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# DER VORGÄNGER

THE OFFICIAL MAGAZINE  
OF THE FOUNDERS' REGION,  
POTOMAC, PORSCHE CLUB  
OF AMERICA, INC.

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## Stuff Breaks



Glenn Cowan  
Co-Editor

My 2020 992 (like everything mechanical) occasionally breaks. Recently, the driver's side door handle mechanism that locks and unlocks the car just quit. I have to use the key fob. This was as little an inconvenience as can be imagined but it bothered me nonetheless, so I set about getting it fixed.

At the same time, one of my parts stopped working - my spinal column. Much like the door handle mechanism, I had warning signs, which I ignored. Whatever, it works sometimes, until it didn't work at all.

My model 1947 human performs a damned sight better than cars of that vintage but the continued difficulty of walking, sitting, enjoying life finally compelled me to get myself fixed.

As I sit here (sort of) ten days after a lumbar laminectomy, I find

myself more concerned about my car than about my back. This is nuts! My surgeon has performed this procedure more times than he can count - but this time was me! Turns out the Porsche mechanic had not seen this particular mechanical/electrical failure and was experimenting with a solution on MY car.

I am sitting on my porch because it will be weeks before I am sort of fully mobile and all I can think about is the empty spot in my driveway. Right now, the marvel of modern medicine is working at making me mobile and I am fully confident in our mutual success. Also, at this moment my car is at the tender mercies of a Porsche mechanic doing this procedure for the first time! Against all logic, I am far more concerned about the car!

I'm not kidding! I haven't told my wife who already thinks I have an

unnatural relationship with my Porsche.

For most folks recovering from whatever medical malfunction, their goals tend to be projected inward. Will the pain stop? Will I walk again? Stuff like that. Not me. I am going to be "better" when I can drive my Porsche again and lock and unlock the car with a correctly operating door handle. That doesn't seem like too much to ask. DV


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## Sharing the Love

You may have heard me say before: Potomac members love to share their passion for Porsches! But here I'll focus more on "sharing" and less on "Porsches." Despite our different lived experiences, cars are the common denominator in our club, and sharing that passion transcends our differences in meaningful ways.

Unless you were lucky enough to have a GT2 RS Clubsport as your first car, you (and everyone I know) started somewhere less rarified on our Porsche journey. What I love about PCA Potomac is that our passion spills over to newcomers who may be Porsche curious or even Porsche agnostic. We love driving. We love the sights, smells, sounds, and feel of our Porsches. We love sharing that passion with Porschephiles, but also with the guy at the gas station who yells "Hey, cool Porsh!" or with the little girl who says, "Oooh, what's that?!"

Many of our Potomac events are open to all marques, and all of our events welcome people from various walks of life. Just look around at our brunches, Autocross, Driver Education events, Drive and Dines, Concours, and more, to see how diverse we are becoming—different ages, races, religions, ethnicities, genders, levels of ability...

But to truly embrace diversity we need to be intentional in sharing our passion. Please help us expand our networks and proactively plan to get more people of color, women, LGBTQ+ people, and people of all abilities involved with our club. Join us in reaching out to people in underrepresented groups, welcoming them, and making them feel included, valued, and supported.

Something as simple as a free talk-to-text app on a cell phone helped

Chris Kearney, a talented new DE driver who is deaf, communicate with his instructor as well as engage in spirited conversations and debates at the post-track social hour. Camp Porsche at Summit Point this summer introduced a variety of Porsches and other sports cars to children from the Jefferson County community who might otherwise never experience the thrill of parade laps in a GT4 or a vintage race car! Connecting women with an interest in motorsports with role models and mentors in the community, like at the recent Sports Car Together Fest at Indianapolis Motor Speedway, is another way we are helping our members broaden their horizons.

Please join me in sharing our journey, particularly with underrepresented groups. We all deserve to feel that passion for Porsches. DV



Diane Sullenberger



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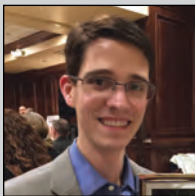
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# 2022 CALENDAR OF EVENTS




The information below is accurate as of date of publication. Check Potomac's website at [pcapotomac.org](http://pcapotomac.org) for further information and the most up-to-date information.

**NOVEMBER**

-  **5** Autocross Skidpad for Beginners & Advanced Summit Point, WV
-  **13** Morais Drive & Dine & Coat Drive Morais Winery Bealeton, VA
-  **19** Maryland Monthly Brunch Irish Inn Glen Echo, MD
-  **20** Autocross Skidpad for Beginners & Advanced Summit Point, WV

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**DECEMBER**

-  **3** Open Board Meeting & Elections Courtyard Marriott, Rockville, MD
-  Virginia Monthly Brunch Firebird's Grille Gainesville, VA
-  **10** Holiday Party & Toys for Tots Clyde's, Chevy Chase, MD
-  **17** Maryland Monthly Brunch Irish Inn Glen Echo, MD

# CLUB Announcements

## CONGRATULATIONS

Congratulations William & Gail Toth from Vienna, VA, on 40 years of membership. Thank you for supporting our club.

## 2023 PCA POTOMAC EXEC COMMITTEE ELECTIONS SATURDAY, DECEMBER 3, 2022

In accordance with the PCA Potomac's Bylaws, the 2023 PCA Potomac Elections will be elected by the membership on Saturday, December 3rd, 2022 at the Annual Membership Meeting and Open Board Meeting at the Courtyard by Marriott Rockville, 2500 Research Blvd, Rockville, MD 20850.

Please join us to welcome new members with breakfast at 9:30 am, followed by our quarterly Open Board Meeting at 10:00 am and the Annual Membership Meeting with 2023 Elections. The Board of Directors will provide a quick review of the 2022 season, the upcoming 2023 activities and programs, along with our current financial status.

It is an Open Board Meeting and thus we encourage all Potomac members to attend and offer input for future events and the direction of the club. This will be followed by our annual election of the Executive Board. If you are unable to attend in person, an electronic ballot option will be provided (forthcoming).

## LOU BARTOLO BECOMES NEW SOCIAL CHAIR

We thank and congratulate Lou on volunteering to take on the role of Social Chair for our club. Anyone wishing to help and support him should email [social@pcapotomac.org](mailto:social@pcapotomac.org)

## POTOMAC MONTHLY BRUNCHES & LUNCHESES

Potomac brunches and lunches 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.

