassas on Saturday, 11am – 1pm.
- 6 Open Board Meeting and 2015 elections, Rockville Porsche. 11am – 1pm.
- 6 Potomac's Holiday Happy Hour at Clyde's in Friendship Heights, MD. 6pm – 9pm.
- 20 Maryland Brunch at The Irish Inn on Saturday, 11am – 1pm.

Starting in January 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. The first one will be January 10, 2015 at 8am. This will be in place of Thirsty Bernie's Sports Bar & Grill.

Come join us for some great food and car talk. The Silver Diner is located off Gallows Road between Lee Highway and Rt. 50 in Merrifield, Va. There is plenty of parking around back and a large diverse menu. Pile everyone into the Family Truckster (or even a Porsche!) and come out for a great breakfast and make some new friends. This early start should make it easy to enjoy your Saturday with some nice country drives or more family time.

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, 10am – Noon. Thirsty Bernie Sports Bar & Grill, 2163 N. Glebe Road, Arlington, VA, 22207.

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.

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In the late 70's Porsche took a new direction with the 924's front-mounted engine and transmission mounted at the rear end, bolted together by a connecting tube to form a rigid drive unit transaxle.

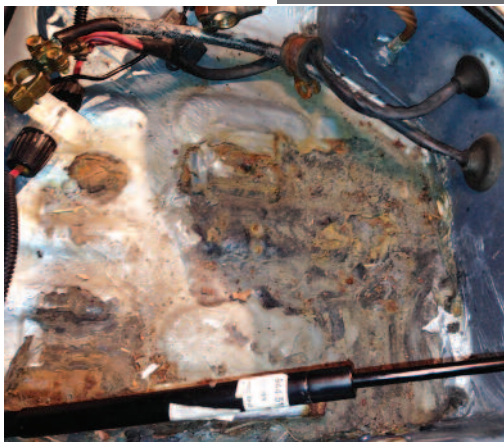
This is the 1982 Euro Spec 924 owned by James Henry parked outside Dark Horse Garage awaiting an engine assessment. It is hard to detect but this excellent example of a well maintained, all original Porsche 924 has been driven more than 300,000 miles.



James Henry's 924

Once in the shop an engine assessment was conducted and number three cylinder was found to have low compression. With additional testing it was concluded that the piston rings in the number three cylinder were damaged. Combined the low compression with other engine issues this engine was then scheduled for a rebuild.





Top left: With the battery removed from its tray the all too typical rusted battery compartment was exposed. This area will require some specific attention.

Left: At the opposite end of this 924 the exhaust system also appears to have reached its limits.

Story and photos by James Henry and Jay Obst.

It was Mid 1982, my family and I were in Landstuhl, Germany. My father, a colonel in the U.S. Army had just taken delivery of a brand new light blue metallic (Mothers color choice) Porsche 924 coupe (NA). I took ownership of this car in 2006, joined the PCA and after 33 years, 300 + thousand miles and three countries decided it's time to have this car's engine rebuilt.

One sunny day, this past July, I drove the 924 to my good friend Jay Obst at Dark Horse Garage in Winchester, VA. As the motor purred along the country roads I thought "I won't be joining my fellow P Car friends on Drive and Dines and Glen Echo brunches for a while. On the bright side, the engine will have decades taken off it and will give me years of worry free pleasure ahead. Jay, a fellow aficionado of the unsung family of Porsche's front engine four cylinder cars (924, 944, 968), is not only a P car fan and himself an owner but a mechanical genius with a passion for keeping these cars going. He owns an 84 911 Carrera and OXCART, an all-black, track ready early 85' 944 propelled by a 3.0 L 968 motor, a project that he completed about a year ago.

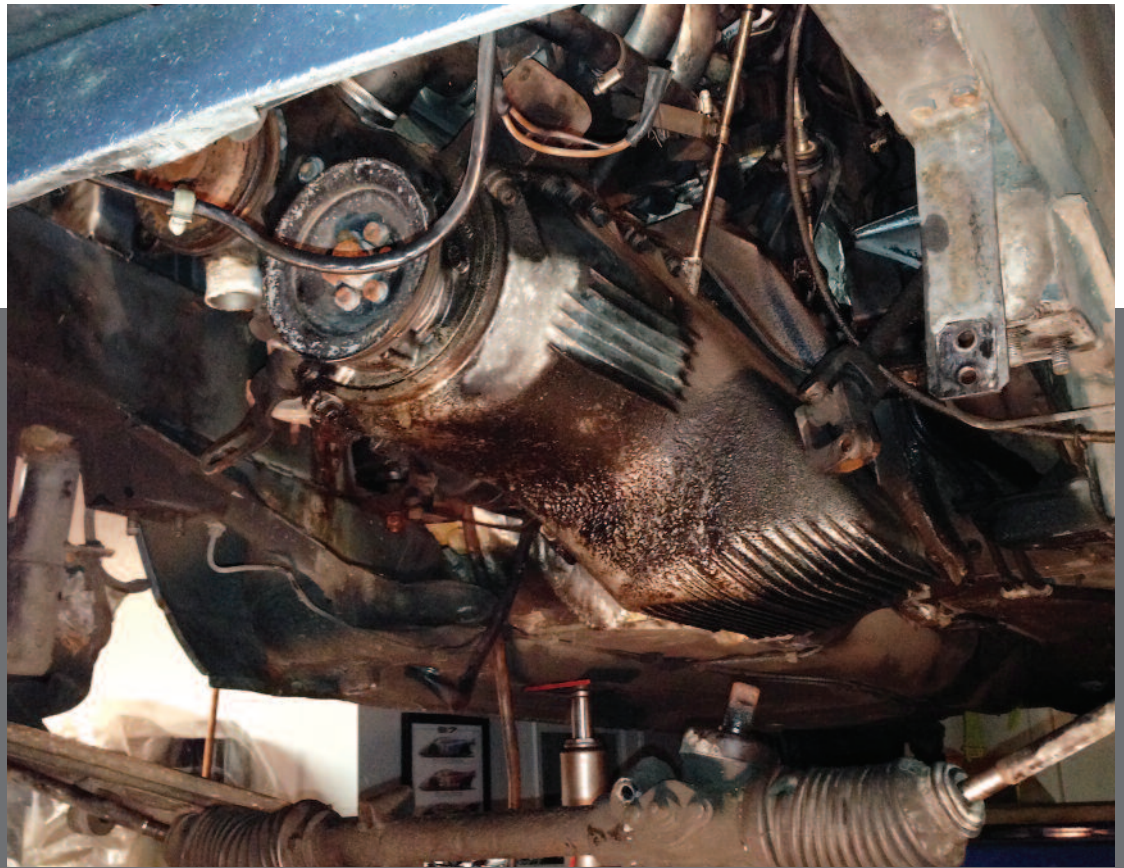
For those of you who don't know "OXCART" was also the government's project and code name for the SR-71 Blackbird reconnaissance aircraft.

