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Cover photo: Deutsche Marque concours was home to many such tails. Photo by Ken Marks.



der Vorgänger

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Our Porsche?

My wife's minivan was about to be gone. Our youngest just finished his sophomore year at Penn State and the lease was up on the big box. I'd been waiting for this for twenty years. I tried to convince Kathy that her next car should be a Macan. I could finally enjoy the road part of the family road trip. Not so quick says my good wife. "Really, do we want and/or need another Porsche? You already have a car to have fun with and what's the point of a performance SUV that will so rarely be called on to perform. I just need a safe, convenient, reasonably priced car. Besides, I would always feel like I was driving your second car, not mine." I could see the moment to expand my love of Porches vanishing.

Kathy finally deigned to look at the Macan but never took a test drive. She craftily suggested test driving a number of SUVs, starting with the Hyundai. We never got beyond the Santa Fe. So now we have a really well done and quite competent SUV that meets my basic handling requirements and is not a minivan. It's not a Porsche and, as my wife made abundantly clear, she couldn't care less. This got me to thinking. If truth be told, Kathy doesn't care about my Boxster GTS either, other than the fact that I do. Actually, in the six months



Carrie Albee

I have had my really wonderful, spectacular car, she has never driven it. For that matter, in the almost 30 years we've been married she's rarely driven any of my Porsches.



Glenn Cowan

She happily goes with me on Drive and Dines and Rallies and for rides with a purpose - visiting family - and even rides with no purpose - top down curving through rural roads in Howard County. It's just that she doesn't give a wit about the car as a Porsche. And finally, after years of trying to convince her that cars matter — the engineering, the elegance of design, the speed — I guess that's okay.



Michael Sherman

After all, the Boxster GTS (and its predecessor Porsches) has always been about me, not really about her or even us as a couple. So I'm finally reconciled to not pointing out the latest technical advance from Stuttgart or the fact that the Boxster/Cayman platform once again is in Car and Driver's Top Ten list. I'm giving up on the finer points of German engineering and design. I have grown to be pleased that she is happy to go for drives and appreciate being with me - not the car.

— Glenn

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Invite Some New Members

Last month I attended the Zone 2 Presidents Meeting and learned that our Region, Potomac, The Founders' Region, was tied with Upper Canada for having the most members worldwide. FYI, our Zone 2 is comprised of 10 Porsche Club of America Regions covering the MidAtlantic Area including (in alphabetical order): Blue Ridge, Central Pennsylvania, Chesapeake, Delaware, First Settlers, Keystone, Pocono, Potomac, Riesentoter and Shenandoah. For political reasons, I will not delve into a discussion on the desirability of Zones, although I am aware that some among us have strong views regarding same.

Anyway, since that meeting, I have signed up two new members: Jimmy Gilbert, my orthopedic surgeon extraordinaire, and Derick Mondy, my car guru uncle. I have also handed out at least two dozen of my PCA Potomac business cards to prospective new members whenever the opportunity has arisen, including, without limitation, while stopped in rush hour, bumper-to-bumper traffic on Connecticut Ave in Chevy Chase, at a stop light at the corner of Bradley Blvd and Arlington Rd in Bethesda and in the parking lot at Georgetown. If my card finds its way to your windshield, please pass it along to someone who is not already a member. Ladies and Gentlemen: let the membership drive begin!

One of my goals as your President over the next 18 months is to increase our membership significantly. In my first column, I wrote that in recognition of our 60th anniversary, I hope to see a 60% increase in our numbers (thereby leaving Upper Canada in

the rear view mirror). I was not a math major as an undergrad, but even I can calculate the following problem: if each of us signs up one new member, then we will double our numbers and wave goodbye to Upper Canada along the way. Northern New Jersey used to be our closest competitor, but Upper Canada has gained on us primarily because the Porsche dealers up yonder now include a free membership in every delivery. Mi Jee Song (our Sponsorship Chair) and Ed Hahn (our Membership Chair) have taken on this membership drive project with evangelical enthusiasm. It never ceases to amaze me how likeminded so many of us tend to be. Each and every person I have met in this recruitment and retention effort reminds me again and again why we say, "It's not just about the cars...it's about the people."

As part of this drive, we are in the process of preparing a tri-fold membership application which our four dealer sponsors have already agreed to include in every delivery. I hope to see our dealers provide a complimentary membership with each delivery in the coming months, and I know that with a little healthy competition and a proper incentive this could be accomplished before the end of this year. In fact, without being presumptuous, I will take this opportunity to thank each of our four dealers (Arlington, Rockville, Silver Spring and Tysons) in advance for their generosity in agreeing to support this formidable undertaking (i.e., openin' up a can of whoopass for our friends North of the Border). P.S. Best wishes for a Happy Father's Day to all of you Dads among us.



