# der Vorgänger





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# Table of contents

**6** The editors' column

7 The president's column

**8** Club officers and program chairs

9 Potomac's 2018 calendar

10 The 35th Annual Deutsche Marque Concours d'Elegance by John Truban and Kevin Naughten

13 Need a Helmet? Bill Knows How To Help by Glenn Cowan

14 Learning to Navigate the Cones at Autocross School by Lara Peirce and Jim Musgrave

16 COA or MIA? by John Truban

**21** It's All About the Speed Spring Rally by Glenn Cowan

23 The Smell of Musk by Tom

30 Readers and their cars

Cover photo: Porsche badge. Photo by Tom Neel.







# der Vorgänger

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

#### June 2018 Volume 64, No. 5

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

To subscribe, join the Porsche Club of America. Details at www.pca.org. Visit the Potomac region website at www.pcapotomac.org.





### The editors' column

# Should I take the Porsche?

Think for a moment of all the reasons not to take the Porsche:

- 1. It's raining and I just washed it
- 2. It has stopped raining but its muddy
- 3. They only have valet parking
- 4. They only have on-street parking
- 5. All the parking is in a dusty field
- 6. It's too cold to put the top down
- 7. It's too hot to put the top down
- 8. It is too short a trip
- 9. It is too long a trip
- 10. It is supposed to snow
- 11. It is snowing

I am frequently guilty of this appalling inability to take a stand and take the Porsche. I am not doing this anymore. I'm guessing that I would drive my car twice as frequently were it not for all these lame

excuses. True, it would more commonly get dirty but I wash it almost every day anyway! I might be involved in a mishap but given the lack of skilled drivers at there, all of them directed at my clean car, I should just always take the Porsche.

As I prepare to adopt the Always Take the Porsche pledge, my distracted thoughts turn to questions:



Glenn Cowan



Michael Sherman

- 1. Is the client I am visiting going to think about the (obviously inflated) fees that allow me to drive a Porsche?
- 2. What happens when we are going to dinner with another couple?
- 3. How am I going to get all that luggage in the car for a two week trip?
- 4. What if the route I have to take is nothing but congested highways?
  - 5. What if it gets dark?

I don't care. As a new adherent of ATP (always take the Porsche) I am taking my car and so should you – more precisely – you should take your own car! Just get out there and enjoy it.

Errata: In the May dV several editing errors went to print in Tom Neel's piece "Macan to Mooresville". Tom noted

them with some chagrin balanced by his consistent good nature. We will strive to do better.

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## The president's column

# Generations

On April 12th, former Potomac President John Eberhardt and his wife Rose welcomed Elizabeth Sophie Eberhardt into the world! John and I met each other at a Potomac DE. A few years later, my wife Clare and I were introduced to Rose on a Drive and Dine trip to Nemacolin. Needless to say, Potomac PCA, and Porsche have been a part of our friendship. Because of this, I felt that I was required to purchase Elizabeth her first Porsche. So I did – a battery powered red Boxster that she can ride in – and that has a remote control for Mom and Dad to drive her. It's never too early to introduce the next generation to the fun.

Those of us that have been around for a few years have already experienced watching the next generation join the Porsche fun. I'm amazed at the number of children that I remember as "pit crew" for their parents at DEs; that are now DE students themselves. Some of these "kids" have moved on to become DE instructors and are Club Racing. I can't help but think of the progression of my son Alex. He graduated from the die cast Boxster, to learning to drive a manual transmission on my Boxster S, to a White Group driver in my 911 track car. I'm working on getting him back to the track for the next step.

Hang out in the paddock on any DE or Club Race weekend, and you'll see children of all ages who are checking out the cars with their parents. I've lost count of the number of children who



David Dean

I've put in the driver's seat of my car; and I've seen many other Potomac members doing the same thing. In addition to the spectators, there are the children and in some cases grandchildren of the participants. I've got a photo of my granddaughter in my car on a race weekend, when she was five. That was the weekend that I was trying to convince her to tell all of my friends that "red cars are faster"! Maybe one day I'll have a photo of her in the driver's seat on the grid for the start of her first Club Race.

PCA has actually introduced a program specifically for children – PCA Juniors. Any PCA member can register anyone under 18 in the program. They will receive a welcome package that contains a PCA Junior ID card and age appropriate gift. The program is still under development – and hopefully additional benefits/activities will be coming. Details and a link to register can be found on the PCA website.

Potomac held our club picnic in May. We decided to do our own part to introduce the next generation to Porsche. We provided the children who attended Porsche coloring books and their own Porsche (of the Hot Wheels / Matchbox variety)! Once again — it's never too early to introduce the next generation to the fun.



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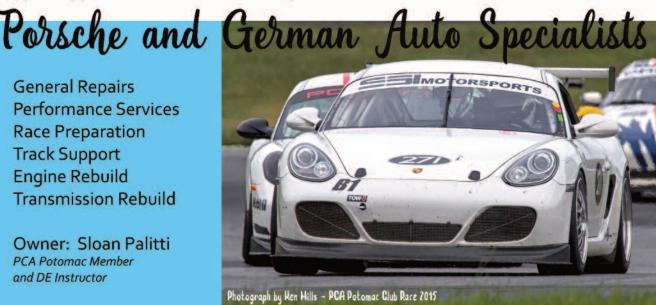
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# Potomac's calendar

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

- 2 Potomac's First Saturday Brunch, City Grille, Manassas, 11am 1pm
- 2-3 DE Shenandoah
- 9 The Lighthouse Drive & Dine
- 10 Autocross #3, Bowie Baysox Stadium
- 15-17 DE Watkins Glen
- $16 \ \, \hbox{Potomac's Maryland Brunch at Glen Echo, Irish Inn, 11am-lpm}$
- 30 Almost Summer Rally

# July

- 5-8 Nemacolin / Fallingwater D&D
- 6-8 DE Summit Point Main
- 7 Potomac's First Saturday Brunch, City Grille, Manassas, 11am 1pm
- 15 Autocross #4, Bowie Baysox Stadium
- 20-22 VA Highlands / Grist Mill Tour D&D
- 21 Potomac's Maryland Brunch at Glen Echo, Irish Inn, 11am 1pm

# 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.

### Fairfax, VA

Sundays, 8-10:30am, Fairfax Circle Shopping Center. There is a very nice, low key cars and coffee event

#### Bethesda, MD

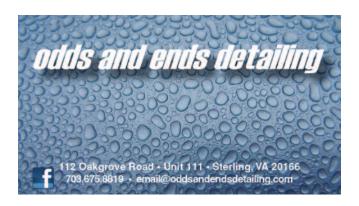
Saturdays, 8 – 10am, Corner Bakery Cafe, 10327 Westlake Dr., Bethesda, MD, Westfield Montgomery Shopping Mall.