### New 1st Saturday Virginia Brunch Location!

We have a new venue for our first Saturday of each month, beginning Oct 1, 2022, at Firebird's Wood-Fired Grille in Gainesville, VA. It's 5 minutes west of our former venue in Manassas, with substantial parking off Linton Hall Road. Restaurant opens at 11 am, but arrive early to park and meet other members. **New members welcome!**

### Virginia

**First Saturday of each month, 11:00 am**  
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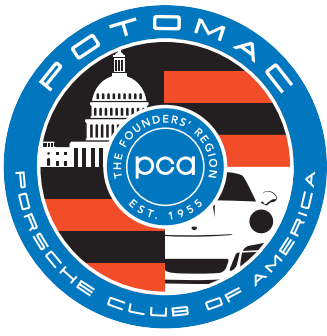
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# Potomac Program Highlights

## CLUB RACE



David Dean demonstrates the art of cornering on 2.5 wheels in his '69 911. Photo by Bob Helton

## “Rock the Summit” 2022

PCA Club Racers Descend on Summit Point for a Weekend of Close Racing

**STORY BY DONNA AMICO AND HENRIK OJKUTU, CLUB RACE CHAIRS**

For the 31st year in a row, PCA Potomac hosted a Club Race at Summit Point Motorsports Park, and racers came from across the US to participate. There were four full groups of race cars for the Sprint races, and each of those groups got two 30-minute (green flag to checker) sprint races on Saturday. The Vintage Group had a third sprint on Sunday morning, and the other classes had the option of running in a 90-minute “Enduro” race.

About a quarter of the 120 or so drivers who came out to race were from Potomac Region, and most of the rest were from Chicago and points east, but a strong contingent of 9 racers came from Maverick Region – that’s the Dallas area, west of the Mississippi. One of those came for the Vintage Group and the remaining eight were all in Spec Boxster (SPB).



The "finish Line" photo of the 911 Cup cars organized by Jason Nikic. Photo by Michael Trexler

**The Spec Boxsters:** SPB had its own run group in the Saturday Sprint races, as there were 28 cars registered in that class. It seems that the Texas SPBs came to Summit Point for a showdown with our own Robbie Wilson, who just moved to SPB this year after many years in a 944 in SP2. Robbie did manage to best them on Saturday, winning both sprint races after Livio Galanti made an unfortunate (for him) error in the second sprint race. Maverick SPBs did have a strong showing overall, taking the next 3 places behind Robbie.

**911Cup:** The next largest class was 911Cup; these racers are in the middle of a very competitive points championship, and 13 of them came to Summit Point. 911Cup is composed of air-cooled 911s from Stock E and F class that run at a lighter-than-stock weight. There was a "Finish Line" photo of the group organized by 911Cup racer Jason NIKic on Saturday evening. Potomac member Dwayne Moses took first place in Sprint 1 for the 911 Cup cars, but his car broke for Sprint 2, and Jason Nikic took first.



Robbie Wilson leads the large Spec Boxster field into Turn 10. Photo by Ken Hills

**Vintage:** The Vintage Group started in 2016 at Summit Point, and this weekend once again saw the strongest turnout of cars in Vintage. New for 2022, all air-cooled Porsches are eligible to run in Vintage classes, and we saw everything from a '58 356 Speedster to a '97 993 Cup car. The largest class within Vintage is VO: cars with more than 2.4L but less than 3.2L engine displacement, and minimal aerodynamic modifications. Fifteen of the 29 cars that took a green flag in Vintage were VO; Jarrad Jacobs came out on top in VO in the combined points totals of the 3 races, with Potomac members Todd Angel and Paul Amico in second and third respectively. Also based on the combined results of 3 sprints, Potomac members took first place in VGTX (Tony Pagonis), VU (Dean Drewyer) and V4U (Wade Herren).

Other Potomac standouts in competitive classes were: Ryan Magrab and Ron Tilton (1st and 3rd in H); John Gilliland and Colleen Reiche (2nd and 3rd in GTB1), and Don Mattran (3rd in SP3).

# CLUB RACE



Photo by Ken Hills

A tight pack through Turn 10 in the Red Sprint Race, led by Thomas Kohler (43), Mark Calzaretta (17) and Mrs Sparkles, aka Colleen Reiche (#81, aka Sparkles)

**The Enduro:** For over a week after the race, the Enduro results were “pending review” and not yet official. So the Enduro was, shall we say, “complicated.” Fifty-one cars took the green flag for the Enduro, a lot for PCA at Summit Point (but not above the track limits). It made for a busy race, and twice during the race there were incidents on track that required bringing the field into the pits to clean up the track. This meant that pit stop strategy pretty much went out the window and whoever was lucky enough to be in the pits when a double yellow or black flag came out had an advantage of stopping while the field was slowed. In an enduro, each car is required to make a 5-minute pit stop; cars cannot enter the pits for that stop during a full course yellow and cannot take the stop during a red/black flag stoppage, but if you are already in the pits, your pit stop is legal, although the timing stops for the duration of the red/black flag. When the dust settled, it was a Potomac 1-2-3 sweep of SPB, with William Calcagno, Matthew Marks, and Mi Jee Song/Lawson Wilder taking 1st, 2nd and 3rd. Dwayne Moses won in the 911Cup, and John Gilliland and Colleen/Sean Reiche were 1st and 3rd in GTBI. Terrence Judge took 1st in H, and Patrick James was 2nd in SPC (Spec Cayman).

**THE VOLUNTEERS:** What makes the PCA Potomac race great is the unbelievable corps of volunteers that turns out every year. We had nearly as many volunteers as racers, and they made sure all aspects of race operations run smoothly and efficiently to keep everyone safe, calm, and happy to

be there. Volunteers staff the flag stations, start/finish and race control; run grid and pit-out; organize and run the beer carts (once the track goes cold at the end of the day), happy hours and dinners; welcome all crew and guests; get everyone registered; and direct traffic in the paddock. We also have volunteer photographers (who took the pictures you see here) and volunteer announcers in the tower and paddock. But don’t take our word for it – here’s what some of the racers said:

*“I have to say you all did an outstanding job. So well organized, so much attention to detail, great flag station work, excellent barbecue, cocktail hour, etc. Really appreciated all of that. I saw people from other regions taking notes.”*



This beautifully prepared 356 Speedster in Gulf racing colors attracted much attention in both paddock and on track. Photo by Michael Trexler



It takes a village of capable volunteers to plan, organize and run a club race. Left to right, Ed, Henrik, Helen, Cindy, Alison and Mariel represent a small fraction of the folks who put everything into the event, and can be found smiling at any point over the weekend. Photo by Eric Trexler

*“We need more beer wagons!!! Otherwise, a fabulous event.”*

*“Great event, well run, SUPER trophies!!!!...Barbecue was also great and I thought the officials were friendly as well as the staff running the track. Cannot wait to return next year.”*

*“Undoubtedly the best PCA club race of my season. Everything top to bottom is A level :-)”*

*“Love the beer cart coming around when the track went cold, love the paddock, love the track, love the BBQ and always be happy to bid on some things for the auction. Wish there were more Cup cars, but I come anyway.”*

*“You run an awesome race and I will DEFINITELY be back next year as long as I have a car that is running. Thank you so very much for all you and your amazing team do.”*

Amen to that: As Club Race Chairs, we cannot thank our amazing team of volunteers enough for all that they do. See you all next year!