The 924, unlike most Porsches has not enjoyed much of the limelight as other models have, it has marginal power (125 HP – mine is RoW spec) by late 70's early 80's standards, had the engine located up front, an Audi derived (But heavily Porsche modified) motor and two final model digits that are not 1's. Besides this, the car sold very well and was manufactured in 2.0 L and 2.5 L form until 1988 respectively.

My 924's work began in earnest, early August with the fluids drained; exhaust fittings, torque tube detached and the engine lifted out and stripped of all outer and inner components. Each piece was labeled and stored in individual bags or containers. The pistons and crankshaft were the last items to be removed and the crankshaft, pistons and cylinder bores measured all axis in spec.

Right: The underside of this 924's engine reveals years of faithful work and toil and many miles traveled.

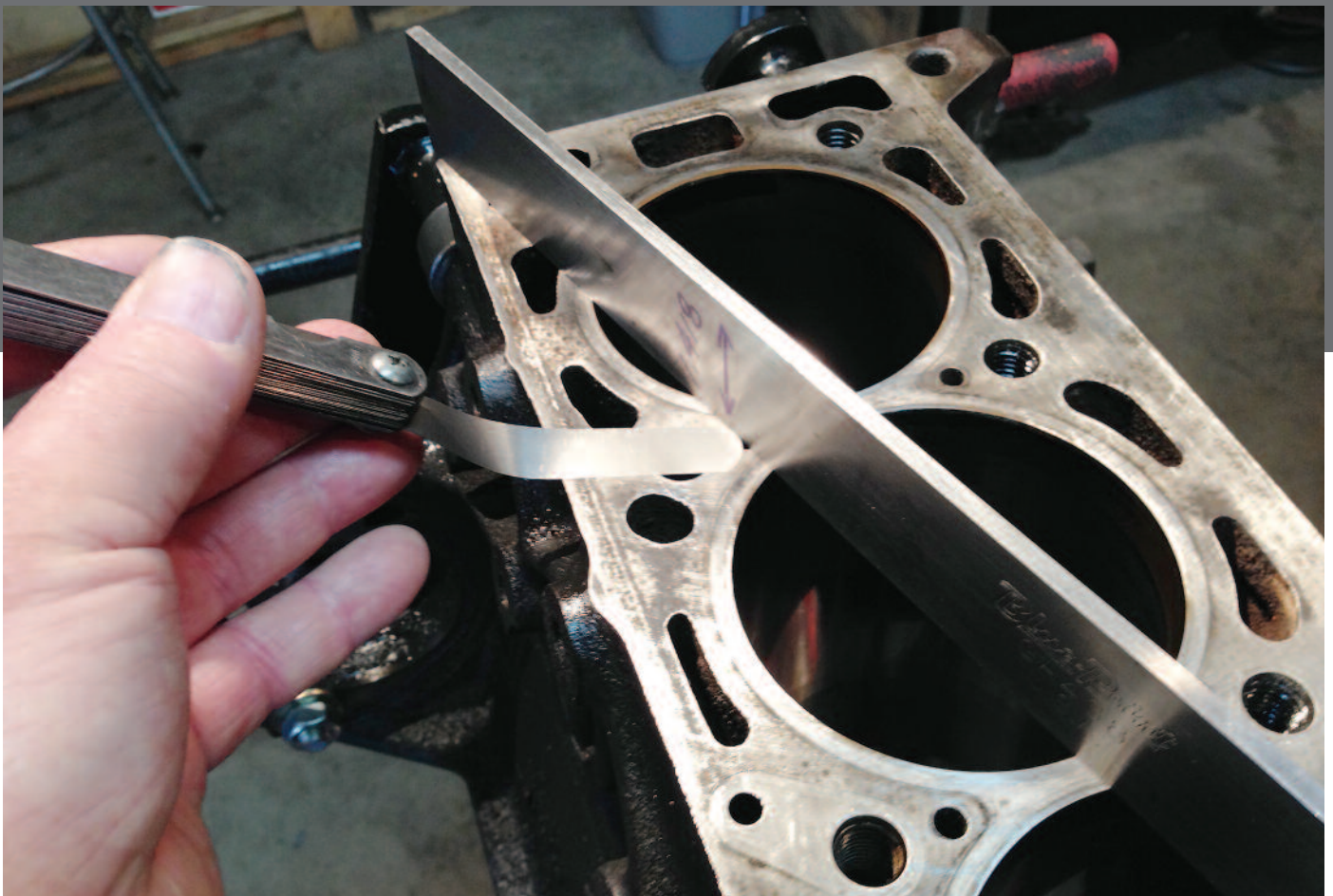
Below: The 924's engine being hoisted from its longtime home, with some machine work, new bearings, rings, gaskets and seals another long life of spirited travel can be enjoyed once again.





Left: The condition of the connecting rod bearings show exceptional wear for an engine driven beyond the 300K mile mark, a tribute to its owner.

