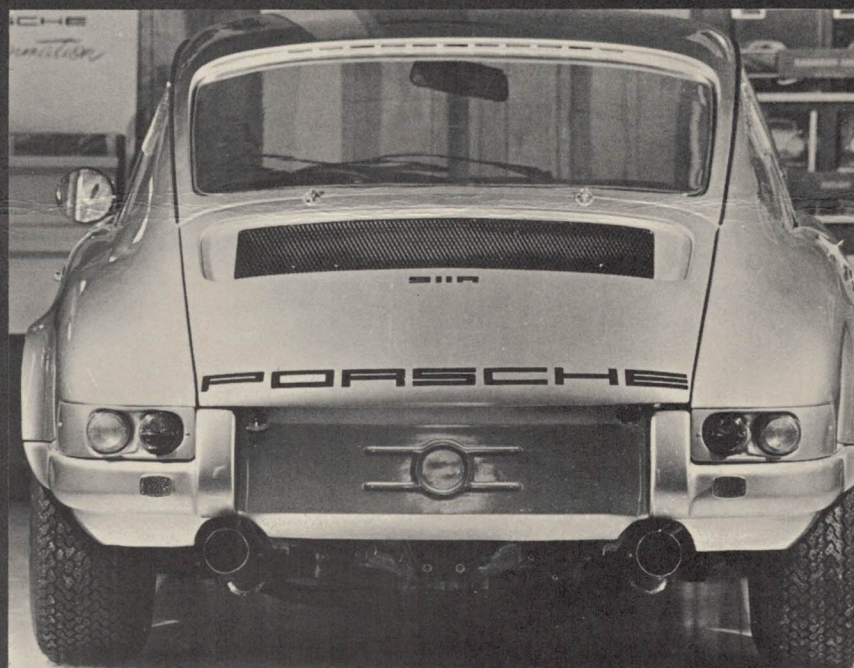
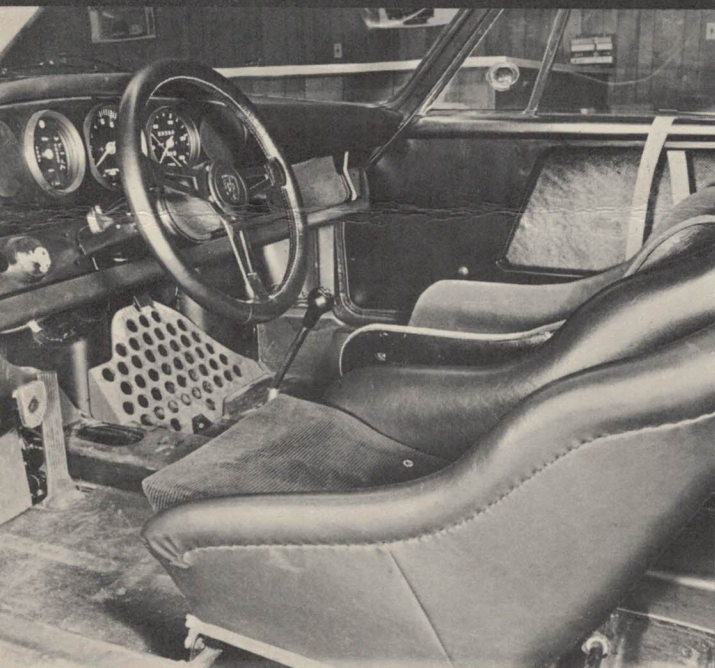
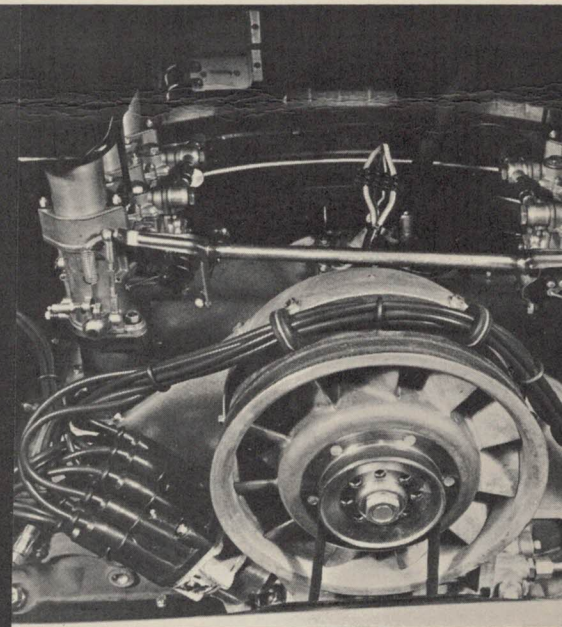