You have to get up early to beat Frank Watson and the welcome team to it! Photo by Eric Trexler



Grid Star, Wendy Chetney, organizes racers into their correct grid positions. Photo by Eric Trexler

COMMUNITY SERVICE



Danielle Buynak Horner, Marissa Jachman and Wende Levitas working hard to drive up the bids on the auction items. Photo by Mike Smalley

# Another Successful Year of Partnership with the Erin Levitas Foundation

STORY BY PAT KAUNITZ, COMMUNITY SERVICE CHAIR

The PCA Potomac partnership with the Erin Levitas Foundation has been extraordinary. What began as a token of support for our member and friend to many, Michael Levitas, has evolved into a true partnership between the Chapter and the Foundation. And we have had the privilege of seeing that partnership grow. This is normally the point where we would talk about money and how much we raised, but I will save that for later. I would like, instead, to dive into the work that they are doing to PREVENT sexual assault (a pretty lofty goal, eh?) and what sets the Foundation apart. From their latest Annual Impact Report, we know that they have:

- 135 in-class sessions teaching protective skills in local schools
- 340 families using our kids book *Every Body Talk* to start conversations about body safety
- 21 partners and organizations helping to get the word out
- 35 graduate students & experts developing prevention resources and programs
- 17,000 times people interacted with our online education
- 33 Restorative Circles to teach empathy and conflict resolution

What is a Restorative Circle? Remember “circle time” in grade school? Restorative circles use an alternative conflict resolution tool to repair harm by building relationships and empathy, promoting deep listening, and making sure each participant has space to share. Circles may have specific methods, structures, and requirements of facilitators to

ensure they are effective. For example, the Levitas Initiative curriculum utilizes a “talking piece” – a special item students use to make sure everyone is heard. Restorative circles are the primary way the Levitas Initiative graduate students and Levitas Initiative director Quince Hopkins bring our ERIN Talk in-class prevention curriculum to schools. This work is the first of its kind to pair restorative practices with a peer sexual assault prevention curriculum for middle schoolers. In the coming year, our researchers will begin formally studying the effectiveness of utilizing restorative circles to reduce sexual harm.

Wow – that’s some heavy, important stuff! How do we at PCA Potomac help with that? First, by raising funds and helping them make connections to raise more funds. Second, by giving them a safe space to share their message. And third, two of our members are on their Advisory Board.

So, let’s talk about the ROCK the SUMMIT Auction... how much did we raise? Nearly \$40K at the time this goes to print! This is a huge increase over previous years and \$10K more than the stated goal. Danielle Buynak Horner, Director of Community Outreach for the Erin Levitas Foundation, stated “We are so thankful to be connected to this community and for all the incredible people involved in racing who champion prevention work. Thank you for helping us advocate for and raise awareness that preventing sexual violence is possible!”

DV





# November 13th



# COAT DRIVE



*Bring new or gently used,  
clean coats to*



*Morais Vineyard  
11409 Marsh Rd  
Bealeton, VA 22712*

*on Sunday, November 13th  
between 11 AM & 2 PM*



**TO BENEFIT**



**COMMUNITY SERVICE 2022**

**communityservice@pcapotomac.org**  
**Chairs: Pat Kaunitz & Don Keppler**

DRIVE & DINE



# PORSCHEs, GARDENS, & RACE



E CARS..

Drive & Diners admire the "Hippy" Porsche 917 at the Simeone Foundation Automotive Museum in Philadelphia, PA

DRIVE & DINE CONTINUED

# The Scenic Route to Philly

STORY BY GLENN HAVINOVSKI, DRIVE & DRIVE CHAIR

PHOTOS BY BETH WHITE, TONI STONE, & TONY PAGONIS

For years, the Drive and Dine Committee was looking for a scenic route to the famous Simeone Foundation Automotive Museum (one of the greatest race car museums) in Philadelphia. Over time, there were also suggestions about visiting Longwood Gardens (founded by the DuPont family early in the last century), the home of great horticulture as well as spectacular nighttime light shows that rival anything this side of Vegas. The answer of course, was to visit both.

So on September 23-24, we had 29 cars and 59 participants on a bright and sunny, if cool and windy, day. Departing from north of Baltimore in three drive groups, we followed some beautiful back roads into Pennsylvania and over the Susquehanna and onto hilly roads frequented by the Amish. We encountered a covered bridge, and the third drive group also encountered a giant falling tree branch which luckily did not hit any cars but wound up blocking half the group. A team effort ensued to remove the branch from the road so everyone could continue.

Folks stayed at two different hotels (the Inn at Mendenhall and the Brandywine River Hotel) near Kennett Square, Pennsylvania. After a happy hour at Braelock Brewery and dinner at the Creamery, the group headed for Longwood Gardens and its woodlands, meadows, fountains, and conservatory with massive 10,000+ pipe Aeolian organ – and also a beer garden, which a few folks enjoyed during the evening. There was both a sunset fountain show and a more

massive show later with Broadway show music and enough huge colored fountains with flaming torches to put both the Bellagio in Las Vegas and the Burj Khalifa in Dubai to shame. In addition, artist Bruce Munro's famous light exhibits ranged from acres of fiber-lit "poppies" and giant fiber lily-pads, to the colorful SOS cube exhibit.

The next morning we headed to the Simeone Museum, where the entire group posed for a picture in front before eagerly heading in and scattering about. Although the museum boasts only one Porsche, it is one of their signature cars: the famous "hippie" 917 LH (#3) that finished 2nd at Le Mans in 1970. The museum features examples of just about every classic pre-1960 race car with a few more modern ones, taking particular pride in its Fords, Corvettes, Bugattis, Ferraris and Mercedes, along with immaculate C- and D-Type Jaguars. One of the most impressive moments was seeing three Bugattis, ranging from a 1924 to two 1930s models, being wheeled out and started up behind the museum. Then each was driven around a makeshift track (with some autocross cones for the little 1924 car to weave around in spectacular fashion).