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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.

June

- 6 Tech Session #4, InterSport, 9am – 1pm.
- 6 Virginia Brunch at City Grille in Manassas on Saturday, 11am – 1pm.
- 13 Potomac's Second Saturday breakfast at the Silver Diner, Merrifield, Va. 8am – 10am.
- 13 Potomac Rally #2, 10am – 1pm.
- 13 Viewing of the 24 Hours of Le Mans, Porsche of Silver Spring, 3pm – 6pm.
- 19-21 Watkins Glen DE.
- 20 Potomac's Maryland Brunch at Glen Echo, Md. 11am – 1pm.
- 27 Potomac's Charlestown Races Drive & Dine.
- 27 Potomac Open Board meeting, Porsche of Tysons Corner, 10am – 11am.
- 28 Euro Marque Golf Tournament, Raspberry Falls Golf & Hunt Club, Leesburg, 12pm – 7pm.

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 Nemaocolin/Fallingwater.
- 17-19 DE Summit Point main.
- 25 European Driving Tour – Vienna to Paris (not a PCA event), Porsche of Tysons Corner.

Potomac Monthly Brunches

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

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

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

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

Cars & Coffee

Fair Lakes, VA

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

Hunt Valley, MD

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

Burtonsville, MD

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

Great Falls, VA

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

Bethesda, MD

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





PCA Potomac's 2015 Fallingwater Trip

By John Eberhardt

Above: Red was apparently a popular color. Photo by Kay Lucien.

PCA Potomac's Fallingwater trip is THE major overnight Dine & Drive event for PCA Potomac. This popular event combines an enjoyable drive to Pennsylvania's Laurel Highlands, multiple nights at the incredibly beautiful Nemaquin Resort, fine dining, scenic drives, and the highlight – a tour of Frank Lloyd Wright's Fallingwater and Kentuck Knob homes.

These legendary homes are known for how well they are integrated into the surrounding natural environment including the use of indigenous materials and the way the home becomes an ele-

ment of the natural topography. In fact, the Fallingwater home overhangs a beautiful stream in such a way that the stream becomes an integral feature of the home and home becomes an integral feature of the stream. The Nemaquin resort is one of only 6 hotels and resorts in the world to host Forbes Five-Star, AAA Five-Diamond lodging and dining. Situated on 2,000 acres, the resort features the Woodlands Spa, 36-holes of championship golf on two courses, a shooting academy, and an outdoor sporting facility on 140 acres complete with 30-stations, wing shooting, a spacious lodge and Orvis® Endorsed Fly Fishing.

Registration is Open!



We have negotiated a \$200 per night room rate, which is a substantial savings over the rack rate.

For those who have not been on this trip before, it is a fantastic opportunity to enjoy yourself and your Porsche in the mountains and to meet other Club Members and Porsche enthusiasts. For those who have been before, we are expanding the trip this year. Last year 79 PCA members with their 44 cars attended the event, with many members returning once again. This year we expect to have similar attendance and are expanding the activities. And remember – Nemaocolin has a dog spa and many family activities, so KIDS and DOGS are very welcome!

For those who would like to make it a three day weekend, we will have cocktails Thursday night and a driving/touring day to some of the local resort towns on Friday. For those coming up on Friday, PCA Potomac is organizing a group drive up through the country. On Friday night, we will have a BBQ on the deck of the Golf Clubhouse overlooking the Golf Course. For those up on Friday, we will be touring some of the local resort towns. On Saturday, participants have the

choice of participating in one or more activities, including mountain drive, a visit to Kentucky Knob, an Art Tour, or a Sporting Clays Shooting Tournament. Guests can also just relax and enjoy the spa and hotel facilities before the Saturday night banquet. On Sunday, participants can choose to relax at the resort, visit Fallingwater, shoot Sporting Clays, join us for lunch, or enjoy a mountain drive back home.

The registration cost for 2015 is \$130 per person which covers the Friday BBQ dinner and Saturday banquet and wine; \$155 per person also includes a tour of either Kentucky knob or Fallingwater; and \$170 per person also includes tours of both houses. We also have reduced pricing options for CHILDREN and TEENS. Advance registration is required by July 6, 2015 in order to ensure adequate planning for tours and dinner. Please register using our on-line registration system at MotorsportReg by navigating to: (<http://www.motorsportreg.com/events/pca-potomac-nemaocolin-fallingwater-tour-founders-drive-dine-287145>) You can also email driveanddine@pcapotomac.org.

