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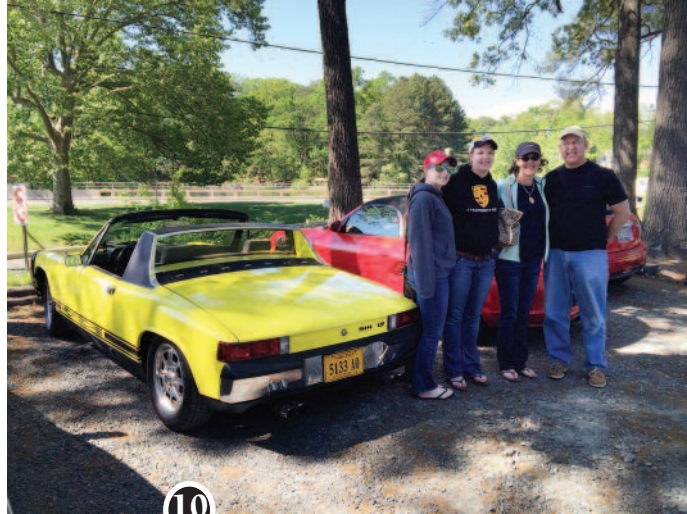
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Cover photo: Porsche is indeed an international marque. Duty-Free 911 anyone? That should fit in your overhead compartment. *Photo by Glenn Cowan.*



der Vorgänger

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

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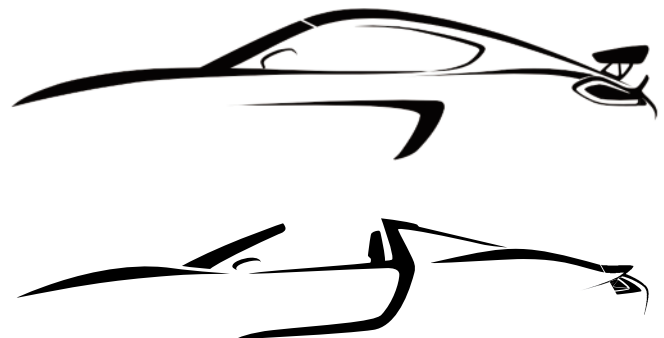
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How To

It is easy to presume that Porsche owners know a good deal more about their vehicles than may be the case. We have never seen survey data suggesting what percentages of early 911 owners change their own oil or even know how. We do speculate as to the number of Boxster/Cayman owners who have even seen their engines, particularly those with later models? Do most Porsche owners know if their tires are designed to turn in a specific direction so they can correct a sloppy shop's install?

This line of inquiry got us to thinking about some basic information about Potomac PCA events that might not be so widely known. Like the difference between DE and Club Racing or knowing the varying track requirements for roll bars in convertibles. Do all our members who might be interested in Autocross know how safe it is? Do most potential DE students know the insurance requirements or whether they will be covered without specific track day policies? What exactly is a run group? How experienced must I be to participate in a Rally event?

Much, if not all of such information is available on our Web Site, but you have to know you need to know,



Carrie Albee



Glenn Cowan



Michael Sherman

in order to search out the answers. In an effort to address what we think might be a barrier to participation (and because it's interesting even to those who think they know this stuff) dV, over the next year or so is going to feature a sort of "How To" series on participating in PCA Potomac events.

We will recruit experts we know and additionally are hoping to "crowd source" many such articles from among dV readers who have the knowledge and inclination to write a piece. Titles like, "A Beginners Guide to DE", "Club Racing for Novices", "Tech inspection Dos and Don'ts", "Do you really need a set of Track Tires". You get the idea.

Please write us at dveditor@pcapotomac.org with suggestions for stories and let us know if you would like to write for dV. If you are unsure of what might be helpful, write us and we can talk through how you can contribute. We really do think that more members would participate in the many programs Potomac offers if they knew more about them and the best way to get that information more widely circulated is to hear from all of you.

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What Has Become A Passion

Driving is not a game! My wife, Gail, exclaimed this gentle reminder as I was weaving in and out of highway traffic recently (but not recklessly in my estimation). Anyway, I have found a whole lot of fun enjoying my Porsche. Gail is right to say that driving is not a game; however, I honestly believe that driving is fun.



Howard Hill

donating his eyes, skin, bone marrow and anything else that could be used.

My daughter received the heart. For that, I am eternally grateful.

This month I dedicate my column to a 16 year-old boy who chose to donate his organs when the time came for him to get his drivers license. I remember vividly the day I got my license. The day I turned 16 my primary goal was to pass the test and be on my way. Legal at last! The young man to whom I refer above shall remain nameless for privacy reasons, but rest assured that he was selfless, cared for the well-being of others and manifested a level of maturity way beyond his 16 years. He asked his parents if he could check the box indicating that he wished to donate his organs if the opportunity arose. (Parental consent was required.). His parents wholeheartedly and graciously agreed to support his request.

