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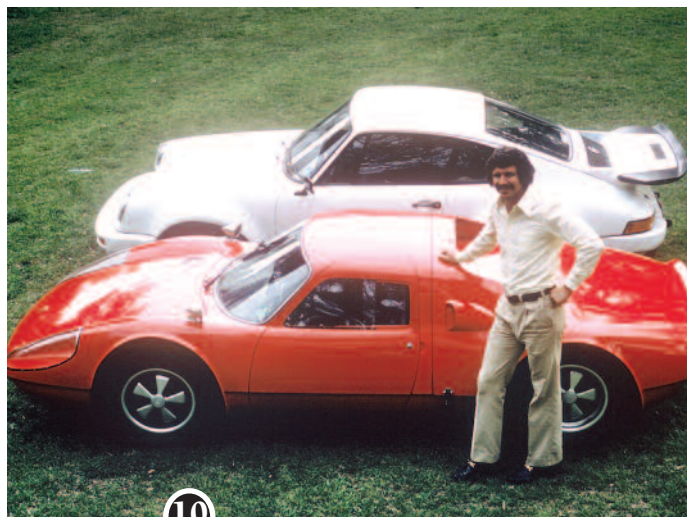
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Cover photo: We celebrate 60 years of the Porsche Club of America and the Potomac region.



der Vorgänger

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of the Founders' Region, Potomac,
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The Past, The Future

This past Labor Day weekend The Washington Post ran a feature on the attitude of Millennials towards and about automobiles. Apparently our children and grandchildren are only vaguely interested in cars and many aren't even bothering to get drivers licenses or are putting off this annoying bureaucratic triviality until their mid-twenties. Perhaps, and if my four children are a gauge, it sounds about right. Except that almost every day, not infrequently twice a day, drivers pulls up alongside me and give me a thumbs up, or say "wow that car is something" or just smile and shake their heads by way of saying the same thing. My office is four miles from my home. It takes 15 minutes going and twenty returning, mostly stop and go. Yet in that short time, the sample of folks I share the road with may not like cars but they sure seem to like Porsches.

I think it's important that Porsches stand as an icon of what is possible in an increasingly uninteresting and impersonal society. I don't think folks are smiling at my car because of its cost. They are not smiling out of jealousy. And let's be clear, they are not smiling at me. The car simply says something about the world of the possible that is reflected in their perhaps subconscious appreciation for tradition, design, engineering and performance. Few of them know the ignition is on the left but I suspect they would think it cool.

Porsche has worked, not always assiduously at building its own legend since at least 1945 and its best partner for 60 of those

70 years (which is to say all of them really) has been the PCA. The Founder's Region, Potomac Porsche Club of America started it all. Here and throughout North America it remains true that not everyone who knows something about Porsches belongs to PCA but you will not meet a PCA member who doesn't know something about Porsches.

My guess is that, at least in the United States, the popularity, the very success of the Porsche brand can be attributed in some part to PCA members. Sales to PCA members have certainly helped the growth of the marque but it is almost certainly true that the knowledge and experience of the car made possible by participation in PCA events and the conversations about those experiences with non-Porsche owners has resulted in greater sales than all the paid advertising and promotional campaigns.

Beyond the health of the company, PCA has made owning a Porsche a richer experience for those who participate. I have been a PCA member nearly 15 years but I have owned Porsches for more than twice that. I have been able to expand my appreciation of Porsches by taking advantage of what our club has on offer.

The next 60 years may see the decline of the individually owned and driven automobile. I really do hope that my children and their children will still be able to drive Porsches and I am confident that as long as these cars are on the road, the PCA will be there to make it more interesting and more fun.

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Happy Anniversary, again!

On October 3rd, my wife (Gail), our son (Chester), our daughter (Karen) and I will celebrate the first anniversary of Karen's heart transplant. Together with 20 other family members and friends comprising Team Karen, we will be running a 5K race in downtown Washington, DC hosted by Children's National Hospital where Karen's journey began over a decade ago. Please come out and join us if you feel so inclined. I am happy to report that Karen is doing exceedingly well. She is stronger now than any of us can remember--clearly stronger than she has been in the last 12 years--since having been diagnosed with dilated cardiomyopathy in 2003 when she was in sixth grade. I owe a debt of gratitude to so many of our members who have given unconditional love and support over the last year through this tumultuous experience and to those members who have expressed kind thoughts and words in response to my column dedicated to the selfless young man who saved Karen's life. Sharing with you this intimately personal part of my life has been not only cathartic but also nothing short of a blessing.



Howard Hill

Porsche book entitled Eighty Four Hours of Endurance: Daytona/Sebring/Watkins Glen available for purchase at a discount and signed by the author, Michael Keyser. In addition, there will be terrific garage art available--a four by four (4'x4') vinyl banner of our PCA Potomac 60th Anniversary Logo. Here is an image of the logo which will be on the banner.

If you would like to order one of these banners, please note that Sean Johnston (who handles banners for every Region) will be taking orders at Lansdowne. If you cannot make the dinner, please feel free to order the banner directly from Sean by e-mail at the following address: sean@proformajohnston.com. The price will be discounted from \$179.00 down to \$149.00.