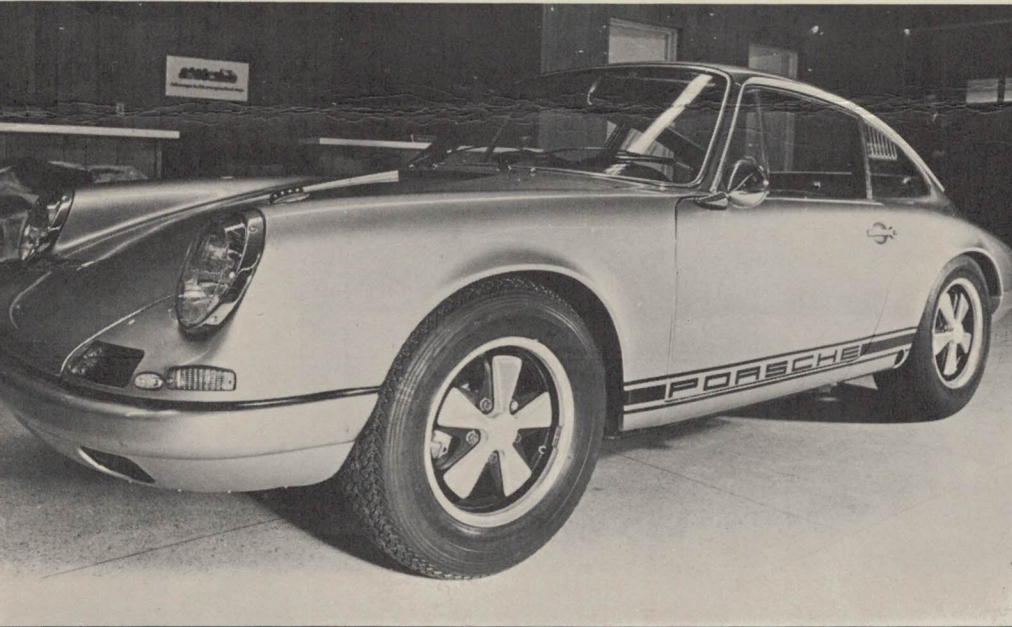
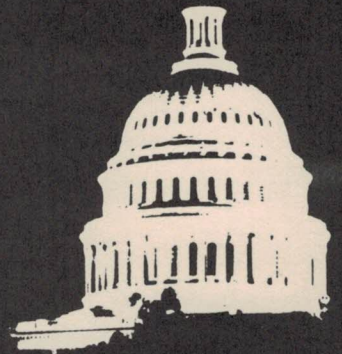