Gail and I met the parents and siblings of the deceased young man last month. It was on May 17th, one year to the day following our daughter's college graduation. The family welcomed us and other recipients into their home as that was where their son loved to be. We enjoyed wonderful hospitality including pizza and chicken nuggets which were among the decedent's favorite foods. I even had a chance to play lacrosse catch with the decedent's brothers in their backyard-something I will never forget as long as I live. That day we all learned from the family that the young man wanted to serve his country in the Armed Forces. He especially wanted to matriculate at West Point. As a result of this weekend, I have decided to become a donor (although I probably have a whole lot less to offer than the lad who saved my daughter's life).

Two months later, following a fatal injury in a football game, the young man donated all of his vital organs which could be used including his heart to a 22 year-old young lady, a kidney and a pancreas to a 50 year-old man and the other kidney to a 19 year-old boy, each of whom needed same in order to save their respective lives. In addition, I just learned this past month that the young man touched the lives of more than 55 other persons by

This is a story of pure, unadulterated joy. I share it with you as my friends. I hope you feel the same way too. It is clearly a story I will always remember. Please consider being a donor whether you are only 16 just getting your license or significantly older like yours truly. Thank you for bearing with me while I share what has become a passion – akin to my passion for Porsche.

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Potomac's 2015 calendar

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

July

- 4 Independence Day Wine & Pie Drive.
- 4 Virginia Brunch at City Grille in Manassas on Saturday, 11am – 1pm.
- 11 Potomac's Second Saturday breakfast at the Silver Diner, Merrifield, Va. 8am – 10am.
- 11 Tech Session #5, Autobahn, 9am – 1pm.
- 12 Autocross #3, Baysox Stadium, 7am – 2:30pm.
- 16-19 Potomac's Drive & Dine to Nema-colin/Fallingwater.
- 17-19 DE Summit Point main.
- 18 Maryland brunch at Glen Echo, 11am – 1pm.

August

- 1 Tech Session #6, Porsche Silver Spring, 9am – 1pm.
- 1 Virginia Brunch at City Grille in Manassas on Saturday, 11am – 1pm.
- 7-9 DE Porschefest, Summit Point Main.
- 8 Autocross #4, Porschefest.
- 8 Porschefest Drive & Dine.



Save the Date

PCA Potomac invites all our members to join us in the celebration of our 60th Anniversary at Lansdowne Resort for a day filled with laughter and fun, activities and prizes

Sunday, October 4th, 2015

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Potomac Monthly Brunches

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

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

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

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

Cars & Coffee

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.



Porsches Across The Eastern Shore

*Story and photos by
Glenn Havinoviski*





For years, the Potomac Region's Drive-and-Dine events have explored the roads less taken – the back roads, landmarks, vineyards, culinary delights, inns and resorts of our mountainous surroundings in Virginia, Maryland, West Virginia and as far away as Pennsylvania.

But since I joined PCA upon acquiring my Porsche in 2008, we haven't gone the opposite direction, toward our fabulous shore. Of course, millions of families head that way in summer, usually over the ubiquitous US 50, in their sedans, vans and SUV's perpetually destined for the eastern terminus of Ocean City, with a few more diverted to Rehoboth, Bethany, and Dewey Beaches.

But like anywhere else in the region, the Eastern Shore offers many diversions off the main path. Seeking these lesser-known thrills, for the first time Potomac hosted an Eastern Shore Drive-and-Dine May 15 through May 17, following parts of the Chesapeake Country and Blue Crab Scenic Byways on a leisurely but spirited drive ending at a unique bayfront inn next to Fager's Island in Ocean City, where we spent two nights and enjoyed an unparalleled Saturday night festive meal at Fager's Island's upstairs restaurant.

Thirteen PCA'ers (two of whom joined us from Central PA Region!) arrived Friday morning May 15 in seven Porsches at a Kmart parking lot just east of the Bay Bridge. They ranged from the latest Boxster to a classic 914, with Panamera, 911, Type 986 Boxster and Type 987 Cayman models all represented.

Following Route 50 to a series of back roads taking us through old Wye Mills and cleverly bypassing Easton, we found ourselves in St. Michael's at the Town Dock restaurant, where we had the honor of being the first customers for the day, enjoying crabcakes, oysters and other seafood / non-seafood lunch specialties while enjoying the boats pulling into the marina surrounding us.

After lunch, we wandered through some more scenic roads through towns like Trappe before re-joining US 50 and crossing the Choptank River into busy Cambridge. Nevertheless, our parade of 7 Porsches hung together on the main road before diverting to the old route near Salisbury and a stop on the deck of the lovely Pemberton Coffeehouse, where waitresses and other customers were ogling the candy store of German sports cars that had suddenly materialized in their gravel parking lot. We enjoyed fine coffee and great

Above: The crew gathers for a group photo. From left Cindy Speck, Susan Pense, Becca Speck, Ted Speck, Monica Boyd, Dywane Boyd, Rich Waddell, Joanne Trippi, Charles Mandolia, Glenn Havinoviski, Shelly Kabran, Harvey Kabran. *Photo by Nancie Havinoviski.*

Opposite above: The parking lot was sufficiently full of Porsche automobiles.

