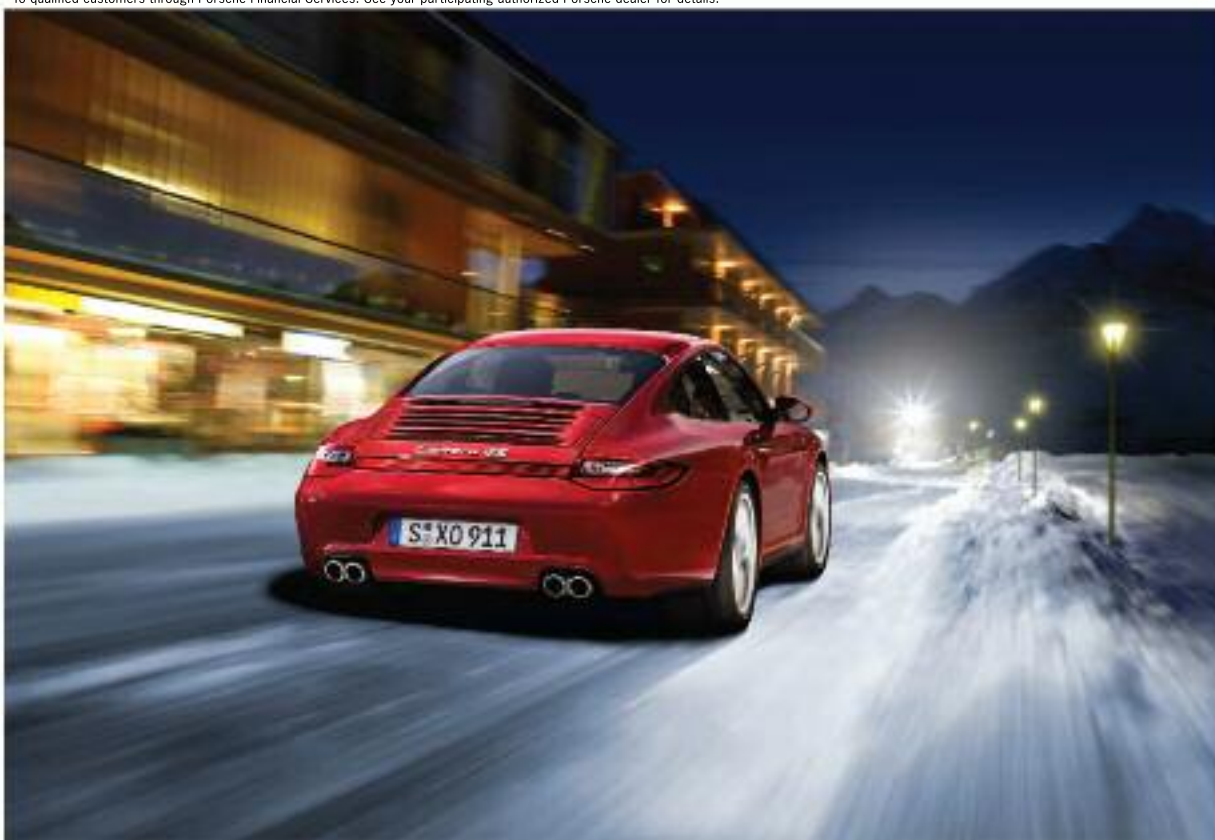


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Cover: Photographer Ken Marks captures some of John Deford's Porsche collection on the lawn of Deford's Owings Mill, Md. home. Retired from a life in business, John Deford has been collecting some serious go-fast and look-good Porsches. Story on Pages 15-21.

Chris McFaul gives his first engine rebuilding effort the big thumbs up as he and friends prepare to install the 911E's new engine.



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der Vorgänger

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Letters to the editor are welcome but should be brief and may be edited for length. Please note if the letter or e-mail is submitted as a letter to the editor; please include a contact phone number for verification.

Editor's column

Ken Marks: Extraordinary photographer

On the following page, Potomac President Dick Seltzer praises, and rightfully so, the above-and-beyond efforts of several commendable Potomac members who work tirelessly to provide club services to club members.

I'd like to introduce you to one other: Photographer Ken Marks, who has photographed two major pieces for *dV* including this month's cover story on John Deford.

Let me tell just a little about this extraordinary individual who has contributed time, effort and not a little talent to serving the needs of this club's newsletter.

Ken has been an photographer since the mid 1970s when he was in charge of darkrooms at a university when he was in college. His main focus then was photojournalism (I like that!) but he also regularly photographs landscapes, sporting events, portraits, even glamour. He also teaches photography, particularly lighting techniques.

Each weekend will find him somewhere practicing and honing his art.

As the son of an automobile dealer, he's always loved cars, he says, and it seems the sportier they are, the better. In 1971, during a visit to Watkins Glen for a sports car race, Cupid shot an arrow right through Ken's heart and he was in love with racing from then on. Together with his wife, they both worked for a racing publication in the 1980s covering IMSA races on the East Coast. He also has worked as a crew chief on Can Am and Trans Am teams. His day job now is as general counsel for an aerospace and defense contractor in Herndon, Va.

As for Porsches, he owns and drives a '09 C4S and a '09 Cayenne. He has attended the Porsche Driving School in Alabama twice, once with Hurley Haywood as an instructor, and he has always carried a torch for Porsche 917s—haven't we all!

What was his above-and-beyond? Only that getting from his home in Reston to Deford's place in Owings Mill, Md. necessitated at least two trips, the first one ruined by rain just as Ken started shooting Deford's cars. So, Ken packs up, drives back home and reschedules to a later weekend for the shoot you see on pages 15–21. Judging from viewing his entire shoot, I can tell you he spent a lot of time with Deford and his cars, moving them into position, waiting for the right light, the best angle and composition. I'm sure this took him all day. And for that, he gets a credit line in *dV*, several extra copies and our undying gratitude.

Then he e-mailed me asking for another assignment. I hope you enjoy Ken's work.

—Richard Curtis
dveditor@pcapotomac.org

• • •

Wanted: a *der Vorgänger* editor. Due to a medical problem that arose suddenly but at the absolutely worst time, this issue of *dV* almost didn't get to press (thankfully, everything is okay now). But it points up the need to have a back-up editor, someone to help out/fill in while being groomed/prepared eventually to step into the role fulltime. If you're interested, let's chat. 703-239-1678.

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Once again, examples of 'It's not the cars; it's the people'

Summer is here, and Potomac is in full swing. Looking at the calendar, there is at least one and often two or more Potomac activities going on every weekend through the month of September. While I can't make it to every event, I do hope to see you at one.

In last month's column, I mentioned that this club is entirely run by volunteers, many who are extremely dedicated. Two examples are our Rally co-chairs, Linda and Craig Davidson. Their first rally was May 21, which turned out to be an absolutely beautiful day with 25 cars participating. This was a "Blackjack" rally where all you had to do was keep track of all the speed limit sign numbers along the rally route. Speeds on white signs were to be added and those on yellow signs were to be subtracted. The participant with the correct total (or closest to it) wins.

However, to design that rally, Linda and Craig had to drive the route several times—about 90 miles—and verify the correct answer (as well as prepared detailed driving instructions). Just before the rally date, they realized that the main streets in one of the towns the rally would go through would be closed for a parade. Once again, Linda and Craig drove the now slightly revised route to make sure the directions were clear and to calculate the revised total. That is a lot of driving!

A second example occurred at the June 4–5 Drivers Education event at Summit Point's Shenandoah Circuit. It is a great learning track over 2.2 miles with lots of turns. The Shenandoah Circuit includes a dimensional replica of the Nürburgring-Nordschleife's famous banked Karussell turn complete with 20 degrees of banking. The only problem with

Shenandoah's Karussell is that many of instructors' cars (which often have been lowered) bottom-out while in it. Thus, many of our Potomac DE instructors do not drive the Shenandoah Circuit. Since there is a direct relationship between the number of instructors and how many students we can accept, we always are begging for instructors to come to the event. Well, this year over a dozen instructors agreed to instruct even though they would not be driving (for both days). Additionally several instructors also agreed to take two students. This allowed us to accept all 47 students who had registered and made the event a financial success.

As they say, it is not the cars, it is the people!

Finally, I have been asked periodically what happened to Potomac's forum on our website. To be honest, after several years of limited use, we decided to drop the forum. There is, however, a local forum that, while not directly associated with Potomac or PCA, does a great job of meeting local Porsche owners forum-type needs. It is www.dorkiphus.net ("The Land of the NOVA/DC/MD Area Porschephiles"). It is run by Potomac member Chris Mazzanti. The site is funded entirely by donations and has over 2,000 members. It is a great place to buy or sell Porsche items and/or seek answers to your technical questions. There often are threads about upcoming Potomac events and even post-event reports and photos. Check it out sometime.