The next day, October 4th, I will play a round of golf at Lansdowne Resort, after which Gail, Chester and Karen will join me at Lansdowne for the PCA Potomac 60th anniversary celebration, which is sure to be a hoot. It will start at 2:30PM and will be a casual event held outdoors. We will have complimentary commemorative goodies at each table for everyone including a canvas bag, a key fob and a water bottle. In addition, there will be

Finally, as the daylight decreases and the harvest moon approaches, please come out and enjoy your Porsche among fellow members this fall. A detailed calendar of events is included in this and every issue of dV. I look forward to seeing you on the 4th, if not sooner.

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Potomac's 2015 calendar

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

October

3 Virginia Brunch at City Grille in Manassas on Saturday, 11am – 1pm.

4 Potomac's 2nd Annual Charity Golf Tournament, 9am – 6pm.

4 Potomac's 60th Anniversary celebration, Lansdowne Resort, 2:30pm – 5:30pm.

10 Second Saturday Virginia Breakfast, Silver Diner, Merrifield, Virginia, 8am – 10am.

10 Rally #4, 10am – 1pm. Location TBD.

11 Autocross #6, Bowie Baysox Stadium, 7am – 2:30pm.

17 Potomac's Fall Foliage Drive & Dine.

17 Potomac's Maryland Brunch at The Irish Inn, Glen Echo, 11am – 1pm.

23 Potomac Volunteer Appreciation Day

24-25 Potomac DE Summit Point Main



Potomac Monthly Brunches

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

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

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

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

Cars & Coffee

Hunt Valley, MD

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

Burtonsville, MD

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

Great Falls, VA

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

Bethesda, MD

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



Save the Date

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

Sunday, October 4th, 2015

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ODE To Crazy

Story and photos by Sydney Butler



Panther Burn, Mississippi, July 1971

I had to make a decision. The gas gauge needle was wavering on empty and the gas station was the only one we had seen for miles in the quivering heat and dust. Five hours had passed since my wife and I had left the New Orleans shipyard dock where we had watched the full race prepared 904GTS being unloaded from a London cargo freighter. By all accounts it was outrageously reckless for anyone to embark on the 400 mile/eight hour drive to Memphis in a flat out race car, but young twenty something couples don't know they are crazy. Regardless, my sane side was telling me that if I stopped for gas and switched off that four cam engine, there was a real chance that any one of the eight Bosch plugs would foul on restart and we would be stranded three hours from home in Panther Burn, population 203.

The heat and desolation made the decision for me. I eased onto the Pure Oil station's gravel

apron and pulled alongside its only pump. I was blipping the throttle to keep the engine firing on all four cylinders while the astonished attendant kept pointing to his ears and straining to hear over the *Blaa!*, *Blaa!* *Blaa!* of the stinger exhaust. I realized there was no way he was going to understand how to unscrew the front fuel cap and even if he could I was not going to risk fuel spilling on a fiberglass car in 90 degree heat. My solution to that crazy scenario? I turned to my completely panicked wife and told her to ease her left foot over, replace my right foot on the accelerator pedal, and keep blipping the throttle while I got out to fill the tank.

Crazy, yes, but crazy worked. I finished the fill, paid my 28 cents a gallon, eased my right foot back onto the pedal and headed north to Memphis past thousands of cotton and soybean rows, both of my wife's feet now braced with knees bent on top of the exposed battery on the passenger side floor pan. I prayed as we overtook and passed towering cotton combines lumbering



along the gritty two lane road, and squinted through the yellow splotches left by splattered grasshoppers on the raked windscreen. And everywhere the machine scream of those four cams and the smell of burned Castrol filling the torrid cockpit.

Well we made it back, and days would pass into years. In 1974, the 904 would be joined by another no frills racing machine—a 1974 Carrera RS 3.0 flown to the U.S. in the belly of a 747 along with John Wyer's Watkins Glen bound Gulf 917s. The 904 was to be stripped of its racing regalia, painted red, then silver, then placing second in class at the Porsche Parade at the Dulles Marriot in 1978. My hair would get shorter, my clothes more conservative, my life more filled with family and career responsibilities. Guess one could say my life got less crazy.

But as I write this story over forty years later, I wonder about crazy. The 904 and Carrera RS are long gone, as are many other Porsches hence, and

I now drive a comfortable Cayenne around my quiet suburban neighborhood. And I everyday think about my Porsche memories—with a good dose of nostalgia and regret—and still smell the Castrol and feel the heat off that Mississippi road. And I ask myself, just who is crazy—that naive reckless 29 year old, or the subdued nostalgic 73 year old?

It does give me comfort, though, that many readers will understand, recognizing that Porsches have and still make them crazy, wonderfully full of life crazy. And they won't judge themselves or me for that delirium. We know what Paul Simon means when he sings..

"We will not be convicted by a jury of our peers, still crazy after all these years..."





60 Years Of PCA Potomac

Potomac's history is intertwined with that of the Porsche Club of America (PCA). Potomac was the first Region chartered in PCA and most of the original founding members of Potomac were charter members of PCA. The history of Potomac goes back to the founding days of PCA and really starts in 1954 with Bill Sholar.



