

# Der Vorgänger

OCTOBER 1966



OFFICIAL PUBLICATION OF

PORSCHE CLUB OF AMERICA • POTOMAC REGION



P.C.A. POTOMAC REGION OFFICERS 1966

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This newsletter is partially supported by Joe Heishman's, Incorporated.

Prospective members should contact our Membership Chairman, Ruth Mayner, 6604 81st Street, Bethesda, Maryland, 20034, or call her at EM5-1945

Typing for this issue by Shirley Dorsey; Cover photo of last year's Autumn Color rallye by Blair Harrington; Printing by Hollywood Lithograph, Warren Matzen, prop.

## NEXT MEETING

The October meeting will be held the customary last Monday of the month, October 31, at Arnold's Hofbrau, 17th and Pennsylvania Avenue. The business meeting will begin promptly at 8:00 p.m., with the program scheduled to start at 9:10.

Again this month Jim Hartzler plans a program of slides and movies by local Porsche-pushers. Call Jim at 560-3113 if you can contribute, or bring them to the meeting.

## EDITOR'S DESK

John P. O'Connor

Since the September meeting, when Lou Hansen announced that the nominating committee was in business, we have been thinking about the forthcoming elections. The inevitable curiosity about our officers for next year caused us to reflect upon those presently serving in various capacities.

Every member attending a meeting this year owes a bit of gratitude to Dave Primm. Despite jibes at his "motherliness," Dave has done an admirable job in keeping his campaign promise of one-hour business meetings. Only those members who remember arriving home after midnight the last Monday of the month can appreciate Dave's resolution. We cannot editorially support (big deal!) anyone who will not pledge a continuation of this policy.

The credit for another outstanding job goes to Joe Berger, our Activities Chairman. While the applause for each successful event has gone to the O. D., and rightly so, it has been Joe who twisted the right arms to get these events off the ground. Any club can have a big annual affair, but PCA Potomac has gathered this year for at least one fine event a month. The variety of events is tremendously impressive: hillclimbs, picnics, rallies, rally schools, rally-workers' schools, autocrosses and autocross schools, concours, photo tours, tech sessions, high-speed drivers' school, auctions, and drinking-and-conversation events at almost any occasion. As past president Ed Mernone once said, "If you can't find something here for you, brother, you must be in the wrong club."

Amen.

## PRESIDENTIAL VIEW

David E. Primm

Some comments have been expressed by one or two members concerning a lack of communication between members at meetings this year. This may be true to a certain extent, and I wonder if it is not a good thing. I have tried to run the monthly meetings efficiently and in a

manner that reduces long verbal exchanges that, in my opinion, serve no other purpose except to irritate the listeners.

It is very difficult to judge when to cut people off and when to let them continue a discussion. In the one-hour time limit I have set for the business meeting, there is just not enough time for debates; therefore, such meetings consist primarily of committee reports. This may not be completely acceptable to everyone and it should be an item for next year's President to consider.

We have always had a packed house this year for our meetings and our membership rolls have never been higher. If my methods were too out-of-line, I am sure neither would be true. As the Rheingold commercial says, "We must be doing something right."

## NEW MEMBERS

Peter Reynolds, 5055 Seminary Road, Apt. 1203, Alexandria, Va. (836-3700). Pete is 26 years old and a designer. He drives a 1961 silver 1600 S coupe, and expresses interest in all PCA activities.

## NEXT PCA EVENTS

Joe Berger

The column for this month is filled with personal regrets. Not the truly sorrowful ones, but rather of the type that one feels when he is finally getting the knack of the thing. A writer I'm not--but tackling this column has taught me most what not to do. A participant I am also not--but the associations with the club membership and more particularly the fine O.D.'s of the past events and the few remaining to come, have taught me to appreciate those with that all important competitive spirit and willingness to help. I want to thank all of you for your support.

But enough of that . . .

