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Cover photo of David Miller's '72 911T Targa by Michael Madrid.

Photo by Sara Walsh

John Groesbeek, Mia Walsh and Sven Dharmani celebrate the end of a track day at VIR. More than 100 drivers participated in the September event.

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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

Miscellaneous ramblings

A big thank-you to several Potomac folks who made this issue possible:

First, Mia Walsh came through unbidden to provide a story and copious photos on the three-day DE event at Virginia International Raceway Sept. 2-4. Not only did she write the story that appears on Page 12, and shoot the photos, but went the extra mile and provided accurate captions and identifications of the people in the photos. Thanks, Mia.

Second, Ron Davis and his concours folks did their usual thorough job with the annual Gathering of the Faithful car show at Reston Town Center on Sept. 4. Mike Skowrunski and Bob Hofmeckler provided the photos of that event that appear on pages 18 and 19.

Third, thanks to several members including Chris McFaul and Don Mattingley (and his wife, Bird, who wrote a short piece about Taste of the Track at Watkins Glen) who are becoming regular contributors. *der Vorgänger* wouldn't be possible without efforts such as these.

I call your attention to the cover story on Pages 14-16 about local Porsche enthusiast David Miller, whom I met for the first time several years ago at the annual Father's Day car show at Sully Plantation. He impressed me then with his passion for all things Porsche, his knowledge of the marque and awareness of all the Porsche community's—how should we say this?—colorful characters that make such entertaining copy for this magazine.

David is one of those wonderful acquaintances that is so wonderful to make. He shows up at Potomac events such as cars & coffee gatherings, monthly breakfast meetings and it's easy to bump into him while visiting one of the local Porsche speciality shops, too. The fact that he drives a drop-dead, nearly perfect '72 911T Mexico Blue Targa with those distinctive yellow headlights makes him the prototype of a Porsche ambassador.

As usual, Michael Madrid has supplied terrific photos of David (plus an online video at www.pcapotomc.org >About Us > *der Vorgänger*).

In 1990, gasoline prices averaged \$1.60/gallon for 87 octane. Premium, or 93 octane, generally was about 20-22 cents more, and in some places still is. But have you noticed how recently the price premium for 93 octane at some stations in the Washington, D.C. metropolitan area has jumped to 47 cents? Doesn't hardly seem fair, but then again, my recent experience is that a couple of movie tickets necessitates the use of a credit card.

—Richard Curtis
dveditor@pcapotomac.org

Correction: In the September issue, we erred in saying that the springs we replaced in Marvin Jennings's 964 C2 RSA were H&R Green and that the shocks were Bilstein PS9s. That was incorrect. The springs and shock combination were Bilstein PSS10s. Jennings reports that his car now handles and drives much better after the new coilovers, corner balance and alignment.

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October looks to be a Porsche season

Last month was a busy month for Potomac. I do hope you made it to one or more of the events to show off your Porsche and socialize with fellow Porsche owners. I am writing this just after returning from attending the three-day Driver's Education at VIRginia International Raceway. What a great event. A report of it begins on page 12.

Because it was the same weekend as the Baltimore Grand Prix (which I understand also was a great event), attendance at VIR was down. That is the bad news.

The good news is that instead of five run groups, driving three 30-minute run sessions each day, we had three run groups driving five 30-minute sessions a day. That computes to two and one-half hours of track time a day. For the instructors, that computes to five hours of track time a day, though half of that is riding in the passenger seat of a student's car. While the crowd was smaller this year, everyone had a blast and lots and lots of track time. As an example, I put over 400 track miles on my car.

For October, one of Potomac's "big" events will be the Sept. 30-Oct. 2 Club Race. As this is the 20th consecutive Club Race put on by Potomac—more than any other region—it will be a big event.

Co-Chairs Starla Phelps and Fred Pfeiffer have a truly great race event planned. Even if you are not a racer, do plan to come out and experience what the Club Race is all about. It is fun and exciting. Another favorite autumn event is the Fall Foliage Drive 'n Dine on Oct. 22 through the

beautiful foothills of Northern Virginia ending with a gourmet brunch in Little Washington. Finally, the last DE of the year is Oct. 29–30 at Summit Point (W.Va.) Motorsport Park.

On page 14, you will find our club's Nominations Committee's proposed slate for the 2012 club officers. As you will note, I have decided to be considered for a second term as the club's president. I did this for two reasons. First, it seems that just about the time you think you have a handle on most everything, the first term is over.

The second reason is that I am having a lot of fun. Yes, there is some work involved, but the results make it worthwhile. The elections will be held Dec. 10 at a location yet to be determined. Stay tuned, and do plan on attending.

Membership in Potomac remains strong. In fact, we have 100 more members than we did a year ago at this time (we now have 2,248 primary members). If you include family and affiliate members our membership totals just two shy of 3,800. That is a lot of Porsche enthusiasts!

I hope to see you at one of our events during October. As always, I thank you all for making the Potomac Club what it is. If you have questions or suggestions, please feel free to contact me at president@pcapotomac.org.



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New Potomac members & anniversaries

October 2011 anniversaries

35 years

Robert M. Carey &
Linda Carey
V. Michael Straus &
Michele Straus

30 years

John Sanford Kemper &
Anne Gavin

20 years

Robert S. Schmitt &
Patricia A. Schmitt

15 years

Steven Kreiss &
Geoffrey Kreiss

10 years

Rob Allen &
Tracy A. Allen
Gerald Kafka &
Justin Kafka
Douglas Kim Lutz &
Martha Lutz
Robert B. Mimbs &
Charnise J. Mimbs

5 years

Sumner L. Bossler
Brett M. Decker &
Richard Diamond
Edward M. Demas &
Mark Demas
J. Larry Frazier &
Bonnie N. Frazier
Greg Jilek & Hilary Ginter
Michael J. Koren &
Beth Koren
Betsy S. Loyless &
Ray Gibbs
Yuki Nakamoto
Jose J. Villarino &
Monica Lucero
Jason A. Yates &
Loren Yates

September 2011 new members

Max Baber – 1996
Carrera
Rick Bar – 2004
Carrera cabriolet
Adam J. Berro &
Gwendolyn Marriner –
1993 968 cabriolet
Greg Bob & Carla Bob –
1990 911 Targa
Rob Campbell &
Georgina Halford –
2008 Carrera S coupe
John L. Conn – 1989 944
Michael Dougher – 2008
Cayman
Andre C. Dowtin &
Greg Rogers – 2011
Panamera
Denise M. Elliott
Sari T. Farouki – 2008
Carrera S cabriolet
Kenneth G. Fergus –
2011 Cayenne
David FitzHugh &
Benjamin
Montgomery – 2006

Cayman S
Bill Garcia & Will Garcia
– 1993 964 cabriolet
Terrence A. Gardner &
Donate vonBredow-
Gardner – 1986 944
Peter J. Gatto – 2002
Carrera Targa
Jonathan Guy &
Carolyn Panzer – 2000
Boxster
David Haggerty &
Ruth Haggerty – 1990
911
David H. Hartzell &
Lauren Hartzell –
2008 Cayenne
Jonathan C. Javitt – 2004
Cayenne
Thomas Meuser &
Andrea Meuser –
1983 911SC coupe
Jenee L. Moore – 2012
Cayenne
Joe Nardini – 2011
Carrera 4 cabriolet
Robert S. Pepper &
Amy L. Pepper – 1983

