



Potomac 356 Owners Group

August, 2011, Volume 17, No. 1

INSIDE

THE ROAD AHEAD - NEWS BRIEFS

CALENDAR OF EVENTS

GATHERING OF THE FAITHFUL

POG PICNIC & DRIVING TOUR

ROCKVILLE CAR SHOW

SWAP MEET & EAST COAST DRIVE

COMPETING EVENTS

PITTSBURGH VINTAGE GRAND PRIX

APRIL'S BRUNCH & DRIVE

POG PORSCHE'S PROFILE

IN MEMORIAM: CARL CORDELL

REAR BUMPER

The Road Ahead

Since our last newsletter, there have been several changes to the Potomac 356 Owners Group. First and foremost is that Richard Colella undertook the task of updating our website. When the new website was launched, the most important change was the new name www.pog356.org. Note the extension: ".org", rather than the old ".com." This new website allows us to be a bit more organized in terms of communicating. For example, going forward the POG newsletter will be published on the website and many recent previous editions have been posted on the website already. Also, there is a POG email distribution list, pog@pog356.org. The list is for discussion of all things POG and Porsche 356-related. Any POG member may join, and only those who have joined the list may post to it. For more details about this new feature, please see the discussion list section of the web site: <http://www.pog356.org/email-discussion-list>.

We have Eric Wills to thank for creating the first POG website. Building on Eric's effort, Richard has taken us to a new level and made the POG website our primary means of communication. Our thanks to Richard for his outstanding contribution to POG with this website!

Speaking of Eric Wills, he has moved his business, Wills Werks, to a new location. Wills Werks new telephone number is 703.266.1356 or willswerks.com. Also, he has resigned from the POG Steering Committee. There is no cause for alarm. Eric is still an active member of POG. We thank Eric for his immeasurable support of POG activities, including hosting tech sessions at his shop for several years.

While we are acknowledging good works for our group, we should thank Ron Davis for his continuing contributions to this newsletter. He has provided numerous articles about events that he has attended throughout the years. In this issue, he provides his tales from the Pittsburgh Vintage Grand Prix held last month and the Deutsche Marque Concours in May.

Also, in this newsletter, we have articles about several events that will be occurring in the next two months. On Saturday, September 3rd of the Labor Day Weekend is the "Gathering of the Faithful" car show at the Reston Town Center, chaired by none other than Ron Davis. Later in September, we will hold our annual picnic on Sunday, September 25th at Bjorn and Barbara Stalesen's with a driving tour to add to the usual fun. Then, on October 2nd, we will have our bi-monthly brunch get-together, followed two weeks later by the Rockville Car Show on Saturday, October 15th. This is the first year for POG to participate in the Rockville Show as one of its sponsoring car clubs. "Get your motor running!"

Potomac 356 Owners Group August, 2011

Locations for POG Bi-Monthly Gatherings

We are still exploring new locations for our semi-monthly gatherings. As we have stated before, the criteria we use for any meeting location are.

1. ease of access for our members (MD, VA, DC, WV);
2. free and relatively secure parking;
3. a conducive space for socializing both before and during brunch (e.g., long table, private or semi-private room) with no charge for the space;
4. no "guaranteed minimum" attendance by the restaurant;
5. reasonable food at a reasonable price;
6. availability on first Sunday of the month – every other month (even-numbered months).

Easy access and parking are foremost. Also, a private or semi-private room or the configuration of the seating space is important since the point of the brunch is to get together. After all, if all we wanted to do was have brunch, we'd all go to our restaurant of choice. In addition, the club is not going to pay a guaranteed minimum and the food has to be reasonable.

Anita's met our criteria until the restaurant reconfigured the room we used. We have had two fabulous meals at Rustico, but we understand that their management is uncomfortable without a guaranteed minimum. Anthony's has met all of our criteria well. Admittedly, the food is not the reason that we have used Anthony's, but their food meets the criterion of "reasonable," on a par with Anita's.

We have been discussing several different suggestions from members for our October brunch, but haven't visited all of them yet. We will consider other suggestions for the future also. But please make sure that you use our criteria. If you know that your suggested location doesn't meet all of our criteria, that is useful information too. Let us know what the place may be lacking and why we should consider it nevertheless. Got a place in mind? Contact any member of the POG Steering Committee, listed on the last page of this newsletter and the POG website.

Possible POG Fall Driving Tour

The image to the right is from a T-shirt from a PCA Potomac Region "356 Vintage Gathering" that was held in 1990, before POG was formed. Two participants in that event, Dan Rowzie and Ray Wills, are hoping to organize a similar event for POG sometime this Fall. If they are able to work out all of the details, look for an announcement on the POG website.



Twelfth Night 2012 – A POG Winter Tradition

Make a note to mark your 2012 calendar for the 11th Annual POG Twelfth Night celebration to be held on Saturday, January, 7, 2012. John and Muriel Ogilvie will be our hosts again, as we put on our dressy clothes and share a festive winter night with our POG friends. We will continue to follow the popular format with a pre-dinner cocktail party at the Ogilvie's home before dinner at the nearby Manor Country Club. More details will be forthcoming.

