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**Cover:** A close-up view of a lightened door handle on Rob Abbott's 1971 911ST.

Photo by Richard Curtis  
 Rob Abbott, left, and Eric Wills take a good look at Abbott's 1971 911ST at the 55th anniversary concours and dinner in October 2010.

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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

The old saying is that bad things happen in threes. For me, this became very, very apparent a few Saturdays ago. Number One, I discovered a spot of rust in my "other" car (my little garage queen of a restored 1989 Merkur XR4Ti), into which I have poured 10 years of attention, not to mention a considerable sum of money and not a little blood, sweat and tears. So, off I go to a recommended body shop for a repair estimate. With that in hand, I head back home. Then, Number Two, a brake caliper seizes (a freshly remanufactured one) and begins smoking so badly that I pull over and call a flatbed for a tow back home. But—and this almost became the straw that broke my camel's back—while repairing the caliper the \*(&#@\$ door handle breaks off. Say hello to Number Three.

Luckily, there hasn't yet been a Number Four, although you might ask "What are his chances of finding a door handle for a 21-year-old car of which there were only 44,000 imported?" Answer: The internet is your friend, turning up more than one used door handle along with one new one, which I bought.

End of bad news.

Good news: Winter appears to be loosening its grip on Va.-D.C.-Md., with temperatures (as I write this in early March) routinely in the high 40s-low 50s with the occasional foray into the 60s and even one record-setting day in the 70s. As more salt and sand get washed from the roads, I'm seeing more and more Porsches on the road, even some with their cabriolet tops folded and stowed. It's nice to be back behind the wheel.

More good news: There are a lot of things happening in this issue:

✓Although Boxsters have engine compartments mostly hidden from view (what were Porsche designers and engineers thinking?), any enterprising Boxster owner can access the serpentine belt and replace it with a modicum of DIY know-how. Story, photos and diagram on pages 12–13.

✓There's an incredible story gracing our pages this month about Rob Abbott's matchless 1971 911 ST, built to R-Gruppe specifications. It's just one of Abbott's past and present P-car collection and, judging from the story he wrote that begins on page 15, it's a crowning achievement of an almost life-long love of Stuttgart's finest.

✓By the time you receive this copy of *dV*, it will be time to begin preparing for the May 1 Deutsch Marque Concours at Nottaway Park in Vienna, Va. There you'll be among one of the nicest collections of Porsches (plus cars from those "other" German marques) prepared to a high standard. Not a concours junkie? Not to worry; most of the cars entered there will be in the Wash&Shine category whose owners usually aren't seen using a year's supply of Q-Tips to clean nooks and crannies. Don't want to enter? That's okay, too. There's plenty of free parking available to go along with the free concours admission. See pages 19–21.

✓An April Fool's treat awaits you on Page 25. Enjoy!

—Richard Curtis  
[dveditor@pcapotomac.org](mailto:dveditor@pcapotomac.org)

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## Tech Tactics is an experience worth putting on your calendar for next year

I am writing this in early March while it is still cold. Hopefully by the time you read this it will be considerably warmer and your cars will be out of hibernation, and for those that were driven during the winter, they will be thoroughly washed with a fresh coat of wax. I like spring as the warmer weather launches our "season" of Potomac activities. As always, I encourage you to look at Potomac's calendar (see Page 8 plus online at [www.pcapotomac.org](http://www.pcapotomac.org)) and sign up for events as your "free time" allows.

One thing I did during the "winter" was attend the first annual PCA National Tech Tactics the last weekend of February at the Porsche Cars North America's (PCNA) new training facility in Easton, Pa.

Just visiting the facility was worth the 200-mile drive. The 130,000-square-foot facility serves not only as a PCNA parts distribution center (one of three in the U.S.), it is also PCNA's largest U.S. service training facility providing training for service technicians for 54 Mid-Atlantic Porsche dealers.

What an impressive facility! I always wondered where the Porsche technicians got their training and where my Porsche parts came from once they were shipped from Germany. Now I know. During the parts warehouse tour, several of us were especially eyeing those new engines just sitting there. Also impressive was their training facilities. I particularly liked the Cayenne Hybrid training room. Not only did they have two operational hybrids; they had numerous key parts in various stages of disassemble so one could see what makes the hybrid "tick."



Dick Seltzer

One reason I went to Tech Tactics is I do not consider myself to be that mechanically minded. I thought I might learn a thing or two. Learn I did! The one-hour sessions covered restoration techniques, on-board diagnostics codes (OBD II) and fuel injection, 997 engine bearing and seal issues, tech issues with 964, 993 and 996, tuning and coding (I always wondered what was in a DME and how one could get a custom chip), turbo performance options (particularly if money is not an issue), and a session on hybrid technology. Probably the highlight of the day was a presentation by Porsche AG's Dr. Frank Wal-liser, the engineering director behind the development of the hybrid 918. If only I had an extra \$1 million to spend. Wow, what a car the 918 will be! This will be an annual event and I would encourage you to attend it.

While the 2012 Tech Tactics is a ways off, the 2011 PCA Parade is just around the corner. This year's Parade will be in Savannah, Ga. the week of July 31. Registration began in March, so if you want to attend, now is the time to register. While I have not been to a PCA Parade before, I plan on going to this one. I have driven the Roe-bling Road track a couple of times; the track is just west of Savannah and a DE will be held there immediately after Parade. If you have not seen Savannah, it is a neat city. I hope to see you there. In the meantime, I hope to see you at one of the many Potomac events planned for April. As always, I would love to hear what you like (or dislike) about the club. As president, my main job is to listen to what the members are saying about the club. Email me at [president@pcapotomac.org](mailto:president@pcapotomac.org).

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## 2011 calendar

### April:

2: Virginia brunch \*  
 3: Autocross school,  
 Baysox Stadium, Bowie, Md.  
 8 a.m.–4 p.m. \*\*  
 9: Falls Church break-  
 fast, 9 a.m. \*  
 9: High Performance  
 Driving Clinic. Summit Point  
 Raceway. 8 a.m.–4 p.m.  
 16: Maryland brunch\*  
 23: DE tech for May 6–8  
 Mid-Ohio event. Porsche of  
 Silver Spring. 9 a.m.–2 p.m.  
 23: Porsche flea market,  
 Hershey, Pa. Story, page 28.  
 30: Autocross #2.  
 Baysox Stadium.

### May:

1: Deutsch Marque Con-  
 cours, Nottoway Park, Vi-  
 enna, Va. 10 a.m.–3 p.m. \*\*  
 4: Executive board meet-  
 ing. TBD.  
 6–8: DE, Mid Ohio.  
 7: Virginia breakfast\*  
 14: Falls Church break-  
 fast, 9 a.m. \*  
 14 – Cherry Blossom  
 Drive 'n Dine. Ends at Little  
 Washington, Va. \*\*  
 21: DE tech for June 4–5  
 Summit Point event

(Shenandoah), Porsche of  
 Rockville, 9 a.m.–2 p.m.  
 21: Rally #1. TBD \*\*  
 21: Maryland brunch\*

### June:

4: Virginia breakfast\*  
 4–5: DE Summit Point,  
 Shenandoah circuit.  
 11: Falls Church break-  
 fast, 9 a.m. \*  
 11: Open board meeting  
 11: DE tech for June  
 24–26 Watkins Glen event.  
 Autobahn. 9 a.m.–2 p.m.  
 16–19: overnight Drive  
 'n Dine, Fallingwater, Pa. Be-  
 gins at 6 p.m. on 16th. \*\*  
 18: Maryland brunch \*  
 18: Chesapeake Region's  
 50th anniversary celebration  
 and car show Annapolis. See  
 page 27 for details.  
 24–26: DE at Watkins  
 Glen, N.Y.  
 25: Rally #2. \*\*

### July:

2: Autocross #3. \*\*  
 2: Virginia brunch. \*  
 4: Drive 'n Dine. \*\*  
 9: Falls Church breakfast,  
 9 a.m. \*  
 9: DE tech for July  
 15–17 Summit Point event.

Intersport. 9 a.m.–2 p.m.  
 15–17: DE, Summit  
 Point, Summit Point, W.Va.  
 16: Maryland brunch\*  
 31–Aug. 6: Porsche Pa-  
 rade, Savannah, Ga.