# **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.

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



# The 35th Annual Deutsche Marque Concours d'Elegance

Story by John Truban and Kevin Naughten. Photos by Charlene Truban.

May 6th 2018 brought us once again to the annual tradition of the Potomac Porsche Club's most prestigious concours, The 35th Annual Deutsche Marque Concours d'Elegance. This concours has been held in partnership with the BMW and Mercedes Clubs of the DC Region for 35 years, bringing a large collection of new and older German automobiles together in one place. This year, weather was a worry for all with the potential for storms being highly likely. Fairfax County's Nottoway Park in Vienna, Virginia has been our location for this show for a number of years and provides us with a field large enough for nearly 150 vehicles. Nottoway Park's historical Hunter House, provides us a DMCdE awards reception setting, as well as tables, chairs, and restrooms. This year, attendees arrived from all over the region, driving through conditions that ranged from sunny to rain and everything in between. As far as the show itself – we did

not get a single drop of rain the entire day and actually ended with the sun beating down on us during the reception!

This year we had 41 cars registered on the field and many more in attendance. We had excellent sponsor participation with Porsche of Silver Spring being our major sponsor. Porsche of Silver Spring brought two new beautiful dark blue Porsches (Panamera and a Macan) for display, as well as plenty of brochures and Porsche brand knowledge. We appreciated their generosity at this year's event and look forward to a bright future.

Concours Chairman John Truban and Vice Chair, Kevin Naughten, managed the show operations while Ron Gordon, the Chief Judge, managed the teams of judges. The judging system that we have used for the





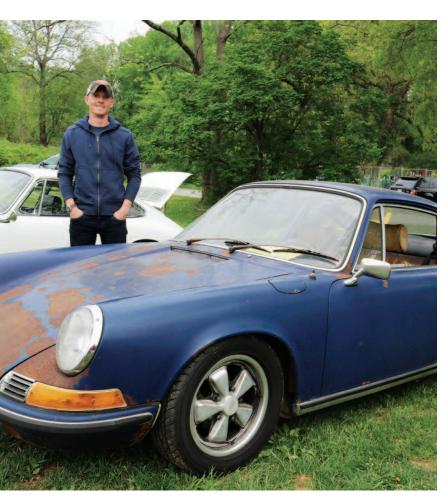
past two years allows the judge's time (5 minutes) to talk with the owner and learn about their car's history and interesting facts about the Porsche. Judging at the Deutsche Marque has become just as much focused on the history of the car and its use and continued care under its current ownership than based on simply cleanliness alone, as it would in a Porsche Parade Preparation Class. This system awarded cleanliness and care, as well as continual use by the owner and preservation.

We had very high quality Porsches at this year's events and the Best in Class award winners had some exceptional examples. Mike Copperthite's well known 1953 356 Pre-A Coupe that was a 1954 SCCA National Championship car with a stellar restoration won the Best of Marque Award for Porsche. Tony Connor's 1956 356 A Coupe Peking to Paris Rally Car was a

standout taking the Outlaw Class, as well as the Chairman's Award – much deserved for someone who has traveled that far in a 356! John Henry's 1955 Speedster wore the patina of a well raced Porsche in period that garnered him the Most Significant Porsche Award. The Anaconda Blue Porsche 914 of Gary Sidell was chosen for Best Design. While the 914 design is controversial by today's standards, the 914 was a revolutionary design in the automotive world of the early 70's that took Porsche in a whole new direction. Last year the coveted Spirit of the Deutsche Marque Concours Award went to the 1958 BMW 502. This year it was award to the 1957 Mercedes 300SL of Todd Jenkins and Holly Faye-Jenkins. The car was exceptional and originally purchased new by Todd's father. Possibly next year Porsche will be the winner - someone bring a 917 Le Mans winner so that we have a chance!

Below left: Mike Stephens with his 1972 911E Coupe Survivor

Below right: Don Knieriem stands with his son John. 32 year owner of his Porsche and 1st time attending the Deutsche Marque.





# The Awards

Best of Marque – 1953 356 Pre-A, Mike Copperthite Chairman's Award – 1956 356 A Coupe Paris/Peking Rally Car, Tony Connor Most Significant Porsche – 1955 356 Speedster, John Henry Best Design Award – 1975 914, Gary Sidell People's Choice Award – 1982 911 Targa, Kevin Naughten

#### Best In Class Awards

356 (All Years) – 1953 356 Pre-A, Mike Copperthite
Early Aircooled 911, 912, 914 (1964-1976) – 1970 911S, Stephen MacKellar
Mid Aircooled 911 (1977-1989) – 1986 930 Turbo, John Esposito
Late Aircooled 911 (1990-1998) – 1998 993 C2S, John Ogilvie
Modern 911 (1999-2018) – 2016 911 GTS Club Coupe, Jeffrey Wynne
Boxster/Cayman – 2016 Boxster Spyder, Jeffrey Leps
Outlaw Class – 1956 356 A Coupe Peking/Paris Rally Car, Tony Connor

Right: Mike Copperthite's 356.