Der Vorgänger

FEB 1968



OFFICIAL PUBLICATION OF
PORSCHE CLUB OF AMERICA • POTOMAC REGION

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PORSCHE • PORSCHE • PORSCHE • PORSCHE • PORSCHE • PORSCHE • PORSCHE

NEXT MEETING

The next PCA-Potomac meeting will be held at 8:00 p.m. on Monday, February 26, at the Charcoal Hearth Restaurant, 2001 Wisconsin Avenue, N.W.

The program for the February meeting will be a special competition event. Don't bother to bring your stopwatch or your wide tires; everyone will have an equal opportunity to participate, and we mean everyone. However, we will give you a hint. This event will be consistent with one of the February events....

OUR COVER

The cover this month features several pictures of the new Porsche 911R. This car belongs to Heishman's; and was raced in the Daytona 24 hr., Jim McDaniel and his co-driver placed 14th overall. These pictures were taken before the race by Jim and printed by our Bill Mason.

EDITOR'S DESK

We were quite surprised and frankly disappointed that Dave Truitt's fine letter which appeared in last month's VORGÄNGER prompted no reaction from the membership at the January meeting. His comments about the problems he encountered as a new member were of particular interest. Did they fall on deaf ears? Could it be that the "old timers" in the club are just not interested in the problems of the new members? We hope not. We would like to think that a very full agenda and intense interest in upcoming activities used up all available time at the meeting.

Dave's confusion about the club organization and its activities is certainly not unique.

All of us have gone through it to at least some degree. And, with our rapidly growing membership rolls, the problem will be an expanding and continuous one.

But what is the problem? What kind of questions do new members ask? Here are a few examples. What is the structure of the regional organization? Who are the officers and what are their responsibilities? Do we have local bylaws? How many committees do we have? What are their duties and who chairs them? What is the points system? Why do we have it and how are points distributed? Who selects our club teams and in what kinds of events do they participate? What is the "council" people keep talking about? What is its function? Who sits on the council? Is PCA active in the organization of PCA national? How are dues used by national? How is Potomac region represented at national meetings?

This is quite an impressive list isn't it? Some of the questions may seem trivial and their answers simple, but nevertheless they are important and necessary for new members. What we need is an effective and timely way of answering these questions and of getting the information to the new members when they join. If we do this, we can help them feel at home immediately, and they can become involved in our activities with less timidity.

So let's spend some time on this at our February meeting and come up with some good ideas. We think Dave Truitt's "membership kit" is a fine one to start with.

PRESIDENTIAL VIEW

Joe Berger

Hopefully, my column for the coming year will be enough to provoke comment from you, the members. Your answering vehicle can be either DER VORGÄNGER or any other way you see fit. Many a topic will be discussed here, with the true spirit and interest of the club at heart.

NEW MEMBERS

WELCOME TO THE POTOMAC REGION

Philip and Joseph Burgiel, 2733 36th St. N.W., Washington, D.C., 20007, Phone: 337-4030. They have a 1967 912 Aga Blue Coupe.

Ted and Margaret Cooper, 4512 So. 34th St., Arlington, Va., 22206, Phone: 683-2484. They have a 1965 SC White Coupe.

George Lanka, 1400 S. Joyce St., C-1209, Arlington, Va., 22202, Phone: 962-5163. George is an Economist and drives an economical 1967 912 Red Coupe.

Arthur and Sharon Pleasants, 5565 Columbia Pike, Arlington, Va., 22204, Phone: 671-8236. They have a 1967 911 Aga Blue Coupe.

David and Mary Powers, Troop E, 2nd Sqdn., 6th ACR, Ft. Meade, Md., 20755, Phone: 677-7512. Dave and his sister have a 1960 Normal Conv. Black.

Ernest and Diane Stadler, 706 Fairview Avenue, Takoma Park, Md., 20012, Phone: 434-8903. They have a 1959 Silver Carrera Speedster and are interested in racing.

RALLY ROUNDS

Ethel Mason

Rally School—under the tutelage of Fred Hillman—is going ahead full tilt and with a fine turn-out. Although there are some experienced ralliers attending, there are also some brand new ones—even a couple, the Crachits, who are not as yet PCAers but plan to be soon. I think all students are passing the lecture course, but the lab work is something else again. Last Friday night (February 2), we all were sent out on a short—28 mile—rally. An hour or so later most of us—with the exception of the Hartzlers and Harpers—were still circling within a few blocks of our starting point, trying to get launched. As Ken Wise said—it was the busiest 28 miles he could remember. I'll wager it taught us some valuable lessons (like looking over your shoulder when turning corners). What could Fred have in mind for us Graduation Night? Will we pass or fail?