Thanks again for your support. Hope to see you at a Potomac event soon. As always, if you have questions or comments email me at president@pcapotomac.org.



Dick Seltzer



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2011 calendar

July:

2: Autocross #3. **
2: Centreville, Va.
brunch. 11 a.m. *
4: Drive 'n Dine. **
9: Falls Church, Va.
breakfast, 9 a.m. *
9: DE tech for July
15-17 Summit Point event.
Intersport. 9 a.m.-2 p.m.
15-17: DE, Summit
Point, Summit Point, W.Va.
16: Glen Echo, Md.
brunch. 11 a.m. *
31-Aug. 6: Porsche Pa-
rade, Savannah, Ga.

August:

July 31-Aug. 6: Porsche
Parade, Savannah, Ga.
6: Centreville, Va. nia
brunch. 11 a.m. *
6: DE Tech for Aug
12-14 Summit Point
(PorscheFest) event. Porsche
of Tysons. 9 a.m.-2 p.m.
12-14: DE main course,
PorscheFest, Summit Point.
13: Autocross, Washing-
ton Circuit, Summit Point
13: Falls Church, Va.
breakfast, 9 a.m. *
13: Drive 'n Dine to

Summit Point for
PorscheFest.

13: Rally #3. Camp
Friendship Rally. **
20: Glen Echo, Md.
brunch. 11 a.m. *
20: DE tech for Sept.
2-4 VIR event. Auto-Ther-
apy. 9 a.m.-2 p.m.
27: Drive 'n Dine, drive-
in movie, Baltimore. **

September:

2-4: DE, VIR
3: Gathering of the Faith-
ful car show, Reston, Va.
3: Centreville, Va.
brunch. 11 a.m. *
10: Falls Church, Va.
breakfast, 9 a.m. *
17: Glen Echo, Md.
brunch. 11 a.m. *
17: Open board meeting.
24: High Performance
Driving Clinic. TBD
24: Oktoberfest-Rally
#4-Drive 'n Dine-Car show,
Lovettsville, Va.
25: Autocross #5 **
30-Oct. 2: Club race,
Summit Point Motorsports
Park, Summit Point, W.Va.

October:

Sept. 30-Oct. 1, 2: PCA
Club Race, Summit Point

1: Centreville, Va.
brunch. 11 a.m. *
5: Committee meeting
8: Falls Church, Va.
breakfast, 9 a.m. *
22: DE tech for Oct.
28-30 Summit Point event.
ASG. 9 a.m.-2 p.m.
15: Glen Echo, Md.
brunch. 11 a.m. *
22: Drive 'n Dine, Fall
Foliage Drive **
28-30: DE, Summit
Point

November:

5: Autocross #6. **
5: Centreville, Va.
brunch. 11 a.m. *
12: Falls Church, Va.
breakfast, 9 a.m. *
19: Glen Echo, Md.
brunch. 11 a.m. *

December:

3: Centreville, Va.
brunch. 11 a.m. *
3: Potomac planning
meeting for 2012
3: Drive 'n Dine: Anti-
etam, Md. 4 p.m. **
10: Falls Church, Va. Falls
Church breakfast, 9 a.m. *
10: Open board meeting
and elections. Location TBD

Drive 'n Dine schedule

July 4: Drive 'n Dine.
TBA

August 13: Drive 'n
Dine to Summit Point for
PorscheFest. Details TBA.

August 27: Drive 'n
Dine, drive-in movie, Bal-
timore. Details TBA.

September 9-11:
Charlottesville, Va. See
story on page 25.

September 24: Ok-
toberfest-Rally #4-Drive
'n Dine-Car show,
Lovettsville, Va. Details
TBA.

October 22: Drive 'n
Dine, Fall Foliage Drive
Details TBA.

December 3: Drive
'n Dine: Antietam, Md. 4
p.m. Details TBA.

17: Glen Echo, Md.
brunch. 11 a.m. *

*—See below for details on the
brunch and breakfast meetings.
** — for details on specific events,
contact the following program chairs
Autocross: Tony Pagonis, au-

Autocross schedule

July 2: Autocross #3.
Baysox Stadium. 8
a.m.-4 p.m.

August 13: Autocross
#4. Summit Point
Motorsports Park
Washington Circuit
(part of PorscheFest
weekend). 9 a.m.-7
p.m.

September 25: Au-
tocross #5. Baysox
Stadium. 8 a.m.-4
p.m.

November 5: Autocross
#6. Baysox Stadium.
8 a.m.-4 p.m.

tocross@pcapotomac.org
Club Race: Kevin Oyler, clu-
brace@pcapotomac.org
Concours: Ron Davis or Mike Sarli,
concours@pcapotomac.org
Drive 'n Dine: John Eberhardt, dri-
veanddine@pcapotomac.org
Driver Education: Alan Herod,
dechair@pcapotomac.org
DE Tech: David DiQuollo,
tech@pcapotomac.org
Rally: Linda or Craig Davidson,
rally@pcapotomac.org

Potomac monthly brunch locations

Potomac breakfasts and/or brunches are an excellent way to (a) have a meal; and (b) make new Porsche friends or renew friendships with old friends. These meetings are low-key, no agenda, and often are followed by impromptu drives through the countryside.

Virginia: first Saturday of each month, City Grille, 10701 Balls Ford Road, Manassas, Va. 20109. Phone: 703-330-3011. Located less than ¼ mile south of I-66. Please note that the starting time is 11 a.m.

Virginia: second Saturday of each month, 9-11 a.m. Jason's Deli, 7505 Leesburg Pike, Falls Church, Va. 22043. www.jasonsdeli.com

The Maryland breakfast is the third Saturday of each month from 11 a.m. to 1 p.m. at the Irish Inn, 6119 Tulane Ave., Glen Echo, Md.

For more information, contact John Magistro at
membership@pcapotomac.org

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Pittsburgh Vintage GP: Two race weekends

Porsche is Marque of the Year during the 29th Annual Pittsburgh Vintage Grand Prix scheduled over 10 days in July. There will be something for everyone during this charity event.

It all begins with the BeaveRun Historic Races on July 15-17 and culminates with the Schenley Park Vintage Races the weekend of July 22-24.

BeaveRun Historic Races July 16-17

The VRG has been busy preparing for our kick-off race weekend. To help celebrate Porsche as Marque of the Year there will be three different race groups available to the German cars.

You can expect to see ALL types and years of Porsches competing from IMSA GT3s to vintage 356s in three groups. Some Porsche racers could get as much as five hours of track time this weekend. All current racing licenses (in good standing) will be accepted.

Schenley Park Vintage Races July 23-24

The 2011 Schenley Race Groups are online and we should be posting entries in the coming weeks. Over 120 entries have been received for so far. As you know, the paddock gets

2011 PVGP schedule of events

Sunday, July 10 Kick-Off Rally

Participate in this road rally thru Pittsburgh...and beyond!

Friday July 15 Blacktie & Tailpipes

Race week begins with black-tie gala at Longue Vue Club.

Weekend, July 16/17 Historic Races at BeaveRun

Races at BeaveRun featuring American muscle cars and European racers from the '60s and '70s.

Monday, July 18 Walnut Street Car Show

An invitational car show in Shadyside featuring sports cars, race cars, antiques and exotics.

Tuesday, July 19 Waterfront Car Cruise

Take part in this 700-strong car cruise.

Wednesday July 20 Downtown Parade & Car Display

A parade thru Pittsburgh and 4 afternoon car displays.

Wednesday July 20 PVGP Tune-Up Party

Party at Bossa Nova from 6-9 p.m. 7th Street will be filled with dozens of race cars.

Weekend July 23/24 Schenley Park Race Weekend

Vintage races thru the streets of Schenley Park featuring sports cars from the '30s, '40s, '50s and '60s. An International Car Show on the Schenley Park Golf Course with over 2,000 cars.

crowded so we are capping entries at 200; please get your entry in soon so we can guarantee you a spot. Corporate sponsorships have sold out for the first time in our 29 year history, and with more than 500 Porsches expected as Marque of the Year, the Schenley Park golf course will be bursting with cars, tents and people.

Spaten Beer will sponsor a driver's reception in the race headquarters tent and the Saturday night dinner will be our biggest ever.

Race entry forms

Information at: www.pvvp.org/pvvp/site/default.asp

Entry fee for BeaveRun is \$350 and Schenley Park is \$425 with discounts for a second car and for those who race both weekends. The PVGP has adopted a generous refund policy that is in effect for both race weekends. Basically, if you don't turn a wheel your fee will be refunded promptly.