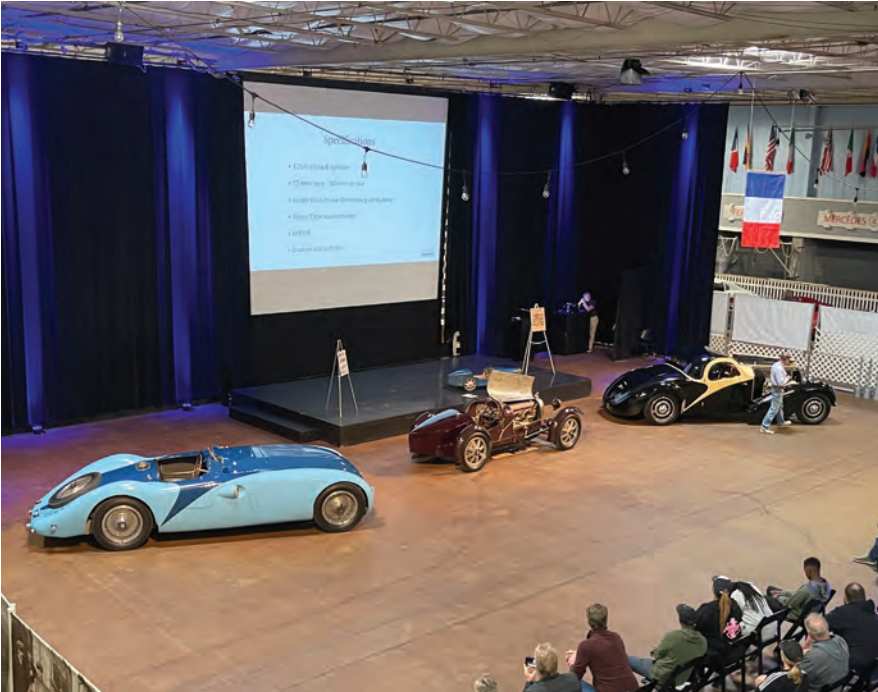
Many folks spent over three hours at the museum before either heading into Philly for cheesesteaks or heading back to the Potomac region. The trip is now on the agenda once again for next year, establishing a new late-September tradition for PCA Potomac! DV



In a recent poll of regular Drive & Diners, 34.1% admitted to gathering with an intent to party



The snake of Porsches file through a covered bridge on the scenic route to Philly



A live presentation on Bugatti exhibits at the museum



Pennsylvania is Amish country



Karl with his 1961 356 B, and Brutus, a seven-year-old Belgian Malinois - both are rescued. At twelve weeks, Brutus was hit by a car and suffered a punctured lung and fractured rear leg; Karl brought him back to full health. Now Brutus patrols the Milliren's home and is most happy to tirelessly fetch and retrieve a ball.

# PET VET RESCUE

Story and Photos by Steve Grumbach

Dr. Karl Milliren of Thomasville, NC, is a prominent veterinarian with decades of experience dealing with small animals critically ill or injured in accidents - and restoring them to health to lead fulfilling lives. So when he discovered the 1961 Porsche 356 B convertible he had purchased from Texas in April 2001 sight unseen on eBay was really a crippled rusty basket case, he was undeterred. After all, saving the beloved is what he does. This is the story of a determined well-meaning man as he encounters first-time difficulties, challenges and surprises - the rollercoaster of delights and setbacks not uncommon in a classic car restoration.

Now recalling the experience, he said, "Most people would have parted the car; in fact, I was told to do so by two separate restoration guys. My plan was to save this car, not destroy it - a plan I questioned many times over in the years that followed." In fact, it was thirteen years from start to finish.



## And How Did This Happen?

It's been said that there are two kinds of people who buy cars on eBay: those that are disappointed and those that will be later. There are countless cases of undiagnosed (and untreatable) fevers that cloud our judgment created from on-line postings which conjure the objects of our automotive lust. Karl searched on-line for three to four months. "I wanted a convertible, and the 356 T5B is so beautiful when viewed from the rear with the top down; it is a total classic," he said.

Karl wasn't entirely new to German car ownership; he'd completely rebuilt a '65 VW Beetle to serve him during his college years in the mid-to-late 1970s. His first Porsche was a 944 in the mid-1980s, followed by a silver 1999 993 Carrera - the last air-cooled 911 - that he owned for four years and sold with regrets. (The "last of" model would prove to be prophetic, as you'll soon learn.) But the 356 B Cab was a love at first sight deal. "The Cab had such great lines", he said. "And it was to me the transition from the simple German engineering of the VW to the super complex Porsche. When I saw the picture of the rear end view, I was totally hooked." Yup, that's how it happens.

But this was his first experience in dealing with restoration of a vintage classic.



## How Bad Was It? Inspection & Disassembly (2001-2003)

It was not a case of misrepresentation by the seller in Texas; the eBay description in 2001 noted, "I have owned this car since 1978 [23 years] and have some service records. The car was redone before I bought it, including the driver's side fender near the door. It has not been driven in ten years. It was running without a problem when I stopped driving it; since then, the motor has picked up surface rust on the pistons. [Ed. Alert! "Ran when parked" is not just a cliché.] This is a complete project car. It needs pans, longitudinals and other sheet metal work on the fenders, doors, rocker panels and jump seats. It has bumpers, engine lid, convertible top frame, wheels, all glass, steering wheel, clock, leather dash, instruments, radio, seats, trunk lid..."

Although accurate, the description of the condition of the components and the work required was not entirely comprehensive and somewhat optimistic. A discerning reader would logically conclude having those parts is better than not having those parts; none the less it added up to a mostly complete car which needed repair, refurbishment or replacement of essentially everything – which was abundantly clear upon initial inspection when it came off the trailer at Karl's home in North Carolina in May 2001.



It was immediately apparent, duct tape was not going to fix everything. Photos courtesy of Karl Milliren.



And thus, it was soon nicknamed “Rusty” by his wife Joy, a charming Southern reference that best characterized its condition with a not-so-subtle needle.

With the help of the driver, Karl unloaded the car and rolled it into his garage to begin the disassembly and project planning process. For two years working in his spare time a couple nights a week and occasionally on weekends, he disassembled most all the parts, documenting where each was and taking pictures along the way. He also made good use of several technical reference books, key among them: *The 356 Porsche, A Restorer’s Guide to Authenticity* by Dr. Brett Johnson (a principal in the Porsche 356 Registry); *356 Technical and Restoration Guide* by the 356 Registry Editors; and *Porsche Technical Manual*, by Henry Elfrink.

Disassembly in his garage progressed until a crucial juncture: with his wife’s assistance in operating a supporting jack, Karl attempted to remove the engine. As he started to jack up the rear of the car, Rusty began to fold at the center! All stop – a supporting brace was built to maintain structural integrity of the body.



First engine rebuild in Nov 2002. The original 1600 cc motor would undergo teardown, inspection and rebuild in three different shops over ten years before being put right by Randall Yow of Foreign Coachworks in Greensboro, NC. Photo courtesy of Karl Milliren.