Bill was a commercial artist in the Washington, D.C. area in the early 1950s. He also admired well designed cars. He first Porsche was 1953 356 Coupe. After Bill purchased the 356, he met other Porsche enthusiasts. In late 1954, Bill decided to try to bring together fellow enthusiasts who had become passionate about this new performance car manufactured by Porsche AG in Germany. Bill lived in Alexandria, VA and wanted Porsche owners from the Washington, DC metropolitan area to meet to share their passion for driving these new cars, help each other with the maintenance of these rather unique vehicles and to socialize with one another.

Bill began to reach out to everyone he knew that owned a Porsche and on February 8, 1955 he invited as many as he

could to his apartment at 1542 Mount Eagle Road, in what was then known as Park Fairfax, VA. Bill's invitation read:

"Several PORSCHE owners in this area have thought that it might be helpful (and fun) to get together to exchange information on PORSCHE characteristics, operation, service, parts etc. We are

meeting for the first time. Tuesday Night...February 8...8.15 PM...my place (see map). If you are interested, please come and bring any other PORSHE[sic] owner's you may know."

We don't really know who or how many attended, but we do know that from that meeting and subsequent meetings Bill began to talk about organizing a club for Porsche owners. We know that the little 356 that everyone had fallen in love with was rife with mechanical problems, and if nothing else, Porsche owners need help to figure these out.

In an interview for Potomac, Bob Elliot, one of the charter members of the Club talked about why he bought a Porsche and some of the problems associated with owning one. Bob

bought his first Porsche, a 1953 356. In early 1955, he owned a 1948 Studebaker convertible. He wanted a smaller car that would be more suitable for Georgetown. He considered many of the small imported cars available such as the Hillman Minx, Morris and Triumph but they didn't interest him. So he settled on a Porsche.

Bob considered several Porsches most of which were bought in Germany by military or civilians and brought back to the US. There were several available for around \$2,100 for the standard 356. So Bob bought one of these around the first of March 1955. Bob was probably typical of the first generation of Porsche owners. He had no mechanical background or experience with maintaining a car but would soon learn the difference between a "normal" American car and at "temperamental" European sports car.

His challenges were probably typical to other Porsche owners, and one of the reasons Bill Sholar thought a network of Porsche owners to share information would be beneficial to everyone. But his challenges started about a week after he bought the car. They ranged from a rattling bolt in a shock absorber to problems with body work to finding a parking spot where the car wouldn't get dinged. Bob did as much of the mechanical work as he could. Although he had never done anything like this before, he followed instructions in a tech manual. He commented that the 356 was a simple engine to work, by modern standards of course.

Bob maintained contact with fellow Porsche owners and was able to identify some potential shops that could work on Porsches. He also found out that the Jack Pry Company was the major foreign car dealer and service facility in the DC Metro area. While Jack Pry itself was not a direct importer of Porsche cars, it could supply Porsches and parts through their relationship with Hoffman Motors in New York City. And he would get to know Hoffman Motors much better in the future.

One advantage of having Jack Pry nearby was Bob got to meet other Porsche enthusiasts. The first one he met was Ray Wilcox. He and Ray often went to Jack Pry for parts and to ask advice from Tex Hopkins, a Pry employee who raced a 356 Super and was also an informal clearing house for Porsche information. Ray was an amateur mechanic who knew quite a bit about Porsches. Ray introduced Bob to Ed Brenahan who owned a garage and was willing to work on Porsches. Ed was willing to lend tools and equipment to Ray Wilcox. This was a great connection for Bob and he made lots of trips from Georgetown to the Wilcox's home in Forest Heights, MD.

Bob and Ray eventually heard about Bill Sholar's efforts to bring Porsche enthusiasts together and on July 27, 1955 they attended an organizational meeting of what Sholar was calling the formation of a Porsche Club. The meeting was at Bill Sholar's apartment and Bob didn't recall who else attended except him and Ray. Bob said the meeting resulted in an agreement to keep on moving towards forming a club.

And the Porsche Club finally became a reality. On September 13, 1955, Bob attended a meeting of the Porsche Club at Blackie's Grill (a.k.a Blackie's House of Beef) located at 22nd and M Streets, N.W in Washington, D.C.¹ Bob remembers that Bill Sholar and the other organizers had done whatever was necessary to start admitting members to the club, set dues and designed a club emblem. BlackiesSteakhouse

The minutes from that first meeting corroborate Bob's recollections. Thirteen prospective members showed up, but one had to reluctantly be asked to leave when she revealed that she owned a Volkswagen, which didn't qualify under the Club By-laws. That rule remains in effect today. Those in attendance were Bill Sholar, Karl Grimm, Peter Pearman, Ken Twigg, Frank Beckett, Gamble Mann, Fred Schulenburg, Bob Flick, Bob Elliott, Ray Pitts, Harvey Brown, and Don Carr.

Membership applications were passed out and a certificate was read from Porsche AG stating the Porsche Club of America was officially recognized by the factory. The officers were President – Bill Sholar; Vice President – Karl Grimm; Treasurer – Peter Pearman and Secretary – Ken Twigg. Other charter members identified from the minutes were Gamble Mann, Bob Flick, Frank Beckett, Fred Schulenburg and of course, Bob Elliott. They discussed activities and it was pretty clear that rally's were at the top of the list.

A second meeting was held on October 24, 1955. President Bill Sholar gave a progress report on the formation of the club. They decided to draft a set of rules for operation of the club and set dues at \$5.00. Yes, that is \$5.00.