Potomac 356 Owners Group August, 2011

2011 CALENDAR OF EVENTS

(POG events are highlighted in yellow, 356 Registry events in light blue)

| DATE | TIME | EVENT | LOCATION | CONTACT INFORMATION |
|----------------|-----------------------------|---|--|--|
| Aug 27 | 8:00 am – 3:00 pm | Simple Transport 4 German Air-cooled auto & custom/classic/vintage BMX bicycle show | Hagerstown Fairgrounds Park (use 370 N Cannon Ave for Mapquest/Google) | http://www.simple-transport.com |
| Aug 30 | 1:00 pm – 5:30 pm | The Ripken Stadium I-95 Show Off | Aberdeen, MD | Matt Banion 410-297-9292 POG point of contact: Bill Leavitt at denizen224@gmail.com |
| Sep 2-4 | | Baltimore Grand Prix | Downtown Baltimore, MD | www.baltimoregrandprix.com |
| Sep 4 | 9:00 am | Gathering of the Faithful | Reston Town Center | Ron Davis at concours356@aol.com |
| Sep 8-11 | Various | 15 th Annual Radnor Hunt Concours d'Elegance | 826 Providence Rd Malvern, PA | http://www.radnorconcours.org |
| Sep 16-18 | Various | Glenmoor Gathering 17 th Annual Concours D'Elegance | Canton Country Club Canton, Ohio | www.glenmoorgathering.com |
| Sep 16-18 | | East Coast 356 Drive | Helen & Sautee, Georgia | http://eastcoast356drive.porsche356registry.net |
| Sep 17 | 8:00 am – 3:00 pm | 36th Annual Edgar Rohr Memorial Antique Car Meet | Manassas Museum Manassas VA | Joann Richardson at 703-768-1569 or www.bullrunaaca.org |
| Sep 17 | 8:00 am – 4:00 pm | Porsche VW Swap Meet at Ski Roundtop | Lewisberry, PA | Mike Moody at 717-432-4116 or moodyleather9@aol.com |
| Sep 18 | | Drive your 356 Day | Everywhere | |
| Sep 25 | 1:00 pm – 5:00 pm | POG Covered Bridge Drive & Picnic | Barbara & Bjorn Stalesen's farm, Frederick, MD | Barbara or Bjorn at 301-662-6042 or stalesenbjorn@comcast.net |
| Sep 29 - Oct 2 | | NJ Vintage Historic Races | New Jersey Motorsports Park, Millville, NJ | www.njmotorsportspark.com |
| Oct 2 | 10:30 am – 12:30 pm | Bi-Monthly Meeting Potomac 356 Owners Group | To be determined | |
| Oct 2-7 | Various | "Mountain Mile" Vintage Rally | The Homestead; Greenbrier; Snowshoe | Rich & Jean Taylor www.vintagerallies.com |
| Oct 5-8 | Gates open daily at 7:00 am | AACA National Eastern Fall Meet | Giant Center and Show Grounds, Hershey PA | www.hersheyaaca.org |
| Oct 14-16 | | Porsche Rennsport Reunion IV | Monterey, CA | www.mazdaraceway.com |
| Oct 15 | 8:00 am – 4:00 pm | City of Rockville Antique and Classic Car Show | Rockville Civic Center Rockville MD | www.rockvillemd.gov/events/carshow.htm |
| Oct 15-17 | | Vintage Racer Group at the Glen | Watkins Glen, NY | www.vrgonline.org |
| Oct 26-30 | Various | 356 Registry West Coast Holiday | Palm Springs, CA | http://www.porsche356registry.org |
| Nov 25-27 | | 15th Annual Turkey Bowl | Summit Point Raceway | www.vrgonline.org |
| Dec 4 | 10:30 am – 12:30 pm | Bi-Monthly Meeting Potomac 356 Owners Group | Anthony's Restaurant Falls Church, VA | Lonnie Patch at 703-533-7926 or werkstatt@cox.net |
| Jan 7 2012 | 6:00 pm | 11 th Annual POG Twelfth Night | Manor Country Club Rockville, MD | John and Muriel Ogilvie at 301-929-3167 or johnogilvie@verizon.net |

Mark Your Calendars for the Upcoming POG Events:

Sunday, September 4, "Gathering of the Faithful" Car Show, Reston Town Center

Sunday, September 25, POG Covered Bridge Drive & Picnic, Barbara & Bjorn Stalesen's, Frederick, MD

Potomac 356 Owners Group August, 2011

Next Stop on the Road:

"Gathering of the Faithful"

Sunday, September 4, 2011 at the Reston Town Center

by Ron Davis, text & Richard Colella, photos

Starting in 1994, "faithful" 356 owners and other Porsche's have gathered at the Reston Town Center on Labor Day Weekend for a fabulous car show. This year will be no exception: it's time to get your 356, 912, 914, or other Porsche ready for a day at the Reston Town Center on Sunday, September 4th, celebrating our annual "Gathering of the Faithful".