Below: The final test before this block is sent out to the machine shop; the “feeler gauge” test is an accurate and accepted way to measure the block and its deck for distortion. Here this 1/2 thousand – 0.0005” feeler gauge is not able to pass beneath the machinist’s straight edge. This test is repeated across all bolt holes and critical areas of the deck.





A VISIT TO THE FERRARIS OF MARANELLO AND MODENA

Story and photos by John Evans for *der Vorgänger*

This past spring we combined a hiking trip in Sicily with a visit to three of Italy's best known car museums. Following the week-long hiking trip we flew to Rome where we rented a car. I had hoped to get a VW Golf or something similar, but we were given instead a Fiat 500 unlike anything sold over here. It was a large diesel that drove like a truck! We first visited the walled city of Lucca in Tuscany, which has long been on Carol's bucket list. After a day there we drove the Apennines to Maranello, home of Ferrari. As owners of an older Ferrari we had sought via the dealer to secure a factory visit, but the timing – it was Easter weekend – did not work out. So this was to be a visit only to the museums.

There are now two Ferrari museums: the original Museo Ferrari is in Maranello and the newer Museo Enzo Ferrari is in Modena about 10 miles away. If one is planning to visit both it is a couple of Euros cheaper to buy a combined ticket rather than separate ones. There is also a free shuttle bus that runs back and forth between the two, making it possible to visit both in one day.

On arriving in Maranello around midday we checked into the Maranello Village Hotel, a large

Ferrari-themed complex (there is an F1 car in the lobby). The hotel sits on the outskirts of Maranello, too far to walk to the factory or museum. There is a large cafeteria at the Village that seemed to be open only at lunch time where we got a bite to eat before heading to the museum. One takes breakfast in a separate room behind the lobby.

The Ferrari Museum is just that – a wonderful collection of Ferrari race and road cars arranged, as best as I could tell, in no particular order. I took lots of pictures. There is limited parking at the Museum and we were fortunate to find a spot. We used GPS to find our way around the town and chose to ignore the heavily Italian-accented lady giving directions that were sometimes confusing, relying instead on the arrows appearing on the screen. Returning to the Village we dined at the approximately named “Paddock” restaurant nearby.

The next morning it was off to Modena to the Enzo Ferrari Museum, located in the center of the city, adjacent to Enzo Ferrari's home and his father, Alfredo's, workshop. Entrance to these buildings is included in the Museum visit. Inside



are exhibits covering Enzo's life through videos and a displays, and a recreation of his office. The Museum building is an ultra-Modern structure consisting of one very large space in which the cars are arranged in chronological order. The cars trace Ferrari's life, commencing with his early days as a driver, continuing through his "Scuderia Ferrari" campaign for Alfa Romeo, and concluding with his time as an automobile constructor. A movie projected onto one wall showed Ferraris being driven in various events to the soundtrack of Italian opera singers. Again I took lots of pictures.

In a separate darkened room was the new LaFerrari, a limited production hybrid, illuminated intermittently to sound of loud music. As in Modena, the museum has its store of (expensive) Ferrari goodies. These seem to sell well to Italians who wanted the hats, jackets, and other clothing to show their affection for the marque. Parking at the museum was free in an adjacent open field, and we left the car there and walked to the city square for lunch.

In the afternoon we visited the Lamborghini Museum in the village of Sant' Agata Bolognese,

not far from Modena. This museum occupies part of a very modern factory building from which the latest model Lamborghinis were being taken out for test drives at regular intervals. The buildings were well protected by security staff to ensure that one did not wander into restricted access areas. The Museum is fairly compact and occupies two floors. The exhibits included most of the Lamborghini models that went into production, as well as some concept cars and Lamborghini-engined race cars. There was, of course, the inevitable gift shop with Lamborghini emblomed (i.e., expensive) goodies.

We concluded our visit by taking dinner at the Il Cavalino restaurant opposite the Maranello factory gates where the man himself is said to have taken lunch daily in a private room. Getting there was one instance where GPS navigation proved faulty, sending us well past the restaurant, but a young man wearing a Ferrari ID badge set us straight. Carol, who is more adventurous than I, asked the proprietors to see the private room and took a picture.

Top: First a visit to the museum.

Above left: Ferrari 458 GT2 - World champion in 2011, 2012, and 2013.

Above right: Ferrari 275 GTB4 once owned by Steve McQueen.