944

Alvin Perkins – 2004
Cayenne
Trish Poljak – 2008
Cayenne S
Sam Rapoza &
James Whitehead –
2004 Cayenne S
Amy H. Rissing – 2003
Boxster
David J. Rothkopf – 2009
Carrera 4S cabriolet
Bob Sirmans &
Kara Sirmans – 2006
Boxster S & 2004
Cayenne
Ray Thomas – 2008
Cayman
David A. Thompson –
2003 911 coupe
Kristin J. Toretta &
Paul Toretta – 2002
Carrera coupe
John W. Truban &
Charlene Truban
Dave Wandishin – 1999
911 coupe

2011 calendar

October:

Sept. 30–Oct. 1, 2: PCA Club
Race, Summit Point
1: Centreville, Va. brunch. 11
a.m.*
8: Arlington, Va. breakfast, 9 a.m.*
22: DE tech for Oct. 28–30 Sum-
mit 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: Arlington, 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: Antietam, Md. 4
p.m.**
10: Arlington, Va. breakfast, 9
a.m.*

10: Open board meeting and
elections. Location TBD
17: Glen Echo, Md. brunch. 11
a.m.*

*—See right for details on the brunch and
breakfast meetings.
** — for details on specific events, contact the
following program chairs
Autocross: Tony Pagonis, autocross@pcapo-
tomac.org
Club Race: Starla Phelps, Fred Pfeiffer, clu-
brace@pcapotomac.org
Concours: Ron Davis or Mike Sarli, con-
cours@pcapotomac.org
Drive 'n Dine: John Eberhardt, driveand-
dine@pcapotomac.org
Driver Education: Alan Herod,
dechair@pcapotomac.org
DE Tech: David Diquollo,
tech@pcapotomac.org
Rally: Linda or Craig Davidson, rally@pcapo-
tomac.org

Drive 'n Dine schedule

Oct. 23: Fall Foliage Drive. Meet at
Manassas (Va.) Battlefield Visitors Cen-
ter 10 a.m. Drive to Stonyman Gour-
met Farmer in Little Washington, Va.
Cost: \$45 per person, advance registra-
tion.

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

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.

Virginia: second Saturday of each month, 9–11 a.m. Thirsty
Bernie Sports Bar & Grill, 2163 N. Glebe Road, Arlington, Va. 22207.
703-248-9300. Plenty of parking, diverse menu.

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

Autocross schedule

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

Remaining rally schedule for 2011

**The Rally season has
concluded.**

Potomac: birthplace of Club Racing 1992–2011

By Starla Phelps
for *der Vorgänger*

If you were at the Baltimore Grand Prix over the Labor Day Weekend and did not have expensive reserved seats, it was difficult to see much of the race. On Sept. 1–Oct. 1–2 you will have the best opportunity to see PCA racing up close and personal.

Entry is FREE, you have entry into the paddock to inspect the Porsche race cars, talk to the racers, sign up to drive a new Porsche (supplied by local Porsche dealers) during lunch and/or ride with an instructor during Laps for Charity.

Experience the drama and color of wheel-to-wheel racing. Join us for the roar of the engines, the squeal of the tires and the excitement of experiencing PCA's high-performance driving at its best.

Two of the original racers, Alan Friedman (the "Father of Club Racing") and David Mann (who is still driving the same car he drove 20 years ago), will be driving their cars at the event.

Other racers from the early days including Tom Walker, Ivy (Mitchell) Derderian, Susan Kimmit, Chuck



Photos by Gordon Jolley

Maury Hamill in his 944 during the inaugural Club Race at Summit Point in 1992.

Perilli, Dan Dazzo and Bob Williams will be reliving their experiences. Additionally, many original volunteers are still supporting the Club Race weekend. Another car that was driven in the first race was Dr. Rick Feldman's 1979 911SC, which will be on display.

A limited number of tickets will be on sale for the beloved Dixie Bones BBQ dinner. (\$30 for adults and children under 10 are free.)



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McFaul made a mount for the air-fuel gauge out of a sawed-off screwdriver handle that then fits perfectly into the cigarette lighter.

Installation was made more time consuming by having to extend the wiring to that it would reach from the exhaust to the dash.

Air-fuel gauge knowledge is power

Story and photos by Chris McFaul
for *der Vorgänger*

What if you could find an additional 10–20 hp in your early Porsche at a cost of just \$166? No major automotive skills required and immediate gratification.

For decades Porsche's most mystical component has to be the early fuel-injection systems, and to a lesser degree, carburetion. There were countless people capable of tuning a carb. However, there are a select few with the mystical skills needed to correctly tune the superior Multipoint Fuel Injection systems.

The do-it-yourselfer typically relies on archaic techniques like spark-plug inspection and seat-of-the-pants measurement. Likewise, the experts could not take their test equipment on the road and therefore had to rely on the lengthy Check–Measure–Adjust procedure that assumes everything is in perfect shape and still within original factory specifications. Following this approach always resulted in the professional recommendation that the Porsche owner replace or rebuild everything in the MFI.

Having owned a '73 911E MFI Porsche for more than a decade getting the mixture right was a guess at best. The age-old saying that "MFI cars like to run rich" is a bunch of malarkey because most were not set up correctly, and rich is a safer setting than lean. Too lean and severe engine problems ensue (ask me how I know). Too rich and the plugs get dirty.

Along comes some 21st century technology that can be directly applied to our 30-year-old machines.

I purchased an Innovate LC1 air-fuel meter for about \$166, new. This has turned out to be one of the top purchases I have made for this car ever (second to a pointless, Petronics ignition). It is simply impossible for the do-it-yourselfer to tune an MFI engine without an air-fuel meter. In one day I was able to erase a decade of

guess work and finally get the air/fuel mixture exactly where it should.

So what did this mean to performance? I can confidently conclude that I found at least 10 more horsepower after the installation.

My testing procedure was simple. I made a test run, on the same road in the same weather conditions simply rolling along in 4th gear at 3,000 rpms (approx. 40 mph). I then floored it and timed how long it took to get to 7,300 rpms. By leaning out my mixture at wide-open throttle, I was able to reduce the time it took to reach 7,300 rpms by two seconds.

The mixture was not way out of whack to begin with. I had the MFI rebuilt several years ago and I never touched it. The MFI in my car was rebuilt several years ago. I'm not sure if it needed rebuilding, but I wanted to do it while there were still people who knew how.

I now know exactly what the mixture is at every possible combination of RPM and throttle position. Since rebuilding the engine and changing the cams, I had to enrich it to get it to run right but that was a pure guess. With the AFM, the guesswork is out the window, and the mixture is set for optimal performance.

What I have noticed is that the MFI works perfectly most of the time, surprisingly. There have always been times when I feel the engine doing something strange. It is now always confirmed with the air-fuel meter as to exactly what's going on. In my case, the engine occasionally will run lean for a short period of time during warm up. Now that I know what is happening, I simply adjust my driving until the few seconds have passed and the engine is back to normal. Previously, I would just theorize as to what, if anything, I was feeling and largely ignore it.

Installation was simple but a bit time consuming. The kit comes with almost everything you need. The most difficult part was extending the wiring so that it would

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.



With the air-fuel gauge installed in his '73 911E, McFaul is now confident of what's going on with the air-fuel ratio.

reach from the exhaust to the dash. It made it to the rear tunnel opening but I had to splice in another six feet of six-strand wire to extend it to the dash. This was not difficult but was a test of one's splicing ability.