There being no rallies in the immediate area, the eager-beaver Mason Srs. went to Richmond on January 28th for the DEJA VU RALLY Oded by the Greenwoods. A friendlier and more helpful group it would be hard to find and in spite of our flashes of stupidity we had a lovely day (finally placed fifth over-all). Hope some of them will visit our area. This would have been a marvelous rally for our Rally School students to run since the theme of the rally happened to follow Fred's first lecture—the importance of identifying and differentiating between signs and the object itself. We had decided early in the rally that there had to be at least two sets of instructions—never

Did you know that the Federal Trade Commission (FTC) investigates the Washington area's automotive repair shops?....This month's column was prompted by a comment from a friend (we will call him Bill) about service from an area shop. Bill had been a Porsche owner and was still keenly alert to the needs of the man and his car, especially when troubles develop in the latter. Bill's car was in the shop because of a noise in the transmission. He was quoted a price of \$91 to correct the problem. But, later when he picked up the car, he realized that the problem had not been rectified. He immediately did a 180 degree turn and drove back to the shop where he received a promise that his car would indeed be repaired. That sounded acceptable, but the next day, the original \$91 had been padded by \$100. By this time, Bill's impatience grew into something not mentionable here, but nevertheless he okayed the work. A few days later, Bill, \$191 lighter, picked up the car with almost the same noise!

Bill called the Better Business Bureau and followed with a letter, which he thought would go no further. A call from the FTC came a few days later to ask Bill to be a witness, along with some 40 other unhappy customers of this "shop". Legal proceedings soon were in progress against the shop and several more like it.

The point here is that the customer unknowingly was able to bring pressure to bear by banding with others with the same complaint. Now, I know that many of you wonder how we can get value and decent treatment for our service dollar. If any of these problems have been your problems and you have submitted a service report to the club, would you think it prudent for the club to forward your report to the shop—to once again give the owner a chance to rectify the situation or comment. If no satisfaction is gained, should we then forward the report to the FTC in hopes of getting action?

POTOMAC PERSONALITY

THEY
are

interested and aware
friendly—make you feel "at home"
frank and down-to-earth yet
courteous and sensitive.

They are creative and hard-working.
They give outstanding and lengthy service.

THEY
like

people, Porsche, the arts and sciences,
good food, travel, living.

They know how to spend their money.

THEY
are

BEVERLY and PETER SCHROEDER
They DO. They GET INVOLVED
for the good of all.

met so many people coming toward us. A quick instruction using a clue almost immediately at the end of the odo tripped many ralliers. Another one of Fred's lessons—read and look at least one instruction ahead. The rally was short but exacting and contained a little algebra (another one of my weak subjects) problem in the unmanned portion.

Mr. Truitt had a legitimate point in his letter to DER VORGANGER in January that I had made mention of the fact that PCA had made the number one rallying spot in 1967 and I then failed to identify our stalwarts. PCA is represented so successfully by the following: Doc and Rita Wagner, Bob and Phoebe Harper, and Jim and Mary Hartzler.

Behind every successful man stands a woman—so 'tis said. Blair Harrington received plaudits at the January PCA meeting—and deservedly, for winning "Best Rally of 1967 Award". So now I say to you, too, "Good work, Mildred."

AUTOCROSS

Jerry Linzy

Those of you who are seriously going to compete for silver in the 1968 Championship Autocross series, should already have your Porsche set up and be getting the last minute bugs out before the first event on the 31st of March.

If not, then take a close look at the 1968 rules, giving special attention to modifications allowed, and begin work.

In my opinion, the most important thing that you can do is in the area of wheels and tires. There is no substitute for racing tires and wide rims, the wider the better. About all that is allowable inasmuch as clearance is concerned are six-inch rims and 9.20 low profile tires. Of course, you'll need longer studs and some type of spacer outsetting the wheels in order to clear the trailing arms in the rear and to allow full turn capabilities up front.