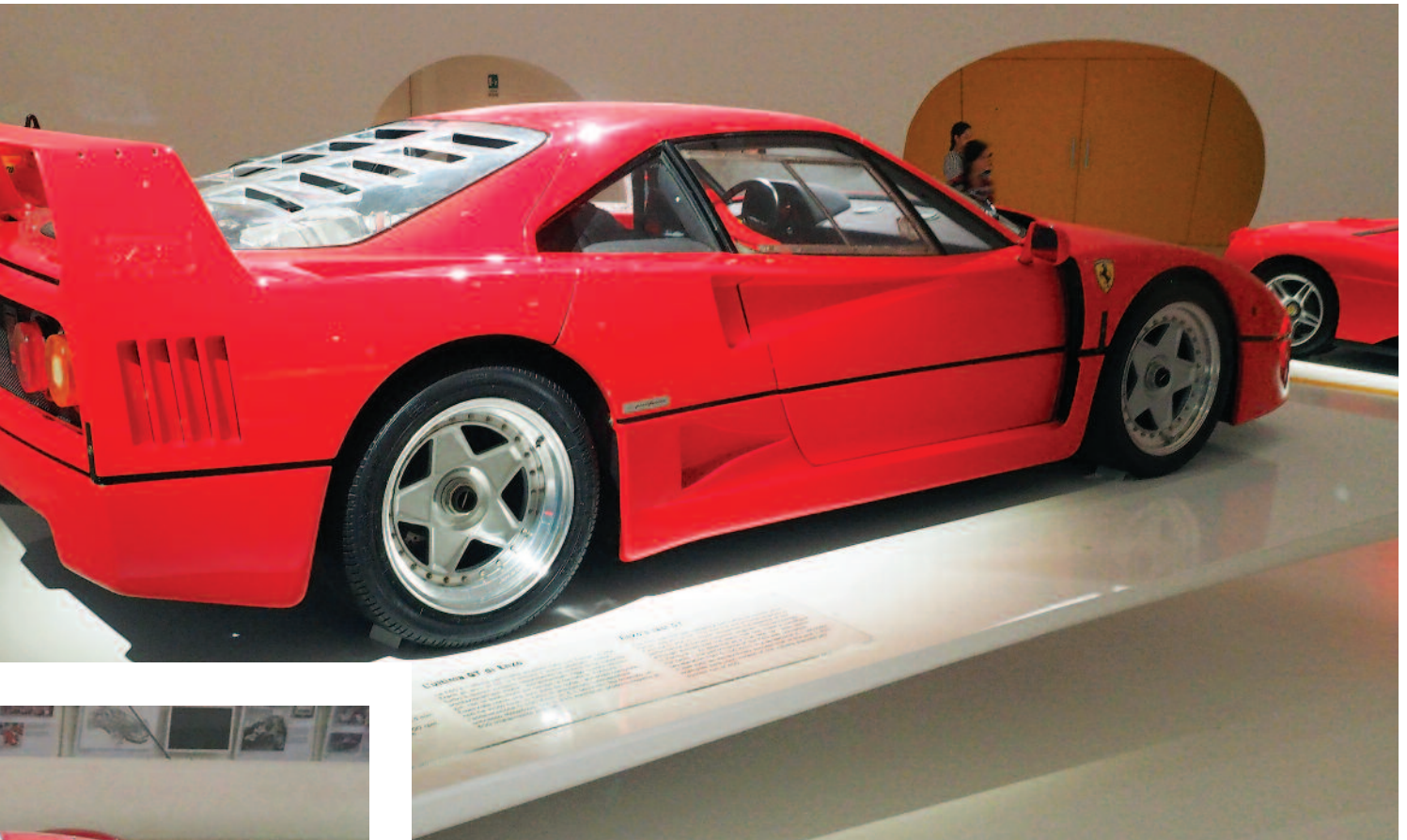
Top left: A visit to Modena.

Top right: The Ferrari family home.

Above: The interesting architecture of the Enzo Ferrari museum.

Right: Ferrari Testarossa driven at one time by Phil Hill.





Top: 1966 3.3-liter V12 Ferrari 275 GTB in yellow.

Above: Enzo Ferrari's last GT - the 1987 3-liter V8 F-40.

Left: 2002 Ferrari Enzo. One of only 399 built.



A Tail Tale

Story and photos by Bob Williams for der Vorgänger

I believe that personalizing a vehicle is how it becomes "yours" and have applied this philosophy to all my cars and even my monster dually truck! The venerable air cooled 911 is not immune. This is part of the story of my classic '87 Carrera and how it is morphing into "my" 911. A warning to you purists; read no further - shock and horror await you in the following tail tale!

My '87 remained unmodified from the time it left my trailer on the day of purchase, to the time it rolled into my garage - about 6 minutes. I immediately lowered and aligned it for more "spirited" driving. A modified open element air filter box, many handmade aluminum interior bits, a homemade aluminum/carbon fiber shift knob, blue "Carrera" graphics, and a set of custom finished 17 inch diameter Fuchs reproduction wheels got the morphing process started.

Something was missing. It needed, no, "required" a duck tail to look like a proper 911!

After working with an "economical" fiberglass duck tail and the effort required to make it fit decently on my '73 RSR, I elected to spend a lot more and spring for the "best-duck-tail-on-the-market". The price reflected that claim but, no surprise, the "quality" didn't.

The box arrived and there was much rejoicing! On initial inspection, it seemed to be nicely constructed. Definitely better than the duck tail on my '73. However, on closer examination, it was disappointing to see many defects in the gel coat, poor fit and bonding of the skin and frame, and curing warps in the flat surfaces. Not what I expected from one of the highest priced duck tails available.

Realizing that, regardless of the price, most composite aftermarket body pieces are all pretty rough (based on my experience with over a dozen parts), sending it back was not an option. I bolted it to the hinges and was rewarded with a

pretty poor fit. After adding spacers on the hinges and tweaking the angle, I had to finished the alignment with sanding blocks and 36 grit paper to remove the material required for a proper fit.

Also, fiberglass duck tails are not intended for 911's with air conditioning. Since this is a street car, I wanted to be able to crank up the AC to maintain a comfy 89F in the car on hot summer days (marginally better than open-air driving). Unfortunately, there were large gaps on both sides and the back of the condenser coil. Air would simply flow around the condenser rather than through it reducing the stellar performance of the precisely engineered and crafted German AC system.

First, I created cardboard templates to determine the shape of the pieces for the sides of the condenser. Then traced and cut the shapes from a sheet of 0.050 6061 aluminum. After smoothing the edges I bent it to the right angle on my brake. To prevent the condenser coil from contacting the aluminum plate, I left a 1/8 inch gap and used a piece of bulb-seal for a flexible airtight seal to the condenser. Naturally, the conditions on each side of the condenser were different



so another custom aluminum blank-off plate had to be fabricated.

The gap at the back of the condenser was problematic since it was over 2 inches below the top of the duck tail. There was also no place to secure an aluminum plate to the tail at that location. The best solution was integrate a composite blank-off plate directly into the tail.

As before, card board was used to create the prototype blank-off plate. Since the tail was fiberglass and the blank-off was not a structural

Above: The initial fit revealed huge gaps around the condenser on three sides.

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Above: The composite panel ready to be bonded to the duck tail.