Opposite below: Everyone stands by their vehicle for a group photo, cars included.



desserts and pastries, overlooking a quiet tributary of the Wicomico River.

After recharging our batteries, we wandered on Business 50 through Salisbury (breathing in the fumes of the Perdue Chicken plant) before ending up on scenic Route 350 which took us to Powellville where we wandered up Route 354 back to Route 50. Over Route 90 into busy Ocean City, and after a missed turn by your author, we finally arrived at the Lighthouse Club Hotel, a quiet and intimate inn situated in a round lighthouse-inspired building, with our rooms opening out onto the bay (literally on top of the bay in some cases), the squawking of seagulls and geese providing 24 hours of entertainment just off the shore, while the fridges were refreshed every night with orange juice and fruit along with soda and water. A few folks headed over to their condo nearby, while the rest of us settled into our comfortable bayside rooms.

Our weekend was also the same weekend as “Cruisin’ OC”, an annual exhibition of hot rods, custom and classic cars that successfully drowned out almost all other noise along Coastal Highway with muffler-free engines wailing. Exhibitions were formally held at the Ocean City Inlet and the Convention Cen-

ter, but thousands of people simply set up lawn chairs and beer coolers up and down the main drag just to watch the hot rods lighting up their tires (or throwing rods if they were unlucky) when the lights turned green.

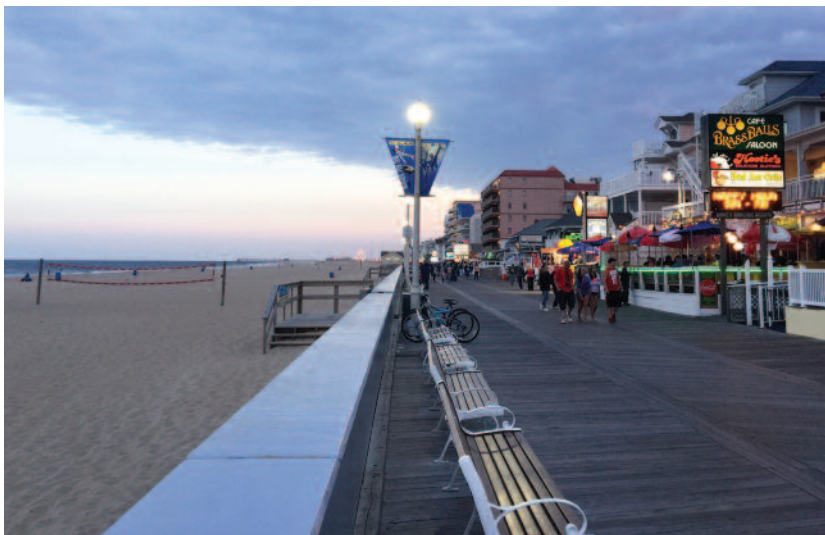
Friday night, our group at the hotel made its way down to the boardwalk. It was a chilly but clear evening, and as a group of Porsche owners, we made the seemingly un-natural choice of taking the bus down to avoid parking hassles at the inlet. The entertainment aboard the Beach Bus by confused-looking college youths and co-eds who had tied one (or two or three) on is not to be understated. After walking along the relatively quiet Boardwalk, we settled on a Irish pub, Shenanigans, which featured a rockabilly trio providing entertainment.

Saturday was generally a casual day with some people hanging out by the Inn or taking in the custom car show, while 6 people took a drive down to Assateague Island in the morning to marvel at the beach and hopefully, encounter the famed miniature horses. After a couple false starts, we wandered into the National Seashore area (\$15 per car load), and within 5 minutes, were greeted by a pack of 5 horses relaxing in the marsh. Kind of like landlocked whale-watching, but we cap-

tured our neat photos and admired the surroundings.

Saturday night was “the event”, where we gathered first for Happy Hour, entertained by a guitar duo at one of the bars (this one on the screened-in-deck), and as the sun was setting (well behind cloud cover, as the mainland was suffering massive rainstorms), we heard the cannons and patriotic music which celebrate the sunsets nightly at Fager’s Island (their old motto in the ‘80’s was “No Charge for Lousy Sunsets”). At around 8:15, we were ushered upstairs for dinner. The restaurant developed a special “Porsche Club” menu for us and performed impressively as people enjoyed awesome prime rib, crab cakes and other specialties along with comically huge desserts and French and Italian wines, some of them home-branded. We stumbled back downstairs into the maelstrom of Fager’s Island’s famed entertainment, with a 70’s band inside, a DJ on the bar outside, and literally hundreds of people dancing everywhere. A few stuck around, others headed back on a high-speed golf kart back to the hotel (they must have figured out we were Porsche people).

Sunday, everyone headed either back home or up to Rehoboth (for those who were lucky), catching up on shopping at the outlets and/or sitting in traffic on Route 50 if their timing was unlikely. But for the 13 people who joined us on this first Eastern Shore Drive-and-Dine overnight adventure, it was a unique experience, and we will plan to do it again next spring, perhaps without the hot rods!



Opposite: The Lighthouse Club Hotel was a quiet and intimate inn.