Throughout the rest of 1955 the Club prospered. Word about this special club for Porsche owners spread rapidly. By January 31, 1956, 189 more Porsche drivers joined the Club. All were designated as "charter members" of the Porsche Club of America. Early in 1956, several members who eventually became part of the Potomac Region arranged the first gathering of all PCA members. This first gathering was held at the Washingtonian Motel in Gaithersburg, Maryland from August 29 through September 1, 1956. Sixty four PCA members attended. The activities included a rally, a gymkhana and technical tips from Porsche factory service representatives who were there. And the gathering was named Parade. The name was actually derived from the parade of Porsches that wound through the local streets of Gaithersburg.

As more and more members joined outside the Washington, D.C. area, it became apparent to the Club officers that they would need some type of organizational format to divide the Club regionally. So Regions were formed in other communities. In February 1957, some members of the original Washington, D.C. group that formed PCA, petitioned President Bill Sholar to become the first Region incorporated in PCA. On February 1, 1957, Harvey Brown, Tom Lusk, Don Kinney, Gamble Mann, John Snyder, John Grady, R.V. Keys, Roy Cross,

Art Bartholomee, Ken Twigg and Jim Healy sent the petition to President Bill Sholar. Brown, Mann and Twigg were among the 12 members at the original meeting in September 1955. The petition was granted and because all were charter members of PCA, the charter date of Potomac became the same as the charter date of PCA, September 1, 1955. The Potomac Region remained the hub of activities for several years. By the time of the second Parade in September 1957, there were 550 members in 21 Regions, mostly in the eastern U.S. Besides including a Concours d' Elegance for the first time, this 1957 Parade saw the first national officers elected from outside Potomac, the founding Region.

Today, Potomac, The Founder's Region, is strong and vibrant and proudly carries on the tradition of excellence started by Bill Sholar.

And finally, what happened to Bob Elliot. Well in 1958, Bob married and that meant moving from Georgetown to Virginia. His wife convinced him the Porsche wasn't really suitable for a newly married couple and Bob sold the car in the fall of 1958. After some negotiation he agreed on a sale price of \$1700, the same figure he paid for the car nearly two years before.

• • •

Special thanks to Ellen Beck, PCA National Historian, Vu Nguyen, PCA Executive Director, George Whitmore, Potomac Historian and Robert Elliott, one of the original charter members of PCA, for information that was used to prepare this article. Reprinted from www.pcapotomac.org.

Enthusiast Of The Year

I had owned a Porsche for a few years, and was recovering from a serious helicopter crash when I saw an episode on MPTs Motorweek about the Jefferson 500 and Porsche being the recognised Marque that year 1995. Having been to Boarding School 2 miles from Silverstone I decided I had time to see what was happening. Potomac had a corral there with a certain George Whitmore running it. Loved the event, realized the many folks I met were not stand offish or snobbish, saw what was available and joined the club.

I started Autocrossing then did a few DEs and volunteered for flagging at that years Club Race. Got hooked became Club Race Chair for a total of 6 years, was awarded the Enthusiast of the Year along the way doing every DE and worked up to a DE Instructor and then Chief Instructor for 4 years and still instructing and assisting the current CIs as necessary. During this time have made many life long friendships.

—Dirk Dekker

The 1987 Carrera Test Drive

It all started in 1987; I was a married, working mom with 2 young sons. I had always loved the stylish, sexy curves of Porsches, particularly 911 Carreras. Also, the people who drove them always seemed to have a devil may care look about them. So, for me, it had all the callings of excitement and adventure at the speed of sound. But, but . . . I was a mom, I drove my sons to school, would they be safe?

I drove past Heishman's Porsche everyday and this voice in my head kept saying turn in, turn in. . . until I finally did. Here is where the good part starts! I met one of the most terrific guy's in the world, Chick Stanton. If you every had the pleasure of getting to know Chick, you will never forget him. He was smart, funny, knew everything there was to know about Porsches and had riveting stories to tell. He could see me pull into the parking lot and always be at the door to greet me whether it was just for a chat to catch up on life or a car ques-

tion; but I am getting ahead of myself in this reflection. He had a 1987 Silver/Black 911 Carrera which took my breath away. So I ran through my safety concerns for my sons, will the car fish tail, will the back window implode in a crash etc. He said would you like me to take you for a test drive? Now, understand I did not know Chick or his driving abilities at this point, so I immediately said yes. Let's just say, I have been on roller coaster rides that have gone slower, than this test drive. WOW!

We did buy the car and we still have it along with a few others in the stable. We also made a friend for life. I will never forget Chick Stanton, I try to remember all the wisdom he imparted to me, as well as, that zest for life that comes with owning a Porsche.

—Kris and Jerry Jirgl

My Fourth Porsche Is My First

I grew up in a Porsche household. For fifty-six years there was always a Porsche in my life. Dad drove them. His love for the marque passed on to me. I've had three 944s. The latest is a 944S2 from 1989 that I picked up nearly twenty years ago from its first owner. Great car. Love it.



But this story is about my FOURTH Porsche. Or maybe it's my first. You see the last Porsche in my garage, a 1964 356, is the one I remember from my childhood. It belonged to my father, John Kent, a fifty-five plus year PCA member. It's a one family car. I grew up around this very 356. Rode in its back seat as a small child....no kid seats then. Heck no safety belts! I remember a long Sunday drive that resulted in me getting car sick. Really car sick. But even as a five year old, I knew I had to keep the car clean. Dad couldn't get the car off the road in time, but I had my "army outfit" on, and my helmet did the trick. Dad was pretty impressed with my quick thinking.