There are some advantages in using a narrower tire in the front to allow for quicker steering response, shorter turning radius, and to reduce the oversteer tendencies. It is most important that once you decide on type and size of tires, that you use the correct wheel width for sidewall stability. (For a more comprehensive report on wheels and tires, see Dick Gilcreast's article in June, 1967, PANORAMA.)

The next item usually necessary for some consideration is shock absorbers. If you can afford Konis, they're excellent. If not, Gabriel, or another equally reputable adjustable shock, will do. After some experimenting on a 356, you may find it desirable to set the rear shocks slightly stiffer than the front.

Because of some of the faster autocrosses in this area, it is important to have flawless brakes. It's not necessary to acquire metallic lining or cool the drums, but to insure that

all brakes operate evenly and smoothly. An oil spot on a drum or disk pad will really show up when you start dropping anchor at speed.

As for attaining speed in a hurry, all I can say is let your bank account be your guide. If you plan to do much autocrossing, it is highly advisable to have your engine balanced and all essential parts weighed and matched (the insurance is cheap). You're going to be turning some awfully high RPM's, and I've yet to meet a competitor who can watch his tachometer and run a tight course at the same time. Apart from that, I'd say engine modifications will not make the difference you might think. Ask Don Carlson, who last year took a sick old normal engine, put it into his S.C. (racing tire equipped) and took first in class!

For those of you in open cars (other than the more fashionable Targas), a roll bar is a nice item of security. Shoulder harnesses are a handy item since they hold you solidly in the seat, checking your tendency to "pull" the wheel during sharp turns. Check the rules closely concerning the wearing of shoulder harnesses in open cars.

The only things remaining can be done the day of the event—such as, adjusting tire pressure, final tuning, removal of air cleaners if you desire (or dare), and the unloading of all loose items.

All that's left is day of enjoyment or frustration!

SERVICE REPORTS

Bob Hackman

We are pleased to see that the Baltimore-Washington area's newest Porsche agency, 40 West Motors, is off to a good start with its service. Joe Berger was ready to drive away after watching the mechanic service his 912, but had to wait a bit longer while his car was washed. Part of their service, Joe was told.

Croyste Motors	collision repair - 356C	90
	repaint entire car - 356C	50
40 West Motors	correct body lean - 912	100
	3000 mile check - 912	100
	adjust throttle link- age - 912	100
Motorhaus	undercoating - 356C	100
	undercoating - 356C	100
	undercoating - Speedster	100
Porsche Progeny	weld seat tracks - Speedster	100
	oil and filter change - Speedster	100

All the service reports rated 100 except for a paint job by Croyste. They have promised to repair the undesirable parts of the job after the paint has hardened. We hope they do.

I am surprised that the 200 plus members of Potomac Region had but three Porsches serviced last month. Two minutes is all that is required to fill out a service report. Please submit a report for any service, no matter how small.



MARKET PLACE

Betty Frisbee

At our January meeting I took orders for Volume II of "Up-fixin der Porsche," which had just been announced for sale in the January PANORAMA. This volume consists of reprints of technical articles which appeared in PANORAMA between 1961 and 1966; owners of 900 series Porsches should be especially interested. A few copies are still available from Market Place at the "introductory price".

For the information of those who have been looking anxiously for an Elfrink manual on the 900 series: the latest information I have is that the wheels are turning. As soon as the manual exists, I will have copies available for you.

A fascinating pamphlet which everyone will enjoy is "The Porsche Type 356," a 1967 publication from England. In 12 pages is presented a thumb-nail sketch of the Porsche from its origin, through each modification, up to the final "C" of May 1956. There are tables of body and engine specifications, and plenty of pictures. The price is 50 cents.

BADGE DESIGNS

Pat Kenny

There has been sufficient interest shown by the Potomac Region membership to establish a committee chairman in charge of directing the choice of a regional crest-patch-badge-type identification mark. It is especially ironic for this task to fall to me. I have, within the past year, watched a local club, as a non-member, attempt to achieve a similar goal. As a result of this excruciating experience, I know some of the ways how NOT to run this kind of a show.

