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SEPTEMBER 17-19 Summit Point, WV



VOLUNTEER Registration Opens
Opens Saturday, July 17
tinyurl.com/RockTheSummitVOLUNTEER2021

RACER Registration Opens
Monday, August 2

Questions?
clubrace@pcapotomac.org



PCA POTOMAC PRESENTS

ROCK the SUMMIT 2021

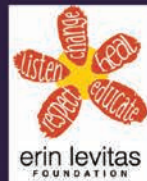


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What Trip to Take?



Glenn Cowan

It has been quite a wait. In the past 15 months my wife and I planned trips to:

- Montreal for the 2020 Canadian Grand Prix; canceled
- Montreal for the 2021 Canadian Grand Prix; canceled
- Nashville for the music; canceled
- San Diego to visit our son; postponed
- London to visit family; postponed and they moved to Hong Kong
- Outer Banks with family and friends; shortened and no friends

I suspect that your travel year was similar—much planning and not much execution.

So finally, we are ready to get on the road or into the air. Now the conundrum: which? We both

love to drive (okay, me more than she) and very much look forward to driving trips where the journey is part of the enjoyment (unlike air travel).

The tradeoff, of course, is distance for time. We could drive to San Diego but—even if not actually visiting anything en route—it still adds eight to ten days to the trip, pretty much all of which is driven on Interstates—why bother to drive?

On the other hand, if we fly on a three-week vacation, my wonderful car sits unused. Given a limited number of travel days in any two or three-year period, the vacation time that does not include driving is something like an immutable loss. Those really nice closer to home Porsche trips, if too often postponed, are never “made up”.

First and foremost in this plan is our goal to continue to participate in every possible PCA Potomac event—even as spectators! Neither of us drive in Club Race and DE is mostly a participants’ event but if we plan it correctly, the drive itself is worth the trip and you get to say hi to fellow Porsche folks and at least watch the fun! We will continue to be at every Rally and Drive and Dine possible but will add longer “side trips” to make the most of the journey.

Additionally, we are making a conscious effort to slow down (figuratively); forgo the airport and plan week long driving trips. Asheville, Niagara Falls, Delaware Water Gap and absolutely the 2022 Canadian Grand Prix! DV

When things go pear shaped

One of the best benefits of membership in PCA Potomac is that people come together, in good times and bad, to offer assistance, support, and a wide breadth of expertise. Some of us experienced that firsthand in May at our Watkins Glen Drivers’ Education (DE) event.

In part because the 2020 Watkins Glen DE was canceled due to the pandemic, some 200 attendees eagerly anticipated a return to the iconic Watkins Glen racetrack in upstate New York. My three-day DE weekend started with a 218-mile drive from Arlington, VA, to The Glen. En route, it is a great feeling to wave to PCA members on the road, and to pull into a gas station and find it full of like-minded PCA folks.

The first day of the DE started out smoothly with clear skies, warm weather, and a stunning

view of Seneca Lake beyond the grandstands. I was having a terrific time helping my talented student fine-tune his braking and experiment with his line, as well as sitting in the right seat while my car was piloted by one of the club’s best, getting feedback on car setup and suspension.

All was bright and right with the world until it happened on the way to the gas pumps—a dreaded mechanical noise, location: engine. Heads were scratched, sensors were deployed, expert ears tuned in, but the destination was a trailer, and it was not even lunchtime.

Luckily, what could have been a bust of a weekend turned into a great experience sitting in the right seat with amazing instructor mentors, learning how different cars handle and the lines they take, and getting to

drive some cars I had only ever drooled over in the paddock. I am grateful to everyone who offered me technical, mechanical, driving, and coaching assistance for my assorted adventures that weekend.

And I was not the only beneficiary of club fellowship. Parts were exchanged when brakes needed attention, jacks and portable lifts were deployed to peer under cars, mechanical expertise was offered, and trailers were secured, and cars swapped to ensure cars and drivers made it home. We do our best to make sure everyone stays safe, has fun, and learns something, no matter what type of event or venue. We take care of each other. Thank you, PCA Potomac. DV



Diane Sullenberger

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2021 CALENDAR OF EVENTS

The information below is accurate as of date of publication. Check Potomac's website at **pcapotomac.org** for further information and the most up-to-date information.

JULY

9-11

MidSummer HPDE
Summit Point, WV

11-17

Porsche Parade
French Lick, Indiana

23-25

Virginia Highlands I
Drive & Dine Tour
Warm Springs, VA

25

Tech Inspection for PorscheFest
at Summit Point on 7/30 - 8/1
Matt Curry's Craftsman Auto Care
Merrifield, VA,

30-AUGUST 1

PorscheFest
(Autocross #5, Drivers' Ed,
Drive & Dine)
Summit Point, WV

AUGUST

7

PCA Potomac Swap & Shop
Warrenton, VA

13-15

Dead Presidents Tour with First Settlers Region
Charlottesville, VA

27-29

HPDE @ Virginia International Raceway (VIR)
Alton, VA

CLUB Announcements

THE OPEN BOARD MEETING held on June 8, 2021 confirmed by unanimous vote, David Dean in the office of Vice President for the term ending December 31, 2021

The club financials are looking good; event registration revenue is much higher than in 2020. The ratio of expenses to income is back to what it was in 2019. The net surplus is \$55,880, which is ahead of where we were in 2019.

The next Open Board Meeting will be in person on October 17 for the picnic at Fairfax Hunt Club in Reston, VA.

OUR DEDICATED RALLY CHAIRS are looking for people to take over the program in 2022. Please contact Craig and/or Linda Davidson if you are interested at rally@pcapotomac.org

THE TIRERACK STREET SURVIVAL registration is open for October 10 at Summit Point.

THE TASTE OF AUTOCROSS is back at PorscheFest July 31 - see the Autocross update on page 10.

THE MARYLAND BRUNCH is also back. See below.

POTOMAC MONTHLY LUNCHES & BRUNCHES

Potomac breakfasts and brunches are an excellent way to (a) have a tasty meal, and (b) make new Porsche friends or renew old friendships. Meetings are low-key with no agenda.

Virginia

First Saturday of each month, 11:30am
City Grille, 10701 Balls Ford Road, Manassas, VA, 20109

Maryland

Third Saturday of each month, 11:00am
The Irish Inn, 6119 Tulane Ave, Glen Echo, MD, 20812



Potomac Program Highlights

AUTOCROSS



Mike F in his 991 Turbo (I Class).