### August:

July 31–Aug. 6: Porsche  
 Parade, Savannah, Ga.  
 6: Virginia brunch.\*  
 6: DE Tech for Aug  
 12–14 Summit Point  
 (PorscheFest) event. Porsche  
 of Tysons. 9 a.m.–2 p.m.  
 12–14: DE main course,  
 PorscheFest, Summit Point.  
 13: Autocross, Washing-  
 ton Circuit, Summit Point  
 13: Falls Church break-  
 fast, 9 a.m. \*  
 13: Drive 'n Dine to  
 Summit Point for  
 PorscheFest.  
 13: Rally #3. Camp  
 Friendship Rally. \*\*  
 20: Maryland brunch\*  
 20: DE tech for Sept.  
 2–4 VIR event. Auto-Ther-  
 apy. 9 a.m.–2 p.m.  
 27: Drive 'n Dine, drive-  
 in movie, Baltimore. \*\*

### September:

2–4: DE, VIR

3: Gathering of the Faith-  
 ful car show, Reston, Va.  
 3: Virginia brunch\*  
 10: Falls Church break-  
 fast, 9 a.m. \*  
 17: Maryland brunch\*  
 17: Open board meeting.  
 24: High Performance  
 Driving Clinic. TBD  
 24: Oktoberfest-Rally  
 #4-Drive 'n Dine-Car show,  
 Lovettsville, Va.  
 25: Autocross #5 \*\*  
 30–Oct. 2: Club race,  
 Summit Point Motorsports  
 Park, Summit Point, W.Va.

### October:

Sept. 30–Oct. 1, 2: PCA  
 Club Race, Summit Point  
 1: Virginia brunch\*  
 5: Committee meeting  
 8: Falls Church breakfast,  
 9 a.m. \*  
 22: DE tech for Oct.  
 28–30 Summit Point event.  
 ASG. 9 a.m.–2 p.m.  
 15: Maryland brunch\*  
 22: Drive 'n Dine, Fall  
 Foliage Drive \*\*  
 28–30: DE, Summit  
 Point

### November:

5: Autocross #6. \*\*

5: Virginia brunch\*  
 12: Falls Church break-  
 fast, 9 a.m. \*  
 19: Maryland brunch\*

### December:

3: Virginia brunch\*  
 3: Potomac planning  
 meeting for 2012  
 3: Drive 'n Dine: Anti-  
 etam, Md. 4 p.m. \*\*  
 10: Falls Church break-  
 fast, 9 a.m. \*  
 10: Open board meeting  
 and elections. Location TBD  
 17: Maryland brunch\*

\*—See below for details on the  
 brunch meetings.

\*\* — for details on specific events,  
 contact the following program chairs

**Autocross:** Tony Pagonis, au-  
 tocross@pcapotomac.org

**Club Race:** Kevin Oyler, clu-  
 brace@pcapotomac.org

**Concours:** Ron Davis or Mike Sarli,  
 concours@pcapotomac.org

**Drive 'n Dine:** John Eberhardt, dri-  
 veanddine@pcapotomac.org

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**DE Tech:** David Diquollo,  
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**Rally:** Linda or Craig Davidson,  
 rally@pcapotomac.org

## Potomac monthly brunch locations

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

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

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

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

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

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## New members, anniversaries

### March 2011 anniversaries

#### 25 years

Michael H. Anstice  
& Robin Anstice  
Brent C. Bousman  
& Joan Bousman  
Wayne M. Masefield  
& Evelyn S. Masefield  
Sterling G. Williams  
& Gary G. Williams

#### 20 years

Robert Van Buskirk  
& Adria Van Buskirk

#### 15 years

Christoph Duenwald  
& Angelique de Plaa  
Richard Hardwick  
& Libby Hardwick  
Tod F. Reinert  
& Liz Reinert

#### 10 years

John Brady  
& Susan Brady  
Richard P. Franco  
& Christine Franco  
Frederick Hayes  
& Glen A. Kruse  
Claude Imbt  
& Sandra Imbt  
David Kalinowski  
& Jennifer Goetz  
Timothy B. Kearns  
& Kim Kearns  
Wayne McDorman  
& Pam McDorman  
Barbara Pearlman  
& Jerrold Pearlman  
Jeff Rusher &  
Patricia Vernon-Rusher  
Michael W. Spraggins &  
Miguel D.C. Spraggins  
V. Frank Stone &  
Victor F. Hampton  
Stone  
Gordon Wilson  
& Jean Wilson

#### 5 years

Cheryl L. Agogbua  
& Johnson Agogbua  
Albert Bouet  
& Jeannie Bouet  
Mason Y. Cooper  
& Bonnie Cooper  
Bennett Frankel  
Anthon R. Fuisz  
& Alice Fuisz

John Grivsky  
& Michael Grivsky  
Dan Johnson  
& Dawn Johnson  
Robert D. Luskin  
& Charles Luskin  
David Miller  
& Jennifer Miller  
Rain Montes  
& Steve Montes  
Bill Peace & Pam Peace  
Christopher C. Stansbury

### April 2011 anniversaires 30 years

Michael Lapadula

#### 25 years

Paul Gentile &  
Dana Gentile  
Michael C. Ingram &  
Kevin Ingram  
Nadim Khalaf &  
Alexandra Khalaf

#### 20 years

John M. Bradley &  
Jeanne Bradley  
Ronald L. Davis &  
Diana Davis  
Keith G. Lyon &  
Victoria Lyon  
Greg Merrill &  
Claire Merrill  
John A. O'Keefe &  
John A. O'Keefe  
James E. Pohlmann &  
John A. Pohlmann

#### 15 years

Daniel R. Hagan &  
Donna Sue Callison  
Matthew J. Newton &  
Jennifer Zakriski  
Brian P. Phelan &  
Angela M. Phelan

#### 10 years

Matthew Marks &  
Amanda Marks  
William L. McCullough  
& Mark R. McCullough  
John Mock &  
Becky Mock  
David D. Olimpi &  
Katherine J. Olimpi  
Bill Paterakis &  
Debbie Paterakis  
Philippe Taillet &  
Gregoire Taillet

#### 5 years

Ted Kratovil &  
Shane J. Tews  
Quentin Lockwood

### February 2011 new members

Rames Andrawis &  
Ramsey Andrawis –  
2008 911 cabriolet  
Diana Barnes  
Robert E. Basinger – 1988  
944  
Tomas Bubinas – 1994  
968  
William Butler – 1990  
911  
Douglas W. Charnas &  
Marianne Chaconas –  
'07 911 C4S cabriolet  
Michael Chen – 2007  
911 C4S  
Joshua C. Combs &  
Ashley Combs – 1983  
911 SC  
Brian T. Coop &  
Kathleen Meehan  
Coop – 2008 Boxster  
Byron C. Cuyun – 1969  
911 Targa  
Steve Darr & Donna Darr  
– 2008 Cayman S  
Mike Del Principe &  
Rosellen Del Principe  
– 2008 Boxster  
Mark A. Dombroff –  
2007 Carrera S  
Jess Duenas &  
Jo Ellen Kleindienst –  
2010 Carrera 4S  
George C. Elliott &  
Lissa Elliott – 2009  
Cayman  
Jon Graham – 2004 911  
C4S cabriolet  
Steven Hagenlock – 2005  
Carrera S  
Frank C. Holland &  
Leslie Holland – 2008  
Cayman  
Michael C. Horta &  
Jessica Sauers – 2009  
Cayman S  
Jon Kim – 1994 Carrera 2  
cabriolet  
Lowell Matthews &  
Cynthia Matthews –  
2008 Cayenne  
David L. McMillan –  
2003 996  
Roger Mecking – 1983  
911SC

John R. Moore &  
Sharon P. Moore –  
1989 911  
Elzie L. Patterson &  
Marjorie Patterson –  
2009 Cayman S  
Priscilla Rae &  
Robert Rae – 1987  
911 Carrera cabriolet  
Jason Ramsbottom &  
Wendy Ramsbottom –  
2011 Cayenne  
Patrick H. Rhodes – 1965  
911  
Srinivas R. Sankaraneni –  
2011 Cayenne S  
Frank Scahill – 2007 Cay-  
man  
Mike Schwehr & Laurel  
Schwehr – 1998 911  
cabriolet  
Edward Shin – 2006 997  
cabriolet  
George W. Solhan &  
Christyna Solhan –  
1975 911  
John Somiak – 2010  
Carrera S  
Nathan L. Strup – 1996  
993 Targa  
Mark L. Thompson &  
Cindy Thompson –  
2008 Carrera 4S  
Jonathan Van Hise &  
Stephen Trempe –  
1988 944  
Alex Vasilescu &  
Katie Vasilescu – 2006  
Cayman S  
Suraj Venna – 2008  
Carrera 4S Targa  
Kenny Warren – 2009  
Carrera 4S  
Steven R. Wilson &  
Cherie Wilson – 1989  
944 Turbo S  
Kristy Jo Winkler &  
Kirk Winkler – 2006  
987

### March 2011 new members

Don Ayotte – 2000  
Boxster  
Joe Baehr – 1995 911  
Eric P. Baldwin – 1987  
944S  
Frank D. Czworka &  
Katie Czworka – 2007  
911S cabriolet  
Jack Gehring – 2002 911  
cabriolet

