Der Vorgänger

NOVEMBER 1965

PCA DRIVER'S SCHOOL AT MARLBORO

OFFICIAL PUBLICATION OF

PORSCHE CLUB OF AMERICA • POTOMAC REGION

NEXT MEETING

November meeting of PCA Potomac will be held on Monday the 29th at Arnold's Hofbrau near Pennsylvania Ave. and 17th N.W. at 8:00 P.M. Major business is election of officers for 1966. The program will feature Mr. John Manougian from Liberty Mutual Insurance Co. See you for dinner beforehand? Just ask for the Porsche group.

EDITOR'S DESK

...by Ed Ver Hoef

During the past month PCA Potomac has held two events (Drivers School and Octoberfest) at which the attendance was less than hoped for and originally anticipated. In both cases when the idea was first brought up to determine potential interest in such an activity, the response was overwhelmingly enthusiastic. However, when it came down to actually putting one's name on the line (backed up by a few dollars) there was an alarmingly small number of people planning to participate.

It is clearly recognized that one can be in favor of something and even quite interested in participating, but that the date finally chosen conflicts with previous commitments. However, I wonder what percentage of the reneges are explained thusly. In all fairness I feel we all owe it to the organizers to think twice when asked whether we would support a proposed activity, and if we answer in the affirmative, to make every effort to attend when it is held.

VICE-PRESIDENTIAL VIEW

...by Dave Ward

Since the date of return of my jaunt to Southeast Asia, New Zealand, Australia, and the Antarctic Continent to the South Pole is a bit indefinite, yr fthfl srvnt may not be present to orate a superabundance of mellifluosity at the PCA Xmas Party. So let me then take this opportunity to thank PCA Potomac for a most pleasant and satisfying year as Vice-President. I've held large and small offices in all kinds of clubs, but this past year's stint was the most enjoyable and most rewarding ever. The other officers have been ambitious, competent, and wonderful to work with. I believe that 1965 was the best year for PCA Potomac since I've been a member. We officers ran a "tight ship" this year, and apparently this policy paid off in outstanding events, meetings and members. Der Vorgaenger became even better, and is recognized as one of the very finest sports car club newsletters in the country. The Nominating Committee has obtained an outstanding group of candidates for 1966, any combination of which will give us really top-caliber management for the next year. I hope that those not elected to office will be appointed to some of the other posts although then we have the problem of possibly not re-appointing those fine people serving currently.

For the year as your Vice-President, and for the Autumn Color Rally--Thanks.

NEW MEMBERS

WALTON C. CLARK, JR., 137 Grafton Street, Chevy Chase, Md. (656-1771). Mr. Clark is a student and owns a 1961 light blue Normal Coupe. He is interested in technical, social, rally, racing and gymnkhana events.

PATRICIA ANNE KENNY, Apt. 209, 2700 Q Street, N. W., Wash. D.C., 20007. (483-2956). Miss Kenny is a medical illustrator, owns a 1965 C grey Coupe and is interested in technical, social, rally, gymnkhana events.

P.C.A. POTOMAC REGION · OFFICERS · 1965

PRESIDENT:	EDWARD MERNONE	333-3313
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TREASURER:	DAVID E. PRIMM	654-2557
SECRETARY:	RUTH BASHOR	524-1264
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Please submit all material for publication prior to the 10th day of the month either by phone or mail to:

ED VER HOEF
11721 ENID DRIVE
POTOMAC, MD. 20854

Anyone interested in joining PCA Potomac should contact the Membership Chairman, Ruth Mayner. Her telephone number is EM5-1945 and her address is 6604 - 81st St., Bethesda, Maryland 20034.

This newsletter is partially supported by Joe Heishman's Inc.

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Typing for this issue by Loneta Newbrough; cover photos of the driver's school by Ed Mernone; reproduction by Warren Matzen. Der Vorgaenger is traditionally not published in December; the next issue will therefore be January 1966. We extend Seasons Greetings.