A look behind the scenes

STORY BY BILL CONLEY & JEFF BRAUN, AUTOCROSS CHAIRS
PHOTOS BY WALEED EL-MAHALAWY

So much of the joy of a great Autocross event is the time spent on course, but many people ask “what does it take to make it happen?” and “how do you do that?” As the Autocross Chairs for the 2021 season, we hope to share some of the magic, and the years of innovative leadership that allow us to run great events.

As a bit of a primer, Autocross is a competitive event. Each year, we review the car classes, to ensure cars with similar capabilities are competing against each other. Additionally, we look at the available modifications to the cars, again to ensure that similar cars are being competitively placed. There are four major classes: Stock, Production (minor modifications), Improved (more modifications), and Modified (open to all modifications). We also run a General class for nonPorsche vehicles. In the Stock, Production, and Modified classes, each is broken into a 1-5 ranking. S1 cars have a lower HP to weight ratio; the class starts with the iconic 1948 Porsche 356 and goes up to the new Porsche 992s which run in the S5 class, unless they have aftermarket upgrades that would put them in the P5 class.



Jordan B in the Cayman GTS (S5 Class).



Adam M going for takeoff under hard acceleration in the 991 Turbo S (S5 Class).

You can read more about Model Classification at <https://pcapotomac.org/activities/autocross/autocross-rules>. These Class gradations are significant as we often find first and second place drivers separated by just a hundredth of a second.

This brings us to another commonly asked question (especially when considering the hundredths of a second splits between racers): how do we measure the timing? At dedicated tracks from Summit Point to the Nürburgring, the course is set, one can use dedicated equipment, and network the equipment together in a fixed configuration. In comparison, each autocross course is different, and our venue is only rented for the day. In contrast to the fixed setups you find on tracks, each autocross team has its own set of timing equipment. In our case, it's an infrared break-beam system—similar to what many security systems use to detect intrusion.

The narrow beams (one at the start and one at the end of the course) accurately measure when the front bumper of a car crosses the beam, signifying a start and a finish of a run. This data is transmitted over a standard Wi-Fi system back to the main controller. A huge shoutout to our PCA Potomac AX Chair Emeritus, now Executive Secretary, Steve Bobbitt, for his help in setting this system up. The configuration of the Wi-Fi access point allows us roughly 100 yards of flexibility in each course for placing the start and finish timing equipment. If you look closely, you'll notice the timing equipment is always placed inside the course, on both start and finish. When you are driving, you don't want to begin braking at the end of the course until you've passed the timing equipment.

All of the equipment is battery powered and able to run for the entire duration of an event. To meet the exquisite performance requirements of the timing equipment, we sometimes require a reset—like all computerized systems. Often, our delays during an event occur when we have to do a reset.

Designing the course is a critical part of each event. There are many features that go into a great course. The weight balance between a rear-engine and a mid-engine car has to be balanced in each course. While the elements (slalom, sweeping turns, Chicago boxes) of each course become familiar to the seasoned autocrosser, the transition between the elements can slightly favor a particular vehicle. A well designed course

takes this into account and ensures a level playing field. A good course designer also considers the “flow” (the transitions between and sequencing of elements) of the entire course as a unit. Additionally, the non-uniformities in the pavement surface get considered as well as the ability to have two cars on course at the same time. This last point allows us to be safe, but also have more runs per driver at each event.

We've become a well-oiled machine at setting up for each event in an hour or so prior to the first driver arriving. Everything needed is contained in our dedicated trailer (with a few exceptions like batteries that need to be charged for each event). The Autocross Committee (about a dozen volunteers) arrives to start setting up registration, the tech inspection, and importantly the cones on the course. All the timing and audio equipment is put into place and tested as early as possible. Typically, the course as drawn has one or two features that need to be slightly modified for safety or flow. We want to ensure each car is safe on course given its speed and handling; each course worker station is safe; multiple cars can be on course simultaneously safely; and no one risks running off course and colliding with any objects (trailer, light post, barrier wall). Lastly, we do a safety drive through the course to ensure it is safe from the driver's perspective. Many readers know this is the last step before the course is opened for all competitors to walk and learn the course.

To ensure accurate results during an event, we have two separate recordings of the timing on course. The first is done completely electronically. The Queuer electronically enters each car into the system as they approach start. A worker on the computer marks when a driver is penalized for hitting a cone or goes off course. Additionally, a second worker logs on paper the car number, time on course and any cone penalties. These two files are confirmed after the event to identify any discrepancies. The paper timing is authoritative. These jobs in the trailer require continuous focus at each event—missing a single car disrupts the entire process. This dedication and focus for accurate record keeping is why we ask you not to talk with the workers in the trailer while drivers are on the course. Please ask one of the Chairs if you have a critical question. **DV**

AUTOCROSS

At the end of the day, our goal is to leave everything like we found it. That means that all the cones, equipment, and bins go back into the trailer. There is a designated location for each major item. After the trash is collected by the Summit Point staff, we return the trailer to our designated storage area and head home. The photos and results get stored in our Cloud environment and posted for everyone to see. To protect our privacy and identities, we don't post full names, but do share enough information for everyone to know where they rank.

Regarding rankings, we're thrilled to report both single event and season standings in **DER VORGÄNGER** this season in addition to our website. Drivers earn points for placing in the top spots at a single event; first place in a class earns 12 points, while second earns 9; third earns 7; fourth 5; and fifth earns 3; all other drivers earn 1 point. At the end of the season, the two lowest-scoring events are dropped for each driver (allowing drivers to miss events for other commitments during the year). There are a variety of finer points in the rules available online for those that are interested in the nuances.

Lastly, for those interested in learning more about Autocross, we want to encourage you to come out for a "Taste of Autocross"

during PorscheFest in July. We'll be on the Potomac Pad at Summit Point, and for a \$1 participation fee, you can ride through the course at speed with one of our instructors. It's a great chance to learn how a Porsche handles on the edge, in a safe environment. We would love to see you there and can answer any questions you may have at: autocross@pcapotomac.org. Stay tuned next month for an article focused on the art of designing an autocross course! **DV**



Jeff B in the Cayman S (P3 Class).