Above: Cliff Bressler, Lyly Pham, Jim and Laura Kubalski, Karen and Aric Moore, Yuko Seki and Ray Thomas enjoying the BBQ on the deck in the perfect weather in 2013. Photo by John Eberhardt.

How to Drain & Re-fill Transmission Gear Oil

Photos and article by
Richard Curtis
for der Vorgänger



George Whitmore's 1973 911S needed new transmission gear oil. He used some spare lift time at a recent Potomac Driver's Education tech session to change the oil on his track car. The process took about 20-30 minutes, and, yes, it is much easier on a lift and with two people.

Items needed:

- Either a lift or jackstands.
- Four liters of transmission gear oil (check your owner's manual for correct lubricant and quantity; we used Motul 300 75-90 weight).
- A pump that can be purchased at auto parts stores that will fit the gear oil bottle; this can be very laborious especially if you're lying on your back beneath the car. (Instead, we used a length of vinyl tubing 5-6 feet long and compressed air. See photos.)

- Ratchet and socket to remove both fill and drain plugs.

Draining oil (Photo A): Put car up on lift or safely on jackstands. You'll need to gain access to two plugs on the side of the transmission (this is a 915 transmission in George Whitmore's 1973 911 track car), both drain and refill plugs were on the driver's side of the transmission. A good tip is always to remove the upper plug (the fill plug on top) first. Then position a drain pan under the drain plug and remove it.

Drain plug location (Photo B): DE Tech Inspector Frank Stone points to the drain plug on a 915 transmission.





Refill plug (Photo C): Frank Stone points to the location of the refill plug on a 915 transmission. Remove this plug first. That way, if for any reason you can't get the drain plug out, you can at least replace the fill plug and drive the car.

Inspect Drain plug (Photo D): While the old gear oil is draining, George Whitmore inspects the magnetic the drain plug for metallic particles. Autoauthority shop owner, Roger Bratter, says some "fuzz" is normal but look closely for suspiciously large particles of metallic matter. If in doubt, consult an authority.

Reinstalling (Photo E): Reinstall the drain plug. Do not overtorque.



Filling New Oil (Photo F): Roger Bratter, left, holds the refill bottle. He had punched a hole in one corner of the bottom (see photo) and inserted a length of vinyl tubing (about a quarter-inch in diameter) to the nozzle on the business end of the bottle (use your imagination and check out the photo). George Whitmore holds the other end of the tubing securely into the transmission's fill plug. Bratter then used compressed air to push the new fluid slowly from the bottle into the transmission. Be prepared to mop up excess gear oil that invariably leaks out, usually at the fill plug. Bratter says these transmissions hold between 3 and 3.5 liters. When the new gear oil reaches the level of the fill plug and begins to dribble out, the trans is full. Reinstall the fill plug.





Story by Ken Harwood and John Young for der Vorgänger. Photos by Ken Harwood.

This Spring I tried something few have ever tried with their Porsche. I took my Cayenne off road up into the George Washington and Jefferson National Forests and I joined the Northern Virginia Jeepers Association (<http://novajeeper.net>) for a trail ride up to Flagpole Knob. This is something which I have wanted to do for a long time. The Cayenne was built for it in fact. Although its one of the most popular Porsches on the road in terms of sales, it is sorely underrepresented in the off roading ranks. It started when I reached out their President Eric Rose who welcomed me to join them at their next club meeting and then he introduced me to John Young their Trail Ride Master & Instructor. With John's direction we planned the trip starting back in November of 2014. For this outing I equipped my truck with a

used set of 18" wheels and General Tire Grappler 2 tires for grip, a couple of 30,000lbs tow straps, a second tow lug, and a full sized spare just in case. Turns out I only needed the new tires, thankfully.

Two Cayenne turns out for this inaugural event along with a modern Jeep Trailhawk equipped with the Jeep Selec-Terrain system, and about 15 assorted other Jeeps. We broke out into three groups with the first two Jeep groups heading off to do what they do best and the third group was the Cayennes and Trailhawk lead by John and trailed by Boomer in his Jeep Rubicon as our guides. We all had Family Radio Systems (FRS) to stay in touch and receive instructions from John and Boomer; the Jeeps had CBs.