New Potomac members & anniversaries

July 2011 anniversaries

45 years

John N. Calamos &
Litsa Calamos

35 years

David C. Czamecki

30 years

John H. Suter &
Linda Suter

20 years

Charles J. Haughney &
Evangeline Haughney
Mark R. Orban &
Robert Orban
Arthur W. Schwartz &
Nyla M. Schwartz
Michael R. Wheeler &
Rebecca Wheeler

15 years

Andrew Clements &
Stephanie L. Clements
David Riley & Linda Riley
Jeff Ziegler

10 years

Manrico Mirabelli &
Barbara Mirabelli
Robert Mitchell &
Susan Mitchell
Bruce S. Nouri &
Ali R. Aghae

5 years

Michael Duran &
Gilma Duran
Steven R. Forrer &
Hunter K. Forrer
Bruce E. Kreidler &
Sharon L. Kreidler
Bruce Markle &
Karen Markle
Shawn P. McGowan &
Kimberly McGowan
Thomas E. McVeigh &
Jan McVeigh
Jeffrey P. Michael
Lionel J. Phillips &
Andrew Phillips
Andrew J. Roche
Clinton G. Staggers
Charles Stringfellow

June 2011 new members

Greg Bernstein – 2008
Boxster S cabriolet
Robert L. Bryan – 2000
911 Carrera
Barbara S. Campbell &
McKie Campbell –
2000 Boxster
Glen Clark & Elsie Stines
– 1989 930 cabriolet
Trish Coffey – 2008 Cay-
man S
Judy V. Cohen – 2006
Carrera cabriolet
Michael J. Coombs –
1980 911 Targa
Dale DeBruler – 2004
Carrera cabriolet
Justin DeVinney &
Steve DeVinney –
2007 Carrera
Gary Frey – 2002 Carrera
cabriolet
Monte Gingery
David Gorodetski – 2007
Cayman S

Christopher John Hawley
– 2003 911 coupe
John Hewes – 1989 944
coupe
Kel Hodge – 2000 Car-
erra coupe
Lester Hosten – 1991
928GT coupe
Aaron Jones – 2006 911
S coupe
George E. Kovatch &
Kristy Kovatch – 1989
944T coupe
Gary A. Kret – 2007 911
Carrera coupe
Mark A. Mayer – 2004
911 cabriolet
Erin McKenzie – 2010
Cayenne GTS
Bill Miranda – 2000 996
cabriolet
Ahsun H. Murad – 2008
Cayenne
Aris A. Pappas &
Eva Pappas – 2011
Carrera S cabriolet
Bill Phelps &
Cathleen Phelps –

1992 911 Targa
Seth Z. Potack – 2006
997S coupe
Henry J. Robertson –
2001 911 Turbo
coupe
Pablo D. Ronzoni &
Fernando Ronzoni –
1961 356 S coupe
Frank L. Sanchez – 2003
Carrera
Eddie Schudel &
Barbara Schudel –
1998 993 cabriolet
Chris Schuldt – 1986
951 coupe
Atle Skjekkeland – 2005
911 coupe
Todd Upchurch – 1986
944 cabriolet
Mark A. Witaschek –
2007 911 C4S Targa
Azamat Yermagambetov –
2011 Cayenne
Jahan Zarrabi – 2004 Car-
rera coupe
Ted Zwicker – 2005
Cayenne

Will Humpty Dumpty ever go back together?

Tips for other first timers:
Read directions; take photos;
make notes; solicit advice;
have Porsche friends

Chris McFaul was not intimidated by rebuilding his first 911 flat six; with the help of various instructional manuals, a little help from his friends and a lot of patience, he was able to disassemble his wounded engine, repair it and reassemble for a reasonable sum. Plus, as he points out in this article, he learned quite a bit himself.

Photos and story
by Chris McFaul
for *der Vorgänger*

It's been about six weeks since my rebuild of the engine in my '73 911E 2.4, and I think I can finally say it's now complete. I went for a long drive today and it ran perrrrfectly in all regards. A smoother running car does not exist.

This project began back in August during a Summit Point DE event. I knew my engine was getting tired prior to the event. Oil consumption was up and other signs were evident. So when it let out a belch of smoke in Turn 1 and was down on power ever since I knew something was wrong. My concerns were justified when I pulled the No. 3 spark plug, and it was slightly smushed (no gap). The car made the hour drive home with no problems. I opted not to do any additional diagnosis because the conclusion was the same no matter what. The engine had to come apart.

Being short on funds but long on enthusiasm I decided I could fix it myself. Having never taken an engine apart before and having just basic tools, I was considered crazy by many. Ignoring the naysayers, I began by posting questions as to what I wanted to accomplish. Pelican, Dorkiphus and the 911 S Registry are all phenomenal sources of online information and advice.

Once a basic plan had been formulated, several Porsche friends came over on a Saturday afternoon to help me drop the engine. I borrowed some big tools such as an engine stand from Jim Laurak, and an engine yoke



and cam tools from John Bailey. The engine drop took about three hours. Figuring out how to get it on the stand took about another hour. Keep in mind I am figuring everything out as I go.

Working on the engine about an hour each night after work, it quickly came apart and began to be affectionately known as Humpty Dumpty. I was skeptical that it would ever go back together again, and I was not the only one.

Once I got it to a state of complete disassembly I quickly found the reason for my engine issues. The No. 3 piston was burned; the top ring land was broken and the ring gone. Thankfully the Nikasil cylinders were in great shape; all were round with the cross hatching still visible. The five JE pistons were likewise within specification and showed almost no wear at all. The sixth one was toast. I got extremely lucky when I found a single replacement JE piston through JB Racing in Florida. The piston crown had to be machined to match my other five.

As luck would have it, JB Racing had designated this piston for testing-to-destruction, which they never got around to, so they did this machine work and sent me the piston at no charge! I can't say enough about the Porsche community and all the help that is out there. I did send them a bottle Johnny Walker Blue as a token of

DIY tips

Share your own do-it-yourself tips with dV readers by sending an email to dveditor@pcapotomac.org.

A high-resolution photo will be necessary also.

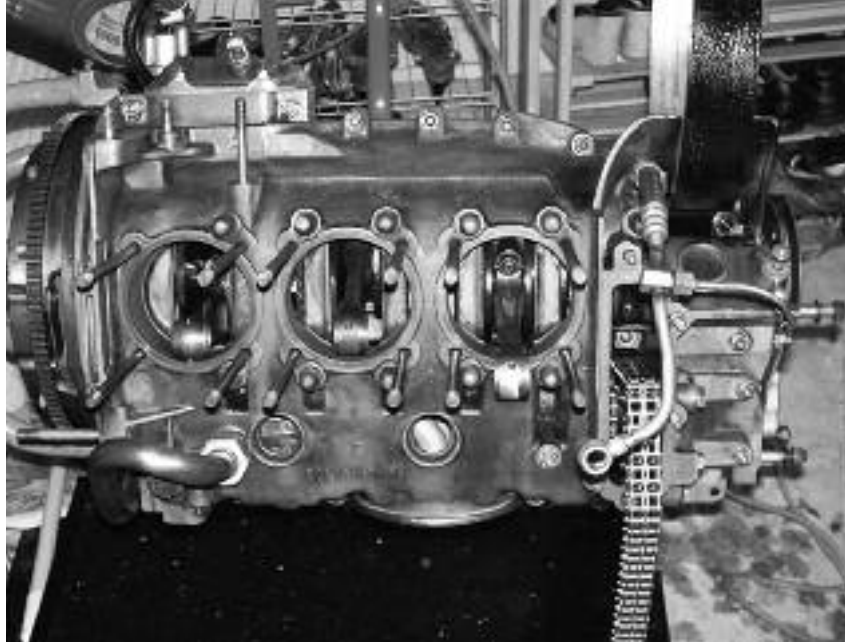
appreciation. The alternative would have been six new pistons and machining / recoating of the cylinders...not an attractive alternative.

With the engine apart and waiting for new parts, I set about the most labor intensive part of the entire project. The cleaning and /or painting of all components. This easily took longer than any other part of the project. I also had to pull the trigger on what I wanted the engine to do when reassembled.

I sent the heads to IMA Motorsports in Northern Virginia. Ivan Arzola of IMA told me the E cams were worn. Since they needed to be machined anyway, I decided to go a bit further and have them reground by Dougherty Racing Cams to a "DC 30" profile that is somewhere between an S and an E profile. Basically, this would give me the best of both worlds.

This more modern cam design retains the E torque with the high RPM air flow of the S. Combined with my slightly higher compression JE pistons, the match was perfect.

A few weeks later, the heads were ready to go with newly reground cams, 12 new valves, guides, rockers,



For those of you who haven't seen this before, it's a flat-six engine case with the pistons and cylinders removed, and it has been cleaned.

etc. The pistons with new rings were inserted into deglazed cylinders. All moving parts were blueprinted, balanced and the distributor was overhauled by Pete Burrows of Motive Parts of Port Washington, N.Y. The latter cost me a bottle of Bushmills.

I was surprised how easily everything went together. Reassembly is simply a puzzle. Every part has its place, and with few exceptions the engine won't go together any way except the right way. I took lots of pictures and was glad I did as I read a posting about the most common mistakes made in engine assembly such as pistons or cylinders being installed upside down, the engine's cool-



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Above left: McFaul's three children, from left, Justin, 13, Ryan, 7, and Rachel, 11.