Once wired up, I simply attached the gauge to a sawed-off screwdriver handle that fits perfectly into the cigarette lighter. The gauge can be pulled out and stashed in the glove compartment in seconds. Looks very professional and works perfectly. Also, there is a wire that connects to a PC laptop so readings can be logged. I left

that connection wire at the rear tunnel access so it connects easily to a laptop.

Is this the cheapest horsepower ever for me? Probably, and I am 100% confident in what's going on with the air-fuel ratio. I have no fear of running too lean, which might burn a piston, or leaving horsepower on the table with a too-rich setting.

In this case knowledge is definitely power and modern technology an asset.

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Photo by Richard Curtis

Can there be too much track time?

Above: Ryan Magrab, left, and Clarke Simpson ran nose-to-tail in the Black/Red run group.

Right: After a day's hard driving, Clarke Simpson, left, Slaveya Yaninska, Cathleen Doyel and Justin Wine celebrate Cathleen's birthday at the track.

Story and photos by Mia Walsh
for *der Vorgänger*

Despite competition from the Baltimore Grand Prix weekend, PCA Potomac's Driver's Education at VIR Sept. 2-4 was a huge success.

With only 120 registered drivers and instructors signed up for the event, combined run groups afforded the opportunity for the most track time imaginable.

With Green/Blue and Black/Red groups combined, each grouping had five 30-minute sessions per day for



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Above: Peter Kaufman helps Andrew Fort with his car.

Top right: Chris Mantzuranis, right, helps Tomas Krunkaitis bleed the brakes in his 997 Turbo.

Right: Jonathan Van Hise checks the oil in his 944.

this three-day event for a maximum of 7½ hours of track time for the weekend.

Co-Chief Instructors Dirk Dekker and Bob Mulligan reminded all drivers to be aware that the skill levels would vary widely in each session and to “play nicely” with other drivers. Situational awareness was of utmost importance, they counseled, especially for the extended passing in Black/Red.

Grid-tech inspectors had their work cut out checking tires, brakes and general wellness of the cars each morning. Since safety is always first, drivers must ensure that their cars are ready for the track. With so much track time, even Porsches take a beating!



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Candidates for 2010 Potomac officer elections

In accordance with the club's bylaws, the 2012 executive officers will be elected by the membership on Saturday, Dec 10 at a place and time to be announced. The 2012 officer candidates proposed by the club's nominating committee include the following:

For president: Dick Seltzer

Dick is standing for reelection as the club's president. Dick joined PCA in 1987. For him, the closest PCA group was 120 miles away in Kansas City so he didn't participate in PCA until he moved to the D.C. area and attended a Potomac meeting. After hearing about this thing called Drivers' Education (DE) he signed up for his first DE at Virginia International Raceway in 2002. As they say, it's a slippery slope: He later became a DE instructor and volunteered to serve as the club's DE cashier.

In 2008, Dick was elected to the club's executive board and served as the club's treasurer. Dick has served two terms, 2009 and 2010, as the club's vice president.



For vice president: John Eberhardt

John Eberhardt joined PCA in 2006 after buying his first Porsche—a Boxster—because he “wanted to feel the wind in his hair while he still had some.” He is best known to most members of the club as the chair of the Drive 'n Dine program, having worked to expand this program to reach more members with a wider range of programming. John is also a regular autocrosser, DE participant and races in the 24 Hours of Lemons as a driver for the National Bank of Greece #59 Mazda Bacona. He has loved cars since he could reach the accelerator pedal and frequently bores his friends with discussions about them. In his free time, John runs research and operations at DecisionQ



Corporation, a small software company that makes decision-support systems using advanced mathematics and statistical algorithms. This also makes him very boring at cocktail parties. As vice president, John intends to focus on club operations, ensuring long-term financial strength and expanding the club volunteer pool.

For past president: Tuffy von Briesen

I have been involved with cars all my life, and after moving to the D.C. area in 1999, I was a BMW owner. However, one day in 2003, my wife and I were at BMW of Arlington looking for car parts and wandered over to Porsche of Arlington. Before we knew it, we walked out with a neat 2003 996 cabriolet and membership in the Potomac Region of PCA. I started out participating in Potomac events at a High Performance Driving Clinic and then became involved in the Drivers' Education program. I was the DE Registrar in 2006 and chairman of the DE program for 2007. I have volunteered for Club Race for three years and worked on the Potomac Escape into American History and PCA/Potomac Porsches at the International Gold Cup. I was elected vice president in 2008 and served as president in 2009–2010. I was appointed the Zone 2 secretary for 2010–2011. My goal as president was to continue the positive steps implemented by the previous administrations and work with you to make our programs even better. I am very proud of our achievements and believe that Potomac is starting 2011 in great shape. I look forward to being a part of continuing our tradition of excellence in PCA.



For treasurer: Evan Close

Evan is standing for reelection as treasurer. He joined the PCA in 1999 as an associate member whose father did historic Porsche races. His first experience was a DE event at Mid Ohio with the Allegheny Region, PCA with his modified '97 VW Golf VR6 daily driver. He then joined the PCA as a full member in 2005 with the Potomac region while living in Blacksburg, Va. (A Virginia Tech grad who did not

want to leave). At the Potomac Watkins Glen Event in 2007 he proposed to his wife, Stephanie, who had been supporting and picking up after him at events for seven years prior along with their dog Emma that is at almost every event. In 2007 he purchased his first Porsche, a 1983 911SC set up to run as a 1984 Carrera in E-Stock class in Club Racing. After instructing with the SCCA for two years, he became a national instructor with the PCA in the beginning of 2009 when he moved back to Arlington. Evan is active in the club's DE program and holds a PCA Club Race license. He holds a degree in accounting from Virginia Tech. He is an auditor with the Treasury Inspector General's staff. The track in the background of the picture is the fabled Nordschlieffe!



For secretary: Gary Brindle

Gary is standing for reelection as secretary. He has served as rally chair for the past three years.

Gary and his wife Sherry live in Nokesville, Va. He has been a Porsche owner for over 20 years. His first was a 924 that he had for five years before trading it on a '77 911 that he still has. In 2003, he added a Boxster and became involved in club activities. He also has a pair of 914s and a 944.

Gary has helped with car shows, the Camp Friendship charity events and the Virginia monthly breakfast. He is a licensed soccer official, coach, past president of a travel soccer league and has been the president of his home owners association for the past four years.

He is retired U.S. Army and works as a program manager and branch manager for SAIC.





Photo by Michael Madrid

David Miller, of Vienna, Va., is an asset manager at Fannie Mae. He's owned his '72 911T Targa for about six years.



Photo by Richard Curtis

David Miller

An enthusiastic passion for Porsches of all types

Potomac member David Miller is one of those always-friendly faces that pop up at just about every place Porsches gather, from Saturday or Sunday morning cars & coffee get-togethers to the club's annual Deutsch Marque Concours to the annual Father's Day car show at Sully Plantation near Dulles International Airport. He has beautifully restored cars, has a tremendous interest in Porsche's history and seems to know everyone.

—Editor.

By David Miller
for *der Vorgänger*

I have owned my 1972 911T Targa for about six years; I found it in Knoxville, Tenn. I think it's a pretty good example of how an owner would have modified his/her 911 in the early to mid '70s when this model was in its heyday.