Terry L. Hansen – 2007  
911 C4S cabriolet  
Brian Hester &  
Susan A. Leather –  
1975 911S  
Steph Hitt & Jim Hitt –  
2002 Boxster S  
Robert V. Huffman –  
1985 944  
Kent N. Jacocks – 2007  
911  
Yama Jewayni – 1972 911  
Targa  
John Jordan  
Lou Kendrick &  
Lynn Kendrick – 2006  
Boxster S  
John J. Kenney &  
Maria Delsasi – 1998  
Boxster  
Sam Kloszewski Dvorak –  
1999 911  
Ben Laverdure – 2004  
Cayenne S  
Karim Marei – 2005 911  
cabriolet  
John I. Newhouse – 1992  
C2 Carrera  
Geoff Perkins & Michele  
Perkins – 2008 Cay-  
man  
Marc P. Pfeiffer & Brenda  
Pfeiffer – 1981 911SC  
Targa  
Ted Poole & Suwane  
Holmes – 2006 911  
Eric J. Prepisciuc & Merita  
Hasi – 1988 911  
Mike Ramsey & Karen  
Ramsey – 2002 Targa  
Eric Richard & Laura  
Macklin – 2007 Cay-  
man  
Vik Tuladhar & Vaishali  
Shukla – 2006 Cay-  
man S  
Bob Weinstock – 1997  
911 C4 cabriolet

# Rally FAQ answers questions for novices

By Linda and Craig Davidson  
for *der Vorgänger*

A PCA rally is like a scavenger hunt in your car. If you like puzzles, or just driving your Porsche on back country roads, you'll love rallying, too.

## How does a rally work?

We meet at a convenient location, usually a shopping center that has a large parking lot and restroom facilities. Each team will be given a packet of information with directions and rally clues. After a short drivers meeting, teams will leave in 2–3 minute intervals until all the cars are on the course.

## What if I have a terrible sense of direction?

It doesn't matter. You will be given explicit directions with mileage markers for all the turns on the rally course.

## Should I bring a GPS?

Only if you need to find the starting location or your way home after the rally. A GPS is irrelevant on the rally as you will have to follow the directions in order to answer all the clues.

## What else should I bring?

Most important, bring a navigator! It will be very difficult to handle the directions, the clues and the driving without one. Other helpful items are clipboards to keep your paperwork organized, a pen or pencil, tape for pictures if it's a photo rally, a calculator and a highlighter.

## What is a TSD rally?

A Time-Speed-Distance rally often requires special equipment for exact timing and lots of volunteers for checkpoints. This is NOT what we run at PCA.

## What is a gimmick rally?

The gimmick part of the rally tests your ability to answer clues based on things you see along the route. It might be as simple as filling in the blanks for an unusual sign, or it might require a little "thinking outside the box," but all the answers will be found along the route.

## What is a photo rally?

You will be given a series of pictures that will have to be identified on the rally route. They might be interesting signs you see or lawn ornaments or something unusual. This is where the tape comes in handy—tape the photos to the dash so the driver can see them, too!

## How long is a rally?

Rally courses typically are 60–70 miles in length, and take 2–3 hours to complete. Our rallies always end at a restaurant or special event that involves food, time to socialize and admire each other's cars.

## I'm very competitive. Is rallying for me?

Rallying is fun for everyone. You make it as competitive as you want, but remember it's NOT A RACE. The winners are determined by how many clues they answer correctly. The top three teams are awarded trophies.

### Potomac rally schedule for 2011

**May 21:** Rally No. 1.  
Maryland.

**June 25:** Rally No. 2.  
Virginia.

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

**Sept. 24:** Oktoberfest  
Rally No. 4.

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Photos by Richard Curtis



## DIY tips

Share your own do-it-yourself tips with dV readers by sending an email to [dveditor@pcapotomac.org](mailto:dveditor@pcapotomac.org). A high-resolution photo will be necessary also.

### Dent prevention!

Remember that tense moment in your garage when you were scooting your big, heavy floor jack around and let go of the handle just knowing it was headed for that delicate sheet metal of your Porsche? Allay future fears by buying less than \$2 worth of water pipe insulation and wrapping your jack handle. No more worries!

### Vice grips prevent slippage

Full credit to Potomac's Kurt Mickelwait for this handy and helpful tip: To prevent the jaws of a line wrench from opening up when you're applying a lot of pressure on a hard-to-remove fitting, grasp the jaws of the wrench with a set of vice grip pliers. Presto! No more slipping and rounding off a fitting.



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# How to replace a Boxster belt



Photos and story by Lea Safley  
for *der Vorgänger*

If you own a Boxster, a routine task of maintaining your Boxster is replacing the poly rib belt. I had read about this task online using a Boxster owners forum and by reading different postings found under a Google search. In each instance, the task was described as being one that could be performed in a couple of hours, depending on how much detailing you chose to do while performing the belt change.

I purchased the replacement belt for my 2000 Boxster at the dealership. My car has air conditioning and uses part number 996 102 151 66. I suspect that different belt sizes may be available due to the part identification number found on the description label on the box. If you can take your old belt with you to the dealership to compare, as I did, this may save you a trip back to exchange it.

If you perform any maintenance on your car, the tools required for this project are those that you should have in your tool chest already. You will need a 10mm socket, a 24mm socket, a ratchet and, if available, a long-handled ratchet wrench. If you want to tell your significant other that a nice four-post lift is required, that is up to you. It didn't work for me.

I'm not a tall or large person so gaining access to the belt and pulleys only required me to slide the seats to their forward-most position and then tilting the seats forward. Once done, you will see the carpeted firewall. (*See Photo 1*) In the photo above, I had yet to remove the speaker box or the carpeted engine cover.

Removing the carpet requires that you remove the four plastic grommets on the upper lip of the carpet.

Once you have these removed, you will see the shiny engine access panel (see below) that is held in place by seven bolts and two nuts. Once the fasteners are re-



moved, the access cover is removed to gain access to the belt and the pulleys. (See Photo 2)

Other mechanicals are also visible after removing the engine access panel although their removal and replacement will not be covered in this article.

Using the diagram below and Photo 4, you will find the belt tensioner identified as No. 7. Find the belt tensioner on your car, and using a 24mm socket and the long-handled ratchet, loosen the tension on the belt by rotating the belt tensioner clockwise. (See Photo 3)

Care should be taken when releasing the tension as the spring-loaded pulley will spring back to its "tensioned" state when you are no longer turning the nut clockwise.

I found it unnecessary to use a "cheater bar" to perform this task, although it was mentioned when I read the internet information.

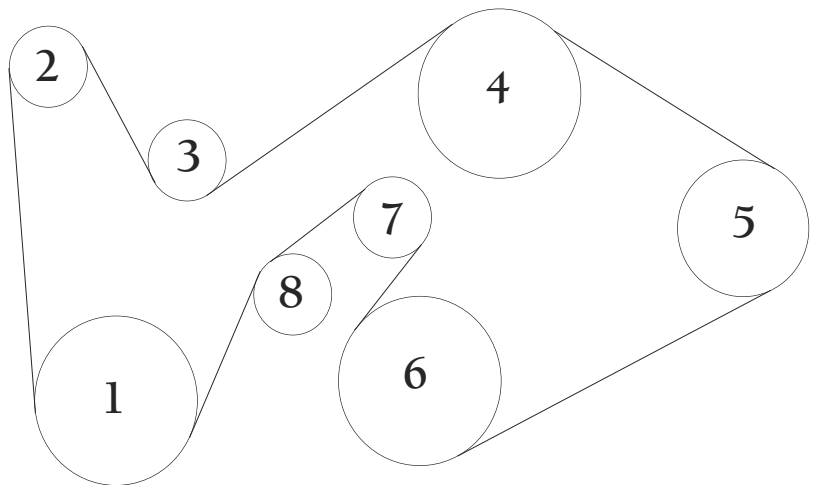
With the tension on the belt released, slide the belt off the pulley, carefully releasing the pressure on the tensioner nut.

With the belt removed, extract yourself from the car. You may (will) need to do a couple minutes of stretching to regain your perfect posture.

Replace the belt, routing it under and over the pulleys and mechanicals as shown in the diagram. I found it easiest to leave pulley No. 2 for last, but your choice may differ depending on which side of the car you're working from.

In any case, you will need once again to locate the belt tensioner and again loosen the tension by rotating the belt tensioner nut clockwise until you are able to properly locate the belt on each individual pulley and belt. (See Photo 4)

For those who are a bit more adventurous, you might want to take this opportunity to replace the belt tensioners and/or deflector rollers. Worn deflectors may be a source of occasional squeaks and noise as the belt rotates. A worn belt tensioner allows your belt to become slack, preventing the belt from maintaining the necessary tension.



Complete the project by replacing the engine access panel and the rear firewall carpet.

Start your car and take it for a drive.