Right: Finishing off the blank plate installation and making the underside look presentable.

component, I made the panel using a tight weave fiberglass cloth sandwiching a 1/16 inch thick perforated backer sheet. To keep it flat and create a nice finish on one side, I use a heavily waxed, large flat pane of 3/16 inch thick glass. After saturating the first layer of cloth, I placed the perforated backer sheet on top of the cloth and saturated it with resin. Then a piece of cloth is applied on top of the backer sheet and the excess resin is pressed out of the material with a stiff brush or roller. You better work quickly since you have 10 minutes before the resin cures!

I set the fresh composite sheet aside to cure for several days. The resin hardens quickly and the part could be removed after only a few hours. However, a full cure for a stable part takes between 2 and 3 days depending on the ambient temperature. This is why many parts have warps and low spots; for production purposes, they are removed as soon as possible to make the mold available for the next piece. I discovered this the hard way, and have re-made many parts before I learned the art of patience!

I finished fitting the tail, bead blasted and painted the aluminum blank-off panels with a semi gloss black epoxy paint and started sanding the poor quality gel coat. After 4 days, I popped the composite sheet off of the glass, traced and cut the composite blank-off plate from the composite sheet with a jigsaw. Using my belt sander to clean up the edges, I then duct-taped it in place on the tail with spacers to perfectly locate it



against the back of the condenser with a 3/8 inch gap for a rubber gasket.

Since the duck tail was bolted to the car, I protected the engine bay, quarter panels and bumper so I could bond the new composite piece to the tail while it was on the car. This was critical to insure that the part cures in the precise location and orientation to so the rubber gasket seals properly to the condenser.

More resin, fiberglass tape, some joyous "upside down" composite work, a stinky mess, and...the condenser coil was now perfectly enclosed on all sides! Since both parts were fully cured and stable I was able to remove the tail from the car after 30 minutes. With it upside down, I then laminated the blank-off plate into the tail with chopped mat and fiberglass cloth. Because the blank-off was located at a weak point of the tail, when cured, it provided substantial stiffening of the upper skin.



I also repaired the poor workmanship on the underside of the tail. The skin and structure had already de-laminate in many locations. After cleaning, sanding, and prepping, I used chopped mat and fiberglass tape and re-laminated the seams. Now it looks better and the pieces are properly and permanently bonded.

I prefer the early 911 aluminum deck lid grill to the late model plastic grills and wanted to use the early grill from my race car. However, the duck tail was specifically fabricated for a plastic grill. In addition, my aluminum grille looked terrible, after years of race car duty, and needed a lot of attention before it was ready to be displayed in public!

Fortunately, it was not too difficult to get the two pieces to work together. By drilling new mounting holes in the grille and the tail and performing some minor fiberglass re-shaping, the grill fit beautifully. I removed the scarred anodizing from the grill in my bead blast cabinet, straightened the bent fins, and painted it with the



same epoxy paint used for the aluminum blank off plates. Not an authentic anodized early 911 look but way better than plastic!

Left: The final skim coat over the filled low spots.

Above: Priming the tail.

It was time to prep the tail for paint. I dread this part of the project as it is incredibly time consuming and messy. I opened a gallon of "Bondo", strapped on my respirator, and got started with 180 grit paper and several sanding blocks.

If you want it right, do this by hand. Working the gel coat with the sanding blocks shows you the high and low spots. This tail had three large low spots on the back horizontal surface and more low spots on the horizontal and vertical front surfaces. Bondo shrinks so, you cannot slather on a thick coat and sand it smooth. The best technique is to fill the low spots with a few thin coats (sanding between each coat). As the panel levels out, you apply an overall skim coat to integrate the various patches into a contiguous application for final blocking and sanding.

Every surface of my "best-of-the-best" duck tail required attention. I typically would skim coat and sand until I was ready to throw the part into the woods or drive over it with the dually. That was my cue to stop for the day! Always better to be in the right frame of mind when doing finish work since you just can't rush the process.

After many nights and weekends, the tail was

ready for paint. Painting composites is a bit different than painting metal. Because the duck tail now had exposed raw fiberglass, gel coat, and Bondo, these different textures needed to be sealed to provide a homogeneous finish for the top coat otherwise the different surfaces would

show through the paint. When priming fiberglass, carbon fiber, and carbon-kevlar pieces, I use a high-build polyester two-part chemical curing primer. It is much more like liquid bondo than paint and it must be sprayed with a special primer gun designed for handling thick, heavy media.



Above: After wet sanding and buffing.

These thick primers need a scuffed surface for bonding that is not too smooth to achieve maximum adhesion. I started with 180 grit and finished with 220 grit to take down the really rough spots. Then three thorough cleanings using a clean rag soaked in lacquer thinner for each cleaning. Having a clean part is absolutely critical for a nice finish!

Since I do not have a paint booth, I paint in my driveway on calm evenings for optimum outdoor conditions. After mixing the primer, reducer, catalyst, and just a bit of acetone (the acetone extends the pot life on warm days to give you more time before the catalyzed paint cures in your gun!), I was finally painting!

This primer tacks up quickly when applied in thin coats. With acetone, the pot life in the gun was about 40 minutes. This allowed me to apply a new coat every 6 to 8 minutes until the paint in the gun was gone or the 40 minutes expired - whichever ever occurred first. After 40 minutes any remaining paint was drained from the gun before it cured. Once cured, it is a major problem to get it out of the passages in a spray gun. Ask me how I know!!

After 6 coats of primer, the tail was blocked and sanded. This revealed minor low areas that were too difficult to see when the tail was multi colored. These minor lows are too subtle for Bondo. Using "glazing putty", a paint-like air-

curing putty, I filled these areas with a crisp edged plastic spreader. Then the entire tail was blocked and sanded again using 220 paper until the surfaces felt smooth and flat. This is done by touch as you cannot see the imperfections in a non-reflective surface. It takes a bit of practice to teach your hands to work like eyes!

After sealing the glazing putty with 6 more coats of primer I did the final blocking and sanding. Starting with 220 grit paper to smooth out the orange peel, 320 grit for overall leveling and 400 grit for the final prep for the color top coat. Three thorough cleanings as before, and the tail was ready for color.