This is a non-competitive event featuring a lot of wonderful cars, a lot of great car talk and many door prizes. The pavilion will be reserved for 356's only. All other Porsches will be on the street in front of the fountain. Like prior years there is a \$5.00 registration fee to help cover the Reston Center's facility charges. But that's a small price to pay for such an excellent event!

We will start parking cars at 9:00 am, but if you arrive earlier, head over to the "La Madeline" restaurant for a nice French breakfast. Then spend a great day with a bunch of Porsche aficionados. Around 3:00 pm, we'll conclude another great "**Gathering of the Faithful**".



Potomac 356 Owners Group August, 2011

ANNUAL "BRATS & PARTS" POG PICNIC **at BJORN & BARBARA STALESEN'S** **and** **COVERED BRIDGE DRIVING TOUR**

SUNDAY, SEPTEMBER 25, 2011 1:00 pm – 5:00 pm

Continuing a tradition that began during the first year of the **Potomac 356 Owners Group**, we will have a picnic at Bjorn & Barbara Stalesen's farm. However, this year we will have a short driving tour before the picnic. On Sunday, September 25th, we will gather at Bjorn & Barbara's at 1 pm. Then we'll go for a scenic drive for about an hour that will include one of the covered bridges in Frederick County. We'll return to the Stalesen's farm around 2 pm for our picnic.

The Stalesen's farm is located just east of Frederick, Maryland and it is easily accessible from major highways. The address is: 5522 Camelot Ct, Frederick, MD 21704-6830.

Plan to join your 356 friends to enjoy a drive in the country, a German themed picnic with bratwurst, potato salad and beverages. Wander around the farm, look at the goats, and check out the assortment of autos on the grounds. If the weather is warm, bring your bathing suit to swim in the pond. Feel free to bring along some 356 parts to swap, too.

POG will provide: sausages & hot dogs, potato salad, soft drinks, water and beer.

What you will need to bring: a dessert or a side dish or an appetizer to share, loaded in your 356 with chairs, blankets, toys, bocce set, swimsuits or anything to make your picnic day fun!

Cost: \$5.00 per person, kids under 12 years of age may attend free



Photo by Bill Leavitt



Photo by J.S. Kemper

For planning purposes please print and complete the form located on the flyer on the POG website. It's near the bottom of the website events page, www.pog356.org/events. Enclose your check and send it to Bjorn Stalesen by Wednesday, September 21. After this date, you are still welcome to attend, but to ensure that we have enough beverages and food for everyone, it is important that you contact Bjorn or Barbara at 301-662-6042 or stalesenbjorn@comcast.net.

Potomac 356 Owners Group August, 2011

POG Becomes a Sponsoring Club Rockville Antique and Classic Car Show, Saturday, October 15 by Sandy Kemper, text & photos

The City of Rockville's annual Antique and Classic Car Show will be celebrating its fiftieth anniversary this year. And, for many of its recent years, Porsches of the **Potomac 356 Owners Group** have made the Rockville show an annual event to show their cars and picnic.

Last December, the members of the Rockville Car Show Committee unanimously agreed to add the **Potomac 356 Owners Group** to be one of the car clubs that supports the Rockville show. With the addition of **POG**, there are now 25 area car clubs supporting the show. For the sponsoring car clubs, the City publishes a free 1/8th page ad for the car club in the program (given free to car registrants and spectators alike) and it lists the car club's name in the program, on their website and in other publicity materials. In return, the car club duties are simple. On the day of the show, **POG** must provide a member or two to help direct the parking of any and all 356's, maybe other Porsches also, to "our" row on the show field, marked by a banner with our club's name on it.

The City of Rockville's Antique and Classic Car Show is held on the grounds of the historic Glenview Mansion, also known as the Civic Center Park. It's a picturesque setting. The grounds gently slope down to a vale and upward to a tree-lined hill. From many vantage points on the mansion side or the opposing knoll, one can view a dell of more than 500 antique and classic automobiles. It's a terrific sight for an auto enthusiast.



Show Field Panorama – City of Rockville Antique & Classic Car Show

Potomac 356 Owners Group August, 2011

Also in September:

Porsche VW Swap Meet at Ski Roundtop - Saturday, Sept 17



Several years ago, longtime 356 enthusiast Mike Moody started the annual "Vintage German Swap Meet," held at Ski Roundtop in Pennsylvania. He says that he was concerned that online auctions were pulling vendors away from the traditional swap meets. As online auctions grew in popularity, many negative stories surfaced. As an online seller, one had the advantage and an online buyer was often at a disadvantage. Mike believes that it is most important to have the sought-after item in front of you with the seller face to face with the buyer.