Bottom left: The judges: Kevin Naughten, Darryl Nichols, Peter Gartner, Barry Deuel, Chief Judge Ron Gordon, Donna Brandt, Doug Ehmann, Lewis Hauser, Steve Graham, and John Truban.

Bottom right: The Modern Class of Porsches.







# Need a Helmet? Bill Knows How To Help

by Glenn Cowan

my needs.

I suspect that at least some readers of *dV* think of NOMEX as one of those flame retardant suits worn by fire fighters and other emergency responders. For those who recognize it as a DuPont material that can save your life in a racing car, OG Racing is your kind of safety equipment shop. I came to know them some 15 years ago when I purchased my first helmet as required by PCA for participation in Autocross and DE. As a longtime (but no longer) motorcyclist, the staff at OG Racing quickly disabused me of the notion that my motorcycle helmet would suffice. They took the time to learn what my competition plans were and recommended the best, rather than the most costly, helmet for

I visited recently with Bill Love, OG Racing's President and his Outside Sales/Marketing Representative, Mark Francis with the express purpose of thanking them for their long time support of PCA Potomac competition events and of this magazine.

Bill started the business in 1990. After years of being the fellow racer to ask when you needed the odd automotive part, he started carrying odds and ends in the back of the truck he took to DE events. He kept some stock at his residential garage but the truck was his only retail outlet.

Mark has been a PCA member since 1992, and purchased his first helmet from Bill in July 1997 when he bought his first Porsche, a 1983 944 which he had until 1999. He started instructing for Potomac Region in 2000, the same year he did his rookie race at Summit Point.

In the past almost 30 years Bill and his team at OG Racing have built one of the region's premier safety equipment shops. If you are a competition driver, OG Racing carries in stock most of what you will need.

Bill and Mark walked me through their facility introducing me as we encountered their long serving employees; each by name and length of tenure – emphasis on length. Cleary Bill has built a business staffed by loyal employees which has resulted in a consistent and growing customer base. If you have questions and want to discuss your safety equipment needs, it is a short drive from almost anywhere in the PCA Potomac region.

Below: Photo of US Army Spec 4 Bill Love - February, 1969.

3rd Battalion, 8th Infantry, 4th Infantry Division Pleiku Province, South Vietnam

Combat infantry RTO







# Learning to Navigate the Cones at Autocross School

By Lara Peirce and Jim Musgrave

Photos by Tommy Greco

Below: Yani instructing the skid pad students. Potomac's 2018 Autocross School was held on Sunday, April 29th at the Washington Circuit at Summit Point. Despite the cold and wind, 38 students, 25 coaches, and four volunteers had a blast. The autocross students began the day with registration, a tech inspection of their cars, placing their cars in grid, and then enjoying a cup of coffee and continental breakfast, while getting to know fellow Potomac members. Instructor John Bendekovic taught the first classroom session of the day, which was a 30-minute overview of autocross and basic car handling concepts.

Next, it was time to start practicing driving skills in the car. Students were divided into three groups, and each group started on one of three drills and then rotated to the next drill. Before each group began a drill, a coach leader explained the goals of the exercise.

The first drill was a mini-autocross course, which was directed by John Clay, who described how to navigate the sea of cones and the importance of looking far ahead. The second drill was a slalom exercise headed by Kevin Keaty, who began the drill by providing valuable tips on how to drive slalom sections of a course quickly. The last drill was the skid pad led by Yani Avrahami, who explained how to induce and recover from oversteer and understeer. After these brief introductions to the drill, the volunteer coaches hopped in the passenger seats of students' cars to provide feedback during the students' runs.





After the morning drills, everyone gathered in the classroom area for lunch, which included puffed pastry sandwiches that Pat Kaunitz cooked from scratch. After lunch, the students had a short afternoon classroom session covering autocross rules, scoring, working, and safety; then it was time for an autocross! Coaches walked the course with students to explain the course and provide tips for driving it. Students were split into two heats, and coaches provided in-car feedback in one heat and were assigned to worker stations in the other heat to teach students how to properly and safely work the course. The new school location at the Washington Circuit allowed for course run times of approximately 75-85 seconds (with one

coach achieving the fastest time of the day at 72.103 seconds).

The day ended not only with a student and coach raffle, but also with smiling faces and many Potomac members newly addicted to autocross. Potomac will hold two more events this season at the Washington Circuit – on July 15th and September 9th. All other autocrosses are held at Bowie Baysox Stadium parking lot. Novice coordinators and instructors are available at every event, so there is no prior experience necessary. It's never too late to join in the fun!

Above: The course at Summit Point.

Below: An older 911 transistions from the skid pad.



# COA or MIA?

Story by John Truban. Photos by Charlene Truban.

Many of us want to know the truth. What is truth? Pontius Pilate asked this same question of Jesus at his trial 2,000 years ago. All of us ask this question in life and are left wondering.

Truth - /trooTH/ - noun — that which is true or in accordance with fact or reality.

When we own a Porsche, we want to know the truth. Is this the original color? Did my car really have this funky interior? I hope this is the original engine. Or even, I think my car is a rare prototype used by the factory to homologate the 959 Paris/Dakar Rally car!

As Porsche owners, we all have questions. Questions that need answering. We are a picky bunch that require special handling to satisfy our need for truth. A universal truth is that everyone wants to be right. After traveling to many Porsche events and car shows, I have learned that Porsche people are inquisitive, well read, sometimes arrogant, quick to show they know more than the next person, and often a proud bunch. Some Porsche people at the fringes are jerks and should be avoided, to put it politely.

One of my favorite past times is to find the "most conversation-sparking" Porsche at a show or auction and stand next to it for several minutes and just watch the people around it. This is especially great at auc-

tions. The people are far more entertaining than the car. Usually, I will see two attendees walk around the vehicle while sipping espresso and wearing those \$500 racing shoes that have never seen a racetrack, while one tries his best to tell the other how much they know about the car. "That's correct, that's not correct, this is all wrong, and Porsche never did it that way. The plating on the screws is all wrong."