For most of projects, I use a single stage catalyzed urethane enamel rather than the typical base coat/clear coat system. You only need one kind of paint and, in my experience, the modern catalyzed single stage paints are more durable than the base coat/clear coat systems. Also, you are spraying half the paint and you have half the clean up time. With any finish coat, you should match the catalyst to the ambient temperatures to insure the paint behaves properly as it is applied. If not, the paint can cure too quickly giving you a rough dry finish or not tack up quickly enough resulting in extended cure times, drips, and sags.

I managed to spray the finish coats without drips, sags, or runs. There was orange peel in spots where I didn't have the nerve to lay down enough paint to make it flow and level but nothing that a bit of wet sanding could not fix. Actually, the orange peel was not much worse than what was already on the car! However, before starting the wet sanding operation, I wanted to finish the underside of the tail.

The engineer in me can't tolerate unfinished surfaces even if it is the underside of a panel! Both sides of any opening panel just have to be finished! To finish the undersides of my deck lids, I use a reproduction trunk paint in spray cans that shoots a black, grey, and teal mix reminiscent of the trunk paint you see in 1960's vintage American sedans.

Taping out the portion of the underside of the deck lid to receive trunk paint, I lightly sanded that area to insure proper bonding. Next the rest of the tail was carefully wrapped with newspaper and masking to protect from overspray (aerosolized paint ends up in the most surprising places). After 5 coats of trunk paint, the underside of the duck tail now had a nice finished look.

Since this trunk paint is water soluble, you have to seal it with a clear coat. I force-cured the trunk paint for 12 hours at 95F - 100F with a portable heater and monitoring it with an infrared thermometer. Without force-curing, you cannot clear coat the trunk paint for 3-4 days depending on ambient temperatures. After 4 quick light coats of semi-gloss clear, the paint work was completed and all of the tape and paper could be removed.

I lost patience with the final step in my tail tale. Had I spent a few more hours wet sanding, the orange peel would be gone. But by this time, I just wanted to be DONE! Using 1500 grit paper I wet sanded until the shine was gone and most of the orange peel removed. Final sanding was done with 2000 grit paper and a fresh bucket of water.

After a few evenings bonding with my random orbital buffer with a very fine polishing compound, the shine was back! I used an ultra fine polishing compound and took my time to prevent burning through the paint. I really did not want re-spray the tail! The final result is a glass-like surface over most of the tail and a little orange peel on the vertical surfaces. However,

when compared to the car, most of the duck tail has a better surface than much of my 911.

The moment of truth arrived and I installed the tail. The paint looks good but the fit is just "OK". The vintage grille and the duck tail makes the car look like an air cooled 911 should look. If you see my Carrera at an event or just out and about, please remember you are looking at a home paint job shot in a driveway! It's not perfect but it did get some "thumbs up" at a recent Cars & Coffee. You be the judge!

The Carrera project is not over yet - more morphing is planned and winter is coming...

Below: The right look has been achieved.



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Letters to the Editor

PDK vs. Manual

Just read the "PDK vs. Manual" article in DV.

Don't disagree with any of the points made, but track junkies like me know that there are other skills besides rowing through the gears. Knowing how deep you can brake, how fast you can take a corner, and knowing the optimum line around the track are still among the skills that separate the best F1 drivers from the rest. F1 drivers don't shift manual trannies but they are every bit as engaged in the driving experience as those who shift manually.

I had a 2007 GT3 which was a blast on the track. Now I have a 2011 Carrera GTS with PDK and, on the track, it's every bit as engaging. BTW, the PDK makes it impossible to over-rev the car, and that's not a bad thing.

Barry D. Brown

Spyder Test

Thanks for your fine magazine – I'm a newly-returned member and *der Vorgänger* is even brighter, broader, and more engaging than I remember.

I enjoyed the recent Gathering of the Faithful, and your coverage of it. Did you include two photos of the fiberglass kit car Spyder to test your Faithful readers? If I'm the first person to submit a correct answer (it's a Beck, right?), I'd like a ride in a genuine open-top *Porsche* as a prize.

Again, thanks for all your hard work. Happy motoring!

Ian Cooke

[dV: Eagle eye! When you find someone willing to let you drive a genuine Spyder let us know; we'd like a ride, too.]



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Non-Sportscar Members

I just read the October edition and liked your editors' column discussion regarding attracting more non-sports car members. As a long-time PCA member and multiple Porsche owner over time, including rear engine (930), mid-engine (Cayman S) and front engine (924 turbo, 944 turbo) models, as well as a Cayenne S and now being two months into a new Macan S, I endorse your suggestion that PCA Potomac find ways to involve more non-sports car Porsche owners in club activities and seek to increase PCA Potomac membership among the Cayenne, Macan, and Panamera owners as well.

Even while I owned Porsche sports cars, the Potomac rallies, concours events, various gatherings, and swap meets were some of my favorite events. Some suggestions might be to have more non-sports car articles in the *der Vorgänger* and also naming a model expert for the Macan.

There's also an online "Macan Forum" (www.macanforum.com), where you could attract interest from new Macan owners, many of whom seem to be new to Porsche overall. The forum attracts worldwide participation, but there's clearly significant participation by those in the Potomac region. The forum allows advertising as well.

The magazine looks great - you've all done wonders with it!

John Sheil

In response to your last editor's column, I agree fully on the need to create more opportunities to attract and engage Porsche owners with 4 doors. Our club is more about the people all sharing a common passion (a fantastic Marque with a great reputation) than what model car someone owns. When I first joined the club over 5 years ago I had no idea what it was about with zero expectations. I decided to get up early one Saturday morning and went to one of the monthly breakfast meetings in Tysons Corner, I got hooked on the people. Anyway that we can demonstrate and advertise this to more current members (only about 20% of our members currently attend events) and future members I support.