Top: The weather was perfect for an evening stroll along the boardwalk.

Above: From left: Nancie Havinovski, Joanne Trippi, Rich Waddell, Shelly Kabran.

Left: Not a bad way to spend an evening – relaxing on a rocking chair staring off into the water.





How I benefited from PCA Potomac Associate Membership

Story and photos by
Kevin Naughten

Above: Kevin stands proudly next to his 911 Targa at a Cars & Coffee event at a local dealer. Photo by Michael Sherman.

The Dream

Since I was a kid in the 1970s I collected Matchboxes, Hot Wheels, and Corgis. Over the years I always told myself, well you can't afford the real car so why not miniature die cast models. Over the years the collection has grown and there are quite a few Porsches. Since I always admired the Porsche design I dreamed of graduating from Volkswagens one day. Well after seven VWs, I graduated in June 2014.

The Education

After 22 years as a United States Navy officer and travelling all over the world, I retired and settled in Reston, Virginia. I soon discovered Katie's Cars and Coffee in Great Falls and started religiously attending every Saturday morning. I

would sheepishly drive my VW Beetle cabriolet and park far away from the cars on display. Seeing a variety of Porsche's present each Saturday I started to meet and chat with the owners who were always gracious and informative. One spring day in 2013, my boss, a six time Porsche owner recommended I get a Porsche Club of America associate membership. I quickly applied for a six-month associate membership through the very helpful PCA admin office. Since I was Porsche VINless, I was not eligible for a full PCA membership and that was just fine. My boss said to read the PCA website, study the Mart and so I did. When my first Panorama magazine arrived in the mail, I was like a kid in a toy store. It was full of very helpful articles and excellent stories. When the *der Vorgänger* arrived a few weeks later, I was delighted since I had never seen the magazine. *der Vorgänger* was chock full of helpful Po-

My first Porsche

tomac club, tech, and social information. I renewed my PCA associate membership once and for a full year I educated myself voraciously digesting Porsche information.

The Lead

One day in May 2014, I received a text with a grainy photo of a 1982 911sc Targa from my boss. The 911 was for sale on local Porsche

dealer's used car lot and was somewhat diminutive and out of place with the bulkier late model Porsches. I conducted my internet research on the 911 and learned it was never wrecked and appeared to well maintained, but it had high mileage – 267k. I drove by the Porsche dealership everyday on my commute to work.

The dealership always commando parked the Porsches so as I drove by the every morning, the 911s iconic rear red lens made love to my eyes. It beamed me every morning. On Father's Day 2014 my wife and I stopped at the dealership to look at the 911. The 911 showed a much better condition than in the grainy dealership on-line photos. I could tell the 911 had survived the decades well and the previous owner took excellent care of her. I decided if the 911 was still on the Porsche dealer lot the next Saturday I would go test drive her. Sadly at age 50 I had never sat let alone driven a Porsche!

Pulling the Trigger

When I returned the Porsche dealer the next Saturday of course it was raining. The 1982 was parked in the slick polished Porsche dealer showroom next to a new beautiful blue 2014 Porsche 911 Targa. The contrast of the old school air cooled 1982 911 and the brand new bruiser 911 Targa was

amazing. After the usual protocol with the salesman I learned the 1982 had generated quite a lot of foot traffic at the dealership. Apparently there were many interested potential buyers over the month that the 911 was for sale but according to the dealership few customers could drive stick shift so they walked away! Because of this the 911 sat in the dealership for a month with no sale. The dealership porter rolled the 911 out of the showroom and off we went for a test drive in the light rain. As



I pulled onto the Dulles Toll Road from Route 7 ramp I quickly remembered reading about the Porsche widow maker rear end, under and over steer, so I let off the accelerator pedal somewhat until we were on the straightaway shifted from second and whoosh we were off. The salesman turned to me and said "you can drive stick pretty well" "of course I answered,

I have been driving stick for decades". The 911 pulled strong, rode balanced, and did not leak through the Targa top, another issue I had read about thanks to PCA.

As I drove by the dealership every morning, the 911s rear red lens made love to my eyes...

After a successful test drive, the Porsche dealership general manager chatted with me and mentioned he had the former 911s owner service records. This was treasure as I had read in PCA that documentation was very important. I was intrigued and

quickly sat down to review a large brown accordion folder with about 2 ½'s of receipts. I scanned the receipts for about 20 minutes realizing the previous owner spared little expense and invested quite a lot of time, parts, and care in the 911 for the last decade. The 911 had 276k miles, but the previous owner had completed an engine drop and rebuild as well as transmission rebuild of 2 and 3. The Car Fax report was also helpful depicting more helpful with 31 separate service entries and most importantly the accident free portion. The general manager also commented that he had a full set of keys as well as the two OEM front bucket seats that had been reupholstered



Above: 3.0 liter flat-6 engine looks nice and tidy in there.

when the 911s interior was redone. He walked up carrying one of the two brand new brown leather 1982 front seats. Since the 911 had been maintained by two PCA Potomac associated Porsche service shops in Fairfax (Autobahn and Intersport) I was not worried about conducting a pre-purchase inspection. I said “sold”. I bought my first Porsche and it only took 50 years! The next day we drove her to her new home on a nice sunny day and windy road!