The event is for vintage Porsche and Volkswagen only and just models through the mid to late 70s. Vendors may bring anything directly related to these vehicles from literature to whole cars and anything in between. The meet starts at 8:00 AM and runs until 4:00 PM. The facilities at Ski Roundtop

include clean restrooms, blacktop parking and a quiet country setting. There will be light fare offered by a local catering company.

East Coast Drive for "Drive Your 356 Day," Sept 16-18

A self-described "Gang of Three" 356 enthusiasts: George Bryan, Tom McCoy, Curt Dansby and four 356 clubs (Thunder Road Tubs, Florida Owners Group, Southern Owner Group, and Tennessee Tubs) have arranged for a "a low bar, low pressure, low budget, just relax and hang out gathering, put together on the fly to fill the hole of the cancelled 356 Registry East Coast Holiday this year." As told by the Gang of Three, "there is a small "German" town in the mountains of Georgia named Helen. And there is a great driving route out there, Georgia state route 356. One can drive down Route 356 to a small crossroads called Germany."



So the Gang of Three came up with an "out of the box" event, they've labeled the "East Coast Drive" set in a rustic cabin and mountain lodge setting, by a faux Alpine village town. They asked participants to come to the event "with the attitude of kicking back; enjoying a few structured, but mostly unstructured and pick-up events; and spending time with new and old friends and our cars." We understand that registration for this event has now closed. But it sounds like the The Gang of Three says: "We can't think of a better way to honor Ferry Porsche's birthday with maybe 100+ of his cars driving uncongested mountain roads like the ones the prototypes drove." We are anxious to see how it turns out.

Potomac 356 Owners Group August, 2011

Competing Events:

Certainly we don't want to promote events that will be taking place at the same time as POG sponsored activities. But we think that these deserve mentioning nonetheless.

Baltimore Grand Prix – September 2-4

From press releases



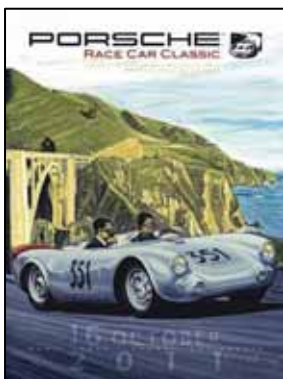
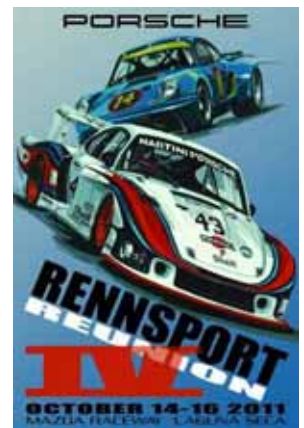
The inaugural Baltimore Grand Prix is scheduled for Friday, September 2 through Sunday, September 4, 2011 and will encompass a 2.0 mile temporary street circuit traveling through the heart of Baltimore's Downtown, rushing past the scenic Inner Harbor and racing around Camden Yards. The race weekend will feature a spectacular combination of world-class racing and festivities, highlighted by the American Le Mans Series presented by Patron and the IZOD IndyCar Series.

Organizers expect that along the main straight (Pratt Street) that some of the cars may attain speeds of 180 mph. Many grandstand seating sections are sold out, but tickets are available.

Rennsport Reunion IV / Porsche Race Car Classic, Oct. 14-16

From press releases

One of the world's largest gatherings of Porsche race cars and the drivers that drove them will be at the Porsche Rennsport Reunion IV to be held at Mazda Raceway, Laguna Seca, California on October 14-16, 2011. Porsche Rennsport Reunion IV will assemble a wide variety of Porsche's most historic racing cars. This includes models like the 550 Spyder of the mid-'50s to the 917 and 956/962 of the '70s and '80s to the highly successful RS Spyder of the last decade. Special tribute will be paid to the numerous racing versions of the Porsche 911. A three day General Admission with Paddock Ticket, open Grandstand seating and general parking is \$60 in advance, \$80 at the gate.



Porsche enthusiasts will be able to take full advantage of what will be an unprecedented celebration of Porsche's rich motorsport history around the Monterey Peninsula over the weekend. The early race groups of Porsche Rennsport Reunion IV will conclude their racing at Mazda Raceway on Saturday, October 15, so that they may fully participate in the Porsche Race Car Classic activities in Carmel on the following day.

The Porsche Race Car Classic, an incredible array of significant Porsche race cars from the era of 1950-1965, will be together on Sunday, October 16, at the Quail Lodge in Carmel. It is expected that rarely-seen race cars from private collections and museums will be assembled on the show fields. The event is open to the public and its net proceeds will benefit the Bonnie J. Addario Lung Cancer Foundation. Tickets are \$400 each, \$350 of which is tax deductible.