One more thought is to add a letter to the editor column in DV, have you all thought of this?

Michael Handelman

[dV: Why yes, we have thought of a Letters to the Editor column and you're reading the very first one! Keep those letters coming.]



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Membership May Have Its Privileges, But Volunteerism Has Its Rewards

By Mi Jee Song

Golf. October 5th. Done. If only I could stop there. After much protest that yet one more piece of writing from me about the golf event would only be “self-serving”, I’ve given in. I’m embracing it. So here it goes...

First, the membership privileges: Pay your dues and you get subscriptions to 2 glossy magazines full of interesting and educational articles about what you have, what you should have kept, and what you may get in the future. Get instant access to a variety of tried and true, well-run, fun, educational, and clever club events run by organized, fun, knowledgeable, and clever club volunteers. Go to some events and meet an entire network of Porsche experts, driving experts, and, well, other experts, whose excitement and enjoyment about the brand, the driving, and the activities are infectious. Oh, and you get discounts from many Porsche-related businesses (which was my original primary reason for joining – silly me).

That was probably how my first year with PCA Potomac was going to go (attend a few events and get my discounts), but gosh darn it if I didn’t really like the people I met at my first several events. “Maybe there are a few golfers here, too. Maybe I’ll drop the idea of a golf outing with club President, John Eberhardt,” I thought to myself. Maybe I was a tiny bit selfish when I did that. And maybe in the end, I got what I deserved...

So I sheepishly agreed to coordinate a golf outing when I was asked. Wait a minute. I was never really asked.

Before I knew it, the golf idea grew legs, and it went from a small outing with consecutive tee times to a full blown tournament with sponsors, prizes, and a collection for our club charity, the Carol Jean Cancer Foundation (CJCF). Then the idea

grew arms, touching almost every Executive Board Member and many Committee Chairs and Committee Members. It became a Golf Monster.

And on a bright, sunny day in October, I couldn’t wipe the big fat smile off my face as I stood by the Registration Desk and watched a parade of Porsches pull into the parking lot of Bull Run Golf Club. “It’s happening! They’re here! Gosh, and they’re so darn pretty! Here comes another one! Really – two players AND two sets of clubs in a 1979 930 Turbo? Nice, John Bailey and Charlie Murphy.”

Over the next 2 hours, I was torn between gawking at the P-cars in the parking lot to welcoming volunteers, players, and lunchers. I had to remind myself, “People over shiny things, people over shiny things...”

Promptly at 12:10, players were seated in, well a different kind of 2-seater... their golf carts. After Fred Phelps, a past President and a seasoned Starter at a different golf course gave the Kick-Off Announcements, Arthur Shih, PGA Head Golf Professional at Bull Run informed the players of the rules, and then the players and carts were off, meandering down the cart path to find their starting hole.

As the golfers golfed, the volunteers and lunchers lunched. Afterwards, I took Bob Wilkoff (club member and volunteer photographer for the day) and his guest out onto the Front 9 so Bob could take some action photos. People smiled and waved as they posed for Bob. A few hours later, I went out onto the Back 9, this time without Bob and his camera, and I got shoo-ed off the course by Greg Seemann, “Mi Jee, we love, ya, but you gotta go now...”

But that was a good thing, because once back at the Club House, I was handed 13 keys from the car detailers. They

were done cleaning our cars and now I was left holding a bag of keys to almost a million dollars' worth of cars. Luckily for me and those car owners, Tuffy von Briesen, the current Past President, arrived and I handed him that bag of responsibility.

Eventually, players trickled in from the course and scores were posted. Tuffy got everyone's attention for the Awards Ceremony and thanked the players and the sponsors. But before contest winners were announced, he introduced a few guest speakers. Paul (whose last name has been intentionally withheld) and his two sons, Colin and Kevin came out to talk to us about the significance of CJCF's Camp Friendship to the families with children who have cancer. Paul began by describing some of the challenges that his son, Colin, faced during his illness. The effect it still had on Paul as a parent was, well, heart-breaking, and I think that's when he had to stop. The audience respectfully and silently waited. Several moments later, his son Colin impressed everyone when he, with a quiet dignity and self-assuredness, stepped in to finish for his father. Colin is now 15 years old and his cancer is in remission, but since he was nine, he and his younger brother, Kevin, attended Camp Friendship. (The programs at CJCF promote siblings to attend together, and Colin never attends without Kevin.) At Camp Friendship, kids are in an environment where the physical limitations of a child with illness does not overshadow or restrict their ability to meet and interact with other kids. At Camp Friendship, kids met on even terms – as kids, plain ol' kids, to do what kids do – play. Year after year, they went back for a summer of activities and laughter, reuniting with old friends

and making new ones. (In that sobering moment, I was reminded of the profound effects that acceptance and a sense of belonging have on children and adults.)

Then Tuffy got us back on track and began announcing contest winners. But we had a few glitches... Sorry! (The morning was hectic. And I WAS NERVOUS!!!) The "Ugliest Sox" Contest Winner? After a heated debate, it was happily changed to the "BEST Sox" Contest, and the winner was Paul Amico. Congratulations to Paul and these other contest winners:

- Putting Contest Winner: Ryan Chiang
- "Fastest Driver" Contest Winner: Timothy Maney: 112 mph
- "Furthest Driver" Contest Winner: Chip Taylor: drove more than 200 miles to attend
- Men's Closest to the Pin Winner: Ron Flax
- Men's Longest Drive Winner: Ryan Chiang
- Women's Longest Drive Winner: Sue Henningsgaard

- 3rd Place Team with a score of 65:
Charlie Murphy, John Bailey, Andrew Fort, Kenny Baker
- 2th Place Team with a score of 65 and least number of strokes on the most difficult hole:
James Lawler, Ron Flax, Timothy Maney, Paul Elliott
- 1st Place Team with a score of 63:
Steve Scholl, Mike O'Hearn, Mark Dolfis, and Scott Taylor

Grand Prix Raffle Prize Winner: Dan Fazekas

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And me? After 6 months of planning, several articles for our website and dV, and numerous eBlasts a month, I did not play. Yep, that's right, I did not play. Call it irony or karma for my selfish intentions of wanting a golf event. Andrew Fort and I were "floaters" to fill in if a foursome needed players. We watched the registration roster for months and bounced back and forth from, "we're playing", to "we're not playing", to "we're playing", to "we're not playing", and ultimately, we landed on "only you're playing, Andrew".