Above right: Six pistons & refinished cylinders awaiting reassembly into the case.



ing pieces being inserted wrong or even upside down, etc. I was greatly relieved to review my pictures to confirm that I did not make any bone-headed mistakes.

Taking my time, Humpty Dumpty slowly but surely went back together again. It was nice working with clean, painted or new parts. With several books on hand (Porsche factory manual Volumes 1 & 2, Chiltons and Haynes manuals), I simply followed the instructions and when in doubt, posted my questions on Pelican or Dorkiphus forums and got tons of great advice.

The only PITA was the cam timing. You simply need

three or four hands working in conjunction. Having borrowed a crows-foot wrench and cam socket from fellow Potomac member John Bailey and digital feeler gauges from John "Old Tee" Lewis, getting the cams exactly timed was easy. Keeping them exactly timed while tightening the big nut with the crows-foot (that would easily slip off) to 80 lbs.-ft. while applying equal counterpressure to the cam socket, while making sure the crank stayed exactly at Top Dead Center (TDC), required the use of both hands and both legs leveraging against each other in a Twister-like maneuver. With a few four-letter

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Top left: Pistons and cylinders during disassembly. Above left: Pistons and cylinders during reassembly. Top right: The only special tools needed were the large crow's foot wrench, engine stand and yoke, cam socket and digital cam timing meters. Above right: A replacement piston.

words of encouragement towards Humpty Dumpty, I eventually got both sides perfect.

With the hard part of the assembly done the rest was simply gaskets, sealer (no silicone) and using the right nuts. Having all the old parts bagged and tagged made for easy reference if there were any doubt as what hardware was to go where. Again, it was difficult to make mistakes as the puzzle only goes together one way.

I have owned a torque wrench for several years but never knew how to use it until now. Again, that turned out easy, and now I know.

I took this opportunity to do a CMA (check, measure, adjust) to the Mechanical Fuel Injection (MFI) system. With it all apart this was just a couple hours of work, mostly spent cleaning everything.

With engine assembly complete, I took it off the stand



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Right: Reassembly is almost complete; all that's left here is timing the engine's cams.

Below: Having friends show up during engine removal and installation is invaluable. Here, fellow Potomac member Tito Dua helps with engine installation.



single handedly. Another Potomac member, Tito Dua, joined me later in the day and helped me get the engine back into the car. Once a minor electrical issue was resolved, it fired right up. I set the timing and let the car idle for 20 minutes to break in the cams.

The next day, I took the car off the jack stands and fired it up by engaging the starter from the engine bay. Well, the engine again fired right up and then proceeded to ghost drive right into the garage wall! How it got into gear I don't know, but thank goodness it was not in reverse.

The first real drive was a disaster. The car ran terribly, bucking and stuttering so badly I was not sure it would make it back to the house. That night, I was TOTALLY bummed when I went to bed. I was sure it would have to come apart again. Arghhh! Literally at 4 a.m. the next morning, the solution came to me: The engine was running lean because of the new cams.

The next morning I turned the linkage to the MFI pump two rotations to richen the entire spectrum, fired it up and went for a ride. There were no issues at all; the car was smooth and powerful.

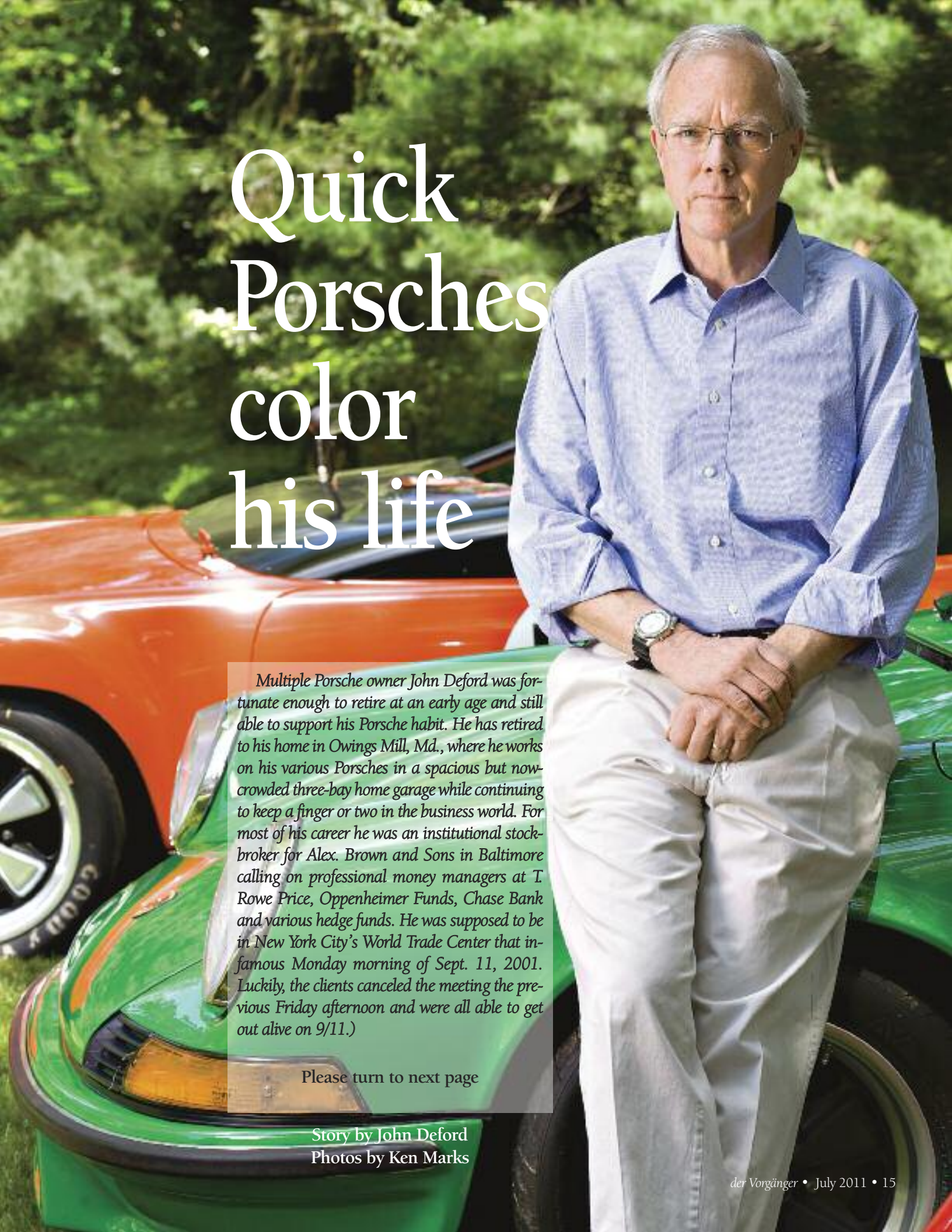
Lastly, I set the idle and synchronized the injection stacks. The end result was that the car is fast and smooth. I am sure it makes horsepower past the 7,300 rpm red-line as it screams up to it with no signs of slowing. Previously, the engine ran out of steam at around 6,800 rpms. Having put about 1,000 miles on the rebuilt engine already, I can say with confidence that it's perfect.

My advice to anyone contemplating a similar project is to go for it. It is not difficult if you take your time, do it a section at a time and simply don't make mistakes (triple check your work).

Total cost was about \$3,000 for parts and machine work plus four bottles of booze for those who went well above the call of duty: JB Racing, Motive Parts, my father who picked up the cost of machine works at Motive Parts and Potomac's own Kurt Mickelwait who let me borrow his exhaust gas analyzer (I think his wife may have benefitted the most from this transaction).

Many thanks to PCA Potomac and all the Dorkis who helped me. I could not have done it without their help.

Chris McFaul, a Potomac member from Centreville, Va., participates in DEs and has been a Porsche owner for 15 years. His father bought the car originally in 1974 before selling it/giving it to Chris in 1996



Quick Porsches color his life

Multiple Porsche owner John Deford was fortunate enough to retire at an early age and still able to support his Porsche habit. He has retired to his home in Owings Mill, Md., where he works on his various Porsches in a spacious but now-crowded three-bay home garage while continuing to keep a finger or two in the business world. For most of his career he was an institutional stockbroker for Alex. Brown and Sons in Baltimore calling on professional money managers at T. Rowe Price, Oppenheimer Funds, Chase Bank and various hedge funds. He was supposed to be in New York City's World Trade Center that infamous Monday morning of Sept. 11, 2001. Luckily, the clients canceled the meeting the previous Friday afternoon and were all able to get out alive on 9/11.)