Jeep Club Trail Ride



The day was overcast with light rain but it was perfect for our plans. It wasn't too hot or cold, and just enough mud to make things fun! John choose the route starting out from Harrisonburg, VA leading west up into the forest. For our first ever off road trek we headed up along the paved road of Briery Branch towards Flagpole Knob. The rare mountain views along this twisty one lane road that snaked upwards were worth the trip alone! We saw rambling streams running alongside the roadway, a hidden lake, and a backside view of the mountains few people ever see. When we broke out of the trees on top of the mountain we were at 4200 feet for a misty 360° view. If not for the rain that day we would have been able to see about 60 miles in clear weather.

Next we drove down the dirt and rock trail known as Flagpole road. This took us up to Flagpole knob still at 4200 feet. About a quarter mile past Flagpole is the trail known as Union Springs. This is where the real fun began! It was about a 58% grade here and a true test of nerves to even look at it. If it were paved it would be one thing, but this was raw dirt, mud, stones and more than a few ruts which dropped off a couple of feet in places. Bottoming out or rolling over seemed very possible even after watching the Jeeps glide right down the hill! By this time the other groups had gathered at the bottom of Union Springs and were watching us decide to go or not. We had a choice. I had been here once before on my scouting run in January with street tires, but now I had my new tires so my mind was GO! GO! GO!

Above: The drivers gather to coordinate the day's drive. Through mud and rock, the Jeeps and Porsches would show what they're capable of.

When is the last time you went off-roading in a Porsche?



enced off-roader outside of the vehicle and in contact with the driver, is often used to inform the driver of the road conditions directly under the vehicle which they can't see. Dirt, mud, and loose rocks can shift position at anytime. Your rig (aka your Jeep/Cayenne) can slide unexpectedly. The spotter's job is to assess the circumstances, understand the best line choices to maintain a safe route, and to direct the driver what to do next. It is very similar to Instructing in the Driver's Education or Autocross events in that they are also teaching technique at least in our case. Speed is never a factor here. Experience, control, and momentum are. Speed can give you momentum yes, but it also breaks things and leads to over reactions. Careful positioning and controlled acceleration and braking are key.



All day we maybe covered ten miles of dirt road tops. But in those ten miles I was every bit as engaged and excited as I have been speeding around the cones at Bowie Baysox! Grip is certainly still important and perhaps more so than on pavement, as is torque. As you can see from the pictures, having all four wheels in contact with the road isn't a guarantee. This is where the autocross lessons about weight transfer suddenly come-back, but with a whole new level of meaning. Oversteer and understeering don't happen here. By working with a spotter, discussing the line and walking it first, you end up driving the best possible line to minimize any risk to you or the vehicle. There is a not so obvious line selection strategy in using the rocks, berms and moguls to allow you to drive across ruts, over rocks and through the deeper puddles safely and smoothly. The road surface is almost never flat and that's the point in off-roading! You need

Above: Did you know a Cayenne could do that? Yes, there is *at least one wheel off the ground in each picture.*

to understand which tires have contact at any given time and maximize the remaining contact patches you have. Again your spotter will tell you what's up, literally! Tires, air pressure, traction control, and the conditions of the road surface all come into play here.

Believe it or not, going down was harder than coming back up! Maybe it was a confidence thing, but it was also an experience thing. Off-roading is similar to the HPDC and autocross events in that they all share a common vocabulary to describe how to drive "the line" and that in order to follow the best line along any route, and the driver must position the car in order to do that. Looking ahead to "see with your eyes" is just as important here as it is on the track. However in off-roading it's not enough. A "spotter", who is an experi-

Cayennes equipped with air suspension for more ground clearance, standard 4WD, self-locking center and optional rear differentials, and PTM (Porsche Traction Management) are all ex-



Left: Drivers would take turns getting instruction on how best to navigate the terrain.

Below: Dirt and mud covered the Jeeps and the Porsches alike.



cellent for this type of activity. Porsche Dynamic Chassis Control (PDCC) can uncouple at low speeds for maximum wheel articulation.

We finished our day's drive with the highest climb of all up to Reddish Knob at 4,397" elevation. The weather had turned on us a bit so it was downright chilly and very windy when we arrived. With damp clouds all around we couldn't see far and icy rain was beginning to fall on us even though it was in the 60's down below in the valley. So we made our way back down the mountain for the final dining leg of our journey, the barbecue cookout! Again John was the hero of the day. He was both Chief Instructor and Head Chef! When we all headed up to Reddish Knob, he made his way down to the Hone Quarry pavilion and cooked up spare ribs, burgers, and fixings for kabobs for everyone. We had a wonderful time and great first offroading experience. Overall the ride was bumpy and beautiful, but my new tires helped smooth it out. I was all smiles all day! I wished that I had a few Cayennes along to share the experience but maybe next time?