By the time they are done you begin to think this car should not even be here! "Concours Official! Come haul this counterfeit piece of junk off the field and place this owner on the list of people never to show their face again."

Except, two minutes later the next two commentators will arrive and walk around the car while one tries their best to show off their knowledge by stating the opposite is true from the first two. "The plating on those screws is exactly how it was done." And my favorite trump card — "One of my friends knows someone at the factory." Well, you can't beat that.

"Concours Official! Strike that prior order and put a ribbon on this car – right away before the next two gawkers change my mind!"

Besides being entertaining, this is a demonstration of what the real problem is. Who knows the truth? The old owner who was there in the beginning? The

young owner who knows how to ask Google? The experienced dealer? The friend of the friend who has friend at the factory? Porsche Cars of North America? God, Jesus or Pontius Pilate? The likely answer involves only two on this list – and it is not PCNA.

The problem is that Porsche is a big company. Many cars have been produced over many decades by many people. Things were and are constantly changing. Both answers to a question may be correct – or both answers can be wrong. Mistakes are made. Data can be incorrect or misinterpreted. Humans are involved.

Besides being the Potomac Porsche Club Concours Chairman, I am also a licensed Virginia Dealer. I buy and sell a variety of sports cars, with the vast majority being air-cooled Porsches. I say this because while most Porsche owners will likely only own one or two Porsches in a lifetime, some of us have owned dozens. In this long and eventful journey you begin to see the bigger picture.

When you buy a pre-owned Porsche, you



will likely have questions. Especially if that Porsche is an older model. Porsche offers the Certificate of Authenticity as an option to answer those questions. It will tell you a variety of information on your car. The model and vehicle identification number, engine and transmission number, production date, color combination and options. This can be particularly helpful if the car is going to have a restoration or any of these items are in question.

The process is simple. You can call Porsche Cars of North America in Atlanta, follow the prompts and speak with a representative to order your Certificate of Authenticity. You provide the VIN, pay the money and the COA arrives in a few weeks. There is even a discount if you are a Porsche Club Member.

But what do you do if the COA arrives and it happens to be wrong? Does that happen? Can that happen? How would you even know?

Yes, Yes and that is the problem. You may never even know.

Imagine buying a project car that is in complete disrepair and you are relying on the COA to determine the original color combination, not knowing that it could be completely wrong.

For the sake of a non-scientific survey, we will say that I have ordered ten COA's in my lifetime. I may have ordered more, but not less. Of those ten, I will illustrate at least three times that the COA has had a material error or omission. That is a 30% failure rate in my personal experience with COA's. Even if for argument sake you cut that in half – a 15% failure rate is still not good. This is a result of COA's I have ordered ranging from the 1950's up to current. I have had exterior colors be incorrect, interior colors incorrect and option information incorrect and/or completely omitted. I have had German Market cars that I was told PCNA could not obtain a COA for and that I would have to go to the country of origin and follow their process. Germany's process to obtain a COA is like trying to refinance your house. The issue is that two years later when I called on another German Market car, PCNA said that they of course could help me with obtaining a COA and the process was smooth and easy. So keep in mind that the process is always changing.

In the end, it is not like 3 out of 10 Porsches are spontaneously catching on fire. However, after spending \$110 and waiting usually 4 to 6 weeks, you expect that this is a no-brainer - The factory telling you the truth about your car that they built. Should be pretty straight forward. If only it were that simple.

To give you an idea of Certificate of Authenticity mishaps I have personally experienced:

I had a 1965 356 SC Cabriolet in Champagne Yel-

low that the COA stated had a Blue interior while clearly retaining its original Black interior. Blue would have been odd in that situation and not offered in any standard sense by the factory. I did not know at the time to call PCNA and left it alone. The next owner agreed it was likely a mistake. No big deal.

I had a 1979 911 SC Targa in Light Blue Metallic with a Pasha Checkerboard interior in Blue/Black. The first COA said the car was Petrol Blue with Blue/Black Checkboard. You could tell from the engine bay, under the floor mats and trunk compartment that there was no doubt the car was Light Blue Metallic. When I called PCNA they caught the error and changed it to Light Blue Metallic. When the COA arrived it said Light Blue Metallic, but now they changed the interior to Black with Pinstripe Velour. Frustrated, I moved on.

I had a 1988 911 Cabriolet Commemorative Edition (the one that came with Porsche's signature on the headrest) with 14,000 original miles. The first COA arrived and said the car was Espresso Brown Metallic instead of the correct Diamond Blue Metallic. I called PCNA and they saw the error – the color codes are similar and it was an error.

I still have my 1972 911S Coupe that was the factory executive car of John Cook, VP of Volkswagen in charge of Porsche/Audi of North America. The COA that came with the car when I purchased it was ok. Nothing special on it. It said it was Emerald Green with an Interior to sample and a few normal options. I knew the car was special, but figured that there was not much more to it. When I called PCNA to find out if they had any more detail, they would say that they show the same info I have on the COA. Five years later, I get the idea to call them again after some data came back from research done at the factory archives in Germany. The representative said that

they now have access to the original build sheets. She proceeds to tell me that she has never seen a build sheet quite like mine. It is completely full of handwriting. The codes that were pulled for the COA were wrong and did not match the standard codes on their menu of choices. For example the code for a black



Above: A vintage build sheet.

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roof liner had written beside it – Color coded wheels. (I guess drinking started early that Friday in 1972). Half of the info could not be translated from German to English without assistance. She stated that she had never seen written in the middle – "if you have questions, call ------ at --- ." I think to myself - Well, he does not work here anymore and that does not help us – as a matter of fact he probably died 25

years ago. The representative said that it would take some time to research. A YEAR LATER, after waiting for proper translation, I receive a new COA that says the car had a full Wild Buffalo Leather Interior with Meran Cloth inserts covering the complete seat surfaces, special brakes, an exhaust delivered from "experiment", wheels painted to match the car, etc. To this day I have yet to find anyone inside Porsche or outside that can tell me what Meran Cloth looks like - as the car still has buffalo leather covering everything and was likely changed multiple times as it went through the design and testing departments in Germany being used to test a host of items before being put into executive use. The oneoff Meran cloth was likely too radical or ugly for public consumption – and in 1972 that is saying something. I am still working with the factory to this day to document the information on this special car. It is challenging sometimes because they are reluctant to pro-

vide information that they either can no longer fully verify or do not wish to release due to it being proprietary information – albeit 50 year old information. I have found that most manufacturers do not like sharing the details of their prototypes, design studies, etc. with the public for a variety of reasons.