At this point some people of means might undertake a restoration of this kind by making a few calls and spraying cash like champagne on an F1 podium. Karl’s not that kind of guy. “I can do this!”, he decided. Up until he couldn’t. To paraphrase a rant from Dr. “Bones” McCoy in *Star Trek*, “Dammit Jim, I’m an animal doctor, not a Porsche mechanic!” Time then to enlist the help of others.

### 356 B Details

The model 356, considered to be Porsche’s first production model, was offered from the late 1940’s through 1965 when it was replaced with the 911. Throughout its run each sub-model type was refined with continual technical improvements and enhancements.

In late 1959, significant styling and technical refinements gave rise to the third generation as a 356 B (T5 body type) offered as a Coupe, Notchback Coupe, Cabriolet, Roadster, and the Carrera, the sportiest model. Refinements included an updated transmission, improved braking, and minor but significant mechanical and structural changes over the preceding A models. The T5 chassis ran until late 1961; a total of more than 30,000 356 Bs were produced from 1959 until 1963.

### Karl’s 356 VIN# 155569 Has a Rich History

While Karl got some ownership records from the previous owner, it took more than a little detective work and help from others to uncover the history of his car. In the course of determining the original paint color mid-way through the restoration he was able to obtain both the factory Kardex and Porsche Certificate of Authenticity. He then knew his car was built in July 1961 with the standard 1600cc (60hp) engine and exterior painted in Royal Blue with a blue leatherette interior and optioned with a Blaupunkt “Bremen” radio, clock and chrome luggage rack. Subsequent inquiries and information provided by Dr. Brett Johnson of the 356 Registry uncovered two other remarkable discoveries: First, Royal Blue (“Königsblau”) was a special-order color in 1961; and second, this was the last 356 T5B of the little more than 3,000 T5 Reutter cabriolets produced between 1959 and 1961!



Chassis number shown during bodywork restoration, located in the frunk.



It left the Zuffenhausen factory as a domestic model to its first owner, a Mr. Schultz in Düsseldorf. It did not stay there long, as in 1962 it was acquired and shipped to famed Max Hoffman, the New York-based importer of luxury European automobiles.

The car spent most of its early operational life during the '60s and '70s in Connecticut passing through the hands of several owners until it was purchased in March 1977 for \$3,700 by Lance Cloutier in Manchester, Connecticut, by trade, a blacksmith and metal artisan. As noted in the seller's description, use in the harsh New England climate over the years took its toll as one previous owner had both the interior and exterior redone. Mr. Cloutier relocated to Texas and took the car with him.

### Restoration (2003 to 2014)

After Karl had the car well disassembled, he soon recognized that completing the restoration was more than he could do on his own. "As I was sitting in the car taking instruments out of the dash, my Shih Tzu's tail came popping up through a hole in the floor pan," he recalled. But finding a reputable shop in the Southeast willing to undertake the necessary body and paint work proved to be a challenge, because shops either had competing priorities or lacked knowledge to perform the work properly; several shops declined to attempt the job at all.

Class-winning concours restoration was never the goal; that would require a next-level commitment to an "as built" standard with perfectly restored and new-old-stock (NOS) parts throughout. Sympathetic preservation wasn't a viable alternative given the sorry state of the chassis and because the body and interior had already been repainted and altered by a previous owner. Karl instead preferred a restoration adhering to considerations of performance, safety and reliability while maintaining the classic integrity of the 356. He used as many refurbished original parts from his car as possible, and replaced others with newly manufactured equivalents with considerations of safety, durability and longevity. He also preferred different stylistic choices – decisions anyone undertaking a restoration of this kind must make. His money, his car; anyone should reasonably understand.

One such choice was the interior restoration of the dash, door cards, carpeting, seats and top. Instead of the original blue leatherette, Karl chose a more contemporary and to his eye more esthetically pleasing Cashmere leather covering for the seats with mats and top in Camel light brown. (The color combination was not offered by Porsche in 1961 but appeared as a choice one year later in the T6 models.) The work was done by Porsche vintage interior specialist Autos International in Escondido, California, and took 18 months. He was well pleased with the result, particularly the complementary contrast to the exterior Royal Blue.



Body work commenced in 2003 on a rotisserie jig at Automotivation in Calhoun, Georgia. Note rusted body pans have been removed prior to fabrication and installation of new ones. Photo courtesy of Karl Milliren.



Rusty no more - restored bodywork, pans and primer paint work by Kirk Schueman at Automotivation, Sept 2008. Body work and paint spanned seven years.

The dash gauges and clock Karl removed were beautifully restored locally at Nichols Speedometer and Instrument (NSI, Inc.) in Greensboro (and were complemented with a replacement radio). In 2002 they returned after three months and were carefully stored in boxes in his home's closet until the time came for reinstallation.

As for the bodywork, there were setbacks; once dismantled, the car sat for two years with one shop in North Carolina before Karl lost faith in their lack of progress and moved on with another in Georgia. Over seven years Kirk Schueman at Automotivation, then in Calhoun, Georgia, carefully and thoroughly attended to stripping all of the paint and refurbishing rusted body pans and all chassis imperfections to a high standard. The balance of bodywork preparation was also done before laying down the original Royal Blue paint.

Once completed in July 2010, the newly repainted chassis moved to a well-known Porsche specialist shop in Atlanta for installation or refurbishment of mechanical parts. While they did make good progress over two years in chroming the pieces of brightwork, determining which parts were salvageable and obtaining replacements, there was a falling out in 2012 when a disagreement arose regarding critical and rare "unobtainium" parts left in their care that turned up missing. Emotions can run high when there is a breach of trust between the parties – unfortunately a not uncommon occurrence in the course of restoration work. Shortly thereafter, Karl pulled the car out of that shop and shipped it back to North Carolina. Fortunately, Randall Yow of Foreign Coachworks, a trusted and knowledgeable resource well known to Karl, had relocated his shop to Greensboro. Karl didn't hesitate to move it to him to finish the final assembly. Their work was completed in August 2014, much to Karl's satisfaction.



Final assembly began in June 2013 by Randall Yow and mechanic Tommy Wyrick at Foreign Coachworks in Greensboro. Karl credits Randall for his work, inspiration, knowledge and information as a resource for the restoration that proved keys to success.



Karl with Rusty in his garage holds a speedometer cable he removed – first in November 2001 and later in July 2022





Karl with judges as the 356 gets a thorough review while being examined by experts at the Pinehurst Concours d'Elegance in May 2015. Photo courtesy of Karl Milliren.