Autocross #3 Results & Standings - May 23rd, 2021 at Summit Point, WV

Fastest Times of Day

Rank	Class	First Name	Last Initial	Car	Best Time (sec)
1	G	Danny	K	Mazda MX-5	46.862
2	S5	Michael	T	Porsche 718 Cayman S	47.247
3	G	Howard	L	Lotus Exige S240	47.479

Class Winners

Rank	Class	First Name	Last Initial	Car	Best Time (sec)
1	I	David	C	Porsche 993	48.054
2	I	Marcus	F	Porsche Cayman RS	49.985
3	I	George	K	Porsche 911	53.294
4	I	Drew	E	Porsche Boxster S	54.968
1	M	David	S	Porsche 924S	50.533
1	P1	Steve	V	Porsche 911SC	56.915
1	P2	Mark	H	Porsche 944 Turbo	52.450
1	P3	Jeffrey	B	Porsche Cayman S	48.667
2	P3	Steve	B	Porsche Cayman S	50.302
3	P3	Christopher	M	Porsche 997 Carrera	51.617
4	P3	Jeff	G	Porsche Cayman S	52.761
1	P5	Adam	A	Porsche Cayman R	49.744
2	P5	Conrad	W	Porsche 911TT	55.276
1	S1	Kurt	L	Porsche Boxster	55.574
1	S3	John	B	Porsche 997 Carrera	49.522
2	S3	John	C	Porsche Cayman	50.279
3	S3	Pam	C	Porsche Cayman	50.679
4	S3	Steven	L	Porsche Boxster	56.698
1	S4	Rafael	G	Porsche Boxster S	48.824
2	S4	Eric	C	Porsche Cayman S	48.957
3	S4	Kevin	K	Porsche Cayman S	49.011
4	S4	Jeffrey	C	Porsche Boxster S	49.985
1	S5	Michael	T	Porsche 718 Cayman S	47.247
2	S5	Gary	B	Porsche GT4	48.230
3	S5	Bill	S	Porsche 911 GTS	48.769
4	S5	Tessa	H	Porsche GT4	48.954

Overall Standings

Rank	Class	First Name	Last Initial	Total Points	AX1	AX2	AX3
1	S5	Michael	T	36	5	12	12
2	S3	John	B	33	9	7	9
2	P3	Jeffrey	B	33	3	9	1

Class Standings

Rank	Class	First Name	Last Initial	Total Points	AX1	AX2	AX3
1	I	Marcus	F	30	9	12	9
2	I	Dave	C	24	12	-	12
3	I	Mike	F	11	1	7	3
1	M	David	S	24	-	12	12
1	P1	Steve	V	24	-	12	12
1	P2	Graham	M	24	12	12	-
2	P2	Mark	H	12	-	-	12
3	P2	Drew	L	9	9	-	-
1	P3	Jeffrey	B	33	9	12	12
2	P3	Vu	N	21	12	9	-
3	P3	Jeff	G	17	5	7	5
1	P4	Steve	F	12	-	12	-
1	P5	Conrad	W	21	12	-	9
2	P5	Adam	A	12	-	-	12
1	S1	Kautliya	N	12	12	-	-
1	S1	Douglas	T	12	-	12	-
1	S1	Kurt	L	12	-	-	12
1	S2	Damon	L	24	12	12	-
1	S3	John	B	33	12	9	12
2	S3	John	C	21	-	12	9
3	S3	George	E	16	9	7	-
1	S4	Kevin	K	28	9	12	7
2	S4	Eric	C	25	7	9	9
3	S4	Rafael	G	24	12	-	12
1	S5	Michael	T	36	12	12	12
2	S5	Gary	B	27	9	9	9
3	S5	Kurt	D	15	5	7	3

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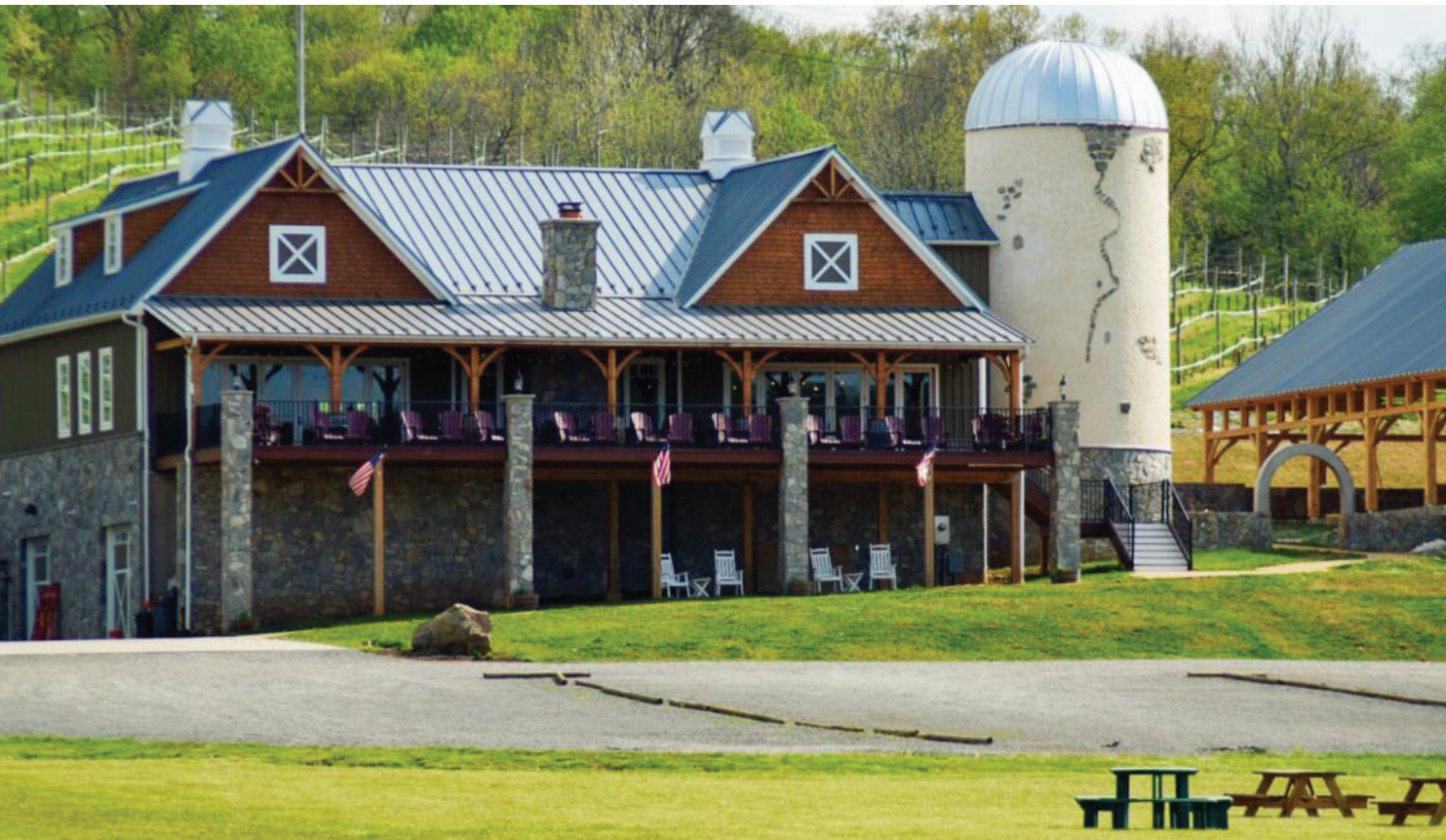
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STORY BY ALAN FRENCH