Years went by. Dad drove the car daily. In the hot Missouri summers. In the snows of New Hampshire. In the crazy traffic on US 1 in New Jersey. That 356 was his daily driver. He took care of it and it lasted. When I turned sixteen, I got my first driving lesson behind the wheel of Dad's precious 356. So did my younger brother. Decades later, my son John B (now 24) got his first "stick lesson" from my father on the same 356. John B is hooked.

In the eighties, Dad got a third car and "retired" the 356 to pleasure use only. He showed it all around the Eastern US.

Never trailered, always driven and always fast. It was in Tampa for Parade in 2003, and in Boston in 2012 the year before Dad passed away. Everywhere we drove it, Dad and I got thumbs up from passers-by.

One year at a Registry event when Dad was in his seventies, I started telling people when Dad "couldn't drive his age," I got the car. The joke became a real agreement. Dad stuck to the deal. But as late as 2012, at the ripe age of 85, Dad's leg on the way to Boston for the 356 Registry East Coast Holiday was fast enough that he kept the car. Yep, at 85 he kept it.

He's been gone almost two years now and I have the car. The little grey 356C now has 199,000 miles on the odometer but it looks as good as the day Porsche used it for the Feb 1965 Road and Track cover ad and the 356C brochure. It was the first one in the US. I have all the documentation. Painted only once, twenty years ago to match the factory build color; it's as near original looking as any. The interior is original.

Driving it reminds me of days when cars had a soul. And when I'm behind the wheel, Dad is with me.

My son, John B, understands. He really gets it. He's my wingman at shows, and we've done several together. And he has the same deal with me that I had with Dad. John B is a patient man. He has to be. I'm fifty-six and can do my age in third. It's gonna be a long wait, son, but it's worth it.

—Jim Kent



You Feel It

While reading the last Road and Track I came across a column by Sam Smith.

The first paragraph described the Indianapolis 500 I took some liberties with the quote for Flagging at the Porsche Club races

When a car does 180 MPH six feet from your face, you feel it. The sudden thwack of evacuated air. A whole-body muscle spasm. And above all engine noise, whip cracking into your

core, there and gone in a heartbeat. Run, it all says. Because there is a surprisingly violent thing nearby, and since the dawn of the human race, surprising objects yowling directly into your colon have meant you are about to get eaten.

Or you're blue flagging at turn one at Summit Point!

—Mark Hillyer

The Smile Is Back

My Junior year in high school my father bought me my first car. It was a 1948 Chevrolet 4-door with a back seat area almost big enough to play a four-handed card game. At that time, I hardly knew what a sports car was. However, my friend, Bob Bates, was seeing a girl named Carol Twigg who drove a sports car.

One afternoon, four of us from Groveton High School were crammed into Carol's car, which had a very small back seat if any seat at all...it might have been her father's car. We were traveling on the George Washington Parkway which goes from Alexandria and ends at Mt. Vernon, George Washington's home. A couple miles north of Fort Hunt Park, Carol turned onto Morningside Lane. She was going too fast into the tight ess-turn. I thought we were going to turn over or at least crash into the bushes. We didn't even slide. It felt like the car was anchored into a track and went around the curve with no prob-

lem. Big difference from my '48 Chevy.

Carol told me the car was a Porsche, and I knew right then that I wanted one .

Four years later I was in the US Air Force and stationed at Sembach, A.B., Germany. By then I had read quite a bit about sports cars and I felt that the time was right to buy one. So, I hitch-hiked down to Kaiserslautern, the closest big city with a Porsche Dealership. There I met a salesman named Herr Steinhauer. I ordered a 356SC Porsche coupe which I was supposed to pick up at the factory in Zuffenhausen in February of 1965. Herr Steinhauer contacted me a couple weeks before my pick-up date and told me that if I would wait a couple more months, he would have a surprise for me that he was certain I would like. After a couple more months wait, he contacted me again to tell me what the surprise was. He told me about the new body style which was to replace the 356 coupe. It was the 911 body with the 4-cylinder 356SC engine.

I had seen the 911, which I was not prepared to buy, but was quite happy to get the 912. The color I chose was Bali Blau. I also opted for the three-gauge dash instead of the five gauge like the 911. I did not get the factory installed radio, and I don't remember if it had an air-conditioner. It did have the five-speed gearbox. My roommate, Joe Peake, suggested that I get the Dunlop SP CB57 165R 15 tires. Joe was a car guy and knew a lot more about what worked with what than I did.

The delivery date was pushed back again, and I did not get the car until July. The price was \$3950.00. The story I was told was that I would not be allowed to get the car until the factory sent some 912s to the USA.



Me in the 912, and Joe in his Triumph just back from Zuffenhausen in front of the barracks at Sembach Air Base

The Smile Is Back (continued)

Looking back, I wish I had ordered the 911 which was \$5700, or the 904 which was \$7400. Who knew? I sure didn't.

So when the time came, Joe and I rode in his red TR3 to the factory and I drove the brand new 912 back to Sembach Air Base with a smile on my face almost as big as the car.