### On to the Show!

Rusty made her public debut at the Pinehurst Concours d'Elegance in May 2015 - a first-time experience for car and owner. Unfamiliar with the rigorous Porscheophile's standard of "as both God and Ferdinand intended," Karl got an education about both his car and what it means to compete at the highest level in a notable concours. "I learned a lot from showing the car," he recalled. "A judge commented that he has owned over twenty-five 356s, and then proceeded to point out some imperfections that occurred in the body work that deviated from standard. Oh, well." On the other side of the coin was that he was pleased others recognized the esthetic choices he made along with the unique value as the last production model 356 T5B cabriolet, the return of the paint to its original shade of Royal Blue, and the considerable use of refurbished original parts.

While he didn't place in the awards that day, Karl left with something more valuable. At the awards ceremony that head judge made special mention of his car and told those assembled, "We will recognize what it takes and we're glad you brought it to show us today as it is a very special car. Thank you for doing it and bringing it back!" So not judged as perfect, but as done to a beautiful and high standard. Heartened by these remarks at such a prestigious event, Karl was well pleased others appreciated his tireless efforts. And that's more important to him than leaving with a trophy.



Inside and out, Karl's 356 B has been restored back to beauty and full health



DV

# Porsche Sports Car Together Fest At the Indianapolis Motor Speedway

STORY AND PHOTOS BY KEN MARKS



The Brickyard was turned into a playground of Porsches for attendees and racers to enjoy!

Indianapolis, IN – Wow! A spectacular facility, a blockbuster event, and Porsche racing engines. What more could one ask for? I had not visited the Speedway since Formula One ended and I was pleased to see the updating done since Roger Penske took over the speedway. This was the second Sports Car Together Fest (SCTF) event held at the track, and it hosted the largest field of Porsche Carrera Cup North America cars of the year.

The Sports Car Together Fest had something for everyone. The schedule included the Porsche eSports Challenge, the Porsche x Ragnar Indy Track Run, photo opportunities, grid walks, autograph sessions, track bus tours, lots of cars on display (new and classic), parts for classic cars for sale, an ice cream car with free ice cream, Porsche Car track runs, a beer garden, a showing of the movie “Top Gun: Maverick,” and many race cars. There was a classic Porsche restoration challenge, in which Porsche dealerships were invited to return a beloved Porsche sports car from the 1950s to 2000s back to its original glory. The goal was to make an event that would appeal to everyone, and the offerings were so rich that I am sure that I did not get to see everything.

The headlines of the weekend came from the racing. There were three main events: Porsche Sprint Challenge North America by Yokohama – Cayman; Porsche Sprint Challenge North America by Yokohama – GT3 Cup; and the big kahuna, Porsche Carrera Cup North America Presented by the Cayman Islands races. During

these events, the sound of Porsche racing engines became dominant all around the 14-turn, 2.439-mile road course.

And speaking of headlines: Jeff Gordon, four-time NASCAR series champion, five-time Brickyard 400 and three-time Daytona 500 winner, briefly stepped out of retirement to return to the track for the first time in 10 years in the Carrera Cup North America event. He raced in the Pro class. His crew chief, Ray Everham, came out of retirement after 23 years to help. This is the first time Jeff and Ray have teamed together since 1999. Of course, Jeff Gordon was a main attraction, and his garage area always had an audience waiting to get a glimpse of him. Jeff Gordon grew up in Pittsboro, Indiana, so he was not far from home.

## **Porsche Sprint Challenge North America by Yokohama – Cayman & GT3 Cup Car**

The two “lower class” races at Indy nonetheless included an impressive range of Porsche hardware. In the Cup race, the 992 cars are 2021-2022 GT3 Cup cars and have 4-liter engines with 510BHP at 8400 RPM, ABS Braking systems and traction control. The 991 cars are 2017-2020 GT3 Cup Gen 2 cars with 485 BHP at 8500 RPM, and have ABS braking systems. The Cayman class cars are 718 Cayman GT4 Clubsport (982) cars from 2019 – 2022. These cars have 3.8-liter engines with 425 BHP at 7500 RPM and ABS braking systems.

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PCA Potomac Club President, Diane Sullenberger, and Daniel Salsbury discuss the upper rev limit on Potomac Secretary, Ed Hahn's GT4 - a car he had loaned to Diane for the weekend. Was it 9,000 or 10,000 rpm?



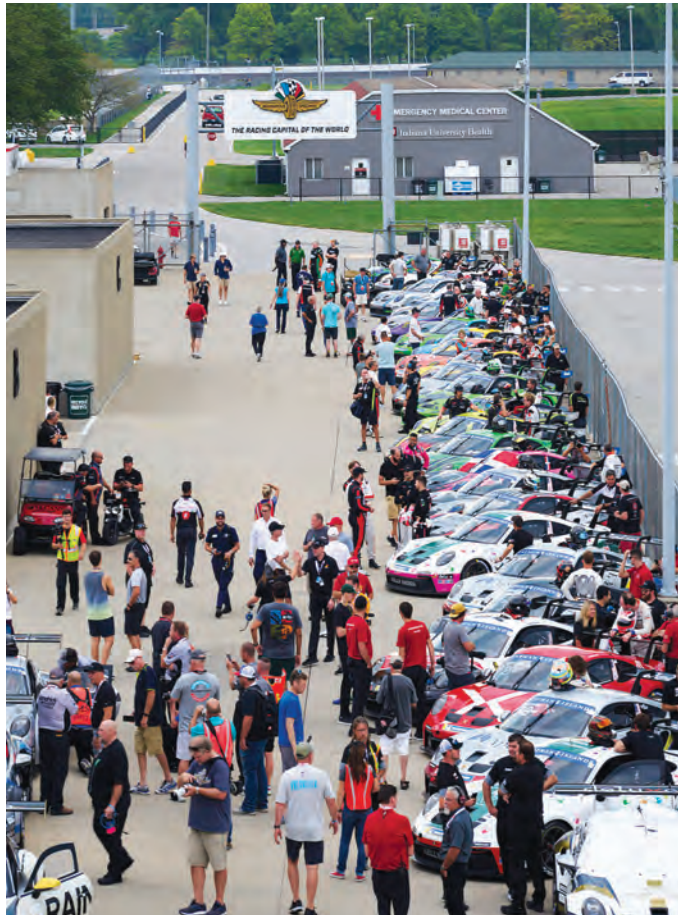
Mia Walsh, PCA Potomac Past President and National Driver Education (DE) Chair, organized a new DE event at the SCTF. The #71, 996 GT3, belongs to husband, Club Racer, and Chief Instructor, Brian Walsh



SCTF provided the opportunity for friendly competition on and off the track via a professional level SIM racing display.



It wasn't all water cooled Porsches on track



Cars line up in the paddock with drivers, attentive crews and photographers



There really was only one choice of tire in the Cayman Sprint Race

Friday was filled with practice and the first qualifying session of the Porsche Sprint Challenge North America – Cayman. Saturday dawned with a cloudy sky and first up was qualifying session for the Porsche Sprint Challenge North America – GT3 Cup cars, followed shortly by the qualifying session for the Porsche Carrera Cup North America cars. Interspersed were track sessions for Porsche owners. Then, the rain rolled in and on-track activities were suspended for a short period due to lightning in the area.