PHOTOS BY ALAN FRENCH AND BILAL CHAUDRY

This year's Potomac Spring Drive attracted over 50 cars and 90 people to our rally point at Porsche Chantilly. The Penske team, lead by Sean Welborn, opened the dealership early to host our group and give a short tour of the excellent facility.

A loud cheer echoed around the new Porsches in the cavernous showroom when our group realized that almost everyone had been vaccinated against Covid-19. Members have been in launch-mode, waiting for the hazard light to extinguish, before getting out into our region with friends and having Porsche fun. It felt like school was out after multiple detentions and revolving exams.

Our destination was the beautiful Creek's Edge Winery near Lovettsville, VA. No advancing directly to wine this time though! We chose to wind our way through the spring green Virginia countryside to see bright new flora and newborn fauna. Our five drive groups were led by some new spring chickens, and a few of us who identify with "not so spring like".

The array of cars present was like a Porsche back catalog: air-cooled 911, 996, 997, 991, 992, Boxsters, Caymans, Macans, Cayennes, and a Panamera belonging to new member Nikki Tomlin.



Participants assembled in the Porsche Chantilly Showroom for a final briefing and tour of the facility.



Members filled the parking area with a nice array of cars.



Tucking into brunch and wine flights in the winery pavilion.

Our staggered departures from Porsche Chantilly ensured no long caravans of Porsches. The route headed west to The Plains, then north to Purcellville before a dog-leg up to Waterford and finally, 66 miles from Chantilly, arrival at the winery.

Thanks go to our volunteers Steve & Lonnie Pera, Steve Kaye & Dory Thomas, Mike & Jackie Peters, Mike & Kathy Marshall, Larry & Beth Finkel, Larry Mauch & Beth White, Eric and Michelle Runnerstrom, John & Marylou Whisler, Harvey & Shelley Kabran, and last but not first in my life, Sarah Cameron. Everyone arrived safely, although some decided to examine more of Route 7 than others. :)

At the winery, we sat in the pavilion and enjoyed a brunch with a side of wine flights. It was so good to be able to talk to friends "sans mask", to be able to see people smile, and to see the extent of the Covid inspired growth on many a chin. We had some new members join the fun too, and we hope to see them again soon. DV

DRIVERS' EDUCATION, SPONSORED BY OG RACING



Historian, George Whitmore, comes down the front straight.

Potomac's Watkins Glen Drivers' Education(DE) May 2021

STORY BY SUSAN KIMMITT AND BOB MULLIGAN, PCA POTOMAC DE CHAIRS
PHOTOS BY MIA WALSH

This year, our yearly visit to upstate New York's premier destination for track junkies was moved from our normal Father's Day weekend in mid-June to mid-May. We were concerned that this early date would provide us with an uncomfortable reminder of winter past, but on the contrary, we were very lucky to enjoy a wonderful three-day weekend at this memorable track. For many of us, this is a yearly pilgrimage to a truly world class race track, complete with all the history and ambiance of the area. The town of Watkins Glen is in itself a venerable destination. Throw

in the racetrack and some fabulous local taverns, a lake that never ends and a couple of waterfalls right in the middle of town, and you have paradise. The main attraction, however, is the wonderful, flowing, fast 3.4 mile, 11 turn race track. Outstanding elements include elevation changes, climbing "S" turns, plunging chutes, blind apexes and massive speed. What more could you want?

We all missed this event last year due to Covid restrictions, which caused this event to be canceled, as were many events in everyone's life in 2020. This year we had a good group of drivers from all levels of experience and skill as well as multiple PCA regions who traveled to Watkins Glen with us. We welcomed 207 registrants, volunteers, and crew to this long weekend in the Finger Lakes which included 22 crew and volunteers as well as 185 drivers separated into five groups according to experience and skill levels. This included 37 drivers in our beginning green group, 16 in blue advanced novice group, 29 in white intermediate group, 51 in black advanced group, and 52 in red advanced group.

We conducted classroom sessions for the instructed green and blue students and an optional presentation for our intermediate-solo white group students. We also held a track walk Friday evening, which is always enjoyed by a majority of our participants. A closeup walking review of track details provide a truly educational and often surprising point of view including many new thoughts about how to approach each of the corners. Discussions with students during a Track Walk always include a warning to "Please do not try new and exciting driving techniques" without a conversation with their instructors the next day!

Overall, a great event, and we look forward to doing it again next year.

Drivers Education details can be easily found on Potomac's website under Activities: Drivers Education. **DV**



Red Group drivers line up on grid before their Sunday session at The Glen.



Potomac drivers and instructors cheer on Ethan Hine in his 2008 base Cayman and the Green Group drivers, as they finish their last session of the last day. This is a supportive and entertaining tradition of the Potomac DE family.



Green group driver, Peter Windsor, drives his #27 2008 Boxster S Limited Edition into the pits after a fantastic session on track.