Please turn to next page

Story by John Deford
Photos by Ken Marks



Three of Deford's Porsches grace the lawn of his Owings Mill, Md. home. From left, a 1973 914 converted to a 914-6 for vintage racing, a 1970 911 RS clone that he's owned for 12 years, and a 1973 914-6 conversion.

I first joined Potomac region in 1975 and remained a member for five years even after selling my 356 and moving to NYC in '79 (I know that not having a Porsche is a no-no as far as PCA memberships goes but I had to keep getting my Porsche 'fix' while in NYC with no car.) I re-joined in '87 and have been a dual member of Potomac and Chesapeake regions ever since.

I currently own four Porsches, three are 914s; two that have been developed into race cars and one into a serious track car.

- An Anaconda Green 1970 911 RS clone with a 3.0 liter carbureted SC engine. The car is a rust-free California car, and although I didn't initially love the color when I bought it 12 years ago, I now recognize that the color is very much in vogue. The car has had lots of suspension, engine and transmission modifications. It is a fabulously fast street car, quite raw, but sadly, I don't get to drive it much.

- A 1970 914-6 vintage race car was owned by a Navy serviceman from Michigan who got transferred to D.C. in

1971. The car subsequently suffered some minor damage to the suspension in a highway accident, but the insurance company totaled the car anyway, which led to it becoming a track-only car. Potomac Region past president Dan Rowzie then bought the car to turn into a race car but had too many projects. Rowzie then sold it to Dennis Kline of Baltimore. Kline cut the windshield off and turned it into a roadster with the famous Richie Ginther-style windscreen and raced the car in SCCA C Production starting in the fall of 1972 at The Glen. Kline's then-wife, Sandy, was quite an accomplished driver and went on to win the F Prepared ladies SCCA national championship autocross in the car at Salina, Kansas in 1974. The 914 retired from SCCA racing in 1982, and it sat on a trailer outside under a tarp





for 10 years when I bought it in 1991. The car's SCCA log book dates to the first race in '72. I made some changes to the car and began racing it in vintage events in 1992. The car was raced actively until 2005 and had a number of firsts in class and podium finishes during that time.

My proudest moment with this car was doing a 2:12 flat at Watkins Glen in June 2004. The car was mothballed until March 2010.

- A 1973 914-6 con-

version built to be more competitive especially in the HSR series. The extensive changes that would have been necessary to incorporate all the mods that we wanted to do would have been so comprehensive that we just decided to start with a 'clean sheet of paper' and use a rust-free 914-4 as a starting point.

This 2.0 liter 6-cylinder car represents pretty much everything we know about 914 racing mods all incorporated into one car. It also has the Richie Ginther windscreen and no windshield. The car does 1:25 at Summit Point with vintage Goodyear race tires. My proudest moment with this car was winning the first race ever to be run at New Jersey Motorsports Park in August 2008. As a friend of mine said, "That's much better than getting the lap record because no one can take that away from you!" The car is a joy to drive; you can put it just about anywhere on the track. The key is to stay off that pedal in the middle.

Deford's 1970 911RS clone has a carbureted 3.0 liter SC engine in addition to suspension, engine and transmission modifications.



Above: Deford admits that initially the original Anaconda Green color of his 1970 911RS clone didn't exactly agree with him, but the color has grown more popular with him over the past 12 years. He bought the car because it was a rust-free example from California.

Right: The stark track-only interior of Deford's No. 28 914-6.

• A 1973 914-6 conversion 2.0L turbo, which began as a rust-free '73 914 (car No. 28 in photos). The car originally was designed to run in PCA Club racing GT4R category because the rules favored turbocharged cars. Sadly, the rules changed and now this 914 is a GT3R car. This project has been quite a headache as many of my fellow Potomac members know. They've seen me come and go from Summit Point over the years, rarely getting more than one or two run sessions in before something broke.

Most troublesome for this car has been the transmission. We rebuilt one 915 transmission (for mid-engined application) seven times. Sadly, the problematic gearbox created at least two occasions where missed shifts took out the engine. The 915 just never did work right. After giving up on the 915, I went to an inverted G50 box and, thankfully, it seems to be working well.

Another big hassle has been the software for the engine-management system. You just can't take the incredible amount of time that the factory puts into that for granted. It took us over 80 different chassis dyno runs (you can't engine dyno it because the mid-engined configuration with intercooler and exhaust layout is too goofy) over four years time to get it sorted to a "pretty good" status.





Wastegate is visible in this view of one of Deford's turbocharged 914s. Deford drives the car in PCA Club racing's GT3R category.

Previous Porsches:

I bought a 1965 Porsche 356 SC coupe from a PCA member in Arlington in 1975 with no motor and the transmission sitting loose in the front trunk. It had been in a Beltway rear-ender and was fairly deeply dented in both the back and the front! I was 21 years old. I bought a nice 912 engine for the car from Dan Rowzie. I stripped and repainted the car in my employer's garage in Beltsville, Md. Later, I took the car to business school at the University of Virginia where most people thought it was a Karmann Ghia, including my wife who commented so on our first date. I still married her, and, boy, am I glad I did! After my 33 years of messing around with cars and 18 years of racing, perhaps she feels differently! Sadly, I had to sell the car in 1978 to move to NYC.

Despite the bad reputation of the mid-70s cars, I bought a 1977 Porsche 911S in 1987, and it treated me well. The car had a bad exhaust leak and a couple of other minor problems, but the owner was afraid of it so he sold it fairly inexpensively.

I had driven the early "long hood" cars before and always felt that they were light and incredibly fun to drive so after selling the '77S, I was perusing old *Panoramas* and found a silver 1973E in Laurel, Md. I drove it and was impressed with the sound, feel and tightness of the car so I bought it immediately.

This was the first car I ever drove at a DE. The year was 1988 and Dan McChesney was chief instructor. My first DE was the August "time trials" DE and for whatever reason, I seemed to have some talent for this so I was named runner-up rookie for the event. My strongest memory was of my instructor, Leslie Mostow reaching over and pushing my right leg to the floor because he didn't think I was going fast enough! That was quite a learning experience.

As much as I loved the '73E, I got to thinking that I might like a more contemporary car so my eye started wandering again. I next bought a 1984 Turbo-look Carrera from a doctor in Wytheville, Va.

We did modify the bodywork on this car and put the

930S front spoiler on it, but that was about it. After my experiences with the '73E, I found the '84 car heavy and underpowered. Perhaps I should have bought the turbo. I sold the car to Potomac region member Mike Mount after a few years of ownership.

Other vehicles I've owned:

- 2006 BMW 530 XI wagon. Love this car. Great for road trips, and you hardly ever see another one on the road. I like that.
- 2006 Chevy 2500HD Duramax diesel truck for towing. I am not sure why I didn't buy one of these in the first place! Absolutely fantastic for towing my 22 ft. enclosed trailer.
- 2010 Audi A4 Avant wagon. Gotta have the all-wheel drive. Got a peppy little 2.0L turbo in it.

About my current Porsches, I appreciate the precision and incredible quality of the cars and the interchangeability of their parts. It is fun to be able to back-date the cars and swap parts around.

I guess this is an artifact of Porsche being a small manufacturer and not being able to re-engineer the entire car every three years. For example, on my turbo 914-6 there is a 1965 crankshaft, a 1968 engine case, the cylinders from a '69 911S, the induction system from an '86 Carrera, the gearbox from an '88 Carrera and the oil pump out of a mid-2000s GT3-R!

Although some mods are required here and there to make everything fit, there is no other manufacturer in the world that you could do all that with. And the quality of all the parts is extraordinary.

What I like least about Porsche ownership begins with the price of anything with the word "Porsche" stamped on the box. It continues to Porsche's unwillingness to develop a mid-engined car (other than the Carrera GT) to the level that they have with the 911 derivatives.

I understand the marketing dilemma (as a 914 guy I should) but I think it is inevitable and Porsche should just go out and meet the dragon. With aftermarket tuners



N.M. John has built two race car chassis for me, the turbo 914-6 and the vintage 2.0L 914-6. I have no idea how I first came to know about John but it has been a pleasure to know him. He is formerly a Northern California fabricator and racer and one of his cars, a 911 open car with a 935 nose appears in Bruce Anderson's first edition of *Porsche 911 Performance Handbook*.

John is a world-class welder, creative genius, gifted fabricator and all around good guy. I find his laid back western personality the perfect complement to my type-A Easterner hyperactivity level. I never cease to marvel at how fertile his mind is and his child-like enthusiasm for all things Porsche. He is one of those rare people who managed to be around cars all his life and never tire of it or get jaded. We've all met those grumpy "been there seen that, done that" types and they take the fun out of the hobby. I talk to John every week despite the fact that we have only met twice in person!

Speaking of people who mean a lot to me that I rarely get to see, I can't forget "Checkbook Chuck." This was the title of the article written in *Excellence* magazine about eight years ago about my friend, Chuck McKinney. Chuck is a talented racer and was a 914 pilot for many years in California. He won the SCCA Pacific Division GT2 class in a 914-6 some years back and has been an endless supply of great advice on Porsches in general, 914s specifically and race car setup and driving.