After a 30-minute delay, a wet start was declared for Race 1 of the Porsche Sprint Challenge North America – Cayman. All teams quickly switched to wet tires. Unfortunately, after 5 laps of racing there was an incident on track that damaged the tire wall and repairs were required. The race ended behind the pace car, and was won by Connor Horstman in the No. 114 Cayman by Kelly-Moss Racing. P2 went to Aidan Kenny in the No. 22 car and P3 went to Elias da La Torre in the No. 29 car.

The weather gradually improved, and the sky progressively cleared. The GT3 Cup cars started on rain tires, although the track was more damp than wet. After a great start, the points leader, Sebastian Carazo (Puerto Rico) in the No. 27 car (992), had a left front tire failure and was forced to retire from first place. Dan Clarke (991) inherited the lead followed by Jimmy Llibre (991) and Kyle Washington (992). (Washington was the winner at the Utah Motorsport Campus event.) The 991 winners were Clarke, Llibre, and Metni. The 992 winners were Washington, Bellomo, and Todd. The USA West GT3 Cup 991 podium consisted of John McInnes (991) and Stephen Ayers (991).

By Sunday the weather had improved. The first cars on the track were the Sprint Challenge – Cayman cars. Once again Connor Horstmann was the winner followed by Austin Krainz in the No. 119 car. Krainz's team had an eventful 24 hours spent rebuilding the car after an incident on Saturday. Kenny in the No. 22 car finished third.

In the second GT3 Cup race everyone was on slick Yokohama Advan tires. Carazo in the No. 27 car was back in the front again to win the event in the 992 class. Dan Clarke made a clean sweep of all races in the 991 class, and finished an impressive second overall. Second in the 992 class was Todd who finished 10th overall. Third

on the podium in the 992 class was Kyle Washington who finished 14th overall. In the 991 class, Jimmy Llibre suffered a mechanical issue and did not finish race 2. Second place in the 991 class was Sedgwick (third overall), followed by Cirone (4th overall). In the USA West GT3 Cup 991 class, John McInnes swept the weekend while finishing 15th overall, Haunold was second in class and 21st overall, and Ayers finished third and 33rd overall.

#### **Porsche Carrera Cup North America Presented by the Cayman Islands**

Now for the top line Porsche event. The Carrera Cup event at Indianapolis comprised the 13th and 14th races of the season. The races included three classes, Pro (16 cars), Pro-Am and Am. The cars in the series have about 485 BHP at 7500 RPM, are naturally aspirated, and are nearly identical to road going Porsche 911 GT3 cars. Each race is 40 minutes long.

Kay van Berlo (Netherlands studying in Miami) led the season-long championship coming into the event with 248 points, followed by Parker Thompson (native of Canada living in Indianapolis, Indiana) with 232 points, and Trenton Estep (San Antonio, Texas) with 216 points.

On Saturday, in race 13 of the series, Thompson in the No. 9 JDX Racing car went on to win from the pole. It was his 4th win of the season. Van Berlo, No. 3 car, took second by nosing out his Kelly-Moss teammate Riley Dickenson (New Braunfels, Texas), in the No. 53 Kelly-Moss car, who finished third. Fourth place went to series newcomer Matty Graham (Great Britain) in the No. 91 car. The young Brit was making his first North American start. He has already won three times in the Porsche Carrera Cup Great Britain this season. Efrin Castro (Dominican Republic) scored the Pro-Am class victory in the No. 65 Kelly-Moss car. This was his third Carrera Cup victory at the Brickyard in the two years of the event. Curt Swearingin (Chattanooga, TN) in the No. 17 ACI Motorsports entry finished second, and Alan Metni (Austin, TX) completed the class podium in his No. 99 Kelly-Moss Porsche. Mark Kvamme (Columbus, Ohio) continued to strengthen his position in the Am class, taking the victory in the No. 43 MDK Motorsports Porsche.



A colorful field of GT3s against the grey skies at Indy

On Sunday, in race 14 of the series, Riley Dickinson went to his first victory in the series. Two of the championship contenders crashed out. Points leader Parker Thompson was involved in a dramatic accident with Trenton Estep on the second lap in turn 1. Dimitri Dimakos was also involved in this incident and a full-course caution ensued. Once the caution ended, Dickinson moved into the lead in his No. 53 Kelly-Moss car. His Kelly-Moss teammate Kay van Berlo followed to second place. Rounding out the Pro class was Matty Graham in the No. 91 MDK car in third place. Graham had passed the No. 58 Topp Racing car of TJ Fischer (Vacaville, CA) with 15 minutes to go, demoting Fischer to 4th place in class. Leh Keen (Atlanta, GA) completed the top 5 in No. 12 311 RS Motorsports entry. Efrin Castro, in the No. 65 Kelly-Moss entry, won for the second time in the weekend in the Pro-Am class. This was his 7th win of the season. Castro finished ahead of his Kelly-Moss teammate and main rival, Alan Metni. Third place went to Curt Swearingin in the No. 17 ACI Motorsports car. Mark Kvamme, in the No. 43 MDK Motorsports car, also went two for two in the Am class. John Goetz (Weston, Connecticut) went to a second-place finish in his No. 55 Wright Motorsports car followed in third place by Bill Smith (Dallas, Texas) in the No. 42 Topp Racing entry.

Jeff Gordon finished 16th, an improvement over his 20th place finish on Saturday.

The series standings narrowed considerably as a result of van Berlo scoring no points on Saturday, Thompson and Estep scoring none on Sunday, and Dickinson taking a win on Sunday. The points spread after Indy was only 47 points from first to fourth. Van Berlo remained in the lead with 270 points, ten more than Thompson (260), 40 ahead of Estep (230) and 47 points beyond Dickinson. There are theoretically 56 points available to a single driver over a weekend, so all four were in the hunt for the championship. Metni retained the lead in Pro-Am despite Castro's two Indy victories, and the two Kelly-Moss drivers were separated by only 24 points, less than one victory, 257-233. In the Am class, Kvamme added to his margin with his two wins. He held a 16-point margin over Goetz and 58 over Smith, 272-256-214. Kelly-Moss strengthened its grasp on the Entrant Championship going to the finale. By the time you

read this story, rounds 15 and 16 of the Porsche Carrera Cup North America Presented by the Cayman Islands will have crowned the class champions as part of the Petit Le Mans weekend at Michelin Raceway Road Atlanta, September 29 and 30. **DV**