PCA Potomac President, Diane Sullenberger, works the grid tech line, along with Tech guru, John Vrankovich.



Paul Heilig waits with Safety Chair, Dirk Dekker, during an on-track break for the corner workers.

DRIVERS' EDUCATION, SPONSORED BY OG RACING



Rebecca Measday leads the Blue pack into Old Ram.

Potomac's Shenandoah Drivers' Education(DE) June 2021

STORY & PHOTOS BY SUSAN KIMMITT AND BOB MULLIGAN DE CO-CHAIRS

For many years, the first weekend in June is when PCA Potomac goes to Summit Point's Shenandoah circuit for a two-day Drivers Education Event (DE). We missed last year's Shenandoah event due to continued closure of all events because of Covid-19, but this year, we returned for two hot, dry, cicada-laden days at this 2.2 mile, 18-turn course.

The Shenandoah Circuit was opened in 2005, and was designed by Bill Scott and others to include segments reminiscent of many tracks considered the best in the world. At least Bill Scott considered this to be the case. The purpose of the track was mainly to make a

teaching circuit that will allow one to experience and learn how to drive challenging corners and straights. This track certainly presents a challenge that includes positive and negative camber corners as well as significant vertical drops, blind apexes, and increasing and decreasing radius turns. There are many turns that have both positive and negative camber depending on where you are in the turn. The Shenandoah Circuit even includes a Karussell with 20 degrees of banking which is said to be a reasonable reproduction of the original on the Nürburgring track in Germany. Many of the turns on Shenandoah are connected by groups of "esses" leading into complex turns. This track is a practical experience in driving an extremely technical track. It requires vision and sensitive throttle with brake manipulation to correctly balance the car and keep the car on the track! It is not to be mastered in one day!

The event was very successful with 131 people registered. This included students, solo drivers, volunteers, skid pad instructors, track instructors and crew. Potomac Drivers are divided by run groups, including Green (novice-instructed), Blue (beginner-instructed), White (intermediate-solo), Black (advanced-instructors) and Red (most advanced-Instructors).

Each day we had four track sessions for each run group with classroom sessions each day for green and blue group instructed drivers. We combined our advanced red and black run groups into one run group for both Saturday and Sunday, allowing a more flexible schedule and to maximize driving time for the students. The skid pad at Shenandoah is located conveniently next to the paddock and was open to all drivers both Saturday and Sunday.

Continuing with the fun, and with Covid restrictions for outside events loosening up, we were able to enjoy a return to Happy Hour on Saturday night where the social part of our club comes into play. Almost everyone came together at the end of a long, hot day to enjoy a cold beverage and tell track stories that might or might not be universally believed.

Again, overall, it was a great weekend, except for the Cicadas! We are all looking forward to Potomac's Pitt Race DE at the end of June. See Potomac's Drivers Education Website for details on the program. **DV**



Lara Peirce near the crime scene of the single dead cone.



Mustang Mach E takes an electric run on the skidpad.



Chief Steward Stephen Kiraly points the way.



A BroodX cicada admires the Porsche crest.



Warped door pockets & sagging armrest.

Refurbishing the Cursed G-Body 911 Door Pockets & Armrests

STORY & PHOTOS BY BOB WILLIAMS

If you have a G-Body 911/930 (1974-1989), you are likely frustrated with the condition of the armrests and door pockets. Over time, the pockets distort and the armrests sag making the door panels look pretty sad (Photo 1). The simple fix is to replace these parts. However, while you can buy the armrests at a dealer, the pockets are only available through aftermarket suppliers. Both are readily available (the reproduction door pockets vary widely in quality) making it tempting to take the easy way out, until you see the prices!

Even the “economy” version of the pockets is not inexpensive. Add German carpeting (they don’t come carpeted) and the cost of the armrest and pocket can be \$550 per side! That was not in my budget. However, I did discover another option.

Before reading on, note that I was fabricating custom door panels so you will see major modifications to the door pockets in this article. However, these restoration procedures work just as well to retain the factory look.

Someone had “restored” (badly) the interior. The carpet on the pockets was good quality so I carefully removed it (you cannot use this procedure on carpeted pockets). Next, I examined the parts to assess the issues. As shown in Photo 2, there were

some major items to address. The bottom mounting flange was distorted, the pocket was twisted, the top edge curved about 3/8” outward from the armrest, and the mounting area was gone. These pockets looked like prime candidates for the dumpster!

After cutting the pockets for my new design, I examined the material. It’s an odd combination of pressboard infused with a heavy tar-like product. Taking a guess, I thought heat may make this material workable. It does! The magic temperature turned out to be between 300 F and 330 F (monitored using an infra-red pyrometer); any lower and it is not compliant enough to reform and any hotter and it begins to smoke and appears ready to spontaneously combust.

Armed with this knowledge, I started re-contouring the upper edge of the pocket by heating it to 310 F with a heat gun and clamping it into the desired shape with angles, C-clamps, and welding clamps. I kept a consistent temperature by monitoring the process with the pyrometer. Photo 3 shows the driver’s door pocket jigged into shape. Next, the entire clamped assembly was heated to 310 F— 330 F. The clamps were then tightened securely, and the part allowed to cool down gradually.



2) Badly distorted lower mounting flange and missing material at rear mounting point.



3) Reforming driver’s side pocket.



4) Straightening the bottom section and mounting flange.



5) Test fitting the parts.



6) Fabrication the missing sections.



7) Driver’s side installed.

After releasing the clamps and carefully prying the pocket off the workbench (the material gets sticky when hot), the top edge was almost straight. I discovered that this procedure must be repeated to overcome the material's memory and encourage it to accept the new shape. Also, while you can save time using compressed air to accelerate cooling, the pocket resists taking the new shape if cooled quickly. The recontouring works better by letting the piece slowly cool.

Next, I had to fix the twist and straighten the lower mounting flange. While the procedure is the same, it took multiple steps to restore this portion of the pocket to its original shape using several different clamping angles. Photo 4 shows one of the steps in this process. Be patient and expect this to take several hours. If you use the proper forms, monitor the temperature closely, clamp the daylight out of the distorted bit, and let it cool slowly, it will work.

Now to deal with the warped armrest. After years of sagging, it had adopted what appeared to be a permanent bow. However, these armrests have a wire frame cast into the foam, so it was simple to bend it back to the original shape. It was straight in a minute! Be careful, it bends much easier than you expect (experience talking).