NEXT PCA EVENT

...by Pat Ward

The PCA Potomac Christmas Party will be held at the Olney Inn on Saturday, December 18 at 7:30 P.M. The main dining room of this quaint country inn has been reserved for this occasion. The menu consists of soup, roast breast of Capon on Smithfield Ham, potato, two vegetables, salad, Creme de Menthe parfait, tea or coffee. A cash bar will be available. All this for only $5.00 per person. You can enjoy a fabulous dinner and socializing with fellow PCA'ers. Tickets may be obtained from Pat Ward and Agnes Van Sant at the next PCA meeting. For reservations call Pat Ward at 622-4298 or 933-5944 after December 1.

Olney Inn is located about 1 mile north of Olney, Md. Take the Beltway to Georgia Ave., Rt. 97; remain on Rt. 97 until you reach the Inn. As you near Olney just follow the signs and your nose.

Don't miss this Christmas Party; it should be a lot of fun. We look forward to seeing all of you there.

LAST PCA EVENT

...by Ed Ver Hoef

PCA's non-competition driver's school was held at Marlboro on Saturday, October 30. It was arranged on rather short notice but nonetheless 29 entries were received and 27 students showed up bright and early at the track. Of these 27, 18 were from PCA Potomac, 7 were local non-members (at least two of whom have since expressed strong interest in joining PCA) and 2 were from the Baltimore area. There was a good mix in cars too with 7 Normals, 10 Supers or C's, 9 Super 90's or SC's and one 911. The cars ranged in vintage from '59 to '66 with the 911 arriving with approximately 500 miles on the odometer; it had been delivered only three days before. Laurels go to the '65 SC Coupe as being the best represented model with six cars in this class. We had an ample

supply of instructors (14 in all) allowing the luxury of one instructor for every two students.

The day started with a technical inspection. Fortunately all cars passed this test successfully. Following this, a driver's meeting was held at which the rules for the day were explained and the instructors were introduced to their students. The students were divided into two equal groups with each instructor having one student in each group, and while one group manned the flag stations, the other group received their first training session. At the completion of this session, the two groups traded places so the erstwhile flag personnel could receive their driving instruction. During these first sessions the instructors tried to teach their students the proper line through each corner and such techniques as heel-and toeing, down-shifting, setting up and maintaining a drift. They also continually emphasized the safety rules for the day. Since this school was being run without the requirement for roll bars and in recognition that it was not a competition driver's school, passing was restricted to the four long straights.

Upon completion of these two sessions we broke for lunch. After lunch Jim McDaniels, one of the instructors, gave a chalk talk, reviewing the rules for the course, discussing good and bad driving practices, pointing out particular things to watch for on the track. Following the chalk talk each instructor took his students for a walk around the track, discussing each corner in detail such as brake points, entry, apex and exit points, and what to do in the event of an emergency in that corner. Changes in road surface and its effect on the handling of the car were also discussed. When all the students had completed the track walk, the third driving session got under way. In all, six driving sessions of nearly one hour each were held so that each student could get almost 3 hours practice during the day. This much practice was bound to have an effect and it certainly did. As one observer put it, "To watch those Porsches wobble and bobble coming out of the oval at the start of the event kind of made one feel uneasy. As the drivers got the feel of the turns later on they looked like they were on rails; very smooth." There were no serious incidents at any time. Several drivers did manage to spin at some point during the day but they suffered no damage and learned something at the same time. No cars suffered mechanical bothers necessitating a call at the pits, and at no time was it necessary to call any driver in to chide him for unsafe driving practice. In general it was a grand time for all, students and instructors alike.

LAST PCA EVENT ...by Thea Welsko

Octoberfest at Harper's Ferry. Several members of PCA who weren't disturbed by the thought of an Octoberfest in November spent a very pleasant weekend at the Hilltop House in Harper's Ferry, West Virginia.