Potomac 356 Owners Group August, 2011

POGers Make New Friends at Pittsburgh Vintage Grand Prix by Ron Davis, photos by Gerry Dreo, except where noted

An intrepid group of 356 POGers, organized by John Ogilvie, decided to take in the July 24-25 Pittsburgh Vintage Grand Prix (PVGP). The group, including John & Muriel Ogilvie, Richard and Shauna Colella, Bruce Bade, Bill Leavitt, Gerry Dreo and Ron and Diana Davis agreed to meet at the Waffle House in Urbana, Md. at 7:00 AM Friday in an effort to beat the heat.

With Ron and Diana in the lead, the group left at 8:00 AM and were purring along I-68 when just past Frostburg, Maryland, John's '55 coupe decided to crack its inner generator pulley. (Note: another "must have" item for the travel kit!) Amazingly, Richard Colella pulled one from his emergency road kit and after forty-five sweltering minutes—it was about 95 degrees—we climbed back into our "sweat boxes" and were back on our way. After another gas stop and lunch we were in Pittsburgh by 3:00 PM: so much for our early start.



Photo by Ron Davis

That evening we met up with Jolene Cicci and her band of "356burgers" (our Pittsburgh cousins) who invited us to their dinner at the "Century Inn" in Scenery Hill, Pa. The old Inn is quite historic, and dates back to the 1800s when it was a stop on the stage coach route. The wood-beamed dining room was candle-lit and made a charming setting. We made many new friends including "tubbers" from Michigan and even a couple from Ontario, Canada. The candles became more than just atmosphere when a major thunder storm briefly took out the lights several times as we enjoyed our tasty meals.



Saturday started off much cooler, but Mother Nature was not done with us yet. Knowing that 400+ Porsches – the event's Marquee of the Year - were expected, veterans Ron and Diana got to Schenley Park extra early to beat the rush. They arrived at 7:00 AM and breezed right in and got a choice spot, as the PVGP officials had not yet arrived. Then the sky got dark and between 7:30 and 9:00 AM the downpour came.

Potomac 356 Owners Group August, 2011

Pittsburgh Vintage Grand Prix, cont'd



The officials stopped all cars from entering the car show area which is held on the golf course. The PCA Allegheny Region hosts went into a tizzy as 400+ Porsches and hundreds of other show cars waited on the approaching city side streets. Finally at 10:00 AM, as the grass was drying, the cars were given the green light and hundreds entered the show area including Andy and Dacy Bellingham, Rob Abbott and Brandi Bryant and Jim Hobbins.

Although the event schedule was much delayed, the show and racing went on, including about 70 gorgeous 356s and about 400 other Porsches. The day was rounded out with a picnic for the 356 crowd hosted by Jolene Cicci and her band of "356burgers".



Sunday was overcast and in the 80s which made the parade lap – featuring an endless line of Porsches - much more enjoyable. Following the parade lap the vintage races which included 356s, early 911s, 914s, Jags, MGs,

Allards, Austin-Healeys, Rileys, Lotus, Elvas, etc. were simply terrific. In the over 2 liter class, a 356 won the race ahead of a Lotus and an XK-140 Jag.

Monday was another early beat-the-heat start, so the POG travelers met at a "Cracker Barrel" at 7:00 AM and were on the road by 8:00 AM for an uneventful, but wet drive home. It was a memorable weekend and we highly recommend the PVGP to all vintage car lovers. Region President Ken Jeremiah and his folks from the PCA Allegheny Region will always make you feel welcome.

Ed. Note: The PVGP is the nation's longest running vintage race event, celebrating 29 consecutive years in 2011. Starting in 1983 it was a 1-day race. The PVGP has now grown to a 10-day festival with 9 separate events. Also, it is the nation's only vintage race staged on public roads. 2.3 miles of Pittsburgh city streets in Schenley Park are closed over the race weekend. Approximately 200 vintage cars are raced on two lane roads and bridges with stone walls, curbs and telephone poles. Just like this country's first sports car racing was done in the 1950's.

In the Rear View Mirror:

The 28th Deutsche Marque Concours Was A Little Damp

Story by Ron Davis, Photos by Richard Colella

Well, a few days before the Deutsche Marque Concours, the weekend forecast was looking good with just a few clouds on the 'ole weatherman's map. And with 22 eager participants already pre-registered, it looked like there would be a heavy turn out on Sunday, May 1st. It might have happened if it had been a sunny day, but the "never-driven-in-the-rain" guys must have seen the clouds in the sky, because my faithful registration helpers, Diana Davis and Lonnie Patch, only signed up another 24 for a total of 46 cars.

Our 10:30 AM meeting with the judging teams headed by Matt de Maria and Mike Sarli had just gotten underway when the weather gods frowned and a light rain started to fall. After my initial panic, the show went on and by noon, just as the soggy judges were finishing up, of course the rain stopped. However, this triggered an emergency meeting of the three club's Concours Chairs, who decided to move the awards reception up to 2:00. This was a good idea since more showers came and went all afternoon. The awards reception was a little damp, but all went smoothly thanks to terrific help from new PCA Potomac Region President Richard Seltzer and Social Chair Michaela Shoop and Steve Shoop--her great helper husband who brought and served all of the drinks. Speaking of helpers, I also want to give special thanks for a terrific job to judges: David Miller, Tom Coyle, Len Cohen and daughter, along with Einar Petursson and the "man for all tasks" Chris Wingfield.