Please see continuation on next page



Photos by Richard Curtis

Top: Dave Miller routinely attends the Father's Day car show at Sully Plantation with his '72 911T Targa. **Above right:** Miller also collects Porsche memorabilia, including this early issue of Panorama advertising an Abarth Carrera coupe for \$4,500.

I also own a '73 911S coupe that I'm just starting to restore. This car was Jim Meehan's old car. Jim is a great guy and was a very active Potomac and PCA member in the '70s and '80s.

My Targa is the first Porsche I have physically owned. However, I have owned hundreds in my mind before this one <grin>.

My other vehicles are a 1991 Volvo Wagon and a 2002 Honda Odyssey

What I like best about the older cars is that they have soul. I read somewhere that the reason people are drawn to older cars is because older cars have failings, i.e., they aren't perfect, each one is unique much like humans who

aren't perfect and are unique. These imperfections are what give the older cars human-like characteristics. I define that as soul.

What do I like least? Sometimes my car has more soul than Aretha Franklin, the Queen of Soul.

This is a list of what I've done to my '72 911 Targa:

- "E" cams for a little extra grunt
- "S" pistons for higher compression
- Aluminum pressure plate; this was the poor man's lightened flywheel in the '70s
- Factory sport exhaust
- French "yellow" headlights
- "S" front spoiler (steel)



- “S” brakes
- SSI heat exchangers
- Factory short-shift kit
- Adjustable front sway bar

Here’s the current “to-do” list:

- Vintage Momo Prototipo steering wheel (I don’t want a new one)
- Through-the-grill fog/driving lights

I’ve been a PCA member since 2005. I’ve participated in several things that Potomac offers, such as the Saturday breakfasts in Virginia. I think these breakfasts are wonderful in their informality, just a bunch of folks sitting around talking about cars, mostly Porsches of course, but we have discussed everything from how to save General Motors to American Le Mans Series and Formula 1 politics and race predictions.

I also enjoy the club shows and concours; they are much less formal than folks might think. Contrary to popular belief, it’s not just a bunch of people sitting around debating the correct cadmium finish on “S” brake calipers. It is, however, a bunch of folks who really enjoy all types of Porsches. I think you see more types of Porsches at the show events than at any other club event.

As for Club Racing, I try and go to as many races as I can, especially the Potomac Club Race. I have good friends who support Club Racing and good friends who are active club racers.

I also have a good friend who is an active GT3 Challenge racer. Just like the myths surrounding concours, I don’t believe you have to own a race car or be a DE junkie to enjoy and appreciate the racing aspects of the club.

Most of us will never get the chance to own a GT3 Cup car or



any full-blown race car for that matter, but it sure is fun to see, hear and smell them being driven in anger. You don’t get that tactile feel sitting at home watching Speed Channel.

On do-it-yourself projects

I own an old car, so every project is a do-it-yourself special. I leave the complicated stuff to the experts. We are lucky here in the D.C. area to have so many wonderful independent Porsche shops. I’m a garage rat at heart and love to hang out at the local shops. I realize I drive the owners and mechanics nuts with questions, but they put up with me... <grin>

On der Vorgänger

I think you guys are doing an incredible job with *der Vorgänger*. I know many members recognize and appreciate the tradition that is the Potomac Region. I would like to see more interviews with folks I will refer to as “the legends of the club.” These people have stories that will knock your socks off.

Next Porsche?

Restoring Jim’s ’73S is going to be my next Porsche for quite some time.

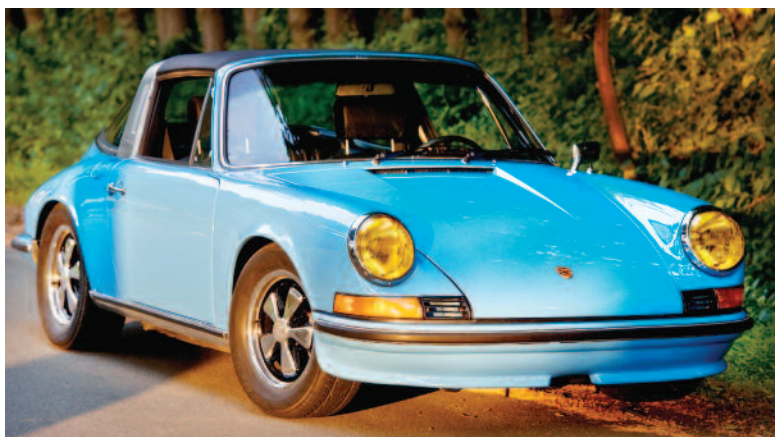
For me, the search for that “just-right car” is as much fun as the purchase.

Photos by Michael Madrid

Above: Miller is a regular attendee at Potomac’s annual Deutsch Marque Concours where his 911T is displayed along with other long-hood cars.

Photo by Richard Curtis

Left: During the 2010 Deutsch Marque Concours, Miller was a concours judge along with Tim Beradelli, left.



Video online

See a Michael Madrid video of David Miller and his Mexico Blue 911T as it travels the winding roads of Northern Virginia.

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Reston hosts “Gathering of the Faithful”

Photos this page by Bob Hofmeckler

Above: 356s were settled nicely under the pavilion roof at Reston Town Center for the annual Labor Day Weekend car show.

Right: Some of the 20 356s attending the show. As usual, door prizes were given out.

By Ron Davis
for *der Vorgänger*

Sixty of the Porsche “faithful” gathered at Reston Town Center on Sunday, Sept. 4 for another display of our favorite marque.

The pavilion sparkled with a rainbow of 20 356s, including Ab Tiedemann Jr.’s sharp looking ’56 Black Cherry Speedster, Harvey Cherner’s pristine blue ’63 cab (featured in the June issue of *dV*) and Jim Hobbins’ 356B Euro coupe. There was always a crowd around “Littlejohn” Shebish’s ’58 Speedster which looked like it was ready for a ’60s track event with its black and lavender paint job.

Lining the street in front of the Reston fountain were 40 more Porsches. Stalwarts Diana Davis and Lonnie Kessler, who arrived at the crack of dawn, stayed busy with registrations while Russel Kessler, David Miller and Jim McLeod hustled with positioning cars.



At 11:30 Concours Chair Ron Davis started the door prize give-aways, including “Adam” car-care products courtesy of sponsor Odds and Ends Detailing’s Darryl Nichols.



Photos this page by Mike Skowronski

Top: Beautifully restored interior of an early Porsche.

Above left and right: Interesting reflections adorn the hoods of both a 356 and an early 911 long hood.

Right: Ab Tiedemann Jr.'s '56 356 that was featured in the February 2011 issue of dV.





Truckin' our way to Watkins Glen

Photos by Bird Mattingley

Don Mattingley found that loading a car onto a trailer and then driving it offered some surprises for a first-timer. However, he trailered the car from Northern Virginia to and from Watkins Glen without incident.

By Don and Bird Mattingley
for *der Vorgänger*

The track bug is an insidious disease. It usually starts innocently enough with a stock Porsche and an HPDC event, which qualifies as due diligence when driving a high-performance car and provides a sort of mental justification for owning something so superfluous. Then you think to yourself, “why not try out a DE just for fun?”

Before you know it, you're sucked into a world of brake pad compounds, track alignments, torque wrenches, harnesses, aluminum trailers and a nice Excel spreadsheet to help you figure out what mods you can't afford next winter.