I intend to give much thought to this project even before I ask for a committee of new and old members. I want to voice my policies now so that before I get too far along, you can replace me if you don't want to do it my way.

Don't emotionally harass me or my committee members (who I may decide not to publicize anyway). We will be as fair as possible, but remember, we are working for the good of the Region. We will probably compromise among several designs taking the best ideas from many and producing several for your consideration. No one's designs will be publicized with their names; but, after the choice has been made, they will be listed and commended for their contributions.

This task, if handled well by all the members, will not drag over months or years. I shall do my best to visually present the designs effectively for your consideration.

Design suggestions will continue to be accepted along with any amounts of explanations or politicking for your design or others (write it please—don't keep me on the telephone). My tentative deadline for designs is March 11th. This will give my committee time to talk among themselves and with the designers if necessary before our presentation at the March meeting. Make your designs simple—you'll get a better and cheaper result.

Address: 5519 Sonoma Road
Bethesda, Maryland 20034

MWCCSC CALENDAR OF EVENTS 1968

Jan. 6-7	Refrigerator Bowl Races
Mar. 9-10	March Hare Races
Mar. 23-24	SCCA Drivers School
Mar. 24	UMSCC - R
Mar. 31	DCTSOA - CAC
Apr. 6-7	WRC (Bob Ridges Mem. Rally)
Apr. 6-7	Governors Cup Races
Apr. 21	SESCA - CAC
Apr. 28	CCA-CR
May 4-5	Gr. Smokey Mt. Nat'l. Rally
May 5	PCA-CAC
May 11-12	Reg. or Trans. Am. Races
May 17-18	Va. Reel Nat'l. Rally
May 19	AROC - CAC
May 25-26	SCCA Drivers School
May 26	SCNCA - CR
June 1-2	Tri-River Nat'l. Rally
June 2	GSWMC - AC
June 2	MCC - R
June 9	AHCA - CR

June 9	TAA - AC
June 15-16	Marlboro 6 Hour Races
June 16	NCAVWC - R
June 23	MSSC - CAC
June 30	WRC - CR
June 30	MCC - AC
July 7	UMSCC - CAC
July 13-14	AROCC - CR

TECH TIPS

Bob Hackman

Wheel Painting

If you do not have chrome wheels you may want to revitalize your painted wheels. This job requires a little time for good results but a few tips will help.

Sand off the rust and top layer of paint. Masking tape is not needed if you do the following. Bleed the air from the tire. Place the wheel on the ground and break the bead by pushing or standing on the tire near the rim until it moves away from the rim. Use newspaper to cover the tire and stuff the newspaper under the rim. Touch up bare metal spots with primer. When it has dried, spray the wheel with silver paint. I have found "Plastikote" No. T23 Hi-Temp Aluminum, sold by Penn-Jersey, to be the brightest.

If you want a fast job you can skip the above preparation by spraying the wheel and then wiping off the overspray on the tire with gasoline. This will not win a concours d' elegance but it is quick solution.

MISCELLANEOUS

Ed Ver Hoef

Did you know that the 1943 model Porsche product was called the "Ferdinand"? Production volume for this model was not up to current standards as only about 90 were made. Also they were not as speedy as current Porsches, having a top speed of about 12 1/2 miles per hour. We always talk about the pre-war cars having thicker sheet metal, but this time it was taken to extremes; the front sheet metal on the Ferdinand was 200 mm. thick. That's almost 79 inches. It weighed 67 tons. As you have probably guessed by now, the Ferdinand (or the "Elephant" as it was later called) was a massive German tank designed by Ferdinand Porsche. It carried a long-barrelled 88 mm. cannon in a non-swiveling turret and later added bow machine gun. Because of the non-swiveling turret, it was officially regarded as a tank destroyer. It was first used in combat in Operation Citadel, near Kursk, in Russia. The lack of a machine gun and their slow

speed made them particularly vulnerable to infantrymen, and many were attacked and destroyed by the Russian foot soldiers. They were never seen again in large numbers. It appears that Dr. Porsche is much better at designing fine GT cars than weapons of war.