But wait, wait, wait... Karma or no karma, I still feel like a winner! In putting together the golf event, I got to know many more members in a short 6 months than I would have otherwise in 5 years. On Sunday, I got to watch happy people smiling and waving from their P-cars as they arrived at Bull Run Golf Club. (Sadly, the Lovely Blue Car had starter problems and was not able to make an appearance.) Together, we raised money for a great cause – over \$3000!!! And I got to give back to our club and its members. Sunday was exciting and fulfilling, and I just enjoyed everyone else having fun, (and a few of Charlie Murphy's jokes on the course).

And I got to work with Andrew Fort. Andrew provided creative ideas for the event, helped me navigate through the club, and advised me about what will work and what won't (like when to stop bugging John, and that we needed to do better than provide one commemorative golf ball to each player, even if it was stamped with a Porsche logo). I worked to get sponsors, but Andrew had the harder job of getting players and keeping me optimistic that it would all work out in the end. Please be sure to thank Andrew for playing such an important role in putting on the golf event!

Thank You to our many sponsors, which included several

area restaurants, PCA National, a few new sponsors, and several of our long-standing, loyal sponsors, such as Radial Tire Company, a Platinum Sponsor for this event.

Thank You to Paul, Colin, and Kevin for the courage to come and speak to a room full of strangers, and remind us why Carol Jean Cancer Foundation is our club charity.

Thank You to the members and your guests who came out to show your support for this inaugural event. We got to see our usual friends we see throughout the year, (like DE Instructors, Autocross Instructors, Club Racers, and Drive and Diners), and reunite with some old friends we haven't seen in several years, like a few past Presidents. We even got to make new friends with members who finally made it out to their first PCA Potomac event. And Thank You to the members who didn't come out on Sunday but supported us in other ways. (I heard Cindy Pagonis posted our golf flyer in the women's bathroom at Porschefest – hee hee hee...)

Thank You to the leadership and committee members who provided the infrastructure and support that gave the event credibility to attract new sponsors and a platform to promote a new event throughout the club.

And a special Thank You to John Eberhardt who had faith that Andrew and I could pull off this event, answered all of my many, many, pestering emails, and talked me off the ledge several times when I thought we would be failures if the event didn't attract enough players.

For anyone who has not had a chance to volunteer for PCA Potomac, your club, do it. Volunteerism has its rewards (but may include a lot of writing).

October 2014 new Potomac members and anniversaries

New members

Sami Abuzeid - 2010 911
Turbo Cabriolet - from Vienna
Zachary Ashburn - 1997 911
Carrera - from Lothian
Mark Barry - 2014 911 Carrera
4S - from Kensington
Brian Bertaux - 2013 Boxster S
- from Cross Junction
Jeff Bixler - 1967 911 - from
Gaithersburg
Jeffrey Byrd - 1988 944 Turbo
S - from New Market
Michael Campbell - 2007 911
Carrera - from Springfield
Manny Carlos - 2013 911 Car-
rera - from Clarksburg
Frankie Cheung - 2009 911
Carrera 4S - from Silver
Spring
Candace Corona-Pentz - 1997
Boxster - from Avenue
Mori Diane - 2015 911 Turbo
S - from Potomac
Richard Hudson - 1987 911

Carrera - from Annandale
Gary Irby - 1961 356 1600
Super Cabriolet - from
Adelphi
Bradley Krise - 1982 911 SC
Coupe - from Washington
Ulysses Martin, Jr - 2007 Cay-
man S - from Fort Washing-
ton
Bob Newman - 1987 944 -
from Chantilly
Chris Nicholson - 2015 Cay-
man GTS - from Alexandria
Sonny Oh - 2009 911 Carrera
- from Bethesda
William Rightor - 2014 Cay-
man - from Alexandria
Joseph Rolon - 1978 911 SC -
from Germantown
Ahmed Shaffi - 1970 911T -
from Herndon
Larry Smith - 1986 911 Car-
rera Cabriolet - from Wash-
ington
Mark Stevens - 2008 Cayman -
from Hagerstown
Page Stoutland - 2014
Cayenne Diesel - from Ar-

lington
Richard Tsai - 2014 Cayenne -
from Fairfax
Dawn Van Dyke - 1987 911
Carrera - from Clifton
Daniel Watkiss - 1965 356 C -
from Washington
Eddy Yager - 2011 911 Carrera
GTS - from Vienna
David Zych - 2008 Boxster -
from Shepherdstown

15 Years

Susan Good & Norman Ther-
rien
Alan & Pamela Gowen
Michael & Lisa Klassen
Justin & Linda Mahlmann
Chris Martin

10 Years

Stephen & Judy Doyle
Anwar Haidar
St. Clair & Tammi Jeffers
Joe Kitts
Donald & Joyce Steele

5 Years

Michael Golden
Gregory Gramenopoulos &
Maya Brajovic Gra-
menopoulos
Dennis McHugh
Craig Moen & Elaine Kash
Edward Piskadlo
Barry Pitkin
Robert & Kaori Pontbriand

Anniversaries

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William & Kathryn Seymour

25 Years

Kurt & Debra Steinbacher
David & Marian Wilson

20 Years

Aaron & Ian Heimke

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Readers and Their Cars



Left and below: The drivers on their way up to Greenbrier for a long weekend. *Photos by Alex Lunsford.*

Bottom: Parking at the PCA Potomac Golf Tournament.





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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. **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.

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