September closed on a solid note with our host, Hugh Heishman of Joe Heishman's, Inc., giving a tech session on "Winter Preparation" under very difficult conditions. More than 36 PCAers were in attendance and being very attentive to say the least. A comment heard was, "If I save five bucks, the session would have been worth its weight in gold." Our thanks are due to Hugh as well as our hosts for the previous tech sessions, Rick Fayen and George Duvall.

Of course, by the time we go to press, the Tour for Photographers, O.D.'d by Blair Harrington, and the Autumn Color Rallye, O.D.'d by Bill Erler (Dave Primm), will have run their course. More on these in the November Vorganger.

Don't forget Halloween at the Wagner's. A spooky time will be on tap. The date is October 22nd and come dressed down/up. Call Rita Wagner at PO 2-3756.

Sterling Rullman should have all your reservations for the Second Annual PCA Novemberfest, November 4, 5, 6, at Harper's Ferry. Late-comers are, of course, more than welcome and those that can't make the weekend should try to join us for the BIG German blast on Saturday, November 5th. For more information, call Sterling at 577-1550.

It's Autocross time again with Bill Dorsey doing the honors. November 12 at Beltsville Speedway, Beltsville, Md. (See Event Call Board for more information.)

It's the happy combination of Harper and Hartzler for the Virginia Creeper Rallye Mark III. No particulars at this time other than the date, November 27. Call Bob or Jim at 671-7712 or 560-3113.

A surprise for December, no date yet. Bill Barnett will brief you at the October meeting, so prepare yourself by reading his HAUNTED HOUSE below.

December 17 is the date for the PCA Christmas Party. Drinking, dancing, and eating, plus. Call Jim and Mary Hartzler for details at 560-3113.

#### HAUNTED HOUSE

Bill Barnett

"There was a girl upon the stair,  
A girl who wasn't really there,  
She wasn't there again today,  
Somehow, I wish she'd go away."

There are many strange things which happen in this "out-of-round" world we live in, things which neither the scientists nor the fast-buck artists can explain. Take the UFO, the Yeti, the Beatles, or the sports-car buff. Stranger still, take ghosts! Yes, those magical, mystical, theological entities you sometimes hear about, but seldom see. There are the believers and the scoffers; more believers in Europe and the Orient, more scoffers in The New World. Despite the scoffers over here, however, The New World has its share of ghosts, poltergeists, and haunted houses. A place doesn't have to be old to be haunted, but it helps.

Take the place I live in, for instance. "Dent's Palace," as it's called, was completed in 1750. It is a huge fortress of a brick plantation dwelling, set in 273 acres of rolling Southern Maryland tobacco land. It is the ancestral home of the Dent family, part of an original land grant from the King of England himself.

In the room directly above the kitchen, where I eat breakfast every morning, men who fought in the Revolutionary War were born. Some of the family members are buried in a grave yard not far from the house. In a place as old as this, there's no telling what may have occurred over the years. I have heard and can relate many legends; which brings me to "Anne" as we call her.

Anne isn't a bad-looking girl, with long blonde hair, blue eyes, and a sad face. However, she has two shortcomings: she has no knowledge of modern ladies' apparel; and she's transparent! I might add that she's quite shy, and disappears when approached with questions about the good old days. She startled us at first, but we've come to accept her as one of the family. I can't say the same about the peg-legged man on the third floor. He's another story!

"Why don't you come down to my place to investigate. I can't guarantee you'll meet our star boarders, but I can guarantee you a fun-filled tour of this most interesting colonial dwelling. After all, you don't visit a room where Lafayette slept every day.

We are tentatively scheduling a tour for the end of November or first of December. Details to follow. It should be a second Halloween, with the possibility of REAL ghosts.

Hope you can come.

## RALLY ROUNDS

Mary Hartzler

Tom Lusk's night "Mileage Melange" rally was as un-complicated as a rally can be, with all signs in the headlight beams, and mileages for every turn to keep all the cars on course. Fourteen cars finished with the Hartzlers first and the Mayners and Harpers tied for second. The DNF car had an altercation with a tree and came out very second best but luckily injuries were kept to a minimum.