The Deutsche Marque committee is extremely appreciative of the terrific support from its sponsors and the hard work of the many volunteers. Show participants were especially pleased to see the flag of sponsor "Porsche of Tysons" flying at the field, and enjoyed chatting with Service Manager Chad Morrison and his guys. The Deutsche Marque committee also recognizes the participation by the members of the three clubs who brought their cars regardless of the showers. Despite the dampness, it was another fine Deutsche Marque Concours.



Potomac 356 Owners Group August, 2011

28th Deutsche Marque Concours, cont'd



Mike Sarli (in vest) and his 58 Coupe. Note Event Chair Ron Davis at work in the background

Despite the showers, we had forty-six great looking Porsches on the field, including thirteen 356s. The addition of separate classes for front-engine models and a Boxster/Cayman class was well received. And the winners are:

Best of Marque

Harvey Cherner, 63 Cabriolet

Early 911s 912s, 914s:

1965-83 (Concours)

- 1st – David Miller, 72 911 T
- 2nd – Randy Moss, 73 911 Targa
- 3rd – Ed Gaulrapp, 76 912 E

356 (Concours)

- 1st – Harvey Cherner, 63 Cab
- 2nd – Jim Hobbins, 63 Coupe
- 3rd – John Ogilvie, 55 Coupe

356s (People's Choice)

- 1st - Tim Berardelli, 59 Conv D
- 2nd – Mike Sarli, 58 Coupe
- 3rd - "Littlejohn" Schebish
58 Speedster

Mid 911s: 1984-98

(Concours)

- 1st – Seymour Slatkin, 97 Carrera
- 2nd – Tom Coyle, 97 Carrera
- 3rd – Erick Sulas, 96 Coupe

924, 928, 944, 968

(Concours)

- 1st – Kathy Downs, 92 968 Cab
- 2nd – Michael Frachel, 87 928 S-4
- 3rd – Randy Sese, 91 944 S-2
Cabriolet

Coupes (People's Choice)

- 1st – Rob Abbott, 71 911 ST
- 2nd – Jonathan Jones, '88 911
- 3rd - Doug Magee, 06 911 S

Late 911s: 1999 - 2011

(Concours)

- 1st – John Hawley, 03 Turbo
- 2nd – Peter Hebert, 02 996
- 3rd – Sam Al Mukhtar, 03 Turbo

Boxster, Cayman

(Concours)

- 1st – Jim Skelly, 08 Cayman
- 2nd – Bob Famer, 04 Boxster
- 3rd - Charley Haughney, 06
Cayman S

Open Cars (People's

Choice)

- 1st – Heinz Wahl, 74 911
Speedster
- 2nd – Dale Van Demark, 89 911
Cabriolet
- 3rd – Kathy Downs, 92 968
Cabriolet



Potomac 356 Owners Group August, 2011

In the Rear View Mirror:

POG Brunch Gathering & Driving Tour

For the second year in a row we held our April Bi-Monthly Brunch Gathering on Sunday, April 3rd at Rustico Restaurant in the north end of Old Town Alexandria. Once again, Tom Farnam did a super job of making arrangements with Rustico's management to make this event a special one. This year it was a double treat. After Rustico gave us a terrific buffet of various selections from their fabulous menu, there was a driving tour down the lovely George Washington Parkway past Mt. Vernon, to the historic Woodlawn Plantation. (Woodlawn, if you weren't aware, was constructed for George Washington's nephew on acreage that was originally part of Mount Vernon.) At Woodlawn, Tom had set-up a special tour of the Arcadia Center for Sustainable Food & Agriculture. The Arcadia Center was established by the Neighborhood Restaurant Group, owners of Rustico, in partnership with Woodlawn and the National Trust for Historic Preservation. It is an innovative new non-profit farming and food initiative with its operations on the Woodlawn Plantation grounds. The tour was fascinating.

It was a bright and crisp early Spring day and it was a great day to enjoy a splendid meal followed by a rewarding driving tour with 356 friends. Our many thanks to Tom for organizing this wonderful day.



POG PORSCHES – PROFILE:

Jim Hobbins' 1963 356B Super Coupe (Euro)

by Jim Hobbins, text & photos

Fresh out of college in 1965, I bought my very first car, a two-year-old 1963 356B Super 90 coupe. Reportedly, it had been a jewelry salesman's car, having logged 48,000 miles on runs to/from Chicago in its first 24 months. John Stein, a well-regarded Porsche mechanic and salesman operating European Cars, Inc., in Wilmington, Delaware, had known and serviced the car since new and re-built the motor – at a cost of \$300 – to give me a fresh start. Ivory with a red interior, it was my pride and joy, and, although I drove it in all kinds of weather and even raced it in autocrosses sponsored by the Brandywine Motor Sports Club and the Delaware Auto Sport Club, I always garaged it, serviced it regularly, and kept it as clean as a whistle.