I was given Chuck's name by John Williamson of Otto's Service in Venice, Calif. about 15 years ago and we became "phone pals" as my wife likes to say. I received advice from Chuck almost weekly for 10 years before we met in person! Talk about "It's not the cars, it's the people!" Chuck has become a great friend and we try to get together a couple of times a year.

Like so many Porsche racers, DE was my start and has been my main focus. My first DE was in August '88 with Potomac. My experience with DE over the years has been nothing short of spectacular. The dedication and "professionalism" of the Potomac instructors is unparalleled. The people are always friendly, helpful and provide constructive advice. A difficult blend that Potomac instructors really seem to understand.

I know it sounds trite sometimes, but if you look at my history, I have benefitted tremendously from knowing and working with really gifted people who happen to share my passion for Porsches. Porsches are the high quality medium that we work with and there is none finer in the automotive arena, but it truly is "about the people."

My next Porsche?

Sacrilige. We have taken the vintage racer '70 914-6 (photo on this page) and are putting a Subaru WRX STi



Photo at top by Richard Curtis; others are Deford family photos

Top: Deford in his home garage when the 1970 914-6 was being converted to a turbocharged Subaru engine. The car should be completed this summer.

Above: Deford at the Bob Bondurant driving school in February 1992.

Above right: At age 12, Deford had a sprint go-kart with a 2-cycle 13 hp Saetta Italian racing engine with megaphone exhaust capable of 13,000 rpm on alcohol.

turning out incredible variations on the Boxster and Cayman, the genie is already out of the bottle. I guess they are flirting with more trouble now that I hear that Porsche is going to produce the 918 hybrid, which, by the way, looks incredible.

I am very fortunate in that I have some close friends who have helped me over the years. Without their help, I would not have been able to be successful in my pursuit of my automotive interests.

The first is my friend, Ralph Simmers of Ralph's Auto Service in Reisterstown, Md. Ralph has been repairing and modifying Porsches since the late 1960s. Without exaggeration, Ralph taught me everything I know about Porsches and how to work on them. I first met Ralph in 1975 when the engine on my 356 split its crank. He patiently taught me the difference between being a technician and a hack.

I won't discuss how many parts I have ruined over the years through over-torquing, smashing with a hammer or otherwise man-handling. Through it all, Ralph just smiles, shakes his head and matter-of-factly says things with the wisdom of the ages like, "Well, I guess you won't be doing that again." He is truly an old-world craftsman, incredible mentor and great friend. He also had the geographic misfortune of locating his shop about 10 minutes from my house!

Another great friend is John Hammill of Edgewood,

engine in it. My intention is to use that car for DE events.

Some specifics:

- The car uses a 2.0L turbocharged Subaru JDM (Japanese domestic market) '02 STi engine with an 8,000 rpm redline and all forged internals from the factory. The engine was \$4,300 delivered from Canada. It had 43,000 miles on it.

- Rebuilt long block with ACL/Calico bearings, Pauter rods and JE forged pistons.

- Converted to dry-sump oiling system

- Converted a "long bell" '88 930 Turbo gearbox for mid-engined fitment

- Brakes upgraded to 944 turbo all around

- We kept the original 914-6 GT steel flares but can still fit Goodyear 9" wide cantilever slicks under the car.

- Custom radiator and fuel cell

- Custom flywheel and three-disc clutch to mate Subie engine to 930 trans

- After dyno'ing in April, we disassembled the car for full repaint. Sorry, it's still orange!

- Engine dyno'ed at 375 hp and torque was 365 lb.-ft. on pump gas.

- Target weight is 1,950 lbs.

Maybe I am rationalizing, but I really believe that Herr Dr. Porsche would approve of this project. You have an extremely lightweight powerplant in the middle of the car. If the 914 had survived its marketing missteps, price point issues and branding problems with VW, I believe that this is the car that they would be making today.

Consider:



- Water-cooled like some other Porsches (rear- and front-engined!) I know of.

- Horizontally opposed engine layout with low center of gravity.

- Four cylinders and very light.

- Variable valve timing.

- Massive power potential of over 400 hp from just 2.0 liters.

- Literally hundreds of aftermarket tuners worldwide developing products for this popular platform.

- Cheap

Hey, what's not to like?!

Demonstrating that dropping a water-cooled, turbocharged Subaru engine into a 914 engine bay isn't a simple proposition is the snake-like exhaust system that has to be engineered, built and installed.

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NYC Auto Show honors past

By Sydney Burtler
for *der Vorgänger*

As I waited for the formal press conference to begin at the April 22–May 1, 2011 New York Auto Show at the Jacob Javits Convention Center, I marveled once again at how precisely and persuasively Porsche presents its cars and philosophy. On a slowly revolving platform behind the podium, a dazzling Crystal Green Metallic Panamera S Hybrid making its gleaming U.S. debut before frantically whirling and clicking cameras.

To its right and below the platform was an Auburn Metallic Cayenne S Hybrid, a unique brown color that—like the Panamera's pale green—had no doubt been chosen to convey a caring environmental message.

Just adjacent to the Cayenne was a stunning Basalt Black Panamera Turbo S, as low and menacing as a stealth fighter ready for takeoff. And finally there was the 1900 “Semper Vivus” (“Always Alive”) Porsche—looking ar-

sumption and emissions, until the driver again presses the accelerator pedal. Though more specific consumption figures for the U.S. are to be announced, the hybrid will likely achieve over 30 mpg at highway speeds.

Loaded with more standard options than the Panamera S (Porsche Active Suspension Management, Servotronic steering, Adaptive Air Suspension, for example), this efficient but powerful marvel goes on sale in the U.S. in September.

Performance. Next on stage was the Panamera Turbo S also making its debut in New York. While this model is expected to achieve approximately 23 mpg in highway use, power was the dominant message here. I was stunned by the performance figures—550 hp; 590 lb.-ft. of torque; 3.6 seconds from 0-60; top speed 190 mph.

These numbers become even more unbelievable when considered along with the luxury items offered as standard: PASM, Servotronic steering, PDK transmission, Porsche Dynamic Chassis Control (PDCC), Porsche Torque Vectoring (PDV), sport exhaust, 20-inch Turbo rims, Bose 14-speaker sound system, a new interior leather combination and an exclusive Agate Grey exterior color. At a price of over \$174,000, the Panamera Turbo S becomes the flagship of Porsche road cars, topping even the 997 Carrera Turbo S.

History. Looking like a display at a Pebble Beach vintage car exhibition, the world's only 1900 Semper Vivus Porsche played the dominant historical role. Precisely reproduced from a handful of black-and-white pictures and sketches, the elegant roadster had been commissioned by the Porsche Museum in 2007 and awarded to master coach builder Hubert



Cutaway view of the Panamera S Hybrid projected to return 30 mpg at highway speeds.

chaic and out of place with its brass headlamps, wooden spoke wheels and red velvet seats (see photos on opposite page). Like the Broadway plays just a few blocks away, the stage was set. The press audience was about to experience Porsche theater at its finest, with resounding themes of efficiency, performance and history.

Efficiency. First on stage was the Panamera S Hybrid with its 380 hp and remarkable 428 lb.-ft. of torque. While the supercharged V-6, working in tandem with its electric battery system, could propel the car from 0 to 60 in 5.7 seconds up to a speed of 168 mph, the dominant message was about fuel efficiency. This Panamera can accelerate up to 53 mph on electric power alone. Also, when the driver lifts off the accelerator at normal highway cruising speeds, the gasoline engine is switched off and disengaged from the drivetrain by a decoupling clutch.

The car can then “sails along,” with reduced fuel con-

Drescher.

The original Semper Vivus was the world's first hybrid motorcar, created by Ferdinand Porsche with two combustion engines that in combination with two front-hub electric motors produced 5 hp and a top speed of 22 mph. (The car on display was fully functional, having been recently tested and driven at Porsche's Weissach Research and Development Center.)

Drescher, who was in attendance at the show, summed up his philosophy and most likely Porsche's, saying “to restore an automobile is to keep its memory alive—the memory of past racing icons, the inspiration of engineers, the daring boldness of the pioneers of the early motoring industry.”

After the press conference, I took some moments to reflect upon prior Porsche press conferences and auto show presentations. There had been so many exciting de-



Photos by Porsche Cars North America

Above: A view of one of the hub motors in the first hybrid, a 1900 Porsche. As there was no functioning wheel hub motor in existence, technical details such as performance and range had to be resurrected and calculated from scratch.