Everybody arrived in time for dinner Friday night, including Bob Strom, a member of the New York Region whom the Mernone's met at this year's parade. The Hartzler's promptly got everything off to a good start by having a party for us on Friday night. The highlight of the party (which was a pretty miserable color for a highlight) centered on a tray of bonafide Porsche parts which we were asked to identify. These included a disc-brake pad, two wrenches used for wheel nuts on the early models, one half of a set of points, and a carburetor float-level measuring device. The part that got the most inventive answers was a button that is installed on bumpers when the reflectors are moved from the bottom to the top. Bob Harper won the prize for having the best score in the men's class with 56 out of 60 possible points; Tom Welsko, with 33 points, won the men's booby prize. Ruth Mayner's 42 points were enough to win her first prize in the women's class, and Diane Berger, with 5 points won a tow rope in case she gets stranded somewhere. Mattie Mernone was awarded a special prize for the paper with the most original answers.

Saturday dawned bright and lovely for most of us. There were those who chose to sleep in preference to a trip down the hill to historic Harper's Ferry. Most of us wandered around the village until a Park Policeman warned us that we were going to be invaded by a trainload of children from D.C. Several members of the group went hillclimbing in the West Virginia woods. They seemed quite happy about the performance of their little machines.

After lunch Blair and Mildred Harrington treated us to some of the local scenery via rally route. It was a lovely drive over some perfectly beautiful territory and a really pleasant rally. At dinner Blair awarded the most beautiful trophies--hand-hammered pewter dishes, made by a Harper's Ferry craftsman. The lucky winners were Bob Harper and Diane Berger, who won first prize; Carol and Bob Bonswor, who came in second, and Tom and Thea Welsko, who were third.

By dinner time Saturday everyone had recovered well enough to begin partying again. After a hearty German dinner we went to the tap room where we helped our friend, the piano player from Arnold's, spread good cheer. Polka lessons and conversations begun Friday night were continued.

Sunday morning most of us planned to get up early and return home, but an impromptu nature walk was organized and most of us decided to go hiking. We followed the Virginia Island Trail, with Carol Bonswor and Ruth Mayner serving as park naturalists. When that was over the Welsko's were treated to a tech session. Their clutch cable had broken (they thought) just as they started down the hill. After gnashing of teeth, the clutch cable was found to be whole, it was replaced and instructions on driving a clutchless car were given. During the tech session everyone generously offered tools, knowhow, grease, cleaner, and all sorts of morale building equipment. It illustrated the good fellowship of PCA members beautifully. After the Welsko's Roadster was put back together we came back home en caravan--a fine way to end this all too short Octoberfest.

COUNCIL REPORT ...by Roger Walton

It has been decided that rather than running its own events to make money, the council will levy a fee of up to $20 to each club for each championship event held. The specific amount will be determined each year by the council members to be paid one-third the amount at the beginning of the year and the remainder within one month following the event.

SESCA was prohibited from running the next three Team Trophy rallys because they held an open rally on the same date as the Austin Healey Club's cherished date rally. This yielded a new ruling; each club must now confirm their cherished date with council between one and two months prior to the event.

Scuderia Montgomery has been dismissed from the council for not meeting attendance requirements at council meetings.

POINT STANDINGS

...by Gordon Wagner

These scores do not include recent autocrosses, the Triumph Team Trophy Rally, Drivers School, or Oktoberfest.

Position	Name	Score
1	Bob Harper	1510
2	Blair Harrington	1240
2	Mildred Harrington	1240
4	Gordon Wagner	1230
5	Dick Morgan	1150
6	Ruth Mayner	1135
7	Rita Wagner	1130
8	Jim Hartzler	1105
9	Mary Hartzler	1095
10	Merle Mayner	1085
11	Lou Hansen	1070
12	Tom Welsko	995
13	Dave Primm	990
14	Roger Walton	950
15	Thea Welsko	945
16	Bill Erler	890
17	Aaron Kinberg	885
18	Pat Ward	750
19	Dave Ward	700
20	Dave Ballard	690
21	Agnes Van Sant	650
22	Ken Wise	640
23	Ed Mernone	630

EVENT CALLBOARD

Nov. 28 "Virginia Creeper" PCA 2-car team rally Bob Harper, O.D., 684-4619 Pre-register for this unusual event.

Nov. 28 Autocross Assn. presents an Autocross at Old Dominion. Bill Plate, O.D.