Earlier that year a bunch of us GIs (my roommates Joe Peake, and Carl Salter, and Larry Kading, another friend who lived on our floor) drove to the 1000K race at the Nurburgring. Joe paid the usage fee of 12 Marks and drove on the Ring. Once around was 14.2 miles, and you got just about any curve or road experience you could imagine.

Later on that year I had moved off base to a small village about ten miles away. One morning, I was late for work and racing against myself. I was at redline in third and went into second gear instead of fourth...bent the exhaust valves and the pushrods. That repair cost 480DM or \$120US. We had a pretty good exchange rate back then. We got four Deutsche Marks to the US dollar.



Me and my newly bought Cayman

The next year we went to the Nurburgring again. This time I had my 912 and I paid my fee and drove the Ring. Joe, who had the opportunity to do the complete circuit six or eight times, was my co-pilot and was advising me how fast to go and what line I should be taking, etc. When I got to the Carousel, a heavily banked hairpin to the left, I was at the right speed but got too high at the beginning of the curve and went sideways. Somehow, I managed to drift and slow down enough to get back down low where I belonged and completed the circuit without further incident.

My other roommate, Carl Salter, also went into the Carousel the same way I did...too high. But Carl put his 1966 Alfa



My car, Joe's TR3, and Larry's XKE with Larry, Joe and me

Romeo Veloce Spider up against the side barrier. He was able to drive home, but his car needed a tremendous amount of repair. He had just gotten the Alfa back from the body shop a few days earlier. Maybe Carl should have bought a Porsche instead. I was not yet a proficient driver but that 912 with those Dunlops got me out of a lot of driving mistakes.

On the way back to where we camped out overlooking the Schwabenswanz part of the circuit, I was revving my engine in an attempt to get pedestrians to move out of my way as I drove across the hillsides. The whole time I was slipping the clutch until I pretty much burned it out. There was enough clutch to get back to Kaiserslautern where I had it replaced for about \$70.

In November of 1966, I returned to the States. After driving my Porsche for two and a half years in the US, I started to hear a clunking noise in the rear end. The diagnosis was \$250 in parts alone to fix the problem (the transaxle I think). So, I sold the beautiful little 912 to a used car dealer in Arlington, Va. So sad. Then I bought a new VW bug. Not a very exciting car, but I really could drive it.

Through the years, I had a new Datsun 240 Z in 1970, many VWs, Volvos, a Chevrolet Corvair, and a couple Triumph Spitfires.

For the past two years, I had been looking at and test driving many different cars. I drove BMWs, the Jaguar F-type, many Porsches, the Tesla, a Honda S2000, older Alfas, and even a new Cadillac. Last year, after almost 50 years, I found what I had been missing. Another Porsche that fit me. This one is a Cayman.

Believe me, the smile is back.

—Danny Mancini

60th Anniversary Celebration

Story and photos by PCA Potomac Historians Fred Phelps and George Whitmore



Above: An early swap meet with parts for trade or sale.

Potomac Region will celebrate the 60th Anniversary of the incorporation of Porsche Club of America on 4 October 2015 at Lansdowne Country club. This year's theme will be, "Bringing the decades together." Aside from a few guest speakers (one from each era), your Historians are gathering Potomac artifacts that will remind us of Potomac happenings throughout the years.

Especially important to us as a region will be the participants, you the members. At so many low key or even non PCA Potomac events I attend, I see fellow Potomac people that I have not seen in years. I went to Mario Andretti day at the opening of a local tire dealer and met three people who attended track event in the early 90's that I had not seen at any Potomac event since. The same happened recently at Porsche of Tysons (aka

Peach Grove) La Mans gathering where a member had on a logo shirt of the early 1990's.

You can use this 60th celebration as an old-timers/Newcomers' party to reacquaint and share early (ier) club experiences and remembrances. For instance the swap meets at Dan Rowzie backyard to the ones at H.B.L Porsche Tysons, Marriott, Bethesda, Electrodyn Alexandria, and Dulles International Motorsports in Chantilly; rallists will want to remember the SCCA Virginia real rally or the all night rallies between Frederick Maryland and Fredericksburg, VA, or perhaps the Rebel Run, the second multi-event weekend Potomac held using that name, where the rallyists were almost jailed when they showed up at a checkpoint because they wanted to hold a "rally" on federal property. Of course that rivals the



Watkins Glen “free the Glen ten” incident. AutoXers will want to share their stories of Fort Mead, Osborn High School or Cameron Station where Starla Phelps became instantly famous for her exciting ride, or learn about the Steve Munchnick picnic table award, to the University of Maryland where the 1972 Fertile Turtle Award was given to at the time non PCAer Roger Bratter. You might relive those tech sessions which started at Gee Dee Motorsports in Latham, MD or in Charles Bos’s back yard in Vienna, to those hands-on experiences that Al Collins so astutely built for us at Authority and currently held at, well there are several shops that can be named. Sure you can go to almost any track event and see the stalwarts Haleigh Ewell (1971) Dan Dazzo (1974), Rick Feldman (1982) or Susan Kimmitt (1984) but for the most part, the 300 or so people from those eras rarely participate. You need to go see Ron Davis at the concours to relive the wonderful concours events started at the German embassy and Evans Farm Inn when he was just beginning to work on his wonderful 1964 coupe. Some might remember the wild Pennsylvania ski trips or the 1965 and 1979 Porsche Parades hosted by Potomac Region. Sometimes we are only able to make it to a monthly meeting (old school) that were held at Arnold’s Hofbrau house, Roma Restaurant or the “new” location at the Holiday Inn in Alexandria to the and finally the Best Western, Marriott and Sheraton Premier at Tysons Corner, with some lesser known stops in between, where we might see such notables as

Regina (Doll) Johnson who participated in the design of the original 1968 Potomac logo, might show up at one of these monthly meeting to receive her 20-year membership sheepskin.