The 911 seemed too good to be true so I went home and wrote a draft PCA Panorama advertisement for this 911. I had been reading the “for sale” for a year and wanted to ensure that I understood the 911s repairs, replacements, and upgrades.

1982 Porsche 911 Super Carrera Targa VIN WPOEA0913CS161093

Platinum Metallic, brown leather Recaros, Fuchs, California rust free, no accidents, meticulously maintained, uber clean, original jack, spare, factory books, H4 headlights, turbo tie rods, chain tensioners, original front bucket seats (reupholstered), new window/Targa rubber, original Sekurit side/rear glass, new Targa skin (no leaks), upgraded AC compressor, upper engine rebuild, Bilsteins, respray 2008, Pioneer

CD/XM/phone, 267k, maintained by northern VA Porsche shops, full service records, never tracked, clean CarFax, \$46k in receipts.

The 911s History – Importance of Documentation

Although I was impressed with the documentation, I was skeptical why someone would sell such a well-cared-for Porsche. So I immersed myself in organizing the large stack of service receipts in order to further educate myself in this 911. With military precision I cleaned out the 911. The front bonnet panoline grey liner was in excellent shape after 32 years. I removed and cleaned the original jack, Klein 19mm wheel lug wrench, and spare as well as a golf score card pencil from a golf course in southern California – another good omen since I golf also - and 64 cents. The tool roll was missing but no surprise there. I found both Porsche books in their red case in the glove box as well as VA State Safety Inspection receipts and auto insurance cards dating back to 1994. These receipts greatly added to the 911s history and I was able to discern the two previous owners and their locations.

The previous owner kept all the 911s records and inherited some records from the other previous owners. I compiled the various registrations,



insurance, service, repair, and parts receipts into a binder and have over 56 pages of records to include detailed engine services.

In the early 1990s, the 911 was owned by a U.S. Air Force Officer who was stationed in New York and moved to Virginia. The 911 has been registered in Virginia since 1994. The Air Force officer sold the 911 in 2004 to the previous owner who maintained the Porsche for a decade. The only missing information was who owned and where the 911 was from 1982 through 1994.

The next step was easy, so I jotted down the 911s VIN and engine serial number and promptly applied for Porsche's Certificate of Authenticity. Well I was delighted to learn from Porsche Cars of North America, that I own a "numbers matching" 1982 911 Super Carrera that completed production on January 28th, 1982, and shipped to Porsche of North America. The 911 had the following optional equipment; California emissions, forged alloy wheels, brake pads with abrasive pads, symbols for controls, rectangular fog lights-front, and Goodyear tires. Per the stamp in the Porsche books found in the glove box, the 911 was sold in March 1982, by Steve Taub Porsche in Santa Monica, California.

After the purchase I quickly applied for Vir-

ginia's Historic black license plates since black would match the 911s Platinum Metallic paint. We when the plates arrived I quickly realized that there must be a fellow Porsche enthusiast who works at the Virginia DMV in Richmond. I was given a sweet set of "9119F" historic plates. Every Porsche event I go, I am always how did I get vanity historic tags. I did not, these were the plates were simply what VA DMV issued since they do not issue vanity historic plates. How lucky!

The 911 is 33 years old so the mileage works out to an average of 8200 miles a year. The 11 VA State Safety Inspection receipts also verified the mileage creep over the years. The previous owner updated the 911 with a 180mph and the documentation matches the odometer's 267k.

Have Porsche - Will PCA Potomac

Happily I proudly participated in Katie's Cars and Coffee with the 1982 911sc Targa. PCA Potomac events soon followed. In the first few months ownership I attended two PCA Potomac Tech Clinics – Autobahn and Chapman Autowerks. I used these Tech Clinics as a way to educate myself about the 911. The veteran PCA Tech Clinic volunteers could not have been more helpful in educating me about air cooled 911s. They

Above: Spectacular interior with sport seats, too! I believe I even see an aftermarket cupholder. Back then Porsche didn't believe in cup holders.



Above: Probably how most of us started our Porsche collection.

took the time to show me how to properly lift the 911 to avoid crushing oil lines, brakes, tires, oil, transmissions, all around and underneath the 911. The consensus was I bought a solid 32 year old 911 in excellent condition.

Porsches and Polo soon followed on hazy hot Saturday nights. These road trips out to The Plains gave us an opportunity to use the famous Porsche air conditioning. Well it blew fairly cool on the road out to the Polo grounds. September was also a busy month for the 911 as we attended the PCA Headquarters open house in Colombia, Maryland on over cast Saturday. My son, the copilot, and I enjoyed seeing hundreds of Porsches and the listening to the PCA national officers. In late September I volunteered to flag at the 23rd PCA Club Race at Summit Point. I met PCA Potomac and SCCA veteran flag and communications office Dan Hilyer and was assigned to veteran SCCA flagger Jim Ford on Summit's exciting turn 8. I had so much fun Friday and Saturday, albeit sun burned, I drove my wife and sons up to see the Sunday Club Races. They thoroughly enjoyed the roar and pressure waves as the Porsche's thundered up the straightway and under the bridge we stood on. The smell of fuel, oil, and rubber permeated Summit Point and the few spin outs we witnessed on turn 5 were exciting.