Nov. 29 PCA Meeting, 8:00 P.M., Arnold's Hofbrau

Dec. 5 SCCA Championship Rally. O.D. Harry Handley, FE 7-9193. Inc. reg. run.

Dec. 12 ACTC Championship Autocross. Bolling or Andrews AFB. Ken Wise, O.D.

Dec. 18 PCA Christmas Party. Olney Inn. Pat Ward, O.D. 622-4298

Dec. 11 SCCA Dance - Wash. Hilton. $15 per couple Black tie option. Call Sue Roethel

Dec. 19 AJSTC Autocross. Ft. Meade

Jan. 8-9 Refrig. Bowl

MAGAZINES

....by Dan Torpy

The Porsche factory must be trying to keep the new Targa model a secret, judging by the scant information on it in the press. "Machine Design" for October 28 has a few more facts about it. Contrary to my speculation last month the metal roof section over the seats can be stored in the car, as can the large wrap-around rear window, which is flexible and zips in place.

December "Car and Driver" in an article on automatic transmissions for racing cars, states that Dr. Ferdinand Porsche used an automatic transmission in a car which he and his associates designed in 1938. This was the Land Speed Record contender built for Daimler-Benz, and the transmission for the six-wheeled car was a "fully automatic torque transmitter". In 1954 Ferry Porsche said that automatic transmissions could be used successfully in sports cars with an engine size of three liters or more.

According to November "Sports Car Graphic", Porsche probably will not win this year's European Hillclimb Championship. Scarfiotti, driving a two liter, four overhead cam V-6 Ferrari Dino, with 220 horsepower, has won four successive hillclimbs, after missing the first two of the season. The eight cylinder factory Porsche prototype is giving 240 horsepower, but driver Mitter has not been able to beat Scarfiotti. However, a 904 driven by the Swiss driver, Mueller, has won the GT hillclimb championship.

SUGGESTED BYLAWS CHANGES ...by Brooke Armat

(Ed. Note: The following are changes to the bylaws suggested by Brooke Armat who was appointed by President Mernone to consider changes which might be necessary).

ARTICLE VII
Elections
Section 1 - Annual Election
The officers of the Club shall be elected by a majority vote of the members present at the Annual Meeting. Voting shall be had upon a slate proposed by the Nominating Committee, which slate will be supplemented by names proposed in writing by any five or more members. Nominations for elective office shall close six (eight?) weeks prior to the Annual Meeting. The names and biographical sketches of the nominees shall be published to the membership prior to the annual meeting.

Section 2 - Vacancies
Vacancies arising in the elective offices shall be filled by interim appointments made by the Executive Committee.

(Underscored matter constitutes the amendment.)

LETTERS TO THE EDITOR

Just a note to let you know that the DRIVING SCHOOL event conducted by Roger Walton was the most WORTH WHILE event ever held by the Potomac Region.

To watch those Porsches wobble and bobble coming out of the oval at the start of the event kind of made one feel uneasy. As the drivers got the feel of the turns later on they looked like they were on rails, very smooth.

The event was better than life insurance for the participants. They really learned how to handle their cars at all angles and just how far a Porsche will drift.

Not one car had to come into the pits with mechanical trouble. This is indeed a very noteworthy point, considering all cars had at least 2½ hours on the track at high speeds.

Let's have another one.

George Duvall

You were right, Ed...(Mernone)
...when you expressed, with some concern, the hope that our one-day session at Marlboro would not im-

part the feeling that we had learned all there was about racing..."a little knowledge can be a dangerous thing," and in the locker room, where I am busy impressing everyone with the fact that I am now the "poor man's Barney Oldfield." My reference to Oldfield gives you some idea of the age of the jet set with which I associate. My pals could not tell the difference between Stirling Moss and Targa Florio if they met 'em face to face. Of course I now have one thing in common with Oldfield...both of us can prove that we have been on the race track at least once.

The real point of this letter, and you can publish it in the local "poop sheet" if you wish, is to thank you and all others who participated in the drivers school for your wonderful spirit and interest. I can't imagine any low handicap golfers taking a day off at their own expense to teach a bunch of dubs how to improve their game. But all of you certainly seemed to enjoy helping us improve our driving. You fellows may not regard yourselves as in the same league with the Hills and the Clarks and Mosses, but you are all far above average, and your stress on safety is something that a lot of average drivers could emulate.