I then test fit the pocket and the armrest on the workbench (photo 5). They fit perfectly! It was time to fix the missing portions of the rear mounting area where the mounting screw secures the pocket to the armrest mount. Cutting small pieces of car interior panel board (1/8" thick high density treated particle board), I filled in the gaps in the pocket and secured them in place using JB Weld "Kwik-Weld" epoxy (initial cure in 6 minutes, full strength in 4 hours). Also, since this is a high stress area and hidden by carpet, I added sheet aluminum reinforcing. The initial repair is shown in Photo 6. As with the re-shaping process, it took several steps to replace and reinforce this area.

Carpeting door pockets is tricky if you've never done it. Use commercial grade contact adhesive from an automotive upholstery supplier to ensure the carpet remains in place even in the hot summer. Glue it in small sections and take care working the carpet around the compound curves of the pocket. Start from the top down and roll the vinyl trim over the pocket edge and glue it on the inside. The top part of the pocket is thicker than the rest of the pocket. Use short staples in this area to secure the vinyl otherwise it will eventually peel off. Black touch-up paint on the staples makes them virtually invisible.

The pockets are secured to the door at the bottom flange. Typically, they are distorted or broken at the mounting locations from the force imparted by the small mounting screw heads. To eliminate this, I made rectangular load spreading plates from 1/8" 6061 aluminum and gave them a quick brushed finish. You should also clean up the mounting holes with an M4 x 0.7 tap as these are often damaged or even have the wrong hardware forced into them.

How does it look? Check out Photo 7 (yes, it is a radically different 930 door panel but that's another story). While it may not be perfect, it looks much better than the distorted pockets and saggy armrests the car came with. The lower mounts worked perfectly and are not normally visible, so the brushed finish was a bit of overkill.

It is a tedious process but the results, for me, made the effort worthwhile and saved me \$1,000 on my interior project. So, give it a try and make your doors look great again! DV



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Photographed by Wes Miller - DCA Datsun Club Days 2015



Cars lined up at Out checkpoint with organizer Rich Taylor



Linda and Craig chatting with Sgt. T.J.Reese in Bridgeton ME



Delahaye in the Motorland Classic Car Museum.



Nick Grewal's 1941 Packard Coupe .

VINTAGE RALLY #6

STORY BY LINDA DAVIDSON AND PHOTOS BY CRAIG DAVIDSON

I've been chronicling our Vintage Rally adventures for the past four years, twice through the mountains of Virginia and West Virginia, once through the Hill Country of Texas, and now three times in New England. These events never disappoint.

Organizers Jean and Rich Taylor have now staged 115 rallies around the country over the past 29 years. For one week we travel some great back roads through beautiful scenery, driving 250 miles per day. Each day is broken into stages, some timed, some just for transit to another location. Over five nights we stay in three different hotels, always first class; all meals are included and all our luggage is transported from place to place for us. If there is a track nearby, we will often have a track day. And we always stop by at least two or three car collections along the way.

The timed stage format is a modified TSD. Cars are given an "Out" time and told how long they have to get to the "In" checkpoint. The goal is to be PRECISE TO THE SECOND. Points are accrued for each second you are either early or late. The most points you can get in a leg is 500, so once you're more than eight minutes late, no reason to rush! But the ultimate goal is for zero points.

While "Vintage" is technically 25 years or older, "Exotics" such as Porsche and Ferrari often outnumber the more classic cars. This rally was no different with 8 Porsches, 8 Jaguars, and 17 Ferraris. The oldest car was a 1952 Cunningham C-3 Coupe. There were 2 Lancias, 2 Alfa Romeos, one 2015 Corvette, and a 2003 Aston Martin DB7 Zagato with right-hand drive. We would have loved to take our new electric Taycan, but were concerned about the availability of charging stations. That turned out to be a very wise decision as we only saw one charger the entire week, and it was for a Tesla (they are not interchangeable). So we "settled" for driving the 2017 991.2. This caravan turned a lot of heads through some of these small country towns!

An event like this isn't only about the cars, but also the people. They came from every corner of the country, representing almost 25 states. We were not the only team from PCA Potomac either—local ralliers John and Carol Evans were there for their second Vintage Rally. About half of the 48 cars were veterans like us, the rest rookies on their first rally. While most of the participants from New England drove their cars to the start, others either shipped or trailered their cars in. Some drivers brought their personal mechanics as their navigators, which proved very fortuitous in more than one instance. One driver from Texas not only brought his car and mechanic, he brought a spare car in case he broke down and the mechanic couldn't fix it! And there are certified mechanics that travel with us every day also who "sweep" the route for any emergencies along the way.

Due to Covid restrictions, the group was not allowed to stay in either Vermont or Maine, so all three hotels were in New Hampshire, although we did criss-cross all three states over the week. Our starting location was at Wentworth by the Sea in Portsmouth, NH. Pre-rally dinner was a lobster fest at The Pannaway Plantation Science Center 3 miles from the hotel. With a beautiful view of the ocean, we were all busy sizing up the competition.

Monday started with two timed stages ending at Vintage Racing, a breathtaking collections of race cars. Lunch was served in the middle of one of the garages where we surrounded by dozens of incredible machines. One of these cars, a 1941 Packard Coupe driven by collection owner Nick Grewal, had actually competed in the 36-day, 12,642km Peking to Paris Motor Challenge. The afternoon had one more timed stage ending at a more eclectic collection of vintage cars, and then a transit leg to our second hotel, The Mountain View Grand in Whitefield NH. Total miles today 241.

Tuesday's drive consisted of four stages again, the first three timed, all before lunch. No collections today, but a stop in Conway was like stepping into a time machine, with wooden sidewalks and an old country store called Zeb's. Then a 75 mile transit leg to our next hotel, The Omni Mt. Washington. As the crowd flies we were now only 41 miles from where we started, but we took a rather circuitous route of 240 miles to get there!

Wednesday would be another four legs, one timed, taking us in a 200-mile circle back to the same hotel for a second night. The original plan was for a drive to the top of Mt. Washington, but repairs of the mountain road had it closed to vehicular traffic. That was fine by us; we did it three years ago and it was not something that we ever wanted to do again. Driving up the side of a mountain above the clouds on an unpaved unlined road with no guard rail...not something we care to repeat. One and done!