SESCA's "Rally A Go-Go," O.D.'d by Gladys and Jack Fawsett, proved how difficult it can be to follow a simple instruction. Any idiot ought to be able to count all the STOP signs facing his route but in fact no one got them all and one car even found some that weren't there. The special rules and semantic circumnavigation of the compass points left some rally intersections strewn with bewildered rallyists. The first checkpoint was the most often missed, which partly accounted for only 3 scores under 100. Perhaps the word "straightforward" should be redefined? The only trophied PCAer was the second overall car of Phoebe and Bob Harper, who also made 50¢ on the class optional pool.

Morgan Car Club put on the latest Team Trophy rally with Wayne and Elsie Sharon as the O.D.'s. It seemed very simple: cars were kept on course, but as the die-hards compared their scores at the end (and particularly their guesses on the unmanned leg), they realized a master gremlin had been at work. It seems strange that a good day's rallying can be ruined by the lottery effect that this terminal control had. This makes me wonder what actually is the purpose of a calculation-only leg that is not designed as a tie-breaker. Scores were still not available over a week later.

Blair and Mildred Harrington's Photo Tour enjoyed a good turn out, perfect weather, and some really lovely scenery. The rallyists wondered where the checkpoints were and snickered quietly when three-quarters of the tour became lost. The highlight of the day was the drag race between Dave (My Honda will out-accelerate a C Porsche) Primm and skeptical Bob Harper. The two lined up, revved up, and as the flag dropped, the Porsche disappeared -- leaving Dave under the Honda which had reared and slid sideways. Dave's first words were: "Stop laughing." We all had fun, and hope to have another event of this type next Spring.

## XII PARADE

Phoebe Harper

You may remember some mention of unusual exotic culinary delights last month. I've done some snooping to find out a little more about what the banquet chairman means by the high-powered hyperbole. Joe Berger has outdone himself this time. For the clambake at Sandy Point State Park, there'll be clams of all varieties, hardshell crabs, steamed shrimp, barbecued chicken,

baked ham, corn on the cob and many additional relishes. The evening will be replete with an authentic gay nineties bar. The Luau will feature Kaula suckling pig as well as many other Hawaiian foods to please even the most demanding epicure. The luau will be complete with steel band, Hawaiian band, orchid leis for the women and beach-comber hats for the men. Here's your chance to dig out those loud shirts and hula skirts.

On the distaff side, I've gotten wind of a luncheon fashion show. Mattie Mernone tells me she's negotiating with two of Washington's better known women's stores right now to get them to sponsor their fashions.

The latest scoop from Bob Lee is that we will be giving away a Porsche 911 at the end of Parade Week. Here's hoping I'm lucky along about June 23rd.

Rally chairman, Bob Harper, is already busy at work on the Parade rally. He plans to take the rally through as many well known spots of historic interest as possible. He has obtained the able assistance of Blair Harrington to help him.

We expect many Porsche Pushers will be bringing their families to Washington with them. In view of this, and also the historic attraction of Washington, Tour Director Jim Hartzler is busy arranging for conducted tours of the area.

Parade Chairmen . . . Please mark the 28th of October on your calendars. This is the evening of the next working session and it will be held at the Berger's, 1 Crest Park Court, Silver Spring, Md., at 8:30 p.m. The purpose of this meeting is to formulate a Parade budget to be presented at the PCA Board meeting in November.

## RACING NEWS

Dan Rowzie

The closest we had been to a Grand Prix was the chrome lettering on the sides of some Pontiacs. We have wanted to attend the Watkins Glen Grand Prix though even before General Motors had considered stealing the title. Sandy and I were enthusiastic when we received advance tickets for our first Grand Prix race on 2 October.

We started for "The Glen" early Saturday morning; the car was washed, waxed and packed with camping gear; we were happy. At the Tyson's Corner exit of Our Beltway we drove under a giant rain cloud that extended into New York, but that didn't even dampen (sorry) our spirits. We reached Watkins Glen about 2:00 p.m. and were located by our hosts and escorted to their tent. Luckily they had camped Friday night and had suffered enough to buy a catalytic tent heater first thing Saturday morning. Saturday night we were warm.