Unfortunately, the floor pan began to show signs of rust by 1969, and, while the 356 still looked great, I decided to sell it before the winter in favor of a new BMW 2002 Coupe.

Then along came such other priorities as wife Lindy and our five kids, larger and larger vehicles, houses and horses, etc.



October 1969, Lindy polishes rear bumperette



Jim's white Euro coupe after mechanical improvements but before bare-metal restoration, ca. 2003

Nearly 30 years later, I commented to Lindy that I'd love to have a little Porsche to work on and enjoy. Having known my passion for my first 356, she readily but perhaps foolishly agreed.

Responding to a classified ad in the Washington Post, I located a 1963 Super coupe being offered for sale by a Navy SEAL who had, supposedly, bought the car from the son of the original owner on Catalina Island, California, shipped the car to Fort Washington, but now had to leave on assignment overseas. I never knew how much of this to believe, except that the car still had its heavily-stickered original California black license plates.

Jim Hobbins' 1963 356B Super Coupe (Euro), cont'd

It was readily apparent to me that the car had been repainted with a bright white covering most of the original ivory, and the somewhat worn blue upholstery could not have been original.

I suspected that there had been repairs to the front of the car, and I knew that I'd need to get more knowledgeable folks to work with me on it. Nonetheless, I soon found out that I had acquired a diamond in the rough: it was a numbers-matching European coupe that had suffered from benign neglect but thankfully had not been seriously bastardized. The car had its original wheels (dated 3/63) and its original Euro heating system was intact, simply disconnected.

My first search for professional help led me, through the Potomac 356 Owners Group, to Tim Berardelli and, in the best sense, an attitude-changing experience for me. After his leak-down test, I left the motor with Tim for a complete re-build. He handed back to me the engine tin ware and told me to refinish the pieces. I suggested that perhaps refinishing them would be going too far, and Tim said frankly that he wouldn't re-build the motor unless this was done. I quickly learned a new standard for restoration. While Tim was working on the motor, I got Jim Long to rebuild the gearbox, following a suggestion by Tim. Jim said that he could save me a bundle by putting an already re-built gearbox in the car, but I insisted on keeping the original numbers together. Jim also installed a new gas tank for me, making uninterrupted car trips over 20 miles possible!

Generally satisfied with the extent of his and Jim's mechanical improvements, Tim pointed out that I should next get the body restored and recommended taking the car to Doug Dutton of Porstoration. While it took me longer than I wished to get on Doug's schedule (and left the car in his barn for months to demonstrate my determination to get him to work on it), I learned still other lessons in restoration. "Are you going to show this car? They'd knock off points for not having a metric speedometer/odometer consistent with the Euro heater system and the rear reflectors below the bumper." At that point I realized that Doug and I were on a mission together to make this a totally authentic restoration, not simply a bare metal re-painting.



In bare metal condition, this shows Doug Dutton's careful reconstruction of the front end, ca. 2006

Doug's first project was body work, to remove and reuse the front clip that had been poorly installed by the outfit repairing a previous owner's front-end accident, after re-building the front box. The front hood was replaced with one from a B-T6, so the authentic closure hardware could be used. Those original wheels went to Ye Ole Wheel Shop to be straightened, made round again, stripped and primed so Doug could apply the proper silver paint. The original California license plates were restored by Tags-R-Us. The entire interior was restored, taking out the VW headliner in favor of an authentic 356 one, and Doug installed all new upholstery, new rubber seals, a replacement windshield and other glass panels. Even the original Bosch horns were stripped and repainted.

Jim Hobbins' 1963 356B Super Coupe (Euro), cont'd

The motor was re-detailed, with tin ware repainted with the proper semi-gloss black, and NOS European heat exchangers and rarely-seen restored carburetor pre-heat tubes were installed.

What I like most about the car is that it is authentically restored, not simply another handsome 356, and that it drives as sweetly as it looks. In fact, Tim recently drove the car and commented that Doug's restoration made a world of difference in the car's handling.



Right-side of motor shows NOS Euro heat exchanger and carburetor pre-heat tube looking showroom new.



The newly restored coupe in the correct ivory paint in February 2007.

While I have Tim, Jim, Doug and others to thank for their dedication to what became my mission, none of this would have been possible without Lindy's understanding and her encouragement from the start more than a decade ago.

Potomac 356 Owners Group August, 2011

In Memoriam: Carl Cordell

Carl Edward Cordell, a 356 friend to many of us, lost his battle with cancer on July 31. He died at his home in the company of his dear friend Ingrid. He was 60.

Carl studied commercial art at Prince Georges Community College following his graduation from high school. But the artistry of Carl's that we most admired was his remarkable knowledge of the early Porsche's and his willingness to share it.