Left: The total weight of the recreated Semper Vivus car is 3,400 lbs. yet the car is capable of 22 mph. The recreation was begun in 2007.

but—the Carrera GT in Paris in 2000, Cayman at Frankfurt in 2005, the 918 Spyder at Geneva in 2009, to cite just a few—but I found myself recalling the 2007 Frankfurt Show in particular. The grounds outside the entrance had been filled with protesters and paraphernalia criticizing the auto manufacturers as insensitive to environmental and fuel conservation concerns.

Porsche could well have been a vulnerable target, with its then press introduction of new 997 GT2 and Cayenne GTS.

But Wendell Weidiking, then at the height of his power and influence, was prepared. He spoke forcefully at the Porsche press conference, declaring that Germany had ceded the development of hybrid technology to the Japanese and must recapture the lead.

And on the Porsche display, alongside the powerful Cayenne and GT2, was the Porsche Hybrid concept—harbinger to Porsche's future direction and ultimately the ancestor of the Cayenne S Hybrid and Panamera S Hybrids now on the New York Auto Show floor.

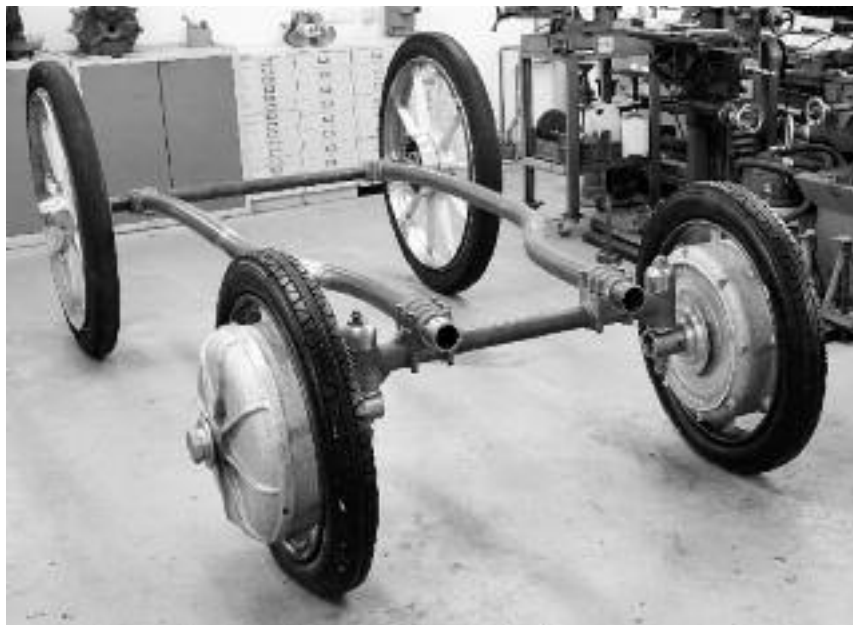
Porsche was already embarking on its new path of power and efficiency, which has now been gathered under the design/production philosophy known as Porsche Intelligent Performance.

As I reflected more on all the changes at Porsche over the last few years, the more impressed I became with its focus, management and success. At the 2007 Frankfurt Show alone, Porsche displayed 16 different models of Carreras, Boxsters, Cayennes and Caymans.

No other sports car manufacturer could come close to that number.

Since then Porsche has added at least 10 other model variants, each of which can be personally ordered with endless options and design elements.

Several more, like the Cajun and a mid-engine high-performance car, are planned. Add to that the cataclysmic



ownership and management changes, the ever more challenging environmental challenges and regulations, the aggressive competition from other manufacturers, the worldwide economic downturn—and you have dizzying number of real threats to survival, much less success.

Such an atmosphere requires talent and engineering for sure, but just as important is the recognition of core values and their consistent interpretation and implementation into the future.

To this writer, Porsche gets it just right when it emphasizes its history and dedication to both efficiency and performance. We as Porsche enthusiasts and admirers can both be grateful for the past and excited for the future.

The Porsche Museum entrusted the workmanship to a team of experts led by coachbuilder Hubert Drescher. No specifications or other helpful records had survived from 1900, so experts painstakingly studied photos and drawings from which they took measurements.



Rally season gets off with a bang

The rally wound up at the Branded 72 barbecue restaurant in Rockville, Md. The rally was over 75 miles of roads in Montgomery and Frederick counties, Maryland. The object of the rally was to add up the 150 speed limit signs along the route.

Photos and story by Linda and Craig Davidson for *der Vorgänger*

The 2011 rally season kicked off on May 21 with a record number of participants. Twenty-four Porsches (plus one 2011 Corvette) showed up on what turned out to be a spectacular day.

In spite of rain for the whole week leading up to the rally, the clouds parted and gave us a clear, sunny day. The 75-mile route started in Rockville, Md. and wound through Montgomery and Frederick counties on beautiful back country roads.

Along the route, rally participants were asked to add up all the speed limit signs. Sounds pretty simple, but only two cars got it right, as there were over 150 signs along the way.

Drivers had to make one stop to pick up an envelope with two playing cards. These cards were used as a blackjack hand to break the tie.

First place went to father/son team of Fred and Todd Silver with a blackjack hand of 18; second place went to Roland and Alice Franck whose blackjack hand was 17 (doesn't get any closer than that!); and third to the Corvette couple, Jim and Diane Kinnear.

The Kinnears are the rallymasters for the Corvette Club, but their members aren't interested in rallying, so we invited them to join us (Porsche people DO know how to have fun!).

As a little bonus, we ran a "raffle" for anyone who was willing to bet \$10 to guess what the final sum total would be, with winner take all. Fourteen gamblers took the bait, with guesses ranging from 1,660 to 6,500.

The winning number was 3,575, and the winning guess was 3,700 by Cliff and Tina States. Congrats to all our winners!

The rally ended at BBQ restaurant Branded 72 in Rockville, Md. and a good time was had by all.



Showing off their trophies are, left to right: Jim and Diane Kinnear, 3rd place; Alice and Roland Franck, 2nd place; and first-place winners Fred and Todd Silver.



Ray and Cndy Shea's white 356 was one of 24 Porsches (plus one Corvette!) that participated in the season-opening rally.

Remaining rally schedule for 2011

Aug. 13: Rally No. 3.
Camp Friendship Rally.

Sept. 24: Rally No. 4.
Oktoberfest.



Photo by Ken Marks

Thirty-five folks in 20 Porsches made the Drive 'n Dine trip from Manassas, Va. to Little Washington, Va. for a gourmet meal.

Spring rain, gourmet food and Porsches

By John Eberhardt
for *der Vorgänger*

On Sunday, May 22, PCA Potomac returned to the Stonyman Gourmet Farmer for the third gourmet brunch we have done there.

We had 35 gourmets in 20 beautiful Porsches enjoying the beautiful Northern Virginia countryside and some delicious local organic food, including free-range chicken in white wine, freshly butchered local lamb, pasta salad and homemade truffles!

We met at the Manassas Battlefield Visitors Center and took off on a great little country drive through Aldie, Middleburg, The Plains, Marshall, Flint Hill and finally (Little) Washington, Va. We had some beautiful cars, in-

cluding Eric Hamlin's 997 C2S, Tom Philips' 996 C4S and a 1971 911 Targa owned by Andrew Fort.

For those of you who have not driven from Middleburg to Little Washington on the back roads, you should! The roads give you a beautiful view, rich with the aromas of spring.

Weather was typical Washington spring weather—it started out hot and clear, and about halfway through the drive we were greeted with a deluge. Of course, it stayed hot. Once we arrived at the Stonyman, it drizzled on and off, but we and the Stonyman crew remained flexible and mobile and we all managed to make it work and have a delicious lunch in the process.

The Stonyman Gourmet Farmer on Gay

Street in (Little) Washington is a merchant grocer specializing in locally grown organic produce and cheeses and are advocates of Northern Virginia farm-to-table cuisine.

For those of you who have not visited the Stonyman, I highly recommend it; their selection of produce, meats and local artisan cheeses is superb.

As usual, owners Susan and Alan James, outdid themselves and provided us a virtual smorgasbord over the course of our three hours, six-course lunch (appetizers, salads, roast chicken, fresh lamb, desserts and cheese) with fresh-made lemonade and iced tea.

Given the continued success of our Stonyman brunches, keep an eye on the Drive and Dine calendar for another one in the fall.

Drive 'n Dine tour of Va. Piedmont set for September

By Alex Lunsford
for *der Vorgänger*

Porsche fans, welcome to the inaugural (what I hope will become) biennial Porsche tour of my hometown and surrounding area, Charlottesville, home to the University of Virginia, Thomas Jefferson's Monticello, fantastic shopping, great restaurants, over 25 nearby wineries, Montpelier and surrounded by some of the best roads in Virginia.

We are planning a spirited yet relaxing driving weekend with friends showing you one of

the most charming places in the U.S.

Friday, September 9: We will meet in Haymarket at 10:30 a.m. to drive down together. We plan to hit such stops as Montpelier and the Barbourville Winery and Ruins.