WARNING: I am now writing of what I have heard



second hand or myself. I do not have a friend at the factory. So this is based on my experience and may differ from others.

Porsche maintains records on all of its cars that it has ever produced. Some data is better than others. If your car is 1990 or newer then you will likely never have an issue with your COA. The data is pretty solid as it was inputted into a computer. If your car is older then there is a small percentage chance that your COA could be incorrect in some manner.

From the beginning, roughly 1949 to 1970, the factory used what is called a Kardex to catalog your vehicle information. It was essentially the build sheet, although that term can sometimes be misused. Some say it was primarily used for Warranty purposes. This source information is the most accurate if your car is from this early period. While not publically offered by Porsche (they offer only the COA) you can obtain a copy of the Kardex for your car if you know where to ask. I have done this numerous times. My suggestion is to look online and ask the right Porsche Club members and they will tell you where you can source that information. The Kardex will tell you a few more details than the equivalent COA. Items such as the original selling dealer, warranty info, prior owner, possibly even service work. My humble recommendation is that if you have an older 356, 911 or 912 then simply invest in both. The documentation will only add value to your Porsche. The reason Porsche does not offer the Kardex is because of privacy rules regarding prior owner information.

In and around 1970, the Kardex system phased out and went away as the primary form of cataloging vehicle information. The company was growing more rapidly and needed a better way to deal with the volume and complexity of the builds. This then moved to what we would think of as a build sheet. A bigger form with more detailed data.

This build sheet information can be a treasure trove of facts; however most will not see the light of day because the factory in Germany does not allow certain information to be released. The selected bits of data Porsche wishes to release end up on the Certificate of Authenticity and the rest remains secret. This is adequate for 98% of the Porsches on the road. However, the 2% that fit in the extremely rare or special category often run into difficulty. The issue is that special cars were often treated "special." Things might be coded differently, handwritten, shorthand in German, done by the guy at the factory who did things his own way, etc. Flash forward to today and that information does not translate over and is often left off a COA, as a precaution. Better to leave it off than to be wrong. It is also simply not in their "menu of options," so either something similar is selected or it is left off altogether.

By the 1990's everything was put in a computer. As long as the input data is good then the data coming out is good.

For the current system to work, someone had to digitize the early information. So in recent years, they essentially scanned every build sheet into the computer so that representative can see the source mate-





rial. Porsche Cars of North America used to be able to see just a massive spreadsheet filled with every car and its corresponding information that someone may or may not have put in correctly at the factory. Now they can see essentially a PDF of the original documentation. We as consumers can only see the COA. I have asked if I could see my build sheet, and even offered to pay for it. The response was that Porsche will not ever release that information.

Given the history of the COA program, Porsche has made improvements. PCNA now has the ability to spot errors and make corrections that they could not do before. Sometimes it is easy to spot the error and other times it is very involved and time consuming.

There is still room for improvement. I do not in-





# Certificate of Authenticity

The Porsche vehicle with the identification number listed below was manufactured with the following assembly specifications:

#### 9112301096

Model Year/Type 1972 911S Coupe

Production Completion Date 03/1972

Manufacturer's Suggested Retail Price (MSRP) Information Not Available

#### Optional Equipment

US Equipment
Becker Radio 'Mexico'
Air Conditioning
Tinted Glass All Around
Electric Sunroof
Beige Roofliner
Carpet - Dark Brown
Rim Flange Polished
Rest of Rims Painted Exterior Color

Engine Number/Type 6321553

Transmission Number/Type 7725014

Exterior Paint Color/Code Emerald (Kelly) Green/38

Interior Material Color/Type Leather to Sample/99, 'Brown Buffalo Leather w/ Meran Cloth Inserts'

Seating in Complete Cloth Dashboard, Door Panel, Key Strips, Hat Rack, Armrests, etc. - Buffalo Leather Halogen Headlights Michelin Tires

Michelin Tires
Non-Rusting Exhaust Pipe
US Additional Signs
Perforated Brake Discs

Klaus Zellmer
President and Chief Executive Officer
Porsche Cars North America, Inc.

tend to embarrass anyone, but when PCNA tells you that they need to send the request to Germany because their GOOGLE translator cannot translate the automotive specific words from German to English then we have an issue that needs addressing. Is there not a single German speaking person at Porsche in At-

lanta that can take two minutes to look it over? It must go all the way to Germany? Maybe they should bring in the U.S. Government to help streamline the bureaucratic red tape process . . .

I digress.

Some of this difficulty in translation is understandable as there would be automotive production lingo, abbreviations, codes on top of codes and all in a foreign language that may not have an English equivalent. The interior code may simply be that – a code.

An example related to my 1972 911S Coupe. The representative said that my seats were listed as Code 99 Brown – Wild Buffalo Seat Centers Reserved 8822 Group C 501. All of that boils down to Wild Buffalo Leather Interior to Sample with Meran Cloth Covering Complete Seat Surfaces. So someone had to find out what the code is and if it is not a standard code then the problem arises.

The employees at the factory are working age. They are not 100 year old Gandalf's sitting in a room stroking their beard saying, "Yes, I remember that one. June of 1972. Gunther and I installed the Meran Cloth seats." They are instead 28 year old men and women who likely never knew Meran Cloth existed. So they are relying on books and archives. They are human and mistakes in their scholarship are possible. Unfortunately, much of the early Porsche knowledge is departing this Earth on a daily basis.