GP practice Saturday was interesting: Lorenzo Bandini, in the only Ferrari, held the fastest lap time until the last fifteen minutes. Jack Brabham, deciding he wanted the Fastest Practice Time trophy of the Onyz Grid and \$250 donated by the Lentheric shaving stuff people, drove a little faster.

During practice, MGM's camera-equipped Ford-GT was put onto the track along with the GP cars. Footage for "Grand Prix" a movie that will star James Garner and Yves Montand was being added to film that has already been exposed over the GP circuit from Monza to Nurburgring. Meanwhile, the huge MGM contingent snarled traffic in and around the track by entering or leaving at peak traffic times.

The crowds were a real highlight. Only about a third seemed concerned with the racing, while the others

sought new and improved ways to gain status and attention. Watkins Glen was to the immature, a place where one could drink as many cans of Genessee beer as possible; a place where one could write lewd remarks on the dirty side of his car; a place where one could show his erring; and a place where chrome German-type helmets could be bought and worn.

These characters didn't know Graham Hill, Jack Brabham, Lorenzo Bandini and the other internationally known drivers who walked, almost unnoticed, from the Tech Building to the Pit Area. Even ol' Carroll Shelby went unnoticed, and he messes with FORDs!

Sunday was a perfect race day. At 2:00:20 we heard, then saw the cars zooming toward our vantage point, the Front Straight. Bandini moved the Ferrari into the lead with Brabham in one of his own Brabham-Repcos, Jimmy Clark in a Lotus-BRM, and Jackie Steward in a BRM following in that order. After about 30 laps, Bandini retired the lone Ferrari, giving the lead to race favorite and 1966 World Champion Jack Brabham. Brabham's lead was short-lived, however, due to timing chain problems on the exotic DOHC Buick V-8 engine. At about mid-point Jimmy Clark in a Lotus-BRM took the lead and held it for the remaining laps of the 108 lap race.

From about lap 20, when the lead cars began to lap the slower machines, it was almost impossible to determine the positions past third place. Also, we found spectating to be not as exciting as watching a regional race at Marlboro, probably because the GP cars are so highly sophisticated that bends and corners seem to be straights.

The final laps were run by only 8 of the 19 cars that started. Dan Gurney's American Eagle, the only USA car, dropped out on Lap 13, one of the two Hondas on Lap 58 and both of the BRMs on Lap 53. Ironically, Jim Clark borrowed a spare H-16 engine from the BRM team the night before. This engine ran winningly.

Of special interest were the Anglo-Italian combination of Cooper-Maserati: all four entries were running at the completion of the race. All four had German 5-speed ZF gear boxes.

The 1966 Grand Prix of the United States was won by Scotsman Jimmy Clark, who received \$20,000 for his efforts, along with a move up to 4th place in the World Championship standings. With only 9 points given for 1st place and only one more Grand Prix to race, Jack Brabham has the Championship already won with his 16-point lead over second place Jochen Rindt. The next and last Grand Prix of 1966 will be in Mexico.

## NOTES

The members of the Potomac Region wish to express their sympathy to Ken Wise on the recent death of his father.

## COUNCIL REPORT

Lou Hansen

Current standings of the championship autocross series were announced. PCA's Stan Baily leads in Class B in his Carrera. Bill Dorsey and Don Carlson are not far behind, pushing hard at the Sting Rays. Ed Ver Hoef is 6th in Class C with his Normal. Ken and Mary Wise are doing well, but alas, in a Sprite and not a Porsche!

The Autocross Committee is now complete with Bill Platt, Chairman, Bill Snowden and Lois Hauser, AJSTC, Harry Bacar, Saab, and Dick Byrd, AHCA members. The committee

is soliciting written comments and suggestions on the following autocross subjects:

1. Gutting and stripping of cars.
2. Classification of Tom Ward's Saab 93 sedan.
3. Keeping time on off-course runs.
4. Problem of noisy automobiles.
5. Best event award for 1967.
6. 1967 Autocross regulations.