Of course it was just my luck, with my learning toward youth and beauty, to get the wrong Mernone, but if your daughter kept her students as busy watching the road and tach as you did, I wouldn't have had much time for the beautiful scenery in the next seat.

I am sending a copy of this letter to Messrs. Walton and Ver Hoef, who apparently were responsible for organizing this event, as I want them, and all other instructors, to know how much pleasure and benefit I derived from the experience. I am sure I am expressing the feelings of every one of the students.

Henry J. Kaufman

ELECTION NEWS ...by Ed Ver Hoef

In keeping with your Nominating Committe's desire to provide the membership with a choice of nominees for each office, each has been asked to submit a brief personal sketch to introduce himself to those members who might not already know him. These sketches are presented below.

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FOR PRESIDENT:

Joe Berger, associated with Xerox for the past eight years as national account representative to the Dept. of HEW, became interested in the Porsche by accident. In October, 1961, Joe stopped to visit Bill Mann at Manhattan. Bill asked Joe to try the Porsche from the showroom for the night. The next day Joe bought the red Super Coupe and soon joined PCA.

Joe enjoys working at PCA and SCCA rallyes, autocrosses, drivers schools, and other events. He, wife Diane and three little Berger's live in suburbia in a split level home, with a basement workshop cluttered with Porsche doodads.

Dave Primm is the chief of the Automatic Data Processing Service Center at the A.E.C. Germantown facility. Dave is a member of SCCA, PCA and the Volvo Club, and has held positions in all of them. He has owned a variety of cars: an MG TD, a Volvo 444 and P1800, and a '64 C Porsche. His interests in rallying are attested to by being in Expert Class and placing fourth overall in the '64 Autumn Color Rally, and in racing by his being on the permanent pit steward staff for SCCA.

FOR VICE-PRESIDENT:

"Reg" Diodati was born in Methuen, Mass, in 1929. His wife's name is Ingrid and they have no children. He is an alumnus of the Univ. of Mass. and the Univ. of Hartford where he majored in electronic engineering. "Reg" served 5½ years with the U.S. Army Signal Corps both Stateside and Europe. He is employed by the Gerber Scientific Instrument Co., Hartford, Conn., Manufacturers of data equipment and computerized automatic drafting machines and plotters. His occupation is Field Engineer, Washington Office. His hobbies are sports car events, racing and electronic tinkering. He enjoys driving (both cars and motorcycles), tech "bull" sessions, social activities, bowling.

Jim Hartzler is a nuclear physicist who has been analyzing Navy operations in and out of Washington for the last 11 years. Before that he was on the faculty at Carnegie Institute of Technology in Pittsburgh. Jim and his wife, Mary, joined PCA a year ago just after bringing a '64 SC back from Europe. Now they also own a '65. Although they have been rallying for less than a year, they are now classed as Experts. Jim does the routine maintenance on their two Porsches. Other interests include photography and hiking.

FOR TREASURER:

Mattie Mernone was born in Florence, South Carolina and attended school there. She migrated to Washington, D.C. in 1936 and during the same year was married to Edward Mernone. She was employed by the Dept. of the Interior until becoming a housewife full time in 1963. During her tenure of Government Service, Mattie was Secretary to the President of the Virgin Islands Corporation. She served as Washington Secretary to Governors of United States Territories and to the Commission on the Applicability of Federal Laws to Guam and to the Trust Territory of the Pacific, when their jurisdictions were turned over to the Department of the Interior. She also served as Secretary to the Chief Counsel of the Division of Territories and as Secretary to the Liaison Officer of the Geological Survey for Scientific Advisory Board.

Mattie has been a member of the Potomac Region of the PCA for over 5 years and her main interest in the Club has been as the wife of a Porsche Pusher. She has worked many check points and thoroughly enjoys the social aspects of the Club. Mattie and Ed have one daughter, Pat, who is also a member of Potomac Region, PCA.