Another side issue is that much of the early information from the testing departments and other departments dealing with special vehicles was destroyed in a flood back in the 1980's. So there is a wealth of information that is likely gone forever and not replaceable.

If you happen to order a Certificate of Authenticity and something does not seem right, then take the time to call PCNA in Atlanta and politely ask the representative to double check the information. I have found them to be very polite, understanding and quick to help. They often can see the error while you are on the phone and will send a corrected COA at no cost, assuming you purchased the original COA. In the event that it is more involved, then you will have to take a deep breath and put on your patience cap. Often, this all works out to the betterment of your Porsche. All good things come to those who wait.

Sometimes the truth is out there but we never get an answer because it is lost to the ages. However, if you have a friend of a friend that works at the Factory then reach out to them.

# It's All About the Speed Spring Rally



Story and photos by Glenn Cowan

Potomac PCA's first Rally of the season was run in Montgomery and Frederick Counties, Maryland the last weekend in April. A sold out event of 30 cars had a spectacular mostly rural route to follow that tested the drivers' and navigators' observational and arithmetic skills, rewarded all with a hearty barbeque while enjoying varied retellings of the event.

But - before any of that could happen, our Rally Chairs, Linda and Craig Davidson had to put in a good deal of imagination, perusal of road maps and testing of the proposed course - at least three times. Given that this course was some 75 miles long, that's a good deal of patient driving to be certain that they know the course well enough to lay out the challenge for Rallyers.

In this case it was seemingly simple:

- 1. Observe all the black and white or white and black speed limit signs and write down the indicated speed. If two speeds on sign (day/night, cars/trucks, school zone) write them all down
- 2. Observe all the black on yellow speed limit signs and write them down
- 3. While you are at it, count all Pedestrian Crossing, Deer, Horseback Rider, Bicycle and School Bus signs to be used as a tiebreaker.

You have to follow very detailed and sometimes tricky directions in order to stay on course! GPS is no help – this is old fashioned "turn right on to Rt. 29 in another 2.3 miles". Oh, I forgot if you have 20 inch wheels as against 19 s – that can make a difference in your odometer reading. Yes, if your car is fitted with a smaller tire and wheel than OEM, it will make more rotations per mile and inflate your odometer readings.

Okay, you didn't get lost (or at least you got back on course) so now subtract the values on the black and yellow signs from the value of the black and white signs. Easy right? Wrong. Not one team got the exact correct answer.

After tiebreakers however, trophies were awarded to:

1st Place Ali Herischi and Nima Shirazi 2nd Jim and Diane Kinnear 3rd Ken and Adam Rothschild

The next Rally is scheduled for June 30 with details available shortly on the club website! It's a great way to spend a few hours really paying attention to instructions and directions, enjoying your car and seeing some great scenery.





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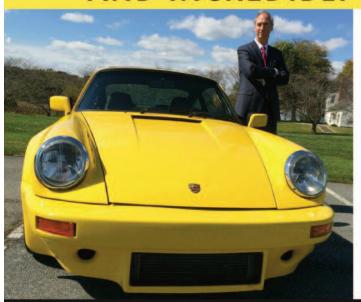








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# The Smell of Musk

This is a story about change. A disruption of a market we all know and love - cars. So a guy named Elon Musk comes along and says, we can do things differently. We can streamline and secure the way millions of people pay for things and PayPal was born. Oh, and PayPal was his second try at success. Musk had already sold his first one, Zip2, for well over \$300 million in 1999. Jeez, the guy is only in his mid 40's now!

So, you know how this story goes. He also creates Solar City and Space X, which by the way, simultaneously landing those two boosters back on earth from his latest rocket launch, upright and side by side, was way more impressive then sending his dummy manned Tesla sportscar into space. But hey, speaking about of Tesla, he also created a car company, and not just any car company. Musk created a car company from nothing but the dream a couple of guys had. On just their second effort, they wouldn't just make a car, they made the electric powered car all others would be and are still measured by.

An aesthetically pleasing sedan, it would earned two thumbs up by every notable automotive news source, a 5 star safety rating, and in the process, opened a can of whoop ass on everything in a zero to sixty challenge too! Not enough? Tesla also managed

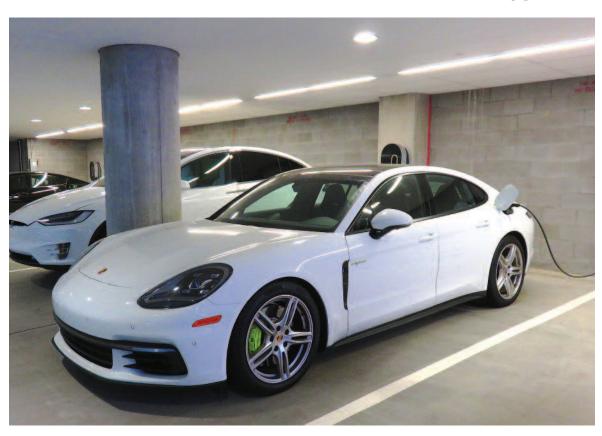
to build an entire nationwide charging network and infrastructure.

Okay, so it seems not a day goes by that I don't hear some pretty thick pessimism about Mr. Musk, and those naysayers are still having a field day with the production problems of his more affordable Model 3. As if every automobile manufacturer [and company] hasn't had to learn from some failure. Or more realistically, decades of failure. Our beloved Porsche almost went out of business in getting it wrong. You learn from your mistakes and move on. So will Musk.

Which brings me to Mission E, easily the largest, most important project for Porsche to date. Folks, we are talking about an iconic performance and luxury car brand, pretty much betting the whole company on following Elon Musk's lead. Remember now, there was no such thing as Tesla, Inc. before mid-2003 when its founders, Tarpenning and Eberhard created it. Along comes Musk and they come out with their first car on the door step of the worst financial crisis in modern history. Timing is everything, but they sold some and quite internationally. By the time the Model S comes along it's 2012. That's just 6 years ago. Think of it as the life span of the current 911/991 platform, due to phase out over the next year. Yes, arguments can be made on the lack of Tesla profits, and possibly leaving investors wondering a bit, but to that argument I make these two points. One, as mentioned above, Tesla's Model S didn't just get made, it set the gold standard of how good a car could be in many cases, and two, Aston Martin, founded in 1913, went bankrupt seven times in their first century of doing business. CENTURY!! It's only started being profitable in some of its recent years. Aston Martin is an iconic car company and seemly a massive business failure at the same time. By the way, they also want to go electric.