Send comments to: Bill Platt, 9621 Accord Drive, Potomac, Maryland, or contact Mary Wise, PCA's delegate to the council.

The council, by a vote of 15-1, interpreted the 1966 Rally Regulation Section on Council Classes as follows: overall placing in a championship or National Rally counts as 6 trophies even though a trophy was not presented. In other words, placing well up in these events indicated a veteran proficiency for classification purposes, regardless of whether a trophy was actually received.

Coming up for discussion at the November meeting is a proposal to charge an extra fee in championship events to entrants who are not members of a Council Club. The purpose, of course, is to encourage membership in Council Clubs.

## TECHNICAL

Continued from last month.

Radial ply tires offer many other advantages with which I am sure you are familiar, such as increased fuel economy, increased riding comfort, high speed safety, and more direct and immediate steering response.

The one last point that I would like to mention is the fact that tires such as Michelin, English-made Dunlop SP-41's, and Pirelli Cinturatos, which have a very finely bladed tread pattern, usually offer a substantially lower amount of road noise than do their lug-type-tread counterparts.

In summary, therefore, I would point out that if you wish to obtain the very best touring tires with emphasis on tread wear and inclement weather adhesion, you give your primary consideration to the application of the Michelin X, Pirelli Cinturato, or English-made Dunlop High Speed SP-41's. On the other hand, if you wish to obtain a more sports-oriented tire, then either the German-made Dunlop SP CB 57 or the German-made Continental Radials would be excellently applied.

In addition to the above, some comments from the Editor's little knowledge and experience: The noise level transmitted to the car seemed to be greater with the X tires than with the textile strip. This has also been noted by truckers when changing from a cross-bias (conventional construction) to the steel belt. The X tire has been used by some truck companies for years after they get over the shock of the premium price and find the increase in mileage over the conventional tire. This will also hold true in the Porsche. In normal driving, not too slow, the X has been known to be used on three Porsches for a total of 80,000 miles. In normal driving one of the big factors in tire wear is heat build-up. The cross-bias tire is uniformly rigid or flexible from bead to bead and the tread pattern flexes as much as the side wall. Only the under-tread-rubber between the tread pattern and the cord helps increase the stiffness of the casing and it's usually a case of not enough. The entire tire flexes as it rolls and the tread is deformed

in its contact area. Any flexing or deformation is a form of energy and from energy comes heat. At higher speeds the entire tire deforms; i.e., the section becomes narrower and the circumference increases. More heat. Some of the premium cross-bias tires put a breaker strip under the tread, use a thicker under-tread so the result is a more stable tire, less heat, and longer wear.

The belted tire, because of the rigidity of the belt, increases the stiffness of the tread and holds the circumference more constant. Thus the section changes less with very little deformation in tread contact and a hell-of-a-lot less heat. Since the sidewalls are not as stiff as the tread, some flexing can occur in cornering, but keeping the tread footprint in contact with the road surface and greater contact area means a greater friction area and better road holding on corners.

I am getting too windy so one other item and I'll quit. For those of you with American cars, check on the loading limit of your size tire. Most American autos are delivered with tires close to the limit without considering normal weight distribution or load transfer when braking. It is usually hard to find a loading chart but well worth the trouble. Just ask any VW driver how many miles he has on a set of tires. The VW probably has more capacity to spare in tires than any other car/tire relationship on the market. It is doubtful that they could be overloaded in normal use.

Finally, check your tire pressure when cold.

## MARKET PLACE

Now the store has many good-looking patches on hand. Aside from the old and new PCA patches, we also have small and large Porsche strips and patches. If you are interested, we can also get rally patches for you. These are all very good looking and if you would like some, please get in touch with Ingrid Diodati, 256-4246.

TRADE: Let me use your garage to service my car and I will let you use my jack, jackstands and creeper. I will be working on my car only and will need approximately one evening a week. Contact Seth Ratliff at 534-7151 or 336-2158.