(Information came from "50 Famous Tanks", George Bradford and Len Morgan, Arco Publishing Co., Inc.)

NOTES

The deadline for articles for next month's issue is March 5th. It is helpful for us to have your articles double spaced and, if possible, typed.

Please notice the new address where articles are to be sent.

In last month's issue we had one omission, our feature article on OFFICERS 1968 was written by Bev Schroeder.

By the time this issue reaches you, our own Jerry Linzy will have had taken that fatal plunge. Our congratulations to Jerry and his new bride Ann; we wish them the best. Jerry should read Ethel Mason's Rally Rounds column this month in order to help him understand a woman's view point.

On the weekend of January 20-21, in Kearny Mesa, California, the San Diego Corvair Club sponsored the "Ralph Nader Challenge Cup Slalom".

TECHNICAL Don Carlson

As the autocross season approaches, I am sure there are many among us coveting thoughts of making their Porche a bit more competitive. One of the first items to perform is the job of decambering.

The October, 1967, issue of PANORAMA had an excellent article by Ted Mucho, Jr., of the San Diego Region, concerning the decambering procedure. The following comments and suggestions may be of assistance to anyone attempting the job for the first time.

When removing the axles from the trailing arms you may find emergency brake cable too short to permit the axle from moving rearward far enough to clear the trailing arm. To provide

the additional length, loosen the emergency brake cable from the front. Then disconnect the cable tubes from the rear of the center tunnel. This should provide the required clearance.

I have found that a zero or very slight negative camber is near optimum for autocrossing, especially if wide tires are going to be used. Starting with stock camber this would mean a 2 tooth movement of the splines; on the driver's side, 2 teeth counter clockwise on the inner spline and 2 teeth clockwise on the outer spline. The reverse on the passenger's side.

Do not concern yourself too much with losing your reference or starting point. I start by scribing a reference mark high in the fender well and measure the distance from that mark down to the trailing arm well to the rear. With this measurement as a reference, you can always return to the starting point. Also, errors will be readily apparent by a large movement of several inches upward. I do not find it necessary to use scales or a protractor on the torsion bar. I scribe a small mark on the end of the bar near the edge to use as a reference point.

After you have moved the splines by 2 teeth, you should end up with a measurement approximately one inch less than the reference measurement.

If you are going to lower the front end, follow the procedure in Ted's article but do not loosen (4). It should remain seated firmly in the torsion bar.

When I decambered my coupe I was surprised at the improved handling characteristics. For autocrossing at least, it really pays off in cornering ability and reduced lap times.

With the new classes in effect this year, the Porsche is placed in very favorable classifications and should trophy in all classes...Now for limited slip...racing tires...6:31...etc.. etc...!

NEXT PCA EVENTS

March 17, Poker Rally closed club event. Details at the February Meeting.

March 30, PCA Autocross School, OD Jerry Linzy. Details in next month's issue.

The October, 1987, issue of PANORAMA had an excellent article by Ted Muecke, Jr. of the San Diego Region concerning the decambering procedure. The following comments and suggestions may be of assistance to anyone attempting the job for the first time.

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POTOMAC REGION PORSCHE CLUB OF AMERICA