Story and photo by Tom Neel

Continued on page 25...





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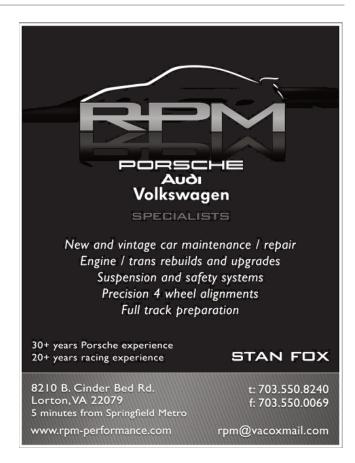
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If though, you are as many are, a nonbeliever in Musk's vision. You are also not happy that Porsche has been drinking his Kool-Aid by the gallons. Perhaps Musk's greatest accomplishment is creating the acceptance of change and getting the automotive world to follow his lead. Is Musk the Pied Piper of E? The creepy fairytale did originate in Hamelin, Germany. Spooky!

Back to my point, Porsche is not paving its own way here. Porsche is learning all it can from Tesla, not the other way around. Tesla didn't have any fully electric Porsche to play with. Which brings me to this photo I've taken. In the foreground, a Porsche Panamera plug in hybrid. But there, hiding behind the big fat concrete column is "drum roll please" a Tesla Model X. What are the odds of finding these two sharing a glass of juice together? Well, in this case pretty good, as this is no shopping mall parking garage. Nope, this is the parking garage located underneath Porsche's North American headquarters!

Imagine this as an example in our petrol world. We must know that Porsche tests the competition and the completion tests Porsches. I'm sure they've dyno-ed and disassembled their fair share of Ferrari's. But the Tesla testing shown here shows that they have respect for not only what Tesla has accomplished, but a very

significant belief in E mobility for their company. Tesla's lead is not just one of curiosity, it is what Porsche fully intends to look more and more like in the next handful of years, [like it or not] and they are plenty proud of their now multi-billion Euro investment in making this come true.

So Porsche would be foolish not to look at Tesla's products and technology, and there are those that even say; just wait until Porsche's Mission E comes, Musk will be finished. I guess we'll have to wait and see, but for now Porsche is in Tesla's rear view mirror awaiting the Mission E debut like the rest of us. Oddly, that didn't stop Porsche from wowing us with their handsome new 600hp Mission E Cross Turismo at Geneva this year! I don't care what makes it move, it moved many who saw it.

Once Mission E is available, Porsche will want you to try one and buy one. To trade in that Tesla you might own, or for better or worse, in time, your petrol powered Porsches too! If the rumblings are correct, they also want to follow Musk's airborne ascent, though at a lower altitude in the way of drone like flying cars! Musk oil indeed. It's strong enough to make good old 356 owners be buried in their cars!

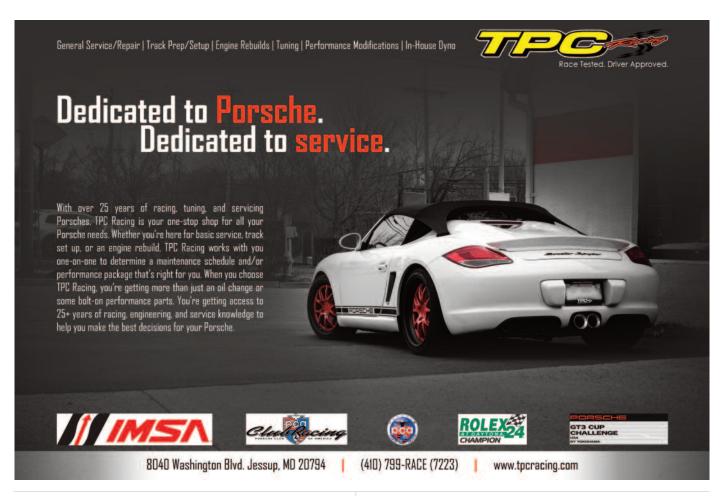
# Next Rally is Saturday June 30

This one is a little different than the ones you're used to seeing from us...there will be NO DIRECTIONS! This is called a "Shortest Distance" rally. You will be given a map and a list of questions, the answers to which can be found at a location designated by a grid on the map. It will be up to you to determine the shortest way to find all these locations.

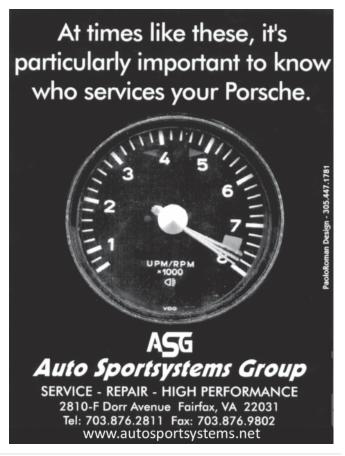
We will meet at 9:30 at Worthington Manor Golf course in Urbana MD, 8329 Fingerboard Rd. After a short drivers' meeting you will be given your packets and a time limit. You can spend as much time as you want determining your route, but that will take away drive time. There will be penalties assessed to those who do not arrive back at Worthington Manor by the deadline.

The cost for this rally is \$60, which includes both breakfast and lunch for all participants. Bone up on your map reading skills, then go to *msreg.com/SummerRally* to register. As always, you can contact me for further info. There is no limit to the number of cars we can accommodate, but please register early so we can give an accurate headcount to the caterer.