I was supposed to golf in the October PCA Potomac Regions Fall Golf Tournament at Bull Run, but a broken finger sidelined me. We drove out to Bull Run anyway to great enjoy lunch with the PCA Potomac and Carol jean charity folks. In late October I entered the 8th Annual Potomac Classic Car show. I had the opportunity to meet a fellow

PCA member who had a pristine concours level white Porsche 356 Super 90 coupe. He was very informative and deservedly won Best in Show!

My wife and I kicked off 2015 by attending the PCA Potomac 2014 Awards banquet in Tysons and we had a ball. We sat a great table with long time PCA Potomac folks who could not have been more cordial to us new members. Two PCA Potomac sponsors sat at our table – OG Racing and Hunt Country Homes who deserved the recognition for the work supporting PCA Potomac. Porsche of Tyson's held two great mid-morning Cars and Coffees on Saturdays this spring, which is a perfect follow-on to the earlier Katie's Cars and Coffee in Great Falls. Quite a few PCA Potomac member caravanned from Katie's to Tyson's to attend this generous event. I had the pleasure of meeting a veteran PCA Potomac member who has a beautiful 1964 Irish Green 356sc coupe that was the subject a April 2015 *der Vorgänger* article as well as many other PCA Potomac members and their families.

What's Next?

I am the proud caretaker of this 33 year old air cooled Porsche 911 Super Carrera Targa just like the previous owners. She is a survivor of the fast paced 1980s and a rolling shiny tribute to Porsche engineering, enthusiasts, and care. My wife and I named our 1982 911sc Targa "Marge". We look forward to exercising Marge driving her to more PCA Potomac events and meeting the PCA Potomac members - the highlight of our membership.

Article by Glenn Cowan,
photos by Steve MacKellar



Project Car Update

We last checked in on Steve MacKellar's restoration of a 1973 911S in November, 2014. He has made significant progress these last 6 months as the photographs below attest. Steve has been involved in every aspect (and nut and bolt) of this car's mechanical and cosmetic restoration but he did need to identify an individual or shop who would take on the finish painting of the fully prepped car.

The car and all of its body panels needed to be sprayed nearly simultaneously to ensure the silver metallic finish would be uniform, thus two side-by-side spray booths were needed. Steve approached this selection process with the same meticulous and organized discipline he brings to everything. So with much conversation and detailed photographs of the restoration process (bare metal strip of the body and its many parts, epoxy prime, meticulous body panel finishing followed by finish primer/surfacer that was guide-coated and wet-sanded) he located several shops who were willing to do only the finish application of sealer, color and clear coat.

Additionally Steve required that he be able to deliver the car and its many individual pieces (doors, hood, engine lid, fenders, bumpers, hinges, etc.) on a Friday evening or Saturday morning and be able to pick up the car on Sunday afternoon/evening. Steve feared that a less aggressive schedule would result in the project being put off for days or weeks because of the press of other business or delayed projects. In the end Steve chose AutoBody Dimensions in Gaithersburg – and specifically Dale, their painter – to do the work.





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Dale's name came to Steve from the owners of Competizione Sports Cars, Gaithersburg, MD, who he has known for years and trusts implicitly. Dale was highly enthusiastic about the project and showed a true passion for committing his weekend to performing his magic on schedule for a Sunday afternoon pick up.

The assembly of the painted car has begun and there is still much to do. Eric Wills from Wills Werks, Fairfax, VA has been an integral help in working his schedule to make 'house calls' to Steve's garage/shop for an entire day at a time to assist when there is a need. Most recently, they installed the front and rear glass along with the tedious work of ensuring the new rear defroster wiring was run and properly installed. Steve had the wiring headache, but it was Eric's artful expertise that did the glass magic installation. Hopefully the next installment will be photos of a finished car!



Steve is also the owner of a stunning 50th Anniversary Edition of the 911. He recently won 2nd place in the Deutsche Marque concours.



32nd Deutsche Marque A Class Act

Article by Ron Davis

What a beautiful site as the sun sparkled on a field full of Germany's finest automobiles in Vienna's Notoway Park. Among those 200 gleaming Porsches, Mercedes and Bimmers were 55 Porsches, including fourteen 356s, a couple of 914s, and more than 30 911s of all years along with many Boxsters and Caymans. The weather was perfect and the show drew a large number of spectators. "Best of Marque" and "1st place in People's Choice" went to John Ogilvie's beautiful 1955 356 Coupe, truly an "oldie and goodie" and a superb car overall. This year we brought back the "Outlaw Class" which featured Dave Bergman's '73 911E, Russell Kessler's '73 911 RS and Alan Friedman's '73 911 RSR.