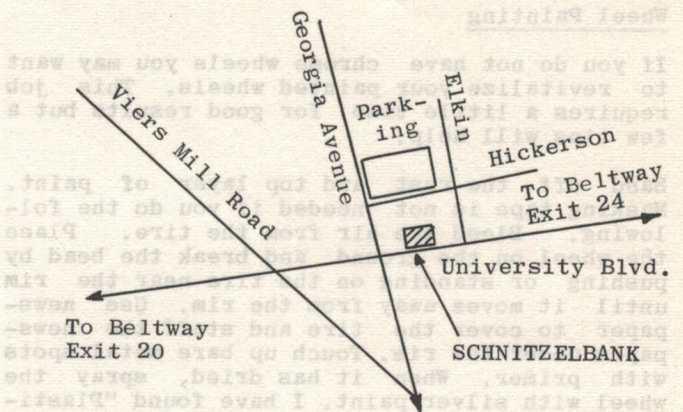
presents

A GERMAN FASCHING

Saturday March 2nd, 8:00 PM

BEER (light and dark), GERMAN FOOD, LIVE MUSIC for dancing and listening will be yours at the Annual PCA German Fasching. A Fasching is a German Mardi Gras and if you have never attended a PCA Fasching, please speak to someone who has before you decide not to attend. Last year's was an unqualified success and only your attendance will make this year's even more enjoyable.

A COMPLETE EVENING OF ENTERTAINMENT, SOCIALIZING, AND MERRY-MAKING FOR ONLY \$3.00 PER PERSON. Location: SCHNITZELBANK RESTAURANT, 2417 University Boulevard, Wheaton, Maryland.



Please make check payable to PCA Potomac Region and mail check and form by February 24th to: Robert Hackman, 12121 Village Square Terrace, Rockville, Maryland 20852. Home Phone: 933-4382, Office Phone: 496-1121; if any questions, please call.

NAME _____

Number of persons attending (you may bring guests) _____

ONLY \$3.00 per person.

LAST PCA EVENT

THE SKI-IN

Mary Hartzler

The Porsche Club's first ski weekend Oded by stylish-looking Pete Reynolds at Charnita, Pennsylvania, was a blast with all the stops out.

Friday's evening trip up was highlighted by our hunt for the rented A-frame cabin. The first clue that finding the place would be challenging came when a landmark from the route map appeared on the wrong side of the road. We were saved by alertly spotting the Schroeder's Porsche parked at a critical time—and by some well-placed PCA signs.

The first activity of the evening was a beer party; so, the remainder of this narrative is a bit hazy. However, the night was punctuated by the late arrival of Bob Lee who kept everyone up and talking 'til 2 AM. The early bird skiers got even with him the next morning by talking while he screamed from underneath his pillow, "Will everybody shut up!" No one did, and both sides (athletes vs sleeper?) came out even.

Saturday morning breakfast—bacon and eggs, and what a waiting line. But the really long line was for the John, since all the people in one cabin were vying with each other for the one facility. Some eager types even got up in

the middle of the night to be first there. Soon after breakfast, the eager novice skiers were on the slopes for Jerry Linzy's instruction—showing us how to snowplow and how to use the edges of our skis. He even gave pointers on how to get up from the falls we all anticipated. Yes, we all had lots of practice in the technique! All did well except the two Marys who never could get up unassisted. By the end of the morning, all the novices were doing well and having loads of fun swapping ski stories.

The Saturday evening spaghetti and wine dinner, served by Sandy Rowzie, featured sauce and a salad dressing from the recipe wealth of gourmets Bill and Shirley Robson. Many PCAers were gathered round in one cabin for the feast and for the party which naturally developed—and ended with a rollicking, off-key songfest. It was midnight, and the ardent skiers went to bed so they would be ready for another arduous day on the snow.

Sunday's skiing was enjoyed even more by all the novice skiers who were pleased with their progress. The weekend was a real fun event, and everyone was sorry to have to leave.



LAST PCA EVENT

THE SKI-IN

Maxy Bartler

The Porsche Club's first ski weekend Obed by stylish-looking Pete Reynolds at Chantilly, Pennsylvania, was a blast with all the stops out.

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The Saturday evening appetizer and wine dinner, served by Sandy Kovac, featured sauce and a salad dressing from the recipe which of gourmet Bill and Shirley Kovac. Many Maxys gave colorful reports on the party which naturally developed and ended with a rousing old-key songfest. It was midnight, and the student skiers went to bed as they would be ready for another arduous day on the snow.

Sunday's skiing was enjoyed even more by all the novice skiers who were pleased with their progress. The weekend was a real fun event, and everyone was sorry to have to leave.

DER VORGANGER
% Editor
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FIRST CLASS

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