If it gets really bad, you begin to appreciate the aesthetic of stripped interiors and window nets and find yourself researching all the club race classes to see which one you might want to get into, i.e., dominate. I haven't slid that far down the slope...yet.

I remember being surprised/intimidated when I arrived at my first track day and saw the large number of liveried and/or be-winged Porsches being trailered to the track. I thought this was an amateur event! But there I was just over a year later, trying to convince my wife, Bird, at the practicality of such an arrangement that involved a trip to Watkins Glen, N.Y.

“Hon, you won't be stuck at the track,” I said. “You'll have the Jeep to run around in and go sightseeing. The Finger Lakes area is supposed to be beautiful.” My powers of persuasion worked; now I needed to figure out the trailer issue.

I did the usual online research and found that there are not that many options when it comes to renting car trailers. U-Haul seemed to be the best bet, so I called them with my list of questions regarding weight-distribution hitches and electric brakes. I might as well have been asking them about quantum physics or how to end the NBA lockout.

“Stabilizer bars? I'm not sure what you're talking

about, sir, we just rent trailers,” a U-Haul spokesman said. Um, ok, never mind. Regardless, I scheduled a three-day rental of a “car transport” that they assured me would work fine with my 5.7L Jeep Commander.

U-Haul's website has a handy “how to load a low-clearance car” video and guide, which led me to Home Depot to have some 2x8s cut to act as makeshift ramps for my low-clearance track car.

I was far more nervous about trailering my 993 than I was about driving it between the blue Armco walls of the historic Glen, and with good reason: Before Watkins, I had 17 track days under my belt but no trailer days. I asked some friends for advice. “Don't ever back up,” “careful with right turns” and “brake early” being the suggestions I committed to memory.

Bird and I met at U-Haul on the appointed day and, after some frantic modifications to her horse-trailer hitch, got everything hooked up and ready to go. I just needed to drive the car onto the trailer, which seemed significantly more intimidating than full-throttle down the chute at Summit Point.

I learned an important lesson—don't stop halfway up the ramp, just go. Ooh-ooh, that smell, the smell of burning clutch. But we soon we had it loaded and tied down.

Importance of smooth braking

Pulling out of the parking lot the trailer creaked and groaned and rattled like a dump truck. Not having electric brakes made the stoplight derby through Leesburg, Va. a bit of an adventure, but soon we were on the open road, headed to Watkins Glen. Important lesson number two, brake smooooothly (good practice for the track, actually).

About four hours into the drive, I finally saw some fellow track-goers. First a white '80s 911 Targa with “WLD BOAR” Virginia plates, then a silver 996 turbo, then a purple 944 turbo pulled by a Toyota truck. Everyone waved as they passed me. Sing it with me: Chug-a-lug-lug 55 miles per hour! I wasn't going to test those brakes.

I had heard from numerous Potomac PCAers that Watkins Glen is a great track, and how great the Finger Lakes, N.Y. area is for sightseeing and relaxing. "It's the one away event my wife will go to."

They were right, it would be a nice place to go even without the track. Having the track there makes it a must. Pulling up to the entrance it was immediately obvious that we weren't at Summit anymore. You can see the huge grandstands and the billboards lining the track. Wow!

We got the car off the trailer with less drama than getting it on and headed to the Harbor Hotel, a 10-minute drive down the hill into the quaint town of Watkins Glen.

The Harbor Hotel is the nicest hotel in town, situated overlooking Seneca Lake and in easy walking distance from restaurants and shops. It's a bit pricey, but we found the service to be friendly and the rooms clean and well-appointed. But enough of that stuff, how was the track?

The first thing that struck me at the Glen wasn't the blue Armco, but the acres of cambered pavement. Having only driven Summit Main and Shenandoah, it seemed like the track was incredibly wide and sloping. Where am I supposed to be? I thought they said this track is relatively easy to learn?

Checkout ride for Blue

The elevation changes were also a new experience. Several of the apexes are blind, so you have to find off-track clues to get them right. My instructor turned out to be Wild Boar (aka David Diquollo, Potomac tech co-chair) himself. After just a few sessions he had me driving the line, and soon I had the welcome phrase "get on the gas, get on the gas" ringing in my ears.

Nothing against the water-cooled guys, but I tend to prefer instructors like Wild Boar who drive old 911s.

Despite his feral nickname, Wild Boar was quite calm and laid back and by the end of the first day had me getting around the track at a good pace, at least when it wasn't raining. The one drawback to the Glen is that it seems to be a magnet for fickle weather patterns, raining hard one minute, sunny the next.

It's a big track, and the weather pattern can literally change from one end to the next. Raining from Turn 8 to 11, dry from turn 1 to 7. With no traction-control nanny to look after me, I was extremely conservative in the rain, but fortunately most of the track dried quickly.

Before the end of day two, Wild Boar asked me if I was ready for a checkout ride for Blue. Really? Absolutely.

Co-Chief Instructor Dirk Dekker arranged for another instructor to do the checkout ride, and I suddenly felt nervous. Getting to the Blue run group was my goal for the 2011 track season, now here was my chance. However, 10 seconds into my checkout the nerves faded away.

It was impossible to be nervous when confronted with instructor Dan Dazzo's positive attitude and enthusiasm. "You're doing great, you're doing great!" he said, "You've got plenty of traction here, keep on the gas. Nice job!" Phew, what a relief: I got promoted. Maybe the water-cooled instructors aren't so bad after all. Attention Blue run groupers, watch for my passing signals.

Bird Mattingley gets a taste of the track

My checkout ride wasn't the only excitement of the day for the Mattingleys. With the help of Michaela Shoop, my wife signed up for a "Taste of the Track" ses-



sion, her first time on a racetrack. As luck would have it, Tom Phillips and his purple 944 turbo did the honors. I'll let Bird tell the rest:

"I'll admit that I was initially a little disappointed to learn that, despite its name, 'Taste of the Track' didn't involve finger food, but I decided to give it a try nonetheless," says Bird. "Michaela kindly borrowed a helmet on my behalf, and I traipsed along behind her.

"Tom Phillips immediately put me at ease—I was reassured by his calm demeanor and thorough explanation of what we were about to do (also, he appeared to have all of his own teeth and none of the 944's bumpers were held on with duct tape, both good signs for a race car driver in my amateur opinion).

"We got strapped in, and before I knew it, we were going 140 mph, leaving cars in our wake as Tom made his way up the track. So, ok, I did close my eyes a couple of times when we got close to a car in front of us, but I do that when my husband drives on I-66—no point in emitting a distracting squeal of terror when the person holding the wheel is trying to focus, right?

"Tom did a great job of introducing me to the track, and I have a new appreciation for driving a car at speed."

The weekend ended with my first official session as a Blue group driver. Predictably, I got passed quite a bit but managed to pass a few cars myself. I had a lot of fun and felt comfortable with the slightly higher speeds.

Getting the car on the trailer was less eventful, and other than some inevitable NoVA traffic jams the return trip went smoothly.

So, was it worth the trip? Definitely, unequivocally "yes." We enjoyed it so much that we're already planning a return trip next season. Driving different tracks is a way to learn more about your Porsche and how it performs, and for me Watkins Glen lived up to its reputation as a must-drive track on the east coast. Blasting up the climbing esses and through the Bus Stop chicane was enough to convince me. Although I am glad to have had the experience of trailering my car, I encourage anyone contemplating a trailer rental to consider whether it's worth the hassle and expense. Many people make the trip in their p-cars, which as we all know makes it even more fun (even if you've decided to remove all your carpet).