The overall event went off very smoothly thanks to great support from the volunteer judges headed by Matt de Maria

and Gary Brindle. Great organization by the registration team of Diana Davis, Lonnie and Russel Kessler and Sherry Brindle kept things running smoothly at the sign-up table.

Lots of advanced planning by the three clubs made this year's wine & cheese reception a huge success. Special thanks to Jim McLeod and John Truban for handling purchase and delivery of drinks and ice and to John McWilliams of the BMW club for providing the platters. We again thank John Hopkins of Fairfax County Parks whose hard work again made our show such a success.

Our Clubs truly appreciate the support of sponsors "Porsche of Tysons", "Mercedes-Benz of Tysons", "BMW of Fairfax", "Odds & Ends Detailing", "Speedfreaks Detailing", and "Harrell's Miniatures".



Best of Marque

John Ogilvie, 1955 356 Pre-A Coupe

356 (Concours)

1st – Harvey Cherner, 1962 356 Cabriolet
 2nd – Dan Rogers, 1964 356 SC Coupe
 3rd (tie) – Jim Hobbins, 1963 356B Coupe
 3rd (tie) – Tony Connor, 1961 356B Coupe

Early 911s, 912s, 914s 1965-83 (Concours)

1st – Bob Roche, 1970 914
 2nd – Emerson Sanders, 1972 914
 3rd – Jeff Heenfy, 1974 911 Carrera

Mid-911s 1984-98 (Concours)

1st – Ted Wills, 1997 911 Targa
 2nd – Bob Gaddy, 1998 911C2S
 3rd – None

Late 911s 1999 – 2012 (Concours)

1st – John Klish, 2014 911 Carrera S Cabrio
 2nd – Stephen MacKellar, 2014 911 (50th Ann.)
 3rd (tie) – Don Zelm, 2012 911 GTS
 3rd (tie) – Rich Waddell, 2008 911 Carrera S

Boxster/Cayman (Concours)

1st – Bob Farmer, 2004 Boxster
 2nd – Gary Brindle, 2010 Boxster
 3rd – James Skelly, 2008 Cayman

924, 928, 944, 968 (Concours)

1st – Louis Vernon, 1988 944
 2nd – Darryl Nichols, 1992 968 Cabrio
 3rd – None

Outlaw Class

1st – David Bergman, 1973 911E
 2nd – Russell Kessler, 1973 911 RS
 3rd – Alan Friedman, 1973 911 RSR

356s (People's Choice)

1st – John Ogilvie, 1955 356 Pre-A Coupe
 2nd – Bill Tate, 1958 356 Speedster
 3rd – Syd Butler, 1961 356 Roadster

Coupes All Years (People's Choice)

1st – Brian Peters, 1979 911 Turbo
 2nd – Bob Hofmekler, 1995 911
 3rd – David Dukehart, 2001 911 Turbo

Open Cars All Years (People's Choice)

1st – Chip Tsantes, 2011 911 Speedster
 2nd – Gary Lawson, 1990 911 Cabrio
 3rd – Richard Beutel, 1980 928

Above: John Ogilvie's winning 356. Photo by Michael Sherman.

Opposite: The Outlaw class made its return. Photo by Ken Harwood.

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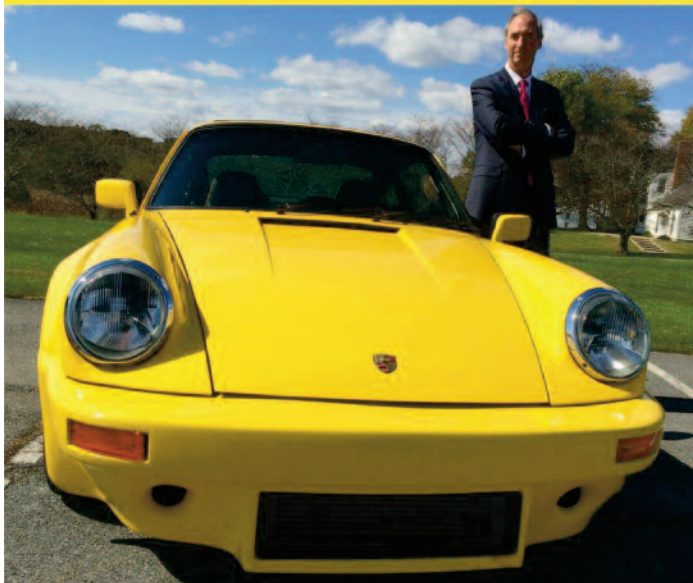
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Above: John Ogilvie accepts the award for Best of Marque. Photo by Ken Harwood.



Left: Dan Rogers wins 2nd in the 356 concours category. Photo by Ken Harwood.



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Porsche In The News

Article by Michael Sherman

The big breaking news is a record-setting 17th overall win for Porsche in the Le Mans 24-hour race. Entering three 919 hybrids, Porsche finished all three cars in positions 1, 2, and 5 in the LMP1 class. After five consecutive Audi wins, Porsche took the overall win this year to add one to their 16 overall win record that has held for so long. This is the second Le Mans in which Porsche has raced the new 919 hybrid. After an absence of 16 years, Porsche returned to Le Mans in 2014 – and just one year later, the brand triumphed with a first and second-place finish.