FOR SALE: TR-4A camshaft and pushrods. Also, I have a quotation from a firm for Koni shocks to fit the 356B at \$19.75 each. Don Barrett, 927-1809.

## EVENT CALLBOARD

Lou Hansen

- |                      |  |
|----------------------|--|
| Saturday,<br>Oct. 29 | SCCA Halloween Holocaust, 11th annual all night TSD rally with frightening checkpoints, fiendish stunts, etc. Starts at 7:00 p.m. \$6 including breakfast for two. Dave and Cindy Keppel, rallymasters, 768-3992.  |
| Sunday,<br>Oct. 30   | TAA "Tralom" or California Autocross, location indefinite. Registration 9:00 a.m., first car at 10:00. \$3.50. O.D.'s are Dick Byrd, 521-0584, and John Heinly, 549-0921.  |
| Sunday,<br>Oct. 30   | FBSCC Championship Rally. 120 miles and 4 hours long. Registration 10:30 a.m. First car at 11:01 a.m. Starts at Wildwood Shopping Center and ends at Gaithersburg Inn. Registration and information from Mrs. Dorothy Lear, 949-3429. OD is Mike Miller. |

- Fri.-Sun. PCA Novemberfest at Harper's Ferry. O.D. Sterling Rullman, 577-1550.
- Sunday  
Nov. 4-6
- Sunday  
Nov. 6
- Saturday  
Nov. 12
- Sunday  
Nov. 13
- Sunday  
Nov. 13
- Sunday  
Nov. 20
- Sunday  
Nov. 20
- Sunday  
Nov. 20
- Sunday  
Nov. 27
- Sunday  
Dec. 4
- Sunday  
Dec 11
- Saturday  
Dec. 17
- GSCC Autocross, O.D. Paul O'Mally, LU 2-1581.
- MGCC "Baker's Dozen Mark IV" 100 mile TSD rally. Dash placques. Starts at Penn-Mar Shopping Center. Registration 10:00 a.m. First car off at 11:01 a.m. Dick Baker O.D., 336-3084.
- SCCA Fourth Annual Rebel Yell Divisional Rally by PCA's T. C. Gorden Wagner. Starts and ends at the Holiday Inn, Frederick, Md. Entries close Nov. 14, 1966. Entry fee \$6. For entry blank and information call Rita Wagner at PO 2-3756.
- PCA "Virginia Creeper" Mark III. Two-car team rally by Bob Harper (671-7712) and Jim Hartzler (560-3113).
- SCCA Championship Rally. 150 miles. Starts at Columbia Island Marina fringe parking lot. Camilo Blanco O.D. For information call Harry Handly, FE 7-9193.
- ACTC Championship Autocross. For information call Ken Wise, 533-1650.
- PCA Christmas Party.
- SCNCA Championship Autocross, heat system, Council rules, DeWitt Boyd, O.D. 528-0166. Maple Avenue Shopping Center (Giant Food) in Vienna, Va. Call also Harry Bacar at 527-5079. Fee \$3 - \$3.50.
- PCA Autocross (Club event), Beltsville Speedway, Beltsville Md. 12th Parade classes, special class for those who have taken silver at championship autocrosses. Directions: North on Washington-Baltimore Parkway to Beltsville exit, left under overpass, then turn right at small sign for Speedway. Follow road to track. Further information at Oct. meeting or call Bill Dorsey, 528-0502.
- AJSTC Championship Rally. "First Annual Guided Tour, with Historic Overtones." Starts at White Oak Shopping Center (US 29 and Md. 650). Straightforward TSD rally of 180 miles. Registration 7:30 a.m., first car at 8:31 a.m. Early registration \$3.00. O.D. Dave Kimberly, 503 Pinetree Dr., Severna Park, Md., 21146.
- Invitational Autocross at Lincoln Speedway, Lincoln, Penna. for Baltimore, Washington, York, and Hagerstown autocross champions. \$3.00 to \$3.50. SCCA Production Classes.

FIRST CLASS

Mr. & Mrs. E. Daniel Rowzie  
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OTHER