Carl worked as auto mechanic for a local Porsche dealership before opening his own business, Rennsport, in Alexandria in 1982. For over twenty years he serviced, repaired or restored hundreds of Porsches.

If one were to call Rennsport to ask Carl for advice, the first voice one heard was Carl's aunt Sybil who worked for him for many years. Although Aunt Sybil always tried to help, it wasn't long before Carl was on the line and solving the problem. Carl seemed to take a personal interest in every inquiry, taking the time to describe things in detail and making sure that the caller understood.

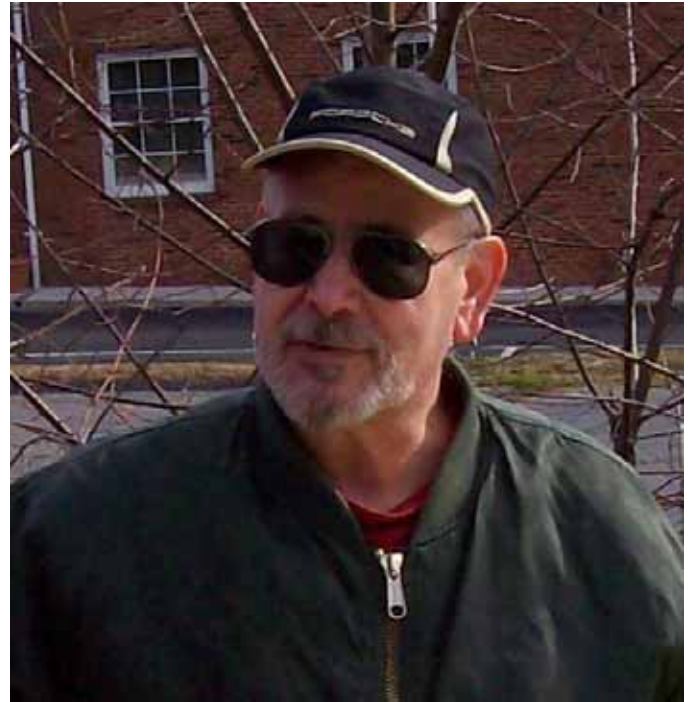


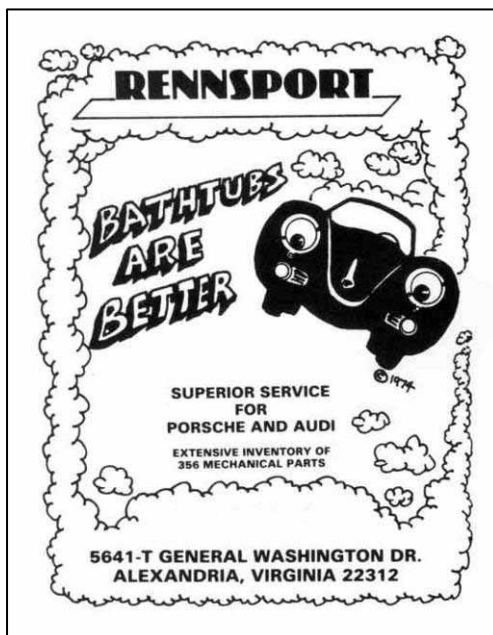
Photo by S. Kemper

Carl closed Rennsport in 2009, worked again for a Porsche dealership before joining Eric Wills at Wills Werks during the past year. Eric says, "I was lucky to have Carl in my shop."

We don't know when Carl developed his fascination with Porsche cars. Perhaps it was indigenous. He was born in Germany while his father was there on a work assignment. But we do know that he accumulated a vast knowledge of 356s and conveyed it generously. Typically, after many of our POG brunch gatherings, Carl was last to leave the parking lot, all the while talking to us about our cars, offering advice and sharing his wealth of information.

Carl is survived by his mother, Gladys Cordell, and a sister, Janet Cordell, both of whom live in Bowie, Maryland.

The 356 community has lost a "bathtub" expert and all of the members of POG have lost a very, very dear friend.



A copy of the advertisement for Carl's shop that ran in Porsche publications

Potomac 356 Owners Group August, 2011

Rear Bumper - Editor's Notes:

Our many thanks for their written and photographic contributions to this issue: Ron Davis, Tom Farnam, Gerry Dreo, Richard Colella, Eric Wills, and POG Porsche Profile owner Jim Hobbins.

Let us hear from you. Where have you been lately? What have you seen? We would like to read about your attendance at auto races, both contemporary and vintage cars, or your participation in a concours or other car show. Have you been to any automobile museums or private collections? What have you seen in your travels: any cars or other roadside interest, cars in backyards, junkyards, etc.? Are you starting a new project? Have you recently finished a project? Have you visited any auto restoration shops? Remember that 356 owners are car people, so your automobile related stories do not have to be about 356s or Porsches.

POTOMAC 356 OWNERS GROUP STEERING COMMITTEE

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