Sure you can try to attend all the different Potomac events to reacquaint yourself with all the people you have known throughout the years, but to have the opportunity to gather and relive all these events together at one time is a rare opportunity.

Therefore, please join your fellow Porsche pushers at the 60th celebration of the incorporation of the Porsche Club of America on October 4, 2015. Remember, those events will help shape your memories for the next 10 year celebration. Maybe we can get 1984 Potomac President Shawn Woodhead and Past PCA executive Secretary Ruth Hart to show up and cut the ceremonial cake, again.



Above left: Potomac region coffee mugs.

Above: Patches and placards from the history of the club.

Show Cars Sparked at the 2015 “Augustoberfest”

Story by Ron Davis

“Augustoberfest” had perfect weather for Hagerstown’s annual tribute to its German heritage. Sunday’s car show drew about 50 cars including 14 plus cars from the “rallye” and 15 from the “drive & dine” event which some said was harder than the rallye! Volunteers John Truban and Joe Howell were kept very busy directing traffic while Judy Howell and Diana Davis ran the registration table. Voting was brisk as many “Fest” goers admired the sparkling show queens and voted on their favorites, including one perfect ’67 green Mercedes 250 SL.

Winners of the “TOP 5” trophies were Wayne Watkins – ’90 911, Ray Schlicht --’67 Mercedes 250 SL, Joe Howell – ’84 Red 944, Skip Staggs – ’08 911 GT2 and last, but not least, Jim Keret --’64 356C.

So if you missed this event, come out next year for great beer, brats and apple strudel. And if you have an inkling for a “Kinkling” -- a kind of great German donut—this is the place for you.





Opposite far left: The Bavarian flag adorned with the logo of Staatliches Hofbräuhaus in München.
Photo by Bill Schwinn.

Opposite page: Porsches lined up for the show. *Photo by Bill Schwinn.*

Left: Wayne Watkins with his beautiful 1990 911 Cabriolet.
Photo by Charlene Truban.

Below: Perfect weather greeted the participants in the car show and festivities.
Photo by Charlene Truban.



Summit Point Autocross

Story and photos by Glenn Cowan

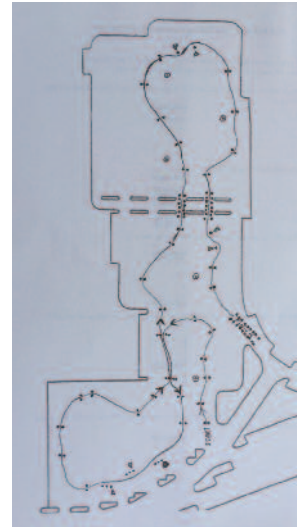
Autocross is a hoot! Those of you who participate in Potomac PCA Autocross events might also say it's challenging, exhilarating, fun, educational, social and entertaining. Most PCA Potomac events are held at Bowie Baysox stadium in the parking lot. It's a nice venue, easy to get to and allows for complex course layouts like the one below.

Once a year the venue moves to the Summit Point Motor Sports Park Jefferson Circuit.

Now we are talking hoot squared! The Autocross course is laid out on the track itself. Speeds are greater. The terrain changes really matter. Harder braking is a necessity. For those who like the idea of racing but aren't ready for DE, this event is as close as Autocross gets. Although not required, participation in a High Performance Driving Clinic (HPDC) would be great preparation for this event and, of course, is its own kind of hoot!

Half the time spent at Autocross events involves working the corners. This essential duty is an opportunity to meet fellow corner workers and watch other drivers and cars as they negotiate the course. At Summit Point the corner workers are definitely part of the proceedings. Cars are coming by you at speed and no cone is safe so the corner workers are busy. It's the best seat in the house.

If your schedule only permits you to attend one Autocross event a year, you should try to get to Summit Point.



Opposite left: The drivers gather to go over the rules and safety issues.

Opposite right: Drivers line up ready for their runs.

Opposite bottom: A beautiful day of weather made for a fun autocross session.



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Augustoberfest Rally

Story by Linda Davidson, photos by Bill Schwinn



August 23 dawned sunny and beautiful for a day filled with PCA Potomac activities. There was virtually something for everyone, including the third rally of the season. Fourteen teams showed up for a 60 mile drive through the Maryland countryside from Frederick to Hagerstown. The challenge was to answer a mere 20 questions based on things they saw along the route. Although nobody came in with a perfect score, competition was tight at the top. The team of Henry and Pat Sobel came in third with a score of 17. Teams of Joe and Frannie Hammerstrom, and Ellen Beck and Bob Gutjar finished with scores of 18, so we were forced to go to the tiebreaker. This

was a simple “guess how many M&M’s are in the jar”. I found it amusing to watch everyone tackle this as a complicated math question, counting sides and rows to come up with an “educated” guess. There were 689 (yes, I counted them) and no one was even remotely close. While Ellen and Bob debated their guess -- Bob wanted to go with the devil’s number of 666 – he deferred to Ellen who went with (Porsche model) 944. Off by a mere 255 gave them a second place finish (I think they’re still talking to each other...). That left Joe and Frannie, who were off by 199, with their first rally win. Congratulations to all!