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# Public Service Committee puts fun in fundraising

By Scott Mayster  
for *der Vorgänger*

This promises to be another great season for The Founders' Region with more events than ever before. As always, we look for ways to give back to our community while having fun in our cars. Here are a few changes to the 2011 Public Service calendar:

**Lifts for Charity**, always a favorite, will return this season with two opportunities to perform maintenance and repairs on a lift while supporting our charities. The first date is April 23 at Porsche of Silver Spring, and the second is May 21 at Porsche of Rockville. Space is limited, so please contact Public Service as soon as possible to reserve a time. Both events are held in conjunction with DE Tech inspections, so there will be plenty of expertise on hand if any questions arise or advice is needed. Thanks, as always, to the Tech inspectors for allowing Lifts for Charity to run at their events.

At the July 16-17 Summit Point Raceway DE we once again will offer **Laps for Charity**. For a small donation, anyone with a valid dri-

ver's license will be able to drive their own car around our home track at parade-lap speeds (max 60 mph). See the entire track from the best of all vantage points: the driver's seat, just like the racers! The event will run both days at lunchtime. Please plan to arrive early to register.

One bright spot in 2010 was the expansion of the **Taste of the Track (TOTT)** program. In the past six seasons, the PorscheFest TOTT has been our most successful fundraiser. Held in conjunction with Drivers' Ed (DE), TOTT gives PCAers, their friends and family the opportunity to get in on the education, camaraderie, and excitement of a DE weekend. Spending a day at a race track is always exciting and educational, but the sensation of riding along as an experienced instructor turns hot laps is unforgettable. Last year, the program was expanded to allow for a limited number of participants at almost every DE event. If interested, please check the DE

## How to contact Public Service

*Public Service has events for everyone, so please come out and support our charities. For more information or to register for any of these events, or if you are interested in helping out with events, please contact the Public Service Chair, Scott Mayster, at [publicservice@pcapotomac.org](mailto:publicservice@pcapotomac.org)*

calendar early and contact Public Service to reserve a spot.

PorscheFest is always our region's and Public Service's biggest weekend. For the seventh consecutive year, PorscheFest will include the largest TOTT of the season. With its own run sessions on Saturday and Sunday, we have room for up to 30 participants per day although this event almost always sells out. In addition, we will hold a charity raffle with prizes to be awarded at Saturday night's gala dinner.

Also on the PorscheFest weekend is the **Camp Friendship Rally**. Camp Friendship is an overnight camp for kids with cancer in North East, Md. Potomac's rally co-chairs, Craig and Linda Davidson, continue this traditional event with a rally to Summit Point Raceway where participants can join in the weekend's fun. Of course, all registration fees for the rally will be donated to the Carol Jean Cancer Foundation.



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# An R-Gruppe hot rod, quick bright and light

By Robert Abbott  
for *der Vorgänger*

My father was stationed in Germany when I was about six years old. One day, he came home with a brand new 1969 911S. As he told the story, he had gotten into a race with a 911 on the autobahn in his Austin-Healey 3000 and had been beaten so badly that he drove it right to the Porsche dealer, and traded for the “S.”

Early 911s and Porsches in general were imprinted on me at a young age. Porsche was the only car I ever wanted as a kid. Sitting in that '69S, listening to that engine, must have had a profound effect on me, because it has become a life-long addiction.

I've driven quite a few Porsches over the years and have always been drawn back to the early 911s as my fa-



Photos by Richard Curtis

**Top:** Potomac's John Magistro chats with this '71 911ST's owner, Rob Abbott, right, at Potomac's 55th anniversary car show in October, 2010.

**Above:** The 3.2 engine is backdated with 46mm PMO carbs; engine tin was replaced with fiberglass; engine mounts are RSR; flywheel is a lightweight unit.



Photos by Richard Curtis

Above: Lewis Hauser of Fairfax, Va. Karosserie Ltd., built this 1956 custom-bodied 356 “Sportolet” for Abbott, pictured above with his son Alex at the 2009 Gathering of the Faithful in Reston, Va.

Right: Abbott points out the 356 armrest. Above the armrest is a grab handle also from a 356. The interior door pulls are from a 914.



avorites. About five years ago I found this nice 1971 911T locally in Virginia. The car had zero rust and no sign of any accident history; it was a desirable Signal Orange.

I drove that car for a couple of years, participating in some rallies and other events for early 911s, during which I met some members of R-Gruppe, a California-based car club for guys who like to modify early 911s, according to a factory publication and parts list to be used to convert street cars to race/rally cars.

One of the club rules is that you actually need to attend events. The plan was to ship the car from Maryland,

for one year and be able to attend the 2010 annual R-Gruppe Treffen and other West coast events such as the Targa California. I also would be able to drive some of the famous California roads such as the Pacific Coast Highway and Mulhulland Drive.

Since the car was going to be there for an extended time, I made a deal to have it painted and stored there for car events. I soon found that a shop that specialized in building cars for R-Gruppe members had located a source in Europe for the wide fenders Porsche used in a handful of factory racecars. The “ST” was the internal design-





Left: Talbot mirrors—correct for the period—adorn the doors. The car has a rear-seat delete and features an aluminum roll bar. The rear deck lid is also aluminum. The body is steel including the bumpers. Special-order Fuchs wheels took eight weeks to arrive; they are 9" front and 10½" rear.

Below: The dashboard features custom gauges. The 10,000 rpm tachometer has an inset fuel level gauge; the clock—usually on the right side of the gauge cluster—is now on the left. The “fifth” gauge is now a fresh-air vent.

The interior features rebuilt seats (with seat heaters!) with houndstooth upholstery.





Photos furnished by Rob Abbott  
**Left:** Abbott had the car resprayed in its original Signal Orange. The designation “ST” was the internal designation for a model not available to the general public.

nation for a model not available to the general public and was the forerunner of the iconic RS model.

I didn't want to build a perfect replica of an ST race car but something that could have been ordered from the factory by someone who was not a professional racer but wanted a car for weekends at the track and during the week as a comfortable daily driver.

Over the years I collected a lot of ideas, from other peoples cars and studied photos of old racecars. I had a mental picture of the look and details that I wanted to include in the build. Things like the off-center through-the-hood fuel filler and a 911R-style oil tank with external filler cap used for quick fills during pit stops. Cool looking lightweight drilled engine lid hinges and door handles were done also.

I tried to incorporate these period items into the car, while still doing a few original touches, such as the custom door panels. They are similar to the lightweight RS panels but have basket-weave inserts, 356 armrests and door pulls. The original sport seats were rebuilt, recovered in houndstooth fabric and incorporate electric seat warmers. Over the years I've collected parts that I wanted to include such as the rare Talbot flag mirrors, four Cibie hood lights, vintage Abarth steering wheel, dash mounted stopwatches and a Halda Trip-master.

The car is all steel including fenders and bumpers, which were cut and formed to the fenders, and slotted for the Carrera oil cooler. It has an aluminum rear deck lid and a balsa wood reinforced fiberglass hood, done just like the factory. The strut braces and shock tower supports are welded in, duplicating the factory set up.

The wheels are 8x15 and 10½ x 15 Fuchs with a matt RSR finish built by Harvey Weidman and Hoosiers that have been hand grooved.



**Right:** The ST has an all-steel body except the aluminum rear deck lid and a fiberglass-reinforced hood.

*Rob Abbott is a dentist who lives in Odenton, Md. He first became a PCA member in the '80s for about five years and then again in 1998 until now. He has previously owned 10 Porsches. In addition to the ST, he currently owns another four Porsches plus a 1966 VW bus.*

The original 2.2T engine was replaced with a 3.2L with PMO carburetors and a lightweight flywheel. The engine tin and fan shroud have been replaced with lightweight “Amber” fiberglass. The engine is supported with an RSR perforated bracket, and the exhaust is a custom 911R style, and yes it is loud.

The first time I drove it with the new engine I thought I had created a monster. The combination of a lightweight car and twice the horsepower has transformed a once mild 911T into a rocket.

The car received a warm reception at the R-Gruppe Treffen, which was fantastic to meet such a large enthusiastic group of early 911 fans and see their cars.



# First-timers guide to concours preparation

By Bev Gould

Giving thought to entering your car in this year's Deutsch Marque concours on May 1? That is great news, and I want to give you a few hints on how to prepare for entering your first concours.

I am not sure how other parts of the country run their concours. However, what I am going to write about here is pretty universal as far as prepping your car for the first time. I am going to give you the simple approach to get you started.

First, look at the car classifications that are offered for the event you are interested in entering. For Deutsch Marque, there are only two: Judged and Wash & Shine. I would choose the entry level class, Wash & Shine. In Wash & Shine, only the exterior and interior are judged. It is easier than having to clean the trunk and engine as well, which could be a bit overwhelming if you are just getting started.

For the exterior, wash the car thoroughly. This includes the wheels, bumpers, paint, windows, headlights, tires, fog lights and valances. Make sure you do not leave any water spots. To reduce water spotting, use distilled water for washing and rinsing. If you do not have distilled water around, ensure that you wash the car in segments. This way you can dry it off quickly to reduce spotting.