A familiar sight to Potomac racers and DE participants alike was Mike Levitas and his 911 GT3



A podium at Indy wins you the privilege of kissing the bricks

SEPTEMBER  
2022



# New Potomacans

**SEBASTIAN ARRIVALLAGA**

2012 911 Carrera S  
from Alexandria

**DANIEL BAKER**

2022 Macan S  
from Fredericksburg

**AMY BISHOP**

2021 Macan  
from Alexandria

**MICHAEL BURMAN**

2019 911 Targa 4S  
from Brookeville

**ETHAN CAO**

2006 Cayman S  
from Dunn Loring

**BARRY COOPER**

2021 Taycan 4S  
from Aldie

**PAUL CZEKANSKI**

1975 914 2.0  
from Herndon

**JOSEPH DAGNEW**

2021 Macan  
from Fredericksburg

**KEVIN EHRLICH**

1997 911 Carrera  
from Falls Church  
Transfer from San Gabriel Valley

**SHELDON HOFFERMAN**

1967 912 Targa  
from Fairfax Station

**ROBERT HOHMANN**

1977 911S  
from Warrenton

**ROBERT HUNOR**

2000 Boxster S  
from Falls Church

**AARON LAZNOW**

1999 911 Carrera  
from Ashburn

**YVETTE MADISON**

2021 Taycan Turbo S  
from Dumfries

**MICHAEL MASSETTI**

2016 911 GT3  
from Clifton

**MARIE MAULDIN**

2013 Cayenne Diesel  
from Falls Church

**HEATH MCDANIEL**

2000 Boxster S  
from Rockville

**AIDAN MILLER**

1986 944  
from Alexandria

**KOICHIRO MINAMINO**

2019 718 Cayman  
from Vienna

**AZHAR MIRZA**

2004 911 Carrera 4S Cabriolet  
from Vienna

**GAIL NIEDELMAN**

2022 Cayenne  
from Boyds

**JUSTIN PARK**

2015 Cayenne S  
from Mclean

**CASEY PARKIN**

1972 914  
from Annandale  
Transfer from Chesapeake

**JAMES PECK**

2002 911 Carrera 4S  
from Hillsboro

**HARRISON PLATZ**

1978 911 SC  
from Washington  
Transfer from Riesentöter

**MICHAEL SUN**

2016 Cayenne  
from Haymarket  
Transfer from Grand Prix

**HARRY WALTERS**

2014 Cayman  
from Gainesville

**PETER WECK**

2013 911 Carrera  
from Marshall

NEW MEMBERS = 28



Volunteers at the recent Club Race, "flag" at the corners to give racers vital information about track situations





# PCA Potomac Anniversaries

OCTOBER  
2022

## 40 YEARS

William & Gail Toth

## 25 YEARS

William Rutkowski & Patricia McCormack

## 20 YEARS

Steve Hoffman & Mimi Santos-Hoffman

Douglas & Susan Nickel

Patrick Pexton & Marcia Daft

Brent & Nancy M. Lilly

Alexander Berger

## 15 YEARS

Peter & Ruth McKeen

Kevin Lacy

LeRoy & Marilyn Mills

Daniel & David Testa

Michael Iati & Dominique Blom

Christopher & Jody Carter

Walter Hamm & Janet Spencer

Scott Suttle

## 10 YEARS

James & Lorie Brown

Daniel Bordoni

Kevin Stringer

William Dooley & Sarah Fisker

William & Nancy Phillips

David Adler

Darius Farkondepay & Hengameh Mirzai

Terrence Gardner & Donate vonBredow-Gardner

David Mather

James Jaska & Becky Kilbourne

Timothy Coates

## 5 YEARS

Gregg & Matthew Heacock

David Pekoske

Herb & Dorothy Franck

Dale Sinnott

Carl & Faik Tugberk

Hadi Nsouli

Rodolphe Boulanger & Colleen Lawrie

Eric Kreins

Nicholas Lins

Carlos Banegas

David & Ryan Moore

Walter Wilson & Cornell Reese

## DER VORGÄNGER

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's and his wife's trip to Europe for delivery of his new 99L.
- 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 Driver Education event or just an entertaining Drive & 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.

Browse the MAGAZINE area on [pcapotomac.org](http://pcapotomac.org) for submission instructions, the latest edition, 50+ years of archived DV, and more!

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**Peter Grenier. "Washington's Hottest Personal Injury Lawyer"**



Steve Pera's GT4 takes a tidy line through one of the 438 curves at Back of the Dragon. Original photo courtesy of botdpix.com

# The Back Story on Last Month's Back Cover Playing with Pixel Dust: GT4 at the Back of the Dragon

STORY AND IMAGES BY STEVE GRUMBACH

In September 2020, Potomacans Steve and Lonnie Pera attended the PCA Fall Treffen at The Greenbrier with their Gientian Blue 718 Cayman GT4. Of the driving tours available, they opted for Back of the Dragon, a mountainous 32 mile twisty run on Route 16, located in the southwest corner of Virginia. (For more on making that drive, see [www.backofthedragon.com](http://www.backofthedragon.com))

## The Original Image

If you book ahead, your adventure drive can be memorialized in a high resolution picture through the folks at Back of the Dragon. Here are Steve and Lonnie in motion on the tour as captured.

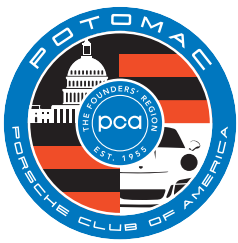


The original photo, courtesy of botdpix.com

Steve recalls it as "a very fun stretch of road, even in the rain." There's a lot to like here - unfortunately the leaden sky and intermittent rain cast a dull overcast to the image. But the dynamic sweep of the turn and wet pavement adds a stirring sense of motion to the GT4 at speed. (And if you've ever been on a drive trying to follow Steve as he pilots his Porsche "at speed", that "stirring sense of motion" would seem an understatement.) Yet there's a lot to like here as the rural surroundings and mountains provide a nice backdrop to frame the scene.

## Post Processing

The image is well composed and there are no extraneous objects to distract from the center of attention. Tweaks in Adobe Photoshop to change the contrast, decrease the haze, enhance the colors of the background scenery and foreground foliage, and modify the range of highlights and shadows resulted in a more vibrant image. Spray cascading from behind and around the car, and headlights reflecting off the pavement, became more noticeable. Finally, a small crop pulled the car closer to the center and tightened the composition while the image dimensions were retained. **DV**



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## JOIN PCA

Membership entitles you to receive **DER VORGÄNGER** and 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 Drivers' Education with free Tech Inspection for members, Concours, Drive n' Dine, Autocross, Rallies and other social events.

To join the PCA, visit [pca.org/user/join/membership](http://pca.org/user/join/membership)