Plan B's destination of interest was to Classic Car Services, a restoration garage that was currently preparing a car for next year's Concours at Pebble Beach. Before we headed there, we had a checkpoint at a small lake in Bridgton, ME. As we were all pulling in, a local police car pulled up, which always makes everyone's heart race just a bit, but this policeman had heard about all the awesome cars assembling at the lake and came to check them out. We stood chatting with him for a while, explaining who we were and what we were doing. He gets on his radio and tells all his colleagues to get down to the lake before we left, and they did. All four of them! Miles today 201.

One of the casualties of the week happened Wednesday morning when one driver bolted out of the starting line without letting his car warm up. Less than two miles away, the oil filter blew out. Fixing it required replacing the oil filter mounting bracket. Fortunately he was one of the people traveling with his mechanic, who proceeded to remove the damaged bracket and headed out



Our 2017 991.2 in Front of Maine Classic Car Museum.

to scour the local auto shops in search of the needed part. Surprisingly no one had a mounting bracket for a 1966 Ferrari 275 GTS, but he was directed to a machine shop that might be able to fabricate one for him. They said they could have one for him the next day for \$200, which obviously wasn't going to work. So after some intense negotiations they agreed to make the part and have it ready the same day, cost now \$2,000!

Thursday had four stages, two timed. We drove south through NH and eventually east into Maine for a picturesque drive down the coast back to Portsmouth. The highlight of today was a stop at the Motorland



Some of the Cars parked at Nick Grewal's collection

Classic Car Museum, another incredibly varied collection of interesting vehicles. From there it was a drive past the Bush family estate in Kennebunkport, then lunch at The Nonantum Resort in Kennebunk where we had the most incredible clam chowder we'd ever had. (No, they wouldn't share the recipe). After lunch a 36 mile transit leg back to Wentworth by the Sea and we were done driving. Only 165 miles today. Piece of cake!

With all these high-powered sports cars zooming along, you'd expect a few speeding tickets to be incurred along the way. Amazingly, only three cars got pulled over (one twice on the same stage!), and every time they were able to talk their way out of a ticket (including our friends John and Carol—I won't say who was driving because I wouldn't want to embarrass her). Mostly the cops just wanted to see the cars.

There's always a big banquet on the final night where scores are announced and awards are given out. Basically, everyone gets a participation trophy, some just larger than others. Even the cars that had no clue what they were doing with the timed legs and maxed at 500 points every time got a souvenir of some sort. And then there's the super competitive type A's like us. You drive as fast as you can when you have the chance, because you never know when you're going to get stuck behind a truck or a local who doesn't believe in going a single MPH over the limit (and there were a LOT of those). Getting held up like that is considered "tough noogies". Stuff happens. But, if there's an incident that holds up a large number of cars, organizers often will throw out a timed leg. That's what happened on the very last timed stage with a construction site holding cars for as long as 15 minutes. Nearly every car was late to the checkpoint, including us. We'd never been late before. Discarding times for that stage meant we maintained our PERFECT SCORE OF ZERO! So, we tied for first with six other perfect scores. We've now completed six Vintage Rallies. Can't wait for the seventh!

THE WEEK BY THE NUMBERS:

Door to door: 1967 miles
Gas consumed: 74.48 gallons (average 26.41 mpg) (average price \$3.62/gal)
Last day drive home from NH: 555.7 miles, 9:07 hrs, average 27.8 mpg

Now Red Car gets a bath and a well-deserved rest. **DV**

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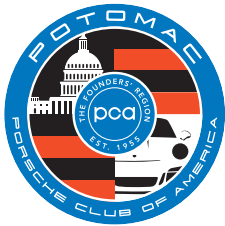
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2020 911 Carrera
from Leesburg

ALAN BARNEY

2008 Boxster
from Rockville

PHILIP BERK

2006 Boxster
from Frederick

RICHARD BIRDSONG

2012 Panamera Turbo
from Silver Spring

JOHN BYRD

2001 Boxster S
from Clifton

JUAN CARLOS CABALLERO

2013 Boxster
from Haymarket

CHRISTOPHER COKER

2001 Boxster S
from Laurel

BYRON CONAWAY

2012 911 Carrera S
from Gaithersburg

CHRISTOPHER CRALLE

2016 Cayman
from Herndon

DAVID ERB

2001 911 Carrera
from Keedysville

STEPHEN FARRELL

2008 Boxster
from Warrenton

HOWARD FEDEROFF

2012 Cayman
from Bethesda
Transfer from Orange Coast

GREG FINN

1999 911 Carrera Cabriolet
from Purcellville

DAMON FORTUNE

2019 911 GT3 RS
from Temple Hills

BRUCE FRIED

2018 911 Carrera Cabriolet
from Arlington

TONY GHAFOURIAN

2021 718 Spyder
from Rockville

STEPHEN GRANSBACK

2019 718 Boxster GTS
from Springfield

ASHEESH GUPTA

2017 911 Targa 4 GTS
from Mclean

ROSS HAMILTON

2018 Macan GTS
from Ashburn

MATTHEW HUSSEY

1983 911 SC Targa
from Alexandria

BRIAN JAMIESON

2017 Macan GTS
from Rockville

ANDREW LAWLOR

2014 Cayman S
from Vienna

RONALD MCCALL

2021 Cayenne
from Ashburn
transfer from Space Coast

RODERICK MOORE

2019 718 Boxster S
from Alexandria

ARTUR MOREIRA

2017 911 Carrera
from Frederick

APPIAH

Morgan
2009 911 Carrera
from Fort Washington

RASMUS NIELSEN

2017 718 Boxster S
from Vienna

STEVEN NOGY

1986 911 Carrera
from Martinsburg
transfer from Orange Coast

WESTON POLLOCK

1986 944 Turbo
from Burke

DAMON PORTER

2018 718 Cayman
from Washington

WENDELL ROBINSON

1999 911 Carrera
from Washington

DULEEP SAHI

2002 911 Carrera Cabriolet
from Arlington

NANDAN SETLUR

2021 Cayenne E-Hybrid
from Washington

MARK SOOKDEO

2020 Macan
from Rockville
transfer from Metropolitan New York

PHILIP SPANGLER

1979 911 SC
from Alexandria

APRIL TOOMEY

2016 Cayman
from Reston

IKENNA UDEJIOFOR

2017 911 Carrera S
from Bethesda

KAI WANG

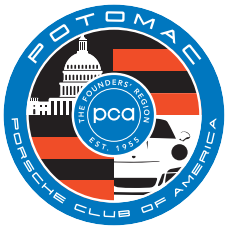
2020 718 Cayman GT4
from Alexandria

PAUL WARNER

2008 911 Carrera S
from McLean
transfer from Schattenbaum

DYLAN WHITE

2021 Macan
from Washington



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45 YEARS

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30 YEARS

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25 YEARS

Stephen & Daniel Bates
Andrew & Stephanie Clements

20 YEARS

Charlotte Chirinos
Robert & Susan Mitchell
Bruce Nouri & Ali R. Aghaee
Douglas & Kimberly Selby
Bruce & Tyra Strong