You also want to polish the car.

If your Porsche sits out all the time, then you will want to wax it, also. If not, a good polish will make your car sparkle. Make sure you get the entire wax/polish residue off the paint, rubber and crevices.

You can use a soft bristled brush or tooth brush to remove the excess wax or polish stuck on the rubber or crevice. It will break loose and create a fine dust. Don't wipe this stuff down with a rag; it will just move it somewhere else. You are better off using a soft-bristled brush or compressed air to whisk away the dust.

For wheels, make sure they are cleaned and polished. Clean off the sidewalls, using a wheel and tire cleaner to remove any excess tire dressing or grime. Use a soft-bristled brush to scrub the tires with cleaner. You will want to be able to rub your fingers across the sidewalls without your fingers turning black or brown. For the wheels themselves, polish them and clean around the lug nuts as this is an area judges particularly love to check. Then make sure you don't have any excess polish along the rim or lug nut area.

Don't put a dressing on the wheels, this stuff just picks up more dirt from the road. You don't have to clean the wheel wells for a concours, but it is a good idea to do so, as it makes the overall presentation of the car look better.

Now that you are done with the exterior, it looks

2010 photo by  
Michael C. Copperthite

**In the 2010 Deutsch Marque concours, Howard Bryon won Best of Marque for his 1957 356 Speedster. Bryon's Aquamarine Blue Metallic car was the subject of a *der Vorgänger* cover story in the May 2009 issue.**



2010 photo by Richard Curtis

**Above: Tom Coyle, left, of Mt. Vernon, Va., chats with Peter Hebert of Ashburn, Va. Hebert's 2002 911 Turbo with only 8,700 miles is in the background.**

2010 photo by Michael Madrid

**Below right: The Deutsch Marque is open to all models of Porsches including a healthy number of 911s of all models.**

pretty good, 'huh? Take a few photos; it is fun to chronicle your efforts and share them with your friends.

The next area to clean for a Wash & Shine Class is the interior. You are going to clean just about everything that is visible and then some. I will try to point you through the basics to get you through your first concours, but this area does require attention to detail.

First clean the windows. Why first? You will have to climb in the car to clean them. When you do this, you also bring in dirt and debris from outside on your shoes. I'll be honest, I hate cleaning the windows. Finding a good streak-free cleaner is a lot of trial and error. I have found that a solution of distilled water and rubbing alcohol works best with a microfiber towel.

Now that the windows are done, the next to clean is the upholstery. If you have leather seats, get a good leather cleaner and conditioner. I have used a few of them, but recently have been using Connolly's Hide Care.

The important thing with a leather interior is to keep the leather conditioned, so it does not dry out and crack. If your upholstery has seams, ensure you clean these as well. Dirt and dust collects in the crevices. Use a soft-bristled brush or toothbrush to clean out these crevices.

Clean the seat belt buckles. If these are chrome, chrome cleaners will polish them to a gleaming finish.

Next area is the dash, instruments, glove box and steering column. Make sure these are all clean of dust and dirt. If the dash is leather, it is important to condition this as well. Make sure you clean the vents and defroster vents. Take an old cotton sock and use it like a glove, as it works well to pick up loose dust and dirt. A shaving brush will help, also, to get into crevices and tight spots.

Spray a bit of water on the sock to make it slightly

damp, and it will pick up the dust and dirt without depositing it somewhere else in the interior.

One area many people forget about cleaning is under the dash. Think about it, under the dash gets just as dirty and dusty as anywhere else. The stuff over time can build up and is just yucky. It also can get on the carpet or affect those with allergies if not removed.

Use the sock method I mentioned before and it will clean up underneath the dash. Just a tip, but some concours judges love to look in this area. Another favorite spot for the judges (mine too) are the door latches, which get dirty over time. You can clean these with WD40 and they turn out great. I do not lubricate mine except with WD40, but if you want to lubricate the latches, make sure the lubricant is clean. When this lubricant gets dirty it becomes abrasive.

Don't forget to clean the console or door pockets. If your car has them, they should be dust/dirt free and empty when you show the car.

For carpets and flooring, first give them a good vacuuming. This includes along the edges of the carpet, under the mats if removable, etc. Use a crevice tool to get those narrow or hard-to-reach areas. If your carpet is spotted with dirt, you should shampoo this out if possible. Don't get the carpet too wet when shampooing and allow it to dry before the show.

The day of the show, bring sunscreen, hat, sunglasses, beverages, folding chair and a mat. You will also want to bring some of your cleaning supplies and tools to do touch-up work once you are at the show.

I have been showing my 1970 911E for the past 15+ years. My car had been raced, toured and rallied for years, so I know how tough it can seem to get started prepping it for a car show. But I have enjoyed seeing how the car has improved over the years and it is an award-winning automobile.

Once you get the car clean, it is not that difficult to keep it clean.

• • •

*Bev Gould has been involved in PCA for over 30 years. She is the former Zone 8 Representative for PCA and has held many positions within the club. Her 1970 911E has won many awards in both PCA and non PCA Concours d' Elegance shows. Bev is vice president of TC's Garage, which she owns together with her husband Tom .*



# Achtung!

## Porsche lovers

### 28th annual Deutsch Marque Concours May 1

By Ron Davis  
for *der Vorgänger*

By the time you read this our club's premier car show will be only a month away. Sunday, May 1 is the big day—when The Founder's Region, Potomac—in conjunction with the local BMW and Mercedes clubs—invites you to the 28th Deutsche Marque concours d'elegance.

The show occurs a little earlier than most years, so mark it on your calendar now. Last year, all three clubs had a large turn out. This year we anticipate drawing even more examples of German automotive engineering from the '50s (or even earlier) to the current day. There's always a good showing of Type 356 Porsches—last year a dozen of the "oldies" showed up—along with classic Mercedes-Benz SLs and 2002 BMWs along with many



2010 photo by  
Michael C. Copperthite

examples of newer cars.

Each car club has several classes, both judged and peoples' choice. This year, Potomac will do its best to have better class/model separation so that front-engine and mid-engine Porsche models will be judged separately.

Beautiful trophies will be presented at the traditional wine and cheese awards ceremony at the end of the day. Event sponsors include some of the area's German auto service and supply businesses. They'll be there with information about their products and typically some giveaways. A concessionaire will offer food and drinks.

We have a great venue at Nottoway Park in Vienna, Va. The cars will be on display on a grass field, and there is plenty of paved parking for spectators.

**Cars begin to take the field between 8:30 and 11 a.m. Spectators are welcome after 10 a.m. Free admission. Rain date is May 15.**

## 28th Deutsch Marque registration form

For further information please contact: [concours@pcapotomac.org](mailto:concours@pcapotomac.org) or call Potomac Concours Program Chair Ron Davis at (703) 409-0513.

For BMWs, contact BMW Car Club of America, National Capital Chapter <http://www.nccbmwcca.org/>

For Mercedes-Benz, contact Mercedes-Benz Club of North America, Greater Washington Section <http://www.gws-mbca.org/>

**Event Date:** Sunday, May 1, 2011

Cars enter field between 8:30–11:00 a.m.

**Location:** Nottaway Park, Vienna, Va.

Entrant name : \_\_\_\_\_

Porsche year \_\_\_\_\_ Model \_\_\_\_\_

Address: \_\_\_\_\_ City \_\_\_\_\_ Zip \_\_\_\_\_

Phone: (H) \_\_\_\_\_ (W) \_\_\_\_\_

EMAIL: \_\_\_\_\_

Judged: \_\_\_\_\_ Wash & Shine: \_\_\_\_\_

Registration fee, all classes: \$30.00  
(includes one reception ticket)  
Reception: \$10 for each additional person

**Registration fee:** \_\_\_\_\_  
(make checks payable to PCA Potomac)  
mail to: Ron Davis  
8508 Browning Court  
Annandale, Va. 22003



Above: Robert and Susan Mitchell, left, were recognized as Instructors of the Year by Co-Chief Instructors Bob Mulligan and Dirk Dekker.

# DE awards dinner

## Volunteers, sponsors recognized for success of Potomac's DE season



Top right: Starla Phelps received a special recognition for organizing the club's 55th anniversary celebration by 2011 club president Dick Seltzer.

Above right: Past President Tuffy von Briesen, Sherry von Briesen, President Dick Seltzer, Vice President Jody Lagioia, Steve Shoop, Co-Social Director Michaela Shoop and Cindy Pagonis.

Photos and story by Mia Walsh for *der Vorgänger*

On Saturday, Feb. 5, over 125 instructors, sponsors, volunteers and guests joined together to celebrate the successes of the 2010 Drivers Education events. Held at The Tower Club in Vienna, Va., party guests enjoyed cocktails, *hors d'oeuvres* and a buffet dinner while socializing with fellow club members "off-track."