Ken Wise is an Electronic Engineer in the Research and Development Division of the Federal Aviation Agency. He and his wife, Mary, joined PCA about one year ago just after purchasing their Porsche. They moved to this area in 1959 from Indianapolis; both are native Hoosiers. The sports car bug started in 1959 with a TR-3 which soon became the rally car, the autocross car and the grocery wagon. Ken is also currently active in SCCA with the Flag and Communications Group (formerly a Tech Inspector), in ACTC as the Council Representative, in the newly formed Autocross Association as Activities Chairman and is the Autocross Chairman for the Metropolitan Washington Council of Sports Car Clubs. Other hobbies, which are presently somewhat quiescent, are flying, motorcycling, amateur radio (WA4UOO & ex-W9ZXS) and skin diving. Present cars are the '65 Porsche, a '63 VW and a '60 Sprite.

FOR SECRETARY:

Beverly Schroeder is a family member of the Club as wife of Peter Schroeder. They own a 1964, Irish green, 356 C Cabriolet with a ski rack. Before coming to Washington, Beverly lived in Raleigh, N.C., but spent the majority of the four years prior to her move in Greensboro, N. C., where she graduated from that branch of the Univ. of North Carolina with a B.A. degree. Painting is one of her greatest sources of recreation--both her own painting and that of others. Peter also has an active interest in the fine arts. The Schroeder Porsche can be seen daily in a CIA parking lot where Beverly is a graphic illustrator and Peter is an analyst. But it can be seen in better form touring in the grand manner...to Watkins Glen where they drove this fall, and on into Vermont and Massachusetts...or to Florida for a trip to Nassau (where they went for their honeymoon over 1964 Race Week). Beverly and Peter have driven in one beginner's rally and have helped check point more difficult ones. Upon purchase of a stop watch they intend further participation. As regularly present members at PCA meetings, the Schroeders enjoy meeting other members.

Thea Welsko is a metallurgical engineer who analyzes aircraft failures at the National Bureau of Standards. She developed a passion for Porsches several years ago after seeing Roger Penske drive an RSK. Thea bought a convertible D in 1963 with the aid of the Mayners and soon joined the Porsche Club. She has worked and run PCA rallys and expects to do more rallying now that she has a permanent partner. Hillclimbs and autocrosses appeal to her, but Thea admits to being too much of a coward to consider racing.

NOTES

...by Mary Hartzler (& Eds.)

Factory distributor letter in California says to replace the crankcase-to-air-filter breather tube with a factory kit. Engine damage has been attributed to the water vapor recirculated by this breather. Locally Rick's has a home-made conversion available...It's a good idea to flush Porsche brake systems about every 2 years to prevent a build-up of gunk in the master cylinder...General Motor's Delco Division has a new brake fluid, Supreme H.D. said to have a boiling point 175° higher than brake fluid graded Super H.D.....Now is the time to get our cars undercoated or do a thorough touch-up with goopy Texaco compound L since unhappiness is a rusted Porsche. Spray cans are available...Cover the keyholes with Scotch tape before washing the car in the winter, but if the locks do freeze dip the key in glycerin or antifreeze (if you have any around). When locking the car in the winter, it is a good idea to lock both doors with a key so you have twice the chance of finding a free lock...Bruce Jennings was featured on TV Road Race 500 driving a Chapparal...We parked two Porsches side-by-side and are now convinced that a headlight relay kit does make enough difference to be well worth installing. One is available from Exhaust Equipment Engineering...Reading Porsche-the Man and His Car will help to understand the eccentric genius whose main ambition was to design the winning cars we drive...PCA driving school students who used an SC with Texstar (standard) brake pads should check them. Ours (with 2 drivers) were worn out... PCA Potomac appeared well in the latest issue of Christophorus in the story with photos on the Tenth Anniversary dinner prepared by Lou Hansen and run both in this newsletter and Panorama...

ETCETERA

...taken from Rocky Mtn. Region

First Epistle to the Sports Car Owner

Be thee ever aware of thy rear-view mirror, for should there appear within a chariot with red lamps & herded by mad blue demons, they will cause an unearthly clamor of noise and all manner of evil shall befall thee.