The 919 is equipped with a 2-litre V4 turbocharged gasoline engine with an output of more than 500 hp, which powers the rear axle, and an electric motor with over 400 hp that drives the front wheels and gets its electricity from two energy-recovery systems. A liquid-

cooled lithium-ion battery temporarily stores converted braking energy from the front axle as well as converted exhaust-gas energy. The reworked drive system is more powerful and more efficient than before. The Porsche 919 Hybrid was homologated for the top energy-recovery category (8 mega joules for one lap in Le Mans) for the first time in 2015.

The No. 18 Porsche 919 Hybrid driven by Neel Jani, Romain Dumas, and Marc Lieb claimed the pole position after the circuit lap record was broken by Jani in qualifying. After 24 hours, the No. 19 Porsche crossed the finish line driven by Nico Hülkenberg, and he shared the win with fellow team drivers Nick Tandy and fellow Le Mans rookie Earl Bamber. A lap behind was the No. 17 car driven by the team of Mark Webber, Brendon Hartley and Timo Bernhard.



May 2015 new Potomac members

New members

Asif Ahmed - 2005 911 Carrera S - from Potomac
 Peder Andersen - 2015 911 Carrera - from Gaithersburg
 Todd Angel - 1986 911 Turbo - from Mount Airy
 William Caldwell - 1973 911E Targa - from Bethesda
 Chris Choi - 2015 911 GT3 - from Great Falls
 Hank Cohen - 2000 Boxster - from Fairfax
 Andrew Cooper - 2002 911 Carrera 4 Cabriolet - from Manassas
 Edward Courlang - 2007 Cayman - from Montgomery Village
 David Cray - 2007 Cayman S Sport - from Alexandria
 Rob Criminger - 1997 911 Carrera S - from Reston
 Len Derus - 2009 911 Carrera 4S - from Ashburn
 Alex deTessieres - 1999 911

Carrera Cabriolet - from Bowie
 Deb Dexter - 2015 911 Carrera 4S Targa - from Springfield
 Gregory Dole - 2010 Cayman S - from McLean
 Joe Findley - 2013 911 Carrera - from South Riding
 Ross Flax - 2014 911 Carrera S - from Baltimore
 Sheila Fleming - 2015 Macan Turbo - from Alexandria
 RJ Fortwengler - 1999 911 Carrera Cabriolet - from Arlington
 Bruce Gilbert - 2015 Macan Turbo - from Arlington
 James Gilbert - 2014 Cayenne - from Potomac
 Russ Gilman - 2000 911 Carrera 4 - from Alexandria
 Thomas Hudson - 1972 911T - from Alexandria
 Terrence Judge - 1971 911T - from Bethesda
 Steve Levine - 2008 911 Carrera 4S Targa - from Mont-

gomery Village
 Than Maung - 2003 911 Carrera - from Fairfax
 Scott Menzel - 2012 911 Carrera S - from Herndon
 Derick Mondy - 2013 Cayenne S - from Washington
 Mathew Osterhage - 1978 911SC - from Alexandria - Transfer from North Florida
 Christen Ritter - 1991 944 S2 - from Washington - Transfer from White River
 Nigel Rourke - 2011 Cayenne - from Ashburn
 Lonnie Smith - 2003 911 Carrera Cabriolet - from Rockville
 Michella Starr - 2001 Boxster - from Alexandria
 Mike Steiner - 2007 911 Carrera 4S Cabriolet - from Chevy Chase
 Scott Stephens - 1967 911 - from Fairfax
 Davood Tashayyod - 1989 911 Carrera Targa - from Po-

tomac
 Laura Thomas - 2010 Cayman - from Arlington
 Mark Tlumaki - 2004 911 Carrera - from South Riding - Transfer from West Texas
 Jason Wheeler - 2007 911 Turbo - from Chantilly
 Nigel Wilkinson - 1989 911 Carrera Targa - from Potomac Falls
 Charles Yauch - 1977 911 Turbo - from Silver Spring

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John & Gwendolyn Makin

15 Years

Barry & Carole Forman
Brent & Nancy Lilly
Eric & Christine Myers
Daniel & Susan Prins
Tom & David Speirs
Henry Strong

10 Years

Timothy Harris
Matthew & Karen Hull

5 Years

James Carter
Mauro & Melanie D'Angelo
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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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Readers and Their Cars

Right: Harry Ridenour with his 1967 911S Targa that he bought used in 1969. Harry brought this to the Irish inn brunch in April. *Photo by John Eberhardt*

Below: A new 911 Turbo spotted at the Jefferson Circuit during HPDC. *Photo courtesy of etechphoto.com.*





Left: Steve MacKellar being congratulated by Ron Davis at the Deutsche Marque Concours. Steve won 2nd place in the late 911 category for his 2014 50th Anniversary edition 911. Photo by Ken Harwood.

Below: Chris Mantzuranis's daughter helping read the raffle results at the PCA board meeting held this past Winter at Porsche Silver Spring. Photo by Chris Mantzuranis.





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