See you all there!! Linda Davidson rally@pcapotomac.org







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# April 2018 new Potomac members

#### **New Members**

Franco Antico - 2011 Cayman - from Alexandria

Dennis Collins - 1991 911 Carrera 2 Coupe - from Burke

Don Doherty - 2005 911 Carrera - from Fredericksburg transfer from First Settlers

Ryan Donnelly - 2016 Boxster Spyder - from Leesburg

Dennis Eyler - 2006 Cayman S - from Mount Airy

Barbara Heller - 2013 Boxster S - from Bethesda

Patrick Koethe - 1989 911 Carrera - from Potomac Falls transfer from Pacific Northwest

Jeff Maddrey - 2009 911 Carrera S Coupe - from Chevy Chase Neal McHugh - 2017 Macan - from Leesburg

Vladimir Novikov - 2018 911 Turbo Cabriolet - from Potomac

John Palmucci - 2015 911 Carrera S - from Dulles - transfer from Las Vegas

Adam Sacks - 2018 911 Carrera GTS Coupe - from Washington

Andy Somerville - 2009 911 Carrera S Cabriolet - from Great Falls Brian Townsend - 2017 Cayman S - from Stafford

Bruce Wenchel - 2005 911 Carrera S Cabriolet - from Laurel

Sterling Wilson - 2009 911 Carrera 4S - from Washington - transfer from Chesapeake

James Woodruff - 2014 Boxster - from Alexandria -transfer from Las Vegas



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# May 2018 Potomac anniversaries

#### **Anniversaries**

#### 40 Years

Douglas & Jane Hanscom

#### 35 Years

Richard Feldman & Nancy Walter Robert & Anne Yerman

#### 30 Years

Robert & Angela Novas Reno & Lucia Panico

#### 25 Years

M Tribbie

#### 20 Years

Robert Abbott & Brandi Bryant Brett & Rachel Armstrong Hugh & Shannon Arsenault Philip & Philip Down Werner & Joan Minshall

#### 15 Years

Carlos Arroyo
Tracy & Susan Bryant
Daniel Couttolenc & Yolando Rubio
John & Jennifer Hanna
Shelly & Steve Heller
Carlos Lastra & Sheri Turnbow
Trini Miguel & Bret Cooper
Duncan & Andrea Wilkinson

#### 10 Years

Matt Mohseni & Brigitte Tricottet Mark Nowicki & Debra Babarsky William & Catherine Simmeth Ted & Cindy Speck

#### 5 Years

Yinka Animashaun Giulliano Camargos & Leticia Oliveira Taylor Chapman Martin Chin James Crowley & Beatriz Ribeiro da Luz Geoffrey Davis Michael & Linda Diandrea Gerard Gager Torge Gerlach Ed & Debbie Hallahan Nathaniel & Krista Hawley Mark & Sandra Holcombe Michael Jocz Anthony & Debbie LaCivita Charles McKeone William & Cathleen Phelps Robert & Catherine Weidenfeller Donald Widener Al Wong

# Contribute to der Vorgänger

# Join PCA the easy way

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

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

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

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

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

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

- Travel stories that involve a Porsche. An example is Michael Sherman and his wife's trip to Europe for delivery of his new 991.
  - Visits to car museums.
- DIY (Do-It-Yourself) articles on some small or large project that you've done. Examples abound, from rebuilding an engine to replacing hood struts.
- Interviews with interesting people who own interesting Porsches such as the one

on Sal Fanelli, who owns a Porsche *tractor*.

- My first experience with PCA Potomac, which could be what your High Performance Driving Clinic was like, or your first Drivers Education event or just an entertaining Drive 'n Dine.
- Why I Love My Porsche articles are always welcomed. Please include a photo of you with the car.
- Photographs of yourself or fellow Porsche owners enjoying their cars. No low-resolution photos, please; we simply can't use them. Send original sizes.

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

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

# Advertisers' index

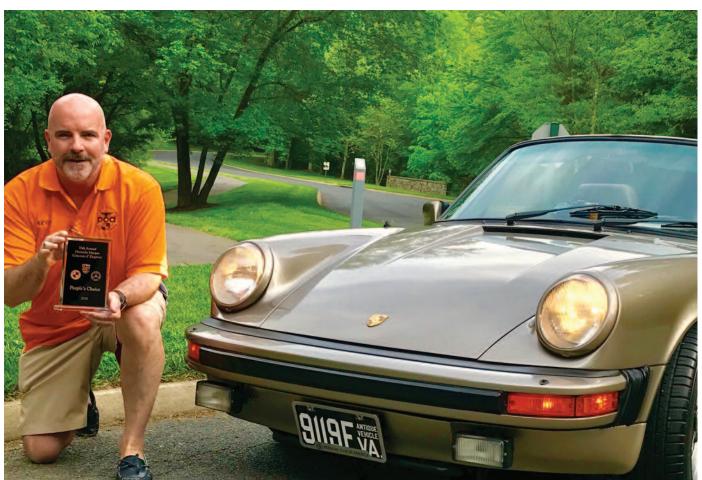
Auto-Therapy	24
Autobahn	28
AutoSportsystems Group	26
Craftsman Auto Care	18
Dulles Car Concierge	28
Glass Jacobson	24
Grenier Law Group	22
Intersport	3
Odds and Ends Detailing	9
OG Racing	7
PCNA	2
Porsche of Silver Spring	5
Porsche of Tysons Corner	6
Radial Tire Company	22
RPM	24
SSI	8
Stuttgart Performance	28
ТРС	26

# Readers and Their Cars



Right: John Henry's 1955 Outlaw Speedster took home the Most Significant Porsche Award.

Below: Kevin Naughten won the People's Choice award at the Deutsche Marque.







Above: Members attended the May PCA Picnic in McLean, VA.

Left: Winner of the "family truckster" award - The Taylor family.

Below left: Winner of the Most Bling award, Glenn Havinoviski and Sylvester the Cat.

Photos by Kevin Naughten.



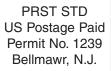




Photo by Charlene Truban