The Jeepers are kindred spirits. They are auto enthusiasts with a passion for their marque just a we love ours. And just as we are limited by the too few tracks available to us and our motor sports, they are fighting to keep open the few public off road venues available to them. Here on the East coast land values continue to rise, and private owners have closed several off road courses due to misuse, abuse, pollution and liability con-

The Jeepers are kindred spirits. They are auto enthusiasts with a passion for their marque just a we love ours.

cerns. Meanwhile Federal Rangers fight a constant battle between polluters and vandals who ruin public parks by dumping trash, old furniture and even abandoning cars in the forests. This coupled with shrinking budgets leaves the Dept. of Forestry few choices but to close trails in order to focus on maintaining fewer of them. That means fewer places for the Jeepers to enjoy their sport. There aren't many places left in the Mid-Atlantic to go offroad-

ing on public lands like the GWNF so a major part of belonging to the NVJA is practicing conservation and stewardship through education of tread lightly principles. (<http://treadlightly.org>) The night before our drive many of the NVJA members had spent the night in the woods because the day before they conducted an Earth Day Union Springs Trail Cleanup with their sister organization the Virginia 4 Wheel Drive Association (VA4WD). Over 100 people turned out from the DC, Richmond and Norfolk areas for the clean up. They spent the day cleaning up a couple of huge trash dumps along with garbage along the trails network, filling two 40' trash containers, so that everyone could enjoy our national forest free of any eyesores.

Thank you NVJA! For all you have done.

If you're feeling like off roading is something you'd like to try then let me know at driveanddine@pcapotomac.org and watch the website for future announcements of the next Porsche and Jeep off roading Drive and Dine event. bon appétit!



Rally – It's All About Speed

Photos and article by
Glenn Cowan
for *der Vorgänger*

How hard can it be to follow a simple instruction? “Turn right on to River Road and immediately take the next left on to Goose Neck Lane.” Well, my son Michael and I managed to turn right on to River Road but in our enthusiasm to spot any Speed Limit signs (more on that shortly) we ended up 10 miles off course in the most recent PCA Potomac rally.

Our Rally Masters, Craig and Linda Davidson laid out a wonderful course through Montgomery and Howard Counties that required a driver and navigator to follow a pre-determined route and take down the indicated speed on every speed limit sign the team passed. Signs simply indicating the maximum speed were considered positive, those indicating a downward change in speed, negative. The winning total added and subtracted as required!

At the end of the course we had a great tasting (if not healthy) barbeque lunch and much conversation about the course.

16 cars participated and should have spotted 159 signs, 133 positive, 26 negative for a total of 4065. No one got it exactly right, in fact, all 16 cars had different answers.

- First place – Doug Selby and Maddie Hart score 4045 (off by 20).
- Tied with score of 4040 and 4090 (each 25 off) were the teams of Eric Long and Tricia Clay and Alan and Amy Taggart.



- The Raffle of \$90 for best estimate prior to running the course went to Joe and Frannie Hammerstrom whose guesstimate was only 120 off the actual answer.

Michael and I finished last in both time and accuracy – but we had a great time.

The next rally will be on June 13. It will begin at the Manassas Battlefield Visitor Center and end at Aspen Dale Winery in Delaplane VA. Check website for details.





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A Lifetime With Porsche

Weldon Scroggum & Over 50 years with Porsche

Ever wonder where the experts go for information when they don't know the answer? What if you need a part for a rare 356 model? Or question whether it is true that Porsche offered "that" back in 1962? You go to one of the few people who were alive and working with Porsches at that time and still are today - Weldon Scroggum and his wife Phyllis, owners of G&W Motorwerkes in Waynesboro, Virginia. Many of us Porsche enthusiasts have had the privilege of meeting Weldon and Phyllis and visiting their remarkable facilities over the years. For well over 50 years Weldon Scroggum has been selling, repairing, restoring and racing Porsches. I challenge anyone among us to name a model of Porsche that Weldon has not owned one, two or possibly three at one point. He most certainly has had one grace his showroom and facilitated the sale of the particular model in question. Early Gmund coupes – he's had them, 550 spyders – sure, 904 GTS – has

personally owned at least five, 4-cam Speedsters – as common as a Chevrolet, 911R's and more rare race cars than many of you can dream up in your Porsche filled heads on your best day. If you are privileged enough to have owned one of these remarkable cars then there is a good chance that Weldon has either owned it, serviced it, judged it in competition or tried to buy it and declined because fifty things were wrong with it that you did not even know existed.