15 YEARS

Bruce & Karen Markle
Clinton Staggers

10 YEARS

Eric Baldwin
Paul & Millicent Schwallenberg
John Strabo
Fabian Watson

5 YEARS

David Ahearn
Paul Brockman
Julianna Farleigh
Mike Klakring
Kirk & Charlene Lattner
Ronald & Laura Piervincenzi

DER VORGÄNGER

Your favorite Founders' Region monthly magazine can benefit from your experiences with your Porsche.

We are always in need of articles and photographs to help tell Porsche stories.

All around us are wonderful stories just waiting to be told. If you feel you don't have the time or expertise to tell those stories yourself, at least pass along your ideas or photos. Here are some ideas that resonate with readers:

- Travel stories that involve a Porsche. An example is Michael Sherman and his wife's trip to Europe for delivery of his new 991.
- Visits to car museums.
- DIY (Do—It—Yourself) articles on some small or large project that you've done. Examples abound, from rebuilding an engine to replacing hood struts.
- Interviews with interesting people who own interesting Porsches such as the one on Sal Fanelli, who owns a Porsche tractor.

- My first experience with PCA Potomac, which could be what your High Performance Driving Clinic was like, or your first Drivers Education event or just an entertaining Drive 'n Dine.
- Why I Love My Porsche articles are always welcomed. Please include a photo of you with the car.
- Photographs of yourself or fellow Porsche owners enjoying their cars. No low-resolution photos, please; we simply can't use them. Send original sizes.

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Remembering Bill Scott

Reading "Patient Zero" By Ted West, on page 83 the recent #770 issue of Panorama, I was reminded of Bill Scott who owned Summit Point Raceway. Ted's story is a notable read and reminder of how special Bill was. Those who keep their DVs, can also look back on my article (Volume 63, Feb. 2017), titled—"New Horizons for Summit Point" as an additional point of reference.

But allow me to take you back in time through my eyes and memory of this racer's racer. In the mid-1970s I was working on Ferraris with the also memorable and eccentric, Gordon Tatum. In fact, the very first lap I ever took around Summit Point would have been with Tatum at the wheel of a 1965 Ferrari 500 Superfast in 1975. The roaring white V12 with a blue stripe down its center, was not only my first time around Summit, but my first time around any road circuit. I would have been 20 and trust me, Summit Point, as with all racetracks of any kind, was a way different place back then. There was one circuit, Main. The pits were gravel, the chute was a death trap, and there was little more than a guardrail along the pits where that long concrete wall is today. By then, racing was very popular and Summit was a popular host to SCCA and IMSA events featuring great cars and stars.

Scott, who purchased Summit Point in 1979, had won several major championships, including the European Formula Vee Champion for 1968 and 1969, with legendary races at the Nürburgring. I am not alone in thinking if not for an accident which cut his career short, Scott quite possibly could have become an American Formula 1 Champion before Mr. Andretti did it in 1978. He had both the skill and the mindset.

There would of course be many other visits to Summit Point. 1995 offered one of those life changing times in my life. Bill Scott and I lived no more than a couple of miles from each other in the Middleburg/Marshall, Virginia area. He was a fixture of the community, known as much for his orchard as his racetrack. I would see him most often at events at The Hill School in Middleburg.

This was past the IMSA days and the primary income for the racetrack was Bill's driving school and government contracting. Bill came up with the idea of having an event called Group of Twenty Ferraris. My memory has it that this may have been the first attempt for the event, which would entail two full track days of just 20 Ferraris. This was very likely shared with Allie Ash, owner of Ferrari of Washington as well.

FUEL FOR THOUGHT

BY TOM NEEL

Now you may rightfully, but incorrectly be thinking I was a Ferrari owner in 1995. I wish, but all I had at the time was a 1992 BMW 525i. As the event got closer, a Ferrari owning friend of mine (I had many), asked Bill if there was room, could I join them? Well, there was plenty of room. The event should have been canceled, because the only two cars that showed were my friend's Ferrari 328 and my BMW. We told Bill he need not do the event, but he insisted. That is the kind of guy he was. For two full days we chased each other around Summit Main, then almost out of boredom did a few hours of defensive driving training, followed by being handed two new Police cars (Chevy and Ford), for our unbiased opinions in an interview with Law Enforcement magazine that was on site that day. Still, I put close to 300 miles on my BMW in those two days! The icing on the cake came when one of Bill's instructors that rode along a bit, asked Bill if he would go out with me, which he kindly did.

Out of the pits we go with no helmets, Bill kiddingly mentioned not to kill him. Going through Turn One, then wide thru Two, as his instructor had told me to do, had felt very unnatural to me. I wanted to take Two much tighter rather than moving far off to the left. After one lap Bill pointed at the pits. I brought the car to a stop and suddenly it was as if Rocky's trainer, Mickey Goldmill, played by Burgess Meredith arrived. Bill looked at me from the passenger seat and started talking in Mickey's boxing metaphors while holding his fists tight into his body. What Bill was getting at was the need to apex One and get back to the right sooner, thus tightening Two and be back on the throttle sooner. I felt validated and back out we went. Within a few laps he kept pushing me, soon cutting at least 6 seconds off my best previous laps!

Bill passed away in 2009. I recall after his funeral talking outside the church with his close friend Brian Redman, who spoke about him so admirably. There is nothing like having a memorable time with one of the best. DV



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