Mattingley in the paddock of Watkins Glen race track. During his weekend there at a Potomac DE he was promoted from Green run group to Blue.

An appreciation

A friend along the way

By Sydney Butler
for *der Vorgänger*

Speeding cars crowded the three southbound lanes of the Tappan Zee Bridge, but I was relaxed and confident. Our 550 hp Cayenne cruised quietly, my wife napped in the passenger seat, and my headset-clad children sat enthralled with a movie on the rear-seat entertainment system. Porsche climate control bathed us in a pleasant 70 degrees, while the navigation voice gently advised to bear right onto the Garden State Parkway.

Traffic thinned and I fell into a reverie about crossing the bridge 20 years ago in a different car with a beautiful girl, her blonde hair swirling in the wind off the Hudson. Then, surprised by emotion, I thought of Carl Cordell.

I met Carl in the '80s, when he worked in an industrial park space in Alexandria, Va. The Rennsport sign was unremarkable, but you could recognize Carl's place by the 356s—in states of disrepair and rust—that sat outside like junkyard leftovers.

A metal overhead door opened into a grimy chaos of old tires, batteries, engines, rusty parts, scattered magazines, cartons of his "Bathtubs are Better" shirts and a customer car or two raised on lifts. Rennsport's sign could just as well have read—like that of *Dante's Inferno*—"Abandon Hope, All Ye Who Enter Here."

But a genius worked within. Precise, deliberate, incomparably knowledgeable, infuriatingly patient, Carl practiced his art with a Zen-like calm. Quality Out depended on Quality In. Even the bills he presented were impeccably handwritten. The final product, whether oil change, brake bleeding or total engine rebuild was a masterpiece. He was an Old World craftsman working in a medieval setting.

So it was to Carl that I brought my 1961 Super 90 Roadster, in the midst of a complete restoration in 1990. Other wonderful friends had disassembled, prepared and painted the body shell, and although I had accumulated the necessary original and replacement parts, I was hopelessly dependent on a professional to piece it all back into the order its fine history deserved.

In that cramped and grimy cavern, the car emerged slowly back to life. Engine, transmission, shocks, fuel and electrical lines, rubber seals, brakes, windshield, bumpers, trim pieces—every restoration victim knows the grueling process. Carl held steady. Then finally came the morning when his work was done, and we gently guided a gleaming and better Condor Yellow (a special 356 color in 1961) bathtub into a van for its trip to the concours fields of the Boston Parade.

The car was never intended to be a hangar queen—neither Carl nor I had the necessary experience to attain that sort of perfection. I had vowed to show the car, then drive it off the Parade grass on a vacation trip covering almost a thousand miles. That I did—after the car placed second in its full concours class. I drove north to Maine,



Photo by Eric Wills

southeast to Martha's Vineyard, down through Connecticut and New York, then across the Tappan Zee bridge into New Jersey, and finally south to D.C. through Pennsylvania, Delaware and Maryland. A carefree thousand miles, a million splendid memories.

That little roadster—even then 30 years old with barely 100-plus horsepower, no sound system, no climate control, no rear seat entertainment—was of course the car I was dreaming of now as I again crossed the Tappan Zee 20 years later. That lovely blonde girl with wind-blown hair who had crossed with me then? She had been my companion throughout that glorious trip, and—you guessed it—she was the one now napping next to me in the Cayenne, my beloved wife of 20 years, and the mother of the movie-enraptured kids in the backseat.

Back then we were just two folks in love, trusting Carl's exquisite craftsmanship. He had created a beautiful and reliable piece of art upon which our lives and future depended. A faulty brake installation, a careless carburetor assembly, a rushed fuel or electrical line placement, and catastrophe could have struck. Surely Carl's genius enabled two lovers—years later—to become the joyous and grateful family we are today.

We still own that yellow roadster, and I would romanticize if I were to say it remained as perfect as it was during that halcyon time in 1991. But as I needed help with it, Carl was always there, as patient and precise as ever. Now, with him gone to work in a heavenly (and surely neater) place, I miss his caring hand and friendship. But I will feel just fine when I pull on my "Bathtubs are Better" sweatshirt, drop the top of our Carl/Porsche, crank her over and send a happy and thankful grin up into the sparkling autumn air.

• • •
Carl Cordell died on July 31, 2011, a sad day for his loving family and friends.

Carl Cordell, 60, a popular vintage Porsche repair specialist in Northern Virginia, died of cancer July 31 at his home in Virginia. He started in business in 1982. He was involved in obtaining vintage Porsches for the film, "Spy Games" and served on the board of Ar-tomatic, a local multimedia event. He was known for entering the annual *Washington Post* "peeps" contest at Easter time.



An appreciation

Mentor, friend gone too soon

By Eric Wills
for *der Vorgänger*

I met Carl Cordell in 1985 when I was 10 years old. I remember walking into Rennsport, his Alexandria, Va. shop, with my father, Ray, and was quickly greeted with a statement of “No kids are allowed in the shop!” by his Aunt Sybil.

I stood at the doorway of the shop with a long face feeling like a dumb kid that had no business in an automotive shop. A few seconds later, Carl said “Kid, come back here!” walked back cautiously as Carl and his aunt argued about shop insurance regulations, etc. I walked to the lift-where Carl was going over the catastrophic damage (a cracked case) done to my father’s transaxle when he decided to use his ’63 Super 90 coupe for high-speed tasks better suited for a 911.

I was less than five feet tall looking around at all the cool Porsches, tall ceiling, and how awful transaxle fluid smelled. I also remember that stinky fluid dripping on my head. Carl tossed me a shop rag, which had been well used. I passed on the offer to wipe my head with a dirty rag.

Carl fixed my father’s car, which never had another failure over the years. I think the same could be said for many 356s in our region that Carl maintained. His customers were many, and it was difficult getting your car into the shop and sometimes even more difficult to get it

out. The one thing you could count on was that the job would be done right, using quality parts with much care being given to the details and all at a fair price.

Fast forward 25 years ... I kept in touch with Carl on occasion. I would always see him at the 356 Holidays, PCA concours events and sometimes swap meets. After Carl closed Rennsport, I had heard he left his position at a local Porsche dealership where he was a vintage-car technician. He stopped by my shop and was wondering if I had room in my shop for him. It didn’t take any convincing. I simply asked him “When can you start?”

We settled Carl in an empty bay of my shop and work proceeded. Over a period of eight months, Carl worked on many cars and also rebuilt a 356 engine and transaxle. The customers probably had no idea that those projects would be Carl’s last. Carl had quickly become part of the family at our shop and also at Karosserie across the parking lot.

Carl enjoyed test driving customer cars. He enjoyed time spent in both shops and would gladly help with anything. He would lecture us on technical details for hours on end. He called it “downloading.” Carl would jump at any chance to help a fellow vintage Porsche owner fix a problem.

I knew Carl was very sick, but I didn’t think he would be leaving us so soon. We will miss him for everything he knew and did. The Potomac Region most certainly has a large void to fill with Carl gone.

Photos courtesy of Eric Wills

Above: Carl Cordell in one of customer’s “bathtub” Porsche on an autumn-day test drive.