I have asked Weldon before where can we find a particular rare car. At a moment's notice Weldon can reach back in his mind and pull out three or four names of people he knows who have one – because he sold it to them thirty years ago. Then Phyllis will tell you what they were wearing, how they acted and whether you should even do business with them. Truly a remarkable couple that only God's sense of humor could have been

Above: The G&W service department ready to service older Porsches.

Photos and article by
John Truban
for der Vorgänger



Top: 1998 pebble beach Porsche 50th Anniversary.



Above: Weldon and Phyllis at Amelia Island.

paired together to serve up to the world a menu of delectable automobiles fit for the finest connoisseur.

Weldon Scrogam has been a PCA National Judge for over thirty years, won 4 Manhattan Trophy Awards, judges at the prestigious Amelia Island Concours, Pebble Beach Concours, his G&W Motorsports racing team won the 2000 & 2001 Grand American Rolex GT Championship and he has owned and sold some of the most valuable and rare Porsches in existence.

Everyone who has been involved with Porsche for any length of time likely has a Weldon story. Some are good and some are bad. Some are funny and some are sad. You see, Weldon tells it like it is. Not how you want it to be. He will tell you to your face in the most polite way that your rare and valuable car, that you just spent tens of thousands of dollars restoring, is not correct. I would say that more of that is needed in the business in order to keep everyone honest and the brand pure.

I met Weldon and Phyllis for the first time when I was a teenager at their shop in Fishersville, Virginia. Located up the road from their newest location, my father was directed by a friend in Winchester to take our 1986 911 Targa to this guy named Weldon for servicing. In the days prior to the internet and mass market media, Weldon and Phyllis achieved success the old fashioned way. They traveled a lot to Club events, shows, races, etc. Word of mouth quickly spread and throughout the years they have been able to maintain a very successful Porsche business in Waynesboro, Virginia far from the bright lights of the city. A University of Virginia Business School Professor, who also was a Porsche enthusiast, did a study with his class a few years back and concluded that it was an anomaly that Weldon's business could survive in rural Virginia for over 50 years. Many of us remember the old shop was packed full of cars – nose to tail with barely enough room to walk between them. Every time I would visit there was a whole new set of dreams waiting to be plucked away by the next customer. Twenty years ago I recall 1989 Speedsters of every shade with deliv-

ery miles, 1992 America Roadsters in paint to sample colors, the 904 GTS prototype #003, a Von Neumann 550 Spyder, a few 356 Speedsters and of course his pride – the 1965 Red 911 that he has owned since new, even to this day. Weldon took me under his wing. As a young adult, it was not uncommon for him to throw me the keys to a 993 and ask me to take it up the road because it needed to be driven. “Go sit in the 904 and then the 962 and see the difference,” he would say. Their brown Labrador, Togo, was always there keeping the peace and wondering what all the excitement was all about.



Weldon and Phyllis later relocated their shop to Staunton. For a few years they inhabited the most beautiful boutique showroom I have ever witnessed with a cobble stone floor that replicated the roads of Europe and took visitors back in time to when these vintage cars were new. However, it was limited in size and their ideas soon outgrew that stepping stone.

Now G&W Motorwerkes crowning achievement is a 30,000 square foot facility that is home to more than 10,000 sqft of showroom space. Able to display over 30 vintage cars at any given time, complete with a vintage parts department and service shop area. You will feast your eyes on

50 years of memorabilia, parts still in the box for every type of Porsche, racks filled with engines, transmissions, windshields, body panels and the list goes on. Posters and artwork along with rare trinkets from past glories are on display. Racing suits of famed drivers, model cars and trophies are found everywhere. What you see there will simply scratch the surface because many items are stored away in other undisclosed locations along with Vice President Dick Cheney.

I hear statements all the time from visitors from Europe, from California, or from visit-



ing Porsche employee's (even from the Classics Department) that they are blown away and had no idea a place like this existed. "Why do you not advertise, people need to know," they say frantically as if they must immediately leave and share the message with the world. The truth of it all is that even without advertising, Weldon and Phyliss can barely find enough time to handle the existing clients. You see, with over 50 years of customers you simply have to be open and opportunities will present themselves. "Do you want to buy my Speedster?" "I have a race car to sell – are you interested?" "What is my 907 Longtail worth?" "Someone told me you were the guy to see" These are not uncommon scenarios – these are the norm.

Weldon has more stories than could fill the volumes of Encyclopedia Britannica. Here is a taste of some of the stories that have been told:

The story of the last Carrera GT Speedster is a fun story. Weldon tells of how, "We were standing there at a Porsche meet under a tent while it poured down rain. It was a cold and wet day. Standing there huddled together; I turned to the gentleman next to me struck up a conversation that surrounded Speedsters. I asked, 'I wonder what ever happened to the last Carrera GT Speedster?'