Over the course of the year, the PCA's Founders' Region, Potomac holds many joint events and relies upon our corporate sponsors to make our club a success. During the ceremony, DE Chair Alan Herod, recognized our sponsors for their contributions.

He invited the club's sponsors in attendance to stand and be recognized. These included Francois Duret (All-sports Grandprix), Jose Herceg (Autobahn), Roger Bratter (Auto-Therapy), Jens Scott (BSR), Matt and Judy Curry (Curry's Auto Service), Jack Ford (Euro Pros Col-

lision Center), Tom Walsh (Porsche of Rockville) and Mike and Faith Shah (Shah & Shah Jewelers). Herod continued by thanking the volunteers in Tech, Registration, Social and other committees that make the club run smoothly.

The evening continued with several special awards, including the coveted "Instructor of the Year." Co-Chief Instructors Dirk Dekker and Bob Mulligan expressed their difficulty in choosing just one instructor, as so many participated eagerly and willingly throughout the year. In the end, they joyfully announced joint winners Robert and Susan Mitchell, married instructors who participated in seven different DE events locally as well as traveling to instruct at Mid-Ohio and VIR.

PCA Potomac President Dick Seltzer took the microphone next to announce another "stellar" member of the PCA instructor group. Starla Phelps was recognized for her organization of the 55th anniversary celebration, her enthusiastic instruction in the DE events and her overall



Enjoying the celebratory dinner held in Vienna, Va., are (from left) Fatih Selekler, Brian Walsh, Rod Ryan, Eric Stratton and PCA President Dick Seltzer.

Below: Co-Chief Instructor Dirk Dekker and Tech Chair David Riley take a moment to smile for the camera and compare their winter hair growth!



long-term commitment to the club. Her eyes were twinkling with excitement when she received the award.

Conversations ensued among party guests including what modifications have been made to their cars in the off-months, preparations to get cars "track ready" when the weather warms and the long schedule of upcoming DE events planned. Herod reminded the group that the on-line registration for ALL 2011 events was open and the club is eager for its members to sign up now at <http://pcapotomac.us/>



Above left: John Magistro hams it up for the camera of Mia Walsh.

Left: DE instructors Rod Ryan and Nando Silvo-Pinto.



Photo by David Wilks

Nighttime on the river front of the Savannah convention center, site of the 2011 Parade headquarters. There is a convenient ferry system between the city's downtown and the convention center.

# Parade: From pralines to Porsches

By Cole Scrogham  
From PCNA

Anyone who has visited Savannah knows that the "Old Town" part of the city, the riverfront area, is replete with history. Walking on cobblestone streets and exploring storefronts and small restaurants is a calming pastime to be sure. Actually, they are ballast stone streets, as English ships would leave their ballast stones in return for American merchandise, tea and cotton; but that doesn't sound quite as quaint, does it?

On these streets you can find handmade pralines, the curious local favorite of boiled peanuts and as many oysters as you care to eat. If you prefer, you can walk a block or so to the park bench made famous by "Forrest Gump" and recall that life is like a box of chocolates.

What is surprising about Savannah, however, is that this is just the beginning of an exploration that many have spent entire lives embracing.

To be in Savannah is to be in history. Everywhere you turn there is another reminder of this port city's involvement in the growth of the U.S. Savannah's website, <http://www.savannahga.net/>, literally has hundreds of destinations neatly organized alphabetically for lodging, dining, tours and other activities.

Georgia's first city has much to offer, not the least of which is that it will be shared with Porsche enthusiasts the first week of August.

This is one of those areas that Porsche people will love; Southern hospitality that is legendary all over the world, the small and intimate settings where friends can enjoy a casual evening and the small town feel that can lead you out of the city to country roads in a matter of minutes.

Location, location, location is the focus of Parade 2011. Parade headquarters is the Convention Center that is located on picturesque Hutchinson Island, just across the river from downtown.

The autocross will be held adjacent to headquarters, as for the first time in recent memory sufficient asphalt exists for a good-size course within walking distance. If you still need to get your track fix the local region will hold a Drivers Education event at nearby Roebling Road Raceway the last weekend of the Parade.

With the concours event held at downtown's Forsyth Park and the rally featuring lovely local roads, the main attractions of this year's Parade are all in the same general area.

Local beaches and museums including the mighty 8th Air Force Museum as well as local sporting events are just among many attractions for Parade attendees. You can try out a cooking class or go on a shrimping cruise, and of course the local towns of Bluffton and Beaufort feature historic downtown areas as well.

Savannah itself has a feel more like a big town than a bustling city. As with many of the port cities in the South you can find open

spaces quickly and easily. Tybee and Hilton Head Island are famous for their white sand beaches and slow pace...you may want to stick around the area for a while after the final Parade banquet concludes.

Be sure to check out the Parade activities at <http://parade2011.pca.org> so that you don't miss any of the action. Registration began on March 8. You will also be able to view the traditional Parade event schedule for the week at the website and learn about air-conditioned concours prep areas; Parade 101 classes that make sure the first time Parade goers are prepared for the week; hospitality and goodie store hours; and opportunities to volunteer as a Parade worker. Other events such as the popular RC car races, ice cream social, tech academy, art show and driving tours will complement the week.

Won't you join us for a spectacular Parade, the highlight for PCA this year? Anyone who has attended a Parade can tell you this is not just a normal multi-event weekend, this is the highlight of what PCA has to offer, full of things to do and see with many Porsche folks in attendance.

Everything has been planned and is ready for you; all you need to do is bring yourself, your family and your Porsche for a vacation experience.

Check <http://parade2011.pca.org> for more information.



# April 1: Porsche unveils pickup, other new products

By John Eberhardt  
for *der Vorgänger*

Showing themselves virtuosos of product-line extension, Porsche has announced a revolutionary mid-engined sports pickup that is rumored to be called El Boxstero. While there are no factory photos available at the moment, our artist has rendered what the new El Boxstero might look like.

The pickup will compete in the highly competitive sport-pickup segment and will be the only mid-engine pickup variant in the market. Speculation is already rife about whether or not Porsche plans to campaign the El Boxstero in the NASCAR truck series where its mid-engine layout would be highly competitive although the engine would have to be bored and stroked to 6 liters.

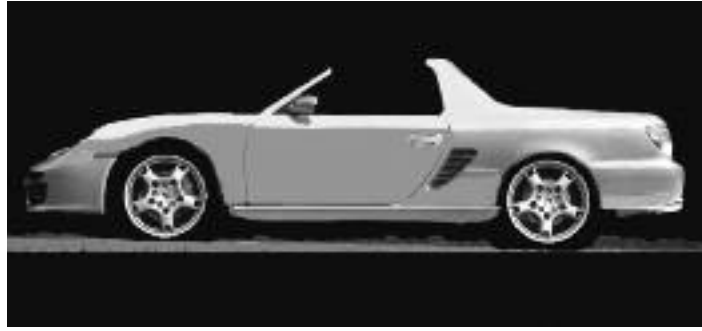
The El Boxstero only adds 66 pounds to the weight of the stock Boxster and only lengthens the wheelbase by a half inch, thanks to the use of advanced materials. A boat-tail design truck bed provides the same amount of cargo space in a more stable and aerodynamic package that is, frankly, well suited for boats.

Franz Brennen, design chief for the El Boxstero, told *dV*: “You can imagine the design challenges with a vehicle of this type, but this isn’t the first truck made by Porsche, and it was a logical fusion of Porsche engineering skills. We are particularly proud of the use of cardboard-fiber body panels to offset the weight of the truck bed, and expect this car to turn in times on the Nurburgring similar to a regular Boxster.”

## Lightweight toupee

Porsche will announce on April 1 that Porsche Design will be marketing a new product called the “P-Tupee” a special lightweight, high-performance hairpiece.

Using advanced carbon fiber technology and a special fastening system, Porsche engineers estimate that the P-Tupee lowers weight by up to 70% compared to tradi-



Artist’s concept by Tony Pagonis for *der Vorgänger*

**Obviously, *der Vorgänger* applauds Porsche for offering this small, luxury pickup truck concept based on the Boxster.**

tional toupees, and that the P-Tupee has achieved wind tunnel drag coefficients as low as 0.38, which is pretty good for a toupee.

To affix the P-Tupee, the wearer has four simple elastic cords, one for each corner. The two front cords simply hook into each nostril, while the rear cords are a little trickier as they have to be wrapped down behind the ear and under the earlobe before being hooked into the earhole in order to keep the P-Tupee in place.

The method of affixing the P-Tupee to the ear has come under some criticism from Porsche loyalists and toupee journalists. However Porsche engineers assured *dV* that “while there are simpler methods, this really provides the optimum balance between toupee stability and the kind of ultra-lightweight performance hairpiece that we were aiming for.”