And when thee and thy sports chariot be at rest in the byways, and lo and behold, thou be challenged by a domestic eight-barrelled man-of-war and thou find thyself left in a cloud of unused fuel, console thyself on the next winding trail.

Keepeth an eye turned skyward for verily I say unto you, when cometh the clouds, so cometh the rains and thy chariot will be liken unto the sea and thou shall curse thy open top chariot.

And when the arrow does creepeth into the red pie slice, beware lest thy machine be likened unto the wheat on the March wind and do fly hither and yon.

Labor upon a rally but be thy unto a rock, make not a sound or the earth shall tremble with cries of anger, and thy body shall be smote with a stopwatch and thy gaping mouth be filled with old rally instructions. Blessed are they who do work on rally, for they shall receive protests.

Be thou ever aware when signaling at the sports chariot races lest thy turn thy back and the treads of many horses shall appear upon thy back and ye shall be likened unto the dead.

77,000 CARS ...taken from PCA Northeast Newsletter

This is less than 4 days production for one Detroit manufacturer or about the number of 356s Porsche has produced in 16 yrs. Not much for a quantity-oriented age, but it represents 77,000 votes for quality.

The Porsche 356 introduced and developed new standards of aerodynamic and mechanical quality and efficiency and durability for the two passenger GT car--unified concept and balanced design. The beauty of the 356 is ageless and beyond the whims of fashion for those who see it; the rest will go on preferring the newest.

The 911/912 body and the 911 engine are good news, nevertheless, because it shows that the Porsche spirit is still alive. The world may never exceed some of the great architecture of the past, but it would die if it stopped trying in the midst of new problems demanding new techniques.

The new Porsche suspension handles better at higher speeds and a great deal of trunk space has been found. Beyond this the 911/912 has a racier sleeker look in the current idiom. Some are calling the new car "much better looking," but how much this is the attraction of the new may have to wait until a third generation Porsche gives some perspective.

RESERVATION FORM FOR PCA CHRISTMAS PARTY

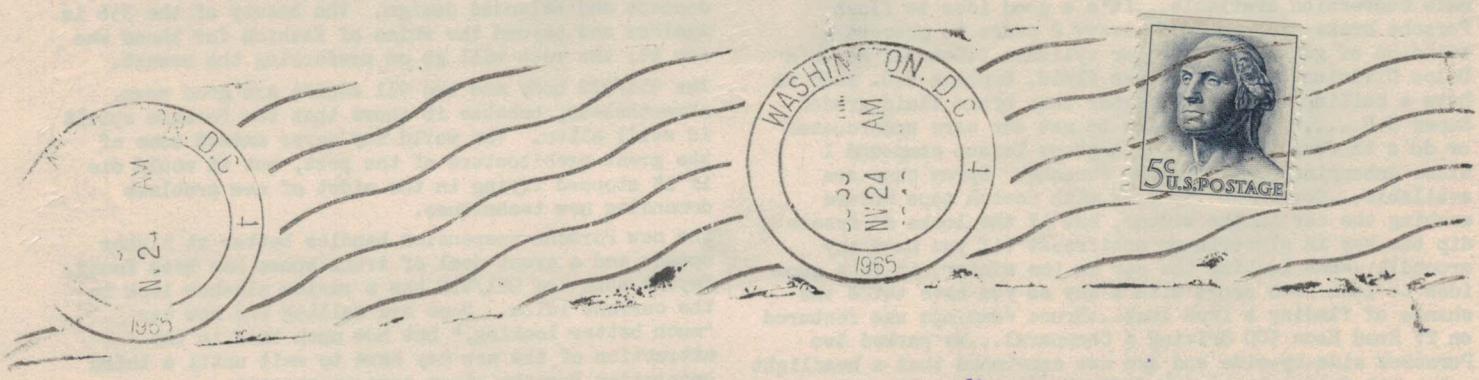
Name _____

Address _____

_____

Number in party _____

Send form with $5 per person to:
Pat Ward
11609 Lockwood Drive, Apt. 204
Silver Spring, Maryland 20904



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