The gentleman said, 'I know where it is, so and so owns the last one and he has no intention of ever selling the car.'

I responded that it was not the last Carrera GT Speedster; number such and such was the last one.

'Bull*#&!,' the gentleman responded, 'that is not the last car.'

'Hell it is, it is listed in the parts catalog as the last car off the assembly line,' Weldon continues to tell.

Unable to agree on which Carrera GT Speedster was the last one and whether it existed at all, we simply agreed to disagree.

I let it be and we continued standing there for a while longer. Later that day a young man runs up to me and says, "Mister, I know where that GT Speedster is."

I laughed and figured this has got to be a joke. "Sure you do, kid."

"No, sir, I really do."

"If you know where that car is and I can buy it then I will pay you \$5,000 in cash."

I gave him my card. A few weeks went by and then the boy called me and said the car is located in Canada just over the border. However, the GT Speedster is missing its proper engine.

I communicated back and forth for about 6 months with the young man. I told him that if he



Above: Weldon carefully judging at concours.

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got the car across the border and delivered it to me then I would pay him the \$5,000. Sure enough he did. The car arrived and while he was at my shop he became infatuated with a beat up old Speedster I had sitting there. It was by no means a show car but it ran and he said he would rather have that Speedster than the \$5,000. We worked out a deal and he left happy.

There I was with the last Carrera GT Speedster ever built. However, it did not run and did not have the correct engine. I even had to push the car into my shop.

Everything worked out well in the end and I had that car in my collection for a number of years before selling it to a client.

You may be asking yourself, where did I find an engine for that very important vehicle? How did I even know the car existed? I knew it existed because I had the original engine sitting in the back of my shop for a couple of years after I bought it off of another gentleman who sold me a number of spare parts and engines.”

“In 1989, I ordered 5 Speedsters and sold 4 out of the 5. I still have the 5th one in my collection. It is my wife’s car – Phyllis. The story of that car is funny. We ordered it in black with a mahogany leather interior. We happened to be visiting the Porsche factory while the car was being built. As we were touring the upholstery assembly department I stopped and asked the lady doing the convertible tops if she had done my order. She looked at her sheet and said “Not yet.” I asked her if she would not mind matching my convertible top to the interior leather. She looked at me and said it was possible, however it was not an option at that time and could not be done. I slipped her a couple of Ben Franklins and said, “Are you sure that you can’t get permission?”

Sure enough the Speedster arrived and had a matching Mahogany convertible top. That kind of thing can’t happen these days.”

“In 1992, I ordered and sold 6 America Roadsters. Half of them were Paint to Sample cars that to this day are highly collectible and with very low miles. One went on to be a Manhattan Trophy car painted Linen with a Navy Blue interior with matching Linen piping on the seats and a Navy blue top. A beautiful wide-body Porsche. I kept one that still sits in my collection today that is a paint to sample Modern Gray America Roadster. The 1992 America Roadster is rarer when

compared to the 1989 Speedsters and were much more expensive at the time.

“When the Carrera GT’s were being sold a few years back Porsche was having difficulty filling the order. Near the end of production they were getting concerned that they would be left with too many unsold. I received a call from Porsche of North America asking if I could help. I sold three Carrera GT’s new and kept a fourth one for myself.”

It can sometimes be a blessing and a curse to have the amount of knowledge Weldon and Phyllis have. In this world of ever increasing Porsche enthusiasts and self-proclaimed “experts,” the battle for the megaphone of “what is original and correct” is becoming more prevalent. Everyone wants a piece of the pie these days and in the course of doing so a lot of bad information, poor restorations and “vehicular misrepresentations” are being passed around. Let’s face it – there is a lot of junk out there that is being sold to unsuspecting buyers who lack the knowledge and connections to know that what they are buying is far from what they are being told. After a few decades of this knowledge being dispelled among a few “founding fathers” of the U.S. Porsche scene we are reaching a point at which very few remain. Your Bruce Anderson’s, Grady Clay’s and the too many to list individuals who lived it, owned it and generously passed the knowledge on to the next generation are no longer with us. The Weldon Scrogham’s and Dan Rowzie’s will be with us for only so many more seasons of life. I would strongly advise you that if you are a true Porsche enthusiast and seek the true knowledge that has carried on this long tradition of high standards among vintage Porsche, then must not wait any longer. Books will tell you part of the story, but talking to those who were there and can show you will take you to the next level. You must educate yourself and talk to people who “know where the bodies are buried.” One of the best ways to achieve excellence is to model it – and you can witness excellence at G&W Motorwerkes.