We should arrive in Charlottesville for dinner and will be staying both nights at the Jefferson-designed and exclusive Farmington County Club. Cost per night is \$211 per room. We have 10 rooms available. Contact them directly to reserve your room.

Saturday, September 10: Enjoy the spa, play golf or tennis or tour at your leisure. If you'd like to join a spirited but safe drive, I will lead a group on the back roads of Albemarle and Nelson counties up to the 2,800 ft. summit of Wintergreen Resort (about 90 minutes via the route I am taking; it is normally only 45 minutes) for lunch and sightseeing.

We will then drive back along the Skyline Drive and head to a local winery, King Family Vineyards for the later afternoon. We will return to FCC that evening and those who want to venture out should see U.Va. and Charlottesville's famous Downtown Mall.


Sunday, September 11: Given the significance of the date, activities are limited and you are free to do as you please. There will not be a scheduled group drive home, so leave at your leisure.

With only 10 rooms at our special rate, spots will fill up fast so don't delay reserving a slot. You will then call Farmington to book your room directly as a part of the PCA Potomac Porsche group.

For further information, please contact: Alex Lunsford, Alex_lunsford@yahoo.com, (202) 360-0599.

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Porsche of Rockville hosts quarterly board meeting

By Richard Curtis
for *der Vorgänger*

Potomac held an open board meeting on Saturday, June 11 at Porsche of Rockville, where club members who attended were treated to a buffet lunch courtesy of the dealership. While lunch was consumed in the beautiful dealership's main display area, members had plenty of time to chat while they wandered around the showroom ogling a 2010 GT3RS, a Panamera S and other new Porsche models. About 50 members were present.

After lunch, the group assembled in the Porsche service bays for the formal board meeting itself. Committee chairs and others made short verbal presentations about the autocross, rally, social, DE, *der*

Vorgänger, the website and Drive 'n Dine programs.

After the formal program, Ashley Fertitta, a certified Porsche technician for Porsche of Rockville, presented a program designed to explain maintenance procedures for Porsche cars.

Fertitta demonstrated the various workings of a Porsche twin-turbo that just happened to be on a lift in the service area and answered a variety of questions about everyone's favorite marque. Among other things, Fertitta pointed out how to tell when your tires are worn, how to check various fluids such as oil, power steering fluid and others, where to check those fluids in different cars, and she explained such things as suspension alignments and pointed out how they're done.

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Photo by Richard Curtis
Potomac member Yuki Nakamoto, left, attending her first Potomac event, listens as Porsche of Rockville technician Ashley Fertitta explains "wear bars" on the rear tires of a twin-turbo during Potomac's quarterly open board meeting Saturday, June 11. Fertitta's program was aimed primarily at inexperienced or new Porsche owners.

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Please email details of other car meetups to
dveditor@pcapotomac.org

Katie's Cars & Coffee

Saturday morning meetings are legendary at Katie's Cars & Coffee in Great Falls, Va. for a wide selection of classics, sports cars and other interesting cars. Scheduled time is from 7-9 a.m., weather permitting.

Katie's is located at 760 Walker Road, Great Falls, Va.

Sunday mornings at Fair Lakes (Va.) Starbucks meet-ups

The Fair Lakes (Va.) Starbucks for coffee and cars is the site. 8:30-10:30 at the Starbucks, 12599 Fair Lakes Cir., Fairfax, Va.

Street rods and others

A long-standing gathering for car folks in Northern Virginia is a regular Saturday late afternoon-



Photo by Richard Curtis

A growing number of cars & coffee gatherings such as this one April 24 at Fair Lakes, Va. find an often interesting array of collectible cars such as this restored '70 Dodge Challenger owned and restored by Mac Holt of Ashburn, Va. The period-correct restoration took 2½ years.

early evening informal car show at the Burger King, 10991 Nokesville

Road, Manassas, Va. 20110 (near the Manassas airport at the inter-

section of Route 234 [Prince William Parkway] and Route 28).

Exotic cars meet-up

These meetings are arranged through a website, www.6speedonline.com/forums/mid-atlantic.

Check this URL for dates, times and locations.

Chick-Fil-A on Friday nights

This is an old meet (at least five years by some accounts) and there is a wide variety of cars. Given that this takes place on Friday nights around 8 p.m., the attitude of the group is a little more lively than the average cars & coffee, but you'll meet some interesting people in the short time. Address is 45440 Dulles Crossing Plaza, Sterling, Va.

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Join The Founders' Region, Potomac

You can help our region grow. Photocopy this page to include the PCA application below. Make a few

copies and keep them in each of your cars. When you see a Porsche owner hand them a flyer and in-

vite them to join, or leave the flyer on the windshield. We are currently the second largest region

in PCA. Help your club to become Number One.

Member perks

When you become a PCA member, you become a member of the largest independent, single-marque club in the world. It's only fitting that you get a few perks, right? For starters, you will receive subscriptions to *Panorama*, PCA's monthly magazine and to *der Vorgänger*, Potomac region's monthly magazine. You will also have access to these additional benefits:

Discounts from many local and national merchants, including five D.C.-area Porsche dealers, for Porsche related products, parts and services. (This is worth the cost of membership alone.)

Technical publications: *Up-Fixin der Porsche* (11 volumes reprinting all technical articles to appear in *Panorama*).

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Valuation committee to help you establish the value of your Porsche for insurance purposes.

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Annual national convention (Porsche Parade gathers in a different location each year. Over 600 Porsches and 1,500 folks.)

Group tours (PCA Treffen®) to Europe and the Porsche factory.

Membership eligibility

Membership is open to all Porsche owners, co-owners or lessees, who are 18 years of age or older.

PCA Membership Application

Please type or print neatly. You must own (co-own) or lease a Porsche and be 18 years of age or over to apply for membership.

Prefix ☐ Mr. ☐ Mrs. ☐ Ms. ☐ Miss

Name _____

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Address 2 _____

City _____ State/Province _____

Zip Code _____ County _____

Home Phone _____

Work Phone _____

Fax _____

E-Mail _____

Region Designation

Region _____

Some regions also require additional membership fees/application fees. These are assessed directly by the regions.

Regions will be assigned based on where you live, however you can specifically designate to belong to any one of our PCA regions.

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Your local region can accept and endorse the application to send to the national office.

Region Officer Name _____

Region _____ Date _____

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Marital Status _____

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Name and Age of Child(ren) _____

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You can designate one family or one affiliate member as part of your membership. This person must be 18 years or older.

Family Member Name _____

or Affiliate Member Name _____

Relationship to Member _____

The information collected on this application is used exclusively by the PCA and its regions for conduct of its activities. PCA does not release any individual membership information to any one or any organization outside of PCA and its regions.

Car Information - Porsches Only (*required)

Car #1: *Year _____ *Model _____

*Body Type _____ *Color _____

*VIN# _____

License Plate# _____ State _____

Car Used: ☐ Daily ☐ Pleasure

Maintenance: ☐ Self ☐ Dealer ☐ Independent

Average number of miles driven annually _____

Car #2: Year _____ Model _____

Body Type _____ Color _____

VIN# _____

License Plate# _____ State _____

Car Used: ☐ Daily ☐ Pleasure

Maintenance: ☐ Self ☐ Dealer ☐ Independent

Average number of miles driven annually _____

Note: If you have more than two Porsches you can attach additional pages with your car information.

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Mail your completed application to: PCA Executive Office, P.O. Box 1347, Springfield, VA 22151-0347 or **apply online at www.pca.org/welcome**.



Readers and their cars

Photos by Richard Curtis

Above: Potomac member Dave Diquollo of Arlington, Va. works during the March Summit Point DE event to repair a front brake caliper.

Right: Woodbridge, Va.'s Dan Maccabe showed up at the Open Board Meeting in March with his pristine '69 911T with a 2.2 engine that he's owned for six years. Maccabe has previously owned a pair of 914s.

Photo by Michael Madrid

Far right: The possibility of showers didn't deter Bruce Mackliet from displaying his lovely '93 911 at the May Deutsch Marque concours.



Readers and their cars

Photos by Richard Curtis

Right: Scott Bresnahan, far right in red jacket, showed up at the March DE event at Summit Point with a new-to-him '02 996 track car. He's seen here with Carson Soule, left, of Silver Spring, Md., and Mike Levitas of TPC Racing in Jessup, Md.



Above: At a recent Saturday morning club breakfast in Falls Church, Va., Mari and Bill Simpson of Bristow, Va., show off their second Porsche, a '10 997 C4S cabriolet. Their first p-car was a 996 cabriolet.

Left: Al Leung, in the driver's seat of his 2010 GT3RS with his daughter, Lexi, and long-time Potomac member and past president Bob Williams enjoy a moment at a recent Fair Lakes, Va. cars & coffee gathering.



John Deford's Anaconda Green 1970 911RS clone that he's owned for 12 years reflects one of Deford's 914-6 track cars. Photo by Ken Marks