## Removing animals

How often has this happened? You put up your classic Porsche for the winter and come out to the garage in the spring, ready to take off the trickle charger and go for a ride. But wait! Mice have nested in your car! Oh, no! Perhaps they have chewed the upholstery, or the wiring harness, or are just using the front boot for a warm place to raise their young.

When removing nesting animals from your classic Porsche, bear in mind that there are a whole new series of federal, state, and local laws pertaining to the safe and humane removal of animals.

For example, for our members in Montgomery County, Md., do you know that no mice nests can be moved without a Montgomery County Murine Removal Permit?

I will try to cover some of the basics here as a starting point, but recommend you contact your county animal control office to ensure that you comply with all applicable laws.

First, is the species of rodent residing in your classic Porsche endangered? Sure, to you and me, he looks like a squirrel with rabies, but he could be a rare and endangered “Virginia Brown Nut Dervish” or a “Maryland Sour Mash Bandit” both of which are endangered squirrels in our region.

Bear in mind that if you have an endangered species living in your Porsche, a whole different set of regulations applies. First, do not try to determine the species yourself—hire a qualified zoologist (you can find one on the zoology section of the PCA Potomac web site). Do you really want to risk years of federal litigation and fines to save a few thousand dollars of zoologist consulting fees?

If it does turn out that the species is endangered, you will not be able to remove them from your car. While this may be disappointing at first, there are unexpected benefits. As an endangered species habitat, there are many state and federal support programs out there, and they do not explicitly prohibit the use of Endangered Species funds from purchasing tires or track pads. If the car is ren-

dered undrivable by your guests, you may consider selling it to the Department of the Interior as a “species habitat” park—an outcome that is particularly desirable if, say, the valve guides on your 1982 SC are shot.

If the species is not endangered, you can now go about removing it, assuming you have the necessary permits and licenses. Depending on the state in which you live, you may need to obtain the permits and licenses from the Department of Motor Vehicles, Department of Animal Control, Department of Environmental Protection, Department of Fish, Game, and Wildlife or possibly all four. Since you can’t know without checking with each individual department, I recommend you set aside 2–3 days for the permitting.

OK, so we have determined that our squirrels are not endangered, and we have our permits. Now to the critical step: Are the animals rabid? As we all know, rabies is extremely dangerous and rabid animals should be approached with extreme caution.

How do we tell if the animal is rabid? My recommendation—for safety, mind you—is to have one of your children poke it repeatedly with a stick. If you don’t have children of your own, a neighbor’s child will suffice, but I recommend having a good alibi of where you were while your neighbor’s child was poking a rabid squirrel with a stick in the engine compartment of your 356.

Final step: We have determined endangered species status, gotten permits and had an expert determine that the animal(s) in question is/are not rabid. We have to get them out of the car. This can be accomplished with one of two methods: (1) get a broom and give them a good whack; or (2) open the compartment and wave your arms around while shouting “ooogly, oogly, walla, walla.” I have had equal success with both methods, but recommend caution with the second method if your in-laws are within hearing distance.

# Fun get-togethers for car lovers

Please email details of other car meetups to [dveditor@pcapotomac.org](mailto:dveditor@pcapotomac.org)

## Katie's Cars & Coffee

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

Katie's is located at 760 Walker Road, Great Falls, Va. Katie's will reserve all the parking spaces directly across from their entrance, for use by Cars & Coffee participants. Signage identifies the reserved spaces.

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

On a cool but promising Sunday in late February, more than 25



Photo by Richard Curtis

Potomac members Bob Williams, left, Steve MacKellar and Mike Sarli enjoy coffee at the Fair Lakes Sunday meeting Feb. 27.

cars gathered for this meetup, so time of year is not prohibitive. The Fair Lakes (Va.) Starbucks for coffee and cars is the site. 8:30-10:30 at the Starbucks, 12599 Fair Lakes Circle, Fairfax, Va.

## Street rods and others

A long-standing gathering for car folks in Northern Virginia is a regular Saturday late afternoon-early evening informal car show at the Burger King, 10991 Nokesville Road, Manassas, Va. 20110 (near

the Manassas airport at the intersection of Route 234 [Prince William Parkway] and Route 28). Only during good weather. Usually lots of street rods, muscle cars, customs, motorcycles, pickups, Corvettes and Mustangs.

## Exotic cars meet-up

These meetings are arranged through a website, [www.6speedonline.com/forums/mid-atlantic](http://www.6speedonline.com/forums/mid-atlantic). As of this writing, the website has yet to post meet locations, dates and times. Check this URL for dates, times and location.

## NoVa Sports Car Club meetups

A relatively new website is listing a variety of local meetups for sports cars in the D.C. metro area.

Details at: <http://www.meetup.com/novascc/>

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## 2011 DE tech schedule announced

Driver Education event participants must have their cars inspected at least two weeks prior to the event.

DE tech days are aimed primarily at drivers participating in a specific DE event. Inspections include tires, suspension, engine, throttle, wipers, brakes, brake lights and fluid, steering, safety equipment (seat belts, roll bars if equipped, battery tie-downs, etc.).

However, if time permits, any Potomac member can have their car inspected.

There is no charge and inspections are done on a first-come, first-served basis.

Non-participants are encouraged to attend. If you want to have your car put on a lift or to have the tech guys inspect your car for oil leaks, loose wheel bearings, bad CV joints, etc., drop by any of the scheduled events

### DE tech dates, locations

April 23 for May 6–8 Mid-Ohio event. Porsche of Silver Spring, 3141 Automobile Blvd., Silver Spring, Md. 9 a.m.–2 p.m.

May 21 for June 5–6 Shenandoah event; Porsche of Rockville, 1125 Rockville Pike, Rockville, Md. 9–2.

June 11 for June 24–26 Watkins Glen event, Autobahn, 3158 A Spring Street, Fairfax, Va. 9–2.

July 9 for July 15–17 Summit Point event. InterSport, 1524 Spring Hill, Road, McLean, Va. 9 a.m.–2 p.m.

Aug. 6 for Aug. 12–14 Summit Point event. Porsche of Tysons, 8598 Leesburg Pike, Vienna, Va. 9 a.m.–2 p.m.

Aug. 20 for Sept. 2–4 VIR event. Auto-Therapy, 8027-A Snouffer School Road, Gaithersburg, Md. 9 a.m.–2 p.m.

Oct. 22 for Oct. 28–30 Summit Point event. ASG, 2810-F Dorr Ave., Fairfax, Va. 9 a.m.–2 p.m.

## Potomac's 2011 autocross schedule

**April 3:** Autocross school, Baysox Stadium, Prince George's Stadium 4101 Crain Highway, Bowie, Md. 8 a.m.–4 p.m.

**April 30:** Autocross #2. Baysox Stadium. 7 a.m.–2 p.m.

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

**Aug. 13:** Autocross #4. Summit Point (W.Va.) Motorsports Park Washington Circuit (part of PorscheFest weekend). 9 a.m.–7 p.m.

**Sept. 25:** Autocross #5. Baysox Stadium. 8 a.m.–4 p.m.

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

## Chesapeake's 50th anniversary

Porsche owners are invited to the Chesapeake Region's 50th Anniversary Celebration at the U.S. Naval Academy's Navy-Marine Corps Stadium, Saturday, June 18. The event will begin with a car display, where 50 invited Porsches each will represent a year of the region's history.

The upper lots of the stadium will feature a people's choice car show (\$10 per car) for all who attend the event. Categories will be by model. This will be an opportune time to park next to an owner of a similar Porsche and swap stories in between walks to the historic display and the Admiral's Tent for refreshments and to view our 50th DVD. Social hour and dinner will be \$60/person.

For further information, contact Bob Gutjahr at [silber\\_pfeile@yahoo.com](mailto:silber_pfeile@yahoo.com) or [www.pcachs.org/](http://www.pcachs.org/)

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# How shock absorbers function

By Larry Herman  
for *der Vorgänger*

Shock absorbers, or just plain shocks as they are colloquially known, are probably the least understood component of one's car. And to that point, even their American name is a misnomer; as part of their main function they do not "absorb" shocks. The English refer to them more accurately as "dampers" because that is what

they do. They limit or dampen movement through hydraulic friction. The early shock absorbers like on the Model T were actually leather based disks that resisted rotational movement through dry friction, and had to be tightened up as they wore. Though they quickly disappeared with the advent of the hydraulic based shock, some British cars continued to use them up through the 1940s. Today's shocks are engineering marvels, with nitrogen pressurization, remote reservoirs, multiple velocity bleed disks, electronically adjustable valving, and even electro-magnetically altered (magneto rheological) fluid viscosity. But most of you are probably not as concerned

with how they work as much as with what they do, and that is the goal of this article.

First let's start with a little nomenclature. The shock is made up of three basic parts: the body, the shock rod and the internal piston and valves at the end of the shock rod. I have attached a picture of this. Movement that compresses the shock is called "bump" or "compression." Movement that extends the shock is called "rebound." The rate that the shock compresses or extends is called the "speed" of the shock, and so high speed bump refers to quick compressions of the shock as would occur from suspension movement, and low speed bump would refer to slow compressions of the shock as would occur from body movement.

The shock absorber has a tough job to do. It has to limit the high speed (or high frequency) motions of the suspension as well as control the low speed (or low frequency) motions of the body. And it has to do this with no fixed anchoring point, because the shock is literally floating between two moving objects, the body and the suspension. In order to properly control the slow movements of the heavy body, the shock needs to have a lot of resistance, but if the shock is too stiff it will not allow the relatively light weight and quick moving suspension

to follow the contours of the road properly. This is what makes shock design so challenging, and why they have become so complex. In order to accomplish proper control of both, the modern shock has special internal valves and bleed ports to allow a softer response to a quick movement generated by the suspension and a harder response to a slow movement generated by the body. So far so good, right? The trick now is to understand how the dampening effects of the shock actually affect the loading of the suspension, which directly influences the grip and balance of the car.

While the springs are what suspend the car, and provide the overall resistance to body roll and suspension movement, shocks control those movements on an immediate basis. They also are what initially transfers load until the body has time to roll and transfer load to the springs. So shocks can be used as a tuning tool to affect grip and balance on initial movement of the suspension. It is that instant resistance to movement that causes the shocks to either load (on compression) or unload (on rebound) the suspension, and cause a resultant increase or decrease in grip. This is why racing shocks have evolved from a simple one-way loose/tight adjustment to the four-way control (low and high speed compression and low and high speed rebound) that can be found on top end racing units like Moton Motorsports, easily costing over \$3,000 per shock.

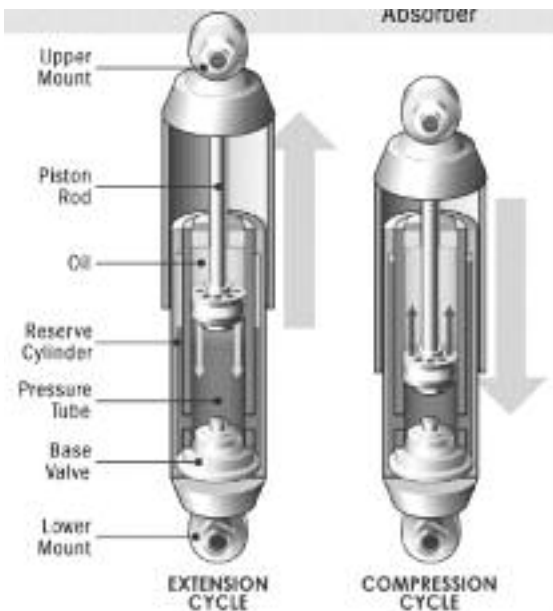
So what exactly happens when you turn your car into a corner?

As we slow, turn the steering wheel and bend the car into a corner, the body starts to roll on the suspension and the shocks are immediately in play. The outside front starts to compress and the inside rear extends. This causes an increase in load on the outside front tire, and a decrease in load on the inside rear.

The immediate shift in balance is determined by the relative stiffness of the front compression as compared to the stiffness of the rear rebound. As we continue in the corner, the springs will compress (and unload) their respective amounts based upon their rates, and the balance of the car will now change to the relative stiffness of the springs (and sway-bars).

As we transition to the gas around mid-corner, the balance will shift back towards the shock bias, but this time it will be based on the rebound in the front and the compression in the back. Remember that shocks exert the most control on initial movement, and over time (measured in tenths to full seconds) the load transfers back to the springs and sway-bars.

Proper shock settings can be difficult to get right. If the shocks are too soft for the spring rates, the suspension will oscillate over bumps and the body will roll and wallow. Everyone has seen what a car looks like bouncing up and down when the shocks are worn out. The shocks have to be set stiff enough to control the quick movements of the springs as well as the large movements of the body. However, if the compression is set very stiff to limit initial body roll and keep the tires on the road over bumps, major impacts can raise the body and actually



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Larry Herman is the technical chair for Riesentoter Region, PCA. He began autocrossing in 1972 and has been instructing for DEs since 1985 and has club raced since 1995..

reduce the amount of grip until the suspension recovers. If the rebound is set very stiff to try and keep the body from wallowing and feeling floaty, then the suspension may not be able to extend quickly enough to maintain grip when the road drops away. This could occur over undulations or after initial contact with a bump.

As spring rates are increased, the time and actual distance that a shock moves is decreased, so proper adjustment becomes even more critical. This is why racing suspensions typically require the use of externally adjustable shocks.

How do shock adjustments actually affect car handling? It is probably one of the hardest concepts to understand because it is so complex and inter-related with the rest of the suspension. There is also a lot of disagreement on the subject due to that. Using the basics, you can dissect what is happening and apply that to further your understanding.

As previously discussed, the shock is floating between the body

and suspension with no fixed point of attachment. This means that what affects the tire is transferred through the shock to the body, and what affects the body is transferred through to the tire. This occurs much like what happens with springs except the effect is much quicker, and temporary.

If you tighten the bump in order to reduce the amount of initial body roll, you do so at the risk of displacing the body over large bumps, reducing load and hence the grip on that tire.

If you tighten the rebound to "clamp the body down" you do so at the expense of grip, because preventing the suspension from extending will again reduce load and hence the grip on that tire. Also realize that body roll will unload the tires more quickly with higher amounts of rebound. To some extent, however, this can be used to your benefit.

If you are trying to reduce understeer on initial turn-in for example, a little more rebound in the back will cause a slight unload of the inside rear and can help the

car turn-in better. Conversely, as you pick up the throttle in the turn and the car rolls back on the rear suspension, increasing the bump in the rear will cause the body to put pressure on the rear tires more quickly and create grip faster, reducing oversteer.

Knowing if you have too much overall bump or rebound is a trial-and-error process. If the car chatters too much over little bumps, and you lose grip after impact with big bumps, you may be over damped on the compression.

If the car feels tight but loses grip over undulations and after dips or where the road falls away, you may have too much rebound.

With remote reservoir shocks, canister pressure can play a part, too. With most canister shocks, increasing the pressure will increase the force on the piston, adding to your spring rate and increasing compression damping.

Since every manufacturer is different, it is best to check directly with them concerning the effects of increased pressure on your particular brand.

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1-888-8CURRYS



# Help Potomac build membership

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:

1 Year (\$42)  2 Years (\$82)  3 years (\$120)

Check Enclosed (payable to: Porsche Club of America)

Visa  Mastercard  American Express

Card Number \_\_\_\_\_

Expiration Date \_\_\_\_\_

Cardholder Name \_\_\_\_\_

Signature \_\_\_\_\_

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.

#### How did you learn about PCA?

\_\_\_\_\_

\_\_\_\_\_

I would be interested in learning more about PCA's Register Groups:

<input type="checkbox"/> 356	<input type="checkbox"/> 911 Carrera (1974-1975)
<input type="checkbox"/> 912 & 912E	<input type="checkbox"/> 914 & 914/6
<input type="checkbox"/> 928	<input type="checkbox"/> Boxster
<input type="checkbox"/> 968	<input type="checkbox"/> 911T (1969-1973)
<input type="checkbox"/> Jagdwagen (Type 597)	<input type="checkbox"/> 924/931 (1976-1982)
<input type="checkbox"/> Porsche-Diesel Tractor	<input type="checkbox"/> D'Ieteren Roadster
<input type="checkbox"/> 944 TurboS/1989	<input type="checkbox"/> RS America
<input type="checkbox"/> 944 Turbo	<input type="checkbox"/> 911 Speedster
<input type="checkbox"/> 944S2/944S	<input type="checkbox"/> Cayenne

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

## Readers and their tow vehicles



Photos by Richard Curtis

Above: Marvin Jennings has owned his '99 Ford F-250 7.3 Powerstroke diesel for five years. He gets 14.9 mpg towing his 24-foot trailer.

Below: Norfolk's Ben Carson bought his '99 Fleetwood motorhome in 2002 to tow his trailer that holds his '87 Carrera track car.

Above: Kurt Michelwait uses his '00 Nissan Frontier V-6 to pull his aluminum trailer and lightweight 911 track car. The 3.3 liter with automatic, rated to tow 5,000 lbs., gets 14 mpg with the trailer and car behind it.



Above: Betty Church goes all out with her tow truck: A Ford F-450 Super Duty 6.7 liter diesel that can tow 25,000 lbs. It develops 400 hp and 800 lb-ft of torque.

Right: Scott Bresnahan uses an '03 Lincoln Navigator 5.4 liter to pull a 4-wheel steel trailer with his 911 track car aboard.





John Wood's 1957 356 Speedster at the 2010 Deutsch Marque concours. The 2011 show is May 1 at Nottaway Park, Vienna, Va.. Photo by Michael C. Copperthite