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Above: Jim Kent's 1st C won at the concours.



Left: The drivers line up at the start of the rally to the Augustoberfest.

Below: After a fun ride together, the drivers reached their finish line at the Augustoberfest concours show.



August 2015 new Potomac members

New members

Marianne Alvarez - 2004 911 Turbo Cabriolet - from Silver Spring
 Kris Arnold - 2008 Boxster S - from APO
 Stephen Bodin - 2005 Boxster S - from Centreville
 William Buckingham - 2014 Cayman S - from Alexandria
 Brian Campbell - 2010 911 Carrera 4S - from McLean
 Richard Conley - 2010 Panamera 4S - from Montgomery Village
 Lyle Farmer - 1971 911T - from Kensington
 Scott Fernald - 2007 911 Carrera S - from Fairfax
 Ernest Fernandez - 2013 911 Carrera - from Potomac Falls
 Ryan Gladhill - 2009 911 Turbo - from Hagerstown
 Thomas Griffiths - 1999 Boxster - from Alexandria
 Ed Hallahan - 2003 Boxster S - from Leesburg - transfer from Northern New Jersey
 Lloyd Halvorson - 1988 911 Carrera - from Frederick

David Halwig - 1989 944 S2 - from Alexandria
 Ron Hamm - 2016 Macan S - from Ashburn
 Alan Himes - 1999 911 Carrera 4 - from Sterling
 Shane Howard - 1985 944 - from Eldersburg
 Dane Jaques - 2006 911 Carrera S Cabriolet - from Oakton
 Gregory Kight - 2012 Panamera 4S - from Sandy Spring
 Stephen Koelbl - 2015 911 Carrera S Sport Edition Coupe - from Fairfax Station
 Asim Mishra - 2014 911-50th ann - from Washington
 Dean Moheet - 2003 911 Carrera - from Washington
 Catherine Ng - 2015 Boxster S - from Rockville
 Lauren Patterson - 1999 Boxster - from Washington
 German Quintero - 2009 911 Turbo - from Fairfax
 Merrill Raman - 2007 Cayman S - from Arlington

Christopher Rollin - 2014 Cayman - from Newington - transfer from Suncoast Florida
 David Rusk - 2005 Boxster S - from Frederick
 Sam Shah - 2012 911 Carrera GTS Cabriolet - from Fairfax
 Stephen Sobieski - 1965 912 - from Sterling
 Sean Teague - 2011 Cayman - from Potomac
 Frank Thompson - 2014 Boxster Roadster - from Alexandria
 Fred Wenger III - 1985 911 Carrera - from Annandale
 Gary Yacoubian - 2008 911 Turbo - from New Market



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Anniversaries

25 Years

Jeffrey & Christa Davidson
Ted King
George Maves

15 Years

Edford & Karen Chambers
John Garland
Martin Rendon & John Cianciosi

10 Years

Skip & Karen Close
Robert & Susan Frick
Timothy Maney
Michael & Sheree Shores

5 Years

Jerry Bailey & Martha Guill
Scott Barry
Philippe & Patricia Choquet
Paul & Cheryl Davidson
Walter Ellison
Greg Gabel
Gregory & Isabell Gagarin
David Harris & Dotty Andrews Harris
Joseph & Judithe Howell
Martin Hudson & Cristina Mossi
Syed & Ewa Imtiaz
Shaukat Karimi
Brian Krupien
Adrian & Denise Marsh
Ted Maschler
Thomas Merrill & Robin Lynn Dillon-Merrill
Kenneth & Liz Terry



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

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

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

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

- Travel stories that involve a Porsche. An example is Michael Sherman and his wife's trip to Europe for delivery of his new 991.

- Visits to car museums.

- DIY (Do-It-Yourself) articles on some small or large project that you've done. Examples abound, from rebuilding an engine to replacing hood struts.

- Interviews with interesting people who own interesting Porsches such as the one

on Sal Fanelli, who owns a Porsche tractor.

- My first experience with PCA Potomac, which could be what your High Performance Driving Clinic was like, or your first Drivers Education event or just an entertaining Drive 'n Dine.

- Why I Love My Porsche articles are always welcomed. Please include a photo of you with the car.

- Photographs of yourself or fellow Porsche owners enjoying their cars. No low-resolution photos, please; we simply can't use them. Send original sizes.

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

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

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Readers and Their Cars

Right: Ron Davis mans the concours booth at the Augusterfest car show. Photo by Charlene Truban.

Below: Hank and Debbie Allen at Gathering of the Faithful. Photo by Joe Minarik.





Left: Owner Larry Frazier (Right) poses with his brother in front of his 1965 356 C Cabriolet at the Gathering of the Faithful. Photo by Charlene Truban.

Below: A new generation starts to covet the new 911. Photo by Bill Schwinn.





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