Left: Cordell during his younger days. For years, he owned a Porsche specialty shop on General Washington Drive in Alexandria, Va. The shop offered Cordell’s many years of experience in repairing and maintaining all manners of Porsches but especially 356 series Porsches, and everything from tune-ups and maintenance to engine and transaxle overhauls.



Proper use of tools explained. Finally

The following was written by Peter Egan, a columnist for Road & Track magazine. The column first appeared there many years ago, and has subsequently found its way around the Internet without attribution. I still laugh out loud every time I read it.

—Editor

By Peter Egan
Copyright Road & Track magazine

Drill press: A tall upright machine useful for suddenly snatching flat metal bar stock out of your hands so that it smacks you in the chest and flings your beer across the room, denting the freshly painted project that you had carefully set in the corner where nothing could get to it.

Wire wheel: Cleans paint off bolts and then throws them somewhere under the workbench with the speed of light. Also removes fingerprints and hard-earned calluses from fingers in about the time it takes you to say, 'Oh s*&t!

Skilsaw®: A portable cutting tool used to make studs too short.

Pliers: Used to round off bolt heads. Sometimes used in the creation of blood-blisters.

Belt sander: An electric sanding tool commonly used to convert minor touch-up jobs into major re-finishing jobs.

Hacksaw: One of a family of cutting tools built on the Ouija board principle... It transforms human energy into a crooked, unpredictable motion, and the more you attempt to influence its course, the more dismal your future becomes.

Vise-Grips®: Generally used after pliers to completely round off bolt heads. If nothing else is available, they can also be used to transfer intense welding heat to the palm of your hand.

Oxyacetylene torch: Used almost entirely for lighting on fire various flammable objects in your shop. Also handy for igniting the grease inside the wheel hub out of which you want to remove a bearing race.

Table saw: A large stationary power tool commonly used to launch wood projectiles for testing wall

integrity.

Hydraulic floor jack: Used for lowering an automobile to the ground after you have installed your new brake shoes, trapping the jack handle firmly under the bumper.

Band saw: A large stationary power saw primarily used by most shops to cut good aluminum sheet into smaller pieces that more easily fit into the trash can after you cut on the inside of the line instead of the outside.

Two-ton engine hoist: A tool for testing the maximum tensile strength of everything you forgot to disconnect.

Phillips screwdriver: Normally used to stab the vacuum seals under lids or for opening old-style paper-and-tin oil cans and splashing oil on your shirt; but can also be used, as the name implies, to strip out Phillips screw heads.

Straight screwdriver: A tool for opening paint cans. Sometimes used to convert common slotted screws into non-removable screws and butchering your palms.

Pry bar: A tool used to crumple the metal surrounding that clip or bracket you needed to remove in order to replace a 50-cent part.

Hose cutter: A tool used to make hoses too short.

Hammer: Originally employed as a weapon of war, the hammer nowadays is used as a kind of divining rod to locate the most expensive parts adjacent the object we are trying to hit.

Utility knife: Used to open and slice through the contents of cardboard cartons delivered to your front door; works particularly well on contents such as seats, vinyl records, liquids in plastic bottles, collector magazines, refund checks and rubber or plastic parts. Especially useful for slicing work clothes but only while in use.

Son-of-a-bitch tool: (A personal favorite!) Any handy tool that you grab and throw across the garage while yelling 'Son of a BITCH!' at the top of your lungs. It is also, most often, the next tool that you will need.

How good tools go bad

By Pete Kauffman
Safety Chair, Blue Ridge Region
for *der Vorgänger*

I have been participating in Drivers Education programs for more than 20 years. Over the course of this time, I have done my share of unsafe things that have endangered me and my colleagues. All of them thankfully have passed mostly unnoticed, largely attributable to luck.

Back in 2004, when I volunteered to be the safety chair for Potomac Region, and now for Blue Ridge Region, I believed I was a good candidate because I could relate all those dumb things I had done and a few things that I have seen. Hopefully, I could help prevent others from making the same mistakes.

My colleagues and I worked hard over those years to raise safety awareness to the participants. We were successful, with safety briefings, more emphasis of safety on the track and around it and enforcement of the DE guidelines. We measured and saw a significant improvement in reducing on-track incidents and overall driver behavior. I always said that the difference between a harmless spin and a seri-

ous accident is often just luck but always awareness.

DE safety awareness never ends. In every event, we see things and do things that potentially compromise the safe completion of the event. Whether it is in the pits, where we expose ourselves to injury by failing to use jack stands, or on the track where we squeeze the last few laps out of an old set of tires or perhaps drive a bit too aggressively, we push that envelop on safety. Luck takes care of us.

We recently traveled to Charlotte Motor Speedway for two days on the high banks. I was the safety officer for the event. At the onset of the second day, one of the track workers brought me a torque wrench that was recovered on the track the evening before.

About the same time, one of the members of the tech-inspection team was wandering around looking for his wrench. It did not take any intelligence to put that one together. Apparently he had left it on the tail of his car after changing his tires on the previous day. Of course we gave him a lot of grief about this. One could only think of the potential damage that might have done if it had fallen off in front

of another car.

Not too long afterwards I rotated my tires and went out for my first session. Then my student came by, and I took him out for a session with the White group.

When I returned, I was cleaning up my stuff, putting my breaker bar and torque wrench in my tool box when I noticed that my torque wrench did not have its socket on the end. I always keep a socket on each of these two tools so that I will notice if one was missing. Not good!

As I told my colleagues about the missing item and thought of it spinning off the car on the track, I said the first place to look would be on the wheel itself. Sure enough, there it was, still on the left rear wheel lug. It had survived two run sessions at speeds over 130 mph. I could only think of Formula 1 driver Felipe Massa who was badly injured in 2010 when a spring flew off a car in front of him, hitting him in the helmet.

Luck had been with us that day at Charlotte. Don't depend on luck: Be careful, be safe.

My penance was to share this story with you.



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PCA license plates offered to Virginia members

for der Vorgänger

PCA Potomac member Howard Hill recently finalized arrangements with the District of Columbia to make PCA plates available for our D.C. members.

Based on strong interest shown by many of Potomac's Virginia members for similar plates, the Potomac board has decided to offer

this option to all of our members who reside in the Commonwealth, and Hill has agreed to coordinate this effort.

Displaying these plates is an easy way to promote PCA while just driving around town. It is a great way to stimulate interest in PCA and a nice conversation piece to help spread word about The Founders' Region.

Please note that we will need to receive at least 450 prepaid applications from members who reside in the Commonwealth in order to go forward with this project (one completed application for each set of plates to be issued).

There is a one-time application fee of \$10 for each set of plates issued, and there will be a \$10 annual fee following their issuance.

If you would like to be among the first to display these plates, please contact Howard Hill at howard.hill@pcapotomac.org.

PCA members who live in Maryland should contact the Chesapeake Region for information about Maryland plates.



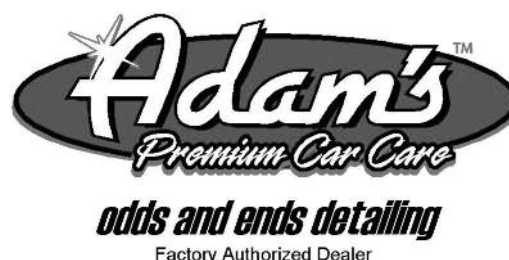
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Rally raises \$1,500 for Camp Friendship

By Linda Davidson
for *der Vorgänger*

Every summer one rally is designated as a benefit for Camp Friendship. This year's run was originally supposed to correspond with the Aug. 12-14 Porschefest and end at Summit Point.