While this article gives you a taste of G&W Motorwerkes and the life of Weldon Scrogham, it only scratches the surface. There are too many stories to be told and too much to show. I call Weldon Scrogham my mentor, business associate and I am happy to call him “friend.” I hope you have an opportunity to visit with Weldon and Phyllis and see what is possible when you devote your life to “Porsche.”



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2015 Deutsche Marque Concours d'Elegance

Photos by Ken Marks for *der Vorgänger*



April 2015 new Potomac members and anniversaries

New members

Alan Bradshaw - 2015 Macan S - from Gaithersburg
 Robert Burdette - 2000 Boxster - from Frederick
 Michal Czupryn - 2006 Boxster S - from Washington - Transfer from Golden Gate
 Asante Dickson - 2012 Panamera Turbo - from Washington
 Nancy Drowsky - 1965 356 - from Mount Airy
 Chris Duncan - 2015 Cayman GTS - from Silver Spring
 David Dunmire - 2006 911 Carrera - from Silver Spring
 David Finch - 2004 911 Carrera - from Montgomery Village
 Brian Flowers - 1984 911 Carrera - from Baltimore - Transfer from Maverick
 Michael Grimes - 2006 911 Carrera S Cabriolet - from Silver Spring
 Bruce Jordan - 1984 911 Carrera Turbo Look - from

Lusby
 Mark Kretzer - 2007 Cayman - from Sharpsburg
 Patrick Kurpius - 2014 911 50th Ann - from Frederick
 Gary Lawson - 1990 911 Carrera 2 Cabriolet - from Ashburn
 Byron Le Jeune - 1999 911 Carrera - from Alexandria - Transfer from Mardi Gras
 David McCleaf - 2000 Boxster S - from Woodsboro
 Michael Morsberger - 1970 911 E - from Silver Spring - Transfer from Carolinas
 Bob Moss - 2015 Macan S - from Washington
 Michael Myronuk - 2004 911 40th Ann - from Cockeysville
 Scott Price - 2001 911 Carrera Cabriolet - from Mclean
 Pushpinder Singh - 2014 Boxster S - from Gaithersburg
 Kuryan Thomas - 2015 Cayman GTS - from Centreville
 Michael Waddell - 2014 911

Carrera S Cabriolet - from Oakton
 Shane Williams - 2005 Boxster - from Burke

Lee Walczak

Anniversaries

40 Years

John & John Garnett

30 Years

Roger & Monika Bratter
 Richard & Leslie Wojciechowicz

20 Years

David Allison
 Robert Hofmekler
 Dwayne & Shanna Moses
 Daryl Salmons & Jean St Clair
 Seymour & Robert Slatkin

15 Years

Duane & Betsy Fitzpatrick
 Susanna Kavanaugh
 Gary & Janet Kitson
 Michael & Miguel Spraggins
 Kathryn Turner & Kenyatta Jenkins

10 Years

William Cejudo
 Babette Colquitt
 Kathy Downs
 Darren & Wendy McMahon
 Hans Miller

5 Years

Carrie & Lawrence Albee
 Brian & Nancy Amiss
 Justin & Steve DeVinney
 Sven Dharmani & Aya Okajima
 Salim Khouri
 Robert Knowlden & Nancy Eller
 George Komatsoulis
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Autocross News

As of today there are only 10 slots left in our July event - and if you are interested in making the drive out to Summit Point for PorscheFest we are about 50% full for the August event there. This one promises to be totally cool – it's our only event not held at Baysox – PLUS... we have some surprises in store for the course. Summit Point has expanded the Jefferson Circuit with more turns and hills, added a skid pad, and cleared the



old karting track so we have a HUGE amount of room to play with for course design. This one you dont want to miss so register now!



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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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Readers and Their Cars

Right: Long-time Potomac Club member Mike Smalley (right), joins in a recap of a Red DE group track session in early April with Potomac Club President Howard Hill (left) and Dean Drewyer (center, black shirt). The two-day Easter weekend session was interrupted by occasional rain showers and was cold and blustery on Saturday. *Photo by Richard Curtis.*

Opposite page: At the 2015 Deutsche Marque. Never too early to start them as fans of the marque. *Photo by Ken Marks.*

Below: Michael Sherman stands next to his 911 at the 2015 Deutsche Marque Concours d'Elegance. Michael has been a Porsche owner and PCA member for 17 years. *Photo by Ken Marks.*







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