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Photo by Bob Williams

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Valuable lessons learned from installing two lifts in a home garage. Story, more photos on pages 11-13.

Cover: Photo montage by Michael Madrid of Mark Siciliano's recreation of Mark Donohue's 1972 RS. 15-17.

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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

Another year, another volume for *der Vorgänger* (with this issue now up to Volume 57, No. 1). It's been an interesting and rewarding couple of years since *dV* was revived; we seem to be making headway toward getting Potomac members more engaged with their club.

Outgoing club President Tuffy von Briesen revealed at the year-end election meeting in December that membership was now up to 2,217, only 54 from being the largest region by membership in the Porsche Club of America. By the time you read this, we might even be first. Here's a suggestion: On page 30 of this issue you'll find a Potomac membership application. While you don't need to use it, I suggest you carry photocopies of that page with you and place them on windshields of any Porsches you see, along with a short hand-written note suggesting the car owner apply for membership.

Tuffy also mentioned how all Potomac events—DEs, rallies, Drive 'n Dines, autocrosses, concours, brunches, etc.—are growing also. As examples, the Labor Day weekend in Reston, Va. concours had more than 70 cars; Drive 'n Dines had over 500 participants in over 300 cars spread over 15 events. These are all excellent signs of a healthy club despite the somewhat harsh current economic climate.

The 2011 schedule of Potomac events is published on page 8. I urge you to take advantage of the many opportunities to join your friendly Porsche community.

• • •

Despite trying to publish a magazine during the doldrums of winter, this issue is stuffed with interesting, engaging content:

- Mark Siciliano it seems has always been enamored of Mark Donohue's 1972 RS in Sunoco livery, so when faced with the opportunity of what to do with his own '72, Siciliano recreated Donohue's briefly campaigned 911. Read all about the car and salivate over Photographer Michael Madrid's beautiful photos beginning on page 15.

- A former club president, Bob Williams, who builds some very, very interesting cars (all with incredible attention to detail and superb craftsmanship). In this issue, he recounts how he installed two—yep, TWO!—lifts in his home garage. Story and photos, pages 11–13.

- A Porscheophile worth chatting with is Ab Tiedemann. Just ask him any question about Speedsters, or specifically about his '56 Black Cherry—although it's not a Porsche color, he simply likes the color—Speedster. It's chocked full of terrific details and expert workmanship. Story and photos, pages 18–19.

- If you've ever wondered what it might take to enhance the handling characteristics of your Porsche, or any car, you'll need to read Larry Herman's article on pages 26–27. In this first part of a two-part series, Herman will take you through which steps to take and when to take them.

- One of the more poignant Drive 'n Dines of the year is the December trip to Antietam National Battlefield for the annual luminary tour. Last year's tour is covered on page 28. This year, it's on Dec. 3. Sign up now.

—Richard Curtis
dveditor@pcapotomac.org

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Potomac looks ahead to a successful 2011

“ We have more than 80 events already scheduled for 2011... after February, there is something to do almost every weekend.

Greetings! This is my first column as Potomac's newest president. I am delighted and proud to serve, and I hope I can continue the success the club has enjoyed over the past several years.

Before I continue with my message here, I must first note the significant efforts and contributions my predecessor, Tuffy von Briesen, made to Potomac during his tenure as club president. As some of you may know, Tuffy has been relentless in his efforts to promote our club.

Tuffy worked hard with the membership—that much is well known—but he also reached out to dealers, shops and to anyone and everyone else he thought might help improve the club. Over the past two years, I've received countless emails and phone calls from Tuffy—sometimes nearly 24/7—to make sure I was looped in. Tuffy has set Potomac's leadership bar high, which is both a blessing and a curse for me. Regardless, I'm grateful for Tuffy's accomplishments, and I truly look forward to working with everyone to continue the club's success.

In 2011, I will work to offer Potomac's members a variety of interesting and fun events that build on the pleasure of owning a Porsche, a truly remarkable combination of art and mechanical genius. In early December, the club's committee chairs met to coordinate and lay out

the schedule of Potomac's 2011 events. These chairs represented driver education, autocross, rally, concours and the very popular Drive 'n Dine, as well as tech sessions, social and membership.

I am pleased to say that we finalized the 2011 schedule, now noted on page 10 of this issue and posted at www.pcapotomac.org. We have more than 80 events already scheduled for 2011, not including our plans to arrange a monthly breakfast meeting in the Tyson's Corner area, which would add another 12 opportunities to be a part of it. After February, there is something to do almost every weekend.

Potomac boasts 2,217 members. While ambitious, one of my goals for 2011 is to get as many of our 2,217 members out to one or more events. Please look over the schedule,

and plan to attend at least one gathering. Once you come to one, I can all but guarantee that you will want to show up for a second event, and a third...

As the PCA motto says: "It's not the cars, it's the people." Please join us.

Happy New Year and, as always, safe travels. Please let me hear from you about how I can help make our club even more successful as we move into 2011! You know where you can find me.



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2011 calendar

February:

- 2: Executive board meeting plus committee chairs. 7-9 p.m.
- 5: Virginia brunch*
- 5: DE awards dinner; Tower Club, Tysons Corner, Va. 6-10 p.m.
- 19: Maryland brunch*
- 26-27: Tech Tactics.

March:

- 5: Instructor training, PJ Skoodoo's, Fairfax, Va. 8 a.m. - 4 p.m.
- 5: Virginia brunch *
- 12: DE tech for Summit Point. Location TBD.**
- 12: Open board meeting. TBD
- 12: New members meeting, Tischer Porsche, Silver Spring, Md. 6 - 9 p.m.
- 18-20: Zone 2 DE, Virginia International Raceway, Alton, Va.
- 19: Maryland brunch*
- 25-27: DE Summit Point Motorsports Park, Summit Point, W.Va.

April:

- 2: Virginia brunch *

- 3: Autocross school, Baysox Stadium, Bowie, Md. 8 a.m.-4 p.m. ***
- 9: High Performance Driving Clinic. Summit Point Raceway. 8 a.m.-4 p.m.
- 16: Maryland brunch*
- 23: DE tech for Mid-Ohio. Location TBD.**
- 30: Autocross #2. Baysox Stadium.

May:

- 1: Deutsch Marque Concours, Nottoway Park, Vienna, Va. 10 a.m.-3 p.m. ***
- 4: Executive board meeting. TBD.
- 6-8: DE, Mid Ohio.
- 7: Virginia breakfast*
- 14 - Cherry Blossom Drive 'n Dine. Ends at Little Washington, Va. ***
- 21: DE tech for Summit Point (Shenandoah) **
- 21: Rally #1. TBD ***
- 21: Maryland brunch*
- 28: DE tech. **

June:

- 4-5: DE Summit Point Jefferson Circuit.
- 4: Virginia breakfast*
- 11: Open board meeting

- 11: DE tech for Watkins Glen. Location TBD **
- 16-19: overnight Drive 'n Dine, Fallingwater, Pa. Begins at 6 p.m. on 16th.***
- 18: Maryland brunch *
- 24-26: DE at Watkins Glen, N.Y.
- 25: Rally #2. ***

July:

- 2: Autocross #3. ***
- 2: Virginia brunch. *
- 4: Drive 'n Dine. ***
- 9: DE tech for Summit Point. Location TBD**
- 15-17: DE, Summit Point, Summit Point, W.Va.
- 16: Maryland brunch*
- 30: DE tech for PorscheFest. Location TBD **
- 31-Aug. 6: Porsche Parade, Savannah, Ga.

August:

- July 31-Aug. 6: Porsche Parade, Savannah, Ga.
- 6: Virginia brunch.*
- 6: DE Tech for Summit. Porsche of Tysons.
- 12-14: PorscheFest, Summit Point.
- 13: Drive 'n Dine to Summit Point for PorscheFest.

- 13: Rally #3. Camp Friendship Rally. ***
- 20: Maryland brunch*
- 20: DE tech for VIR. Location TBD **
- 27: Drive 'n Dine, drive-in movie, Baltimore. ***

September:

- 2-4: DE, VIR
- 3: Gathering of the Faithful car show, Reston, Va.
- 3: Virginia brunch*
- 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: Club race
- 1: Virginia brunch*
- 5: Committee meeting
- 22: DE tech for Summit Point. Location TBD**
- 15: Maryland brunch*
- 22: Drive 'n Dine, Fall Foliage Drive ***

- 28-30: DE, Summit Point

November:

- 5: Autocross #5
- 5: Virginia brunch*
- 19: Maryland brunch*

December:

- 3: Virginia brunch*
 - 3: Potomac planning meeting for 2012
 - 3: Drive 'n Dine: Antitam, Md. 4 p.m.***
 - 10: Open board meeting and elections. Location TBD
 - 17: Maryland brunch*
- *—See below for details on the brunch meetings.
 **—The DE tech schedule locations are not firm at this time. *der Vorgänger* will publish those dates as they become available.
 *** — for details on Autocross, Concours, Drive 'n Dine and Rally events, contact the following program chairs

- Autocross:** Tony Pagonis, autocross@pcapotomac.org
- Concours:** Ron Davis or Mike Sarli, concours@pcapotomac.org
- Drive 'n Dine:** John Eberhardt, driveanddine@pcapotomac.org
- Rally:** Linda or Craig Davidson, rally@pcapotomac.org

Potomac monthly brunch locations

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.

We are scouting venues to take the place of the Tysons location and have already received several suggestions for locations. We would like ultimately to have numerous venues to serve our large geographic area so that all members can get together on a regular basis. John Eberhardt would love to hear from the folks in the far reaches of our region (Winchester, etc.). Send suggestions to johne@pcapotomac.org

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

January 2011 anniversaries

55 years

Max Bunnell

30 years

William M. Adams &
Cabell M. Adams

25 years

Daniel A. Veronica

20 years

A. E. Buford & Shirley
Corbett Buford
Mark Meister
Leland Schoff &
Patricia Schoff

15 years

Fred W. Herbst &
Judy Herbst
Brad D. Weiss &
Jason D. Weiss
Robert F. Williams

10 years

Michael Bicoy &
Doreen Hanley

Richard Colella &
Shauna Colella
Scott Gilbert &
Lauren Gilbert
Larry M. Gunter &
Nancy Elliott
Tony Kelly &
Christopher Kelly
Sreedhar T. Krishnan &
Preethi S. Krishnan
Keith McKenney
Daniel Spear &
Debbie Hawkins
James M. Tabb &
Ruth Tabb

5 years

John B. Hallen &
Debra Hallen
Charles A. Leinbach &
Dotti Leinbach
Roger Lenkin &
Sheila Lenkin
Stephen R. Morris &
Tina Morris
Philip Owens &
Harold Owens
Eric L. Seasholtz &
Ashley Seasholtz

John E. Singley &
Lynn Martin

December 2010 new members

Ajay Batish – 2007
Carrera 4S Coupe
Chris Carbaugh – 1970
914/6 Targa
Frank L. Carzo – 2011
Panamera 4
Scott A. Claffee – 2007
Boxster
Steve Douglas & Alicia
Douglas – 2007 911
cabriolet
Jonathan C. Dunn –
1999 Boxster
Steve Eisenbraun &
Storm Higgs – 2000
Carrera 4 cabriolet
Lisa Gerke &
Stephen Gerke – 2011
Cayenne
Jennifer Gerson &
David Gerson – 2007
911 coupe
Nicholas J. Hadley &
Kathryna Pham –

1987 944S coupe
Kenny Hahne & Andrea
Hahne – 2011
Panamera Turbo
Dave Jackson &
Amena DeLuca –
2006 911 C2S coupe
Adam C. Joseph &
Andrea Joseph – 1995
993
Allen D. Morrison – 2002
coupe
Michael J. Morsberger
Donald R. Newton &
Mary Beth Newton –
1975 914
Edward P. Nork &
Denise Cmiel – 1986
911 coupe
Maria Katherine Parr –
2006 Carrera S coupe
George H. Patterson –
2007 911 coupe
Frederick A. Pfeiffer II –
dual member – 2002
996 & 1974 914-6
GT
Joanie Purgason &
Bob Purgason – 2005
Boxster

Jeff V. Reed &
Shannon Reed – 1986
911 coupe
Konrad N. Reese &
Lester Reese – 1973
914
Brad Russell – 1999
Boxster
Sam Russell – 2003
Boxster
Kathy Sands &
Stephen Sands – 2004
GT3
J.P. Schnapper-Casteras –
2006 911 S coupe
Stacy K. Sheridan &
Coilean Sheridan –