As we neared rally day, registration was extraordinarily low, as there were so many events occurring at the same time. In order to eliminate all the scheduling conflicts, we decided to move the rally to the weekend after Porschefest, and maximize the amount of money we could raise. However, some of the teams that had registered for the original date were unable to make it the following week, so we decided to run the rally BOTH weekends.

The weather on the first run turned ugly at the last minute, and only three teams showed up. The following week the weather was gorgeous and we had 14 cars. The rally was an 84-mile course through upper Montgomery and lower Frederick counties in Maryland, starting in Germantown, Md. and ending at the Hard Times Café in Rockville, Md.

Teams had an assortment of photos that they had



Photo by Craig Davidson

Rally winners were, from left, Mia Jaramille and Ryan Blanding (first) and Meghan Snide and Rob Mariani (third).

to locate along the route. Most photos were in color, but some photos were in black and white, which made them more difficult to spot. These pictures were worth more points.

By the end of the day, everyone had a great time, and we reached our goal of raising \$1,500 for the camp. Third place went to Rob Mariani and Meghan Snide, second to Gary Brindle and Brian Ziman and first place was taken by rally rookies Ryan Blanding and Mia Jaramille. Congrats to all!

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Sundays in Burtonsville, Md.

One of the oldest running cars and coffee events in the area is affectionately called the "Church of the Holy Donut" held on the parking lot of the Dunkin' Donuts at the corner of Routes 29 & 198 in Burtonsville Md., just north of Silver Spring/Briggs Chaney area on Sunday mornings between 7:30 and 10 a.m. Due to recent construction, the meet now is being held across the street on the Giant Food parking lot. Lots of early muscle cars, with Porsches, Ferraris and BMWs also.

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.

Sundays at Fair Lakes (Va.)

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



Photo by Richard Curtis

Dino Andreatos's GT-40 replica that he bought in 2011 is just one of several cars he routinely displays at the Fairfax, Va. cars & coffee gathering on Sunday mornings. He also owns '68 and '72 Motion Corvettes, a '57 Corvette fuelie, a '10 Berger Camaro and a Shelby Series 1.

Car shows

The 10th annual AARP-Wiygul Automotive Herndon classic car show will be held Sunday, Sept. 11 at Lynn & Station Streets from 11 a.m. until 3 p.m., rain or shine. This show supports the nationwide food drive initiative.

Bring a non-perishable foo item to the show.

Interested in showing your car? Register online at http://www.aarpdulles.org/_mgx-root/CarOnlineReg2011.html

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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*).

Tech Committee available to answer your questions.

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

Access to specialized insurance for Porsches that are second autos/pleasure only/limited use.

Nationwide PCA Club racing program; modeled on vintage racing rules.

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 _____

Address 1 _____

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.

Regional Endorsement (for region officer use only)

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

Region Officer Name _____

Region _____ Date _____

Membership Demographics

Birthdate _____

Occupation _____

Marital Status _____

Spouse's Name _____

Name and Age of Child(ren) _____

Family or Affiliate Member

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.

Payment Information

Term of Membership:

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☐ Check Enclosed (payable to: Porsche Club of America)

☐ Visa ☐ Mastercard ☐ American Express

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For Overseas members: Expedited mail delivery of your *Porsche Panorama* is available for an additional \$30 per year. Please check box if you wish to use this service and add \$30 to your payment. ☐

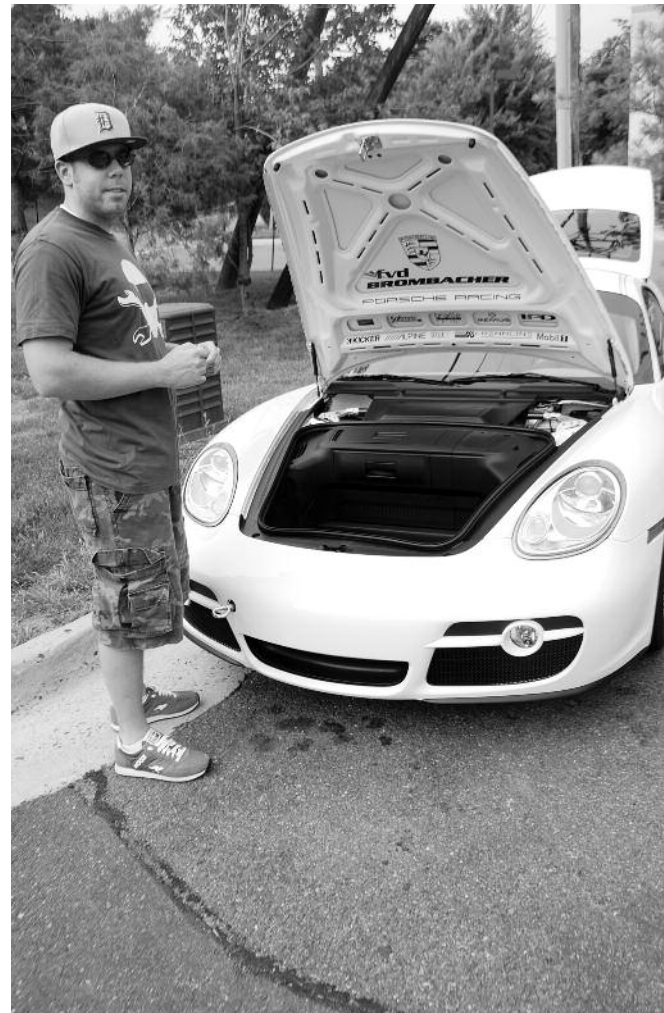
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Mail your completed application to: PCA Executive Office, P.O. Box 1347, Springfield, VA 22151-0347 or **apply online at www.pca.org/welcome.**

Readers and their cars



Photos by Richard Curtis

Above: Co-DE Tech Director David Riley, right, helps tech inspector George Soodoo, center, with the inspection of Chris Mantzuranis's Seal Grey 997 that he bought new in 2006. At left is Mantzuranis's daughter, Lia, 5.

Above right and right: Jim Skelly of Ballston, Va., brought his '08 Cayman to the Falls Church, Va. breakfast meeting in June. He's owned the car for three years and has done suspension work and added a monster stereo in the hatch area. Skelly took home a first place in the May Deutsch Marque Concours.



Readers and their cars

Photos by Richard Curtis

Left: Gerson Epstein drove up from Mineral, Va. to join Potomac for a Falls Church, Va. Saturday morning breakfast in June. He poses here with his 2009 C2S with PDK.

Below: Ken Weiss of Great Falls, Va., with is '03 996 at the July DE event at Summit Point (W.Va.) Motorsports Park. He's owned the car since new. It's also his first Porsche.



Above: Pat Hiller, left, of Piney Point, Md., discusses Porsches with Tech Inspector George Soodoo, of Silver Spring, Md., after Soodoo aired up the tires on his '85 Carrera in the background at Summit Point (W.Va.) Motorsports Park during Potomac's July 15-17 DE.





Photograph by Potomac member Mike Skowrunski of an early 911 at the Gathering of the Faithful car show at Reston Town Center on Sept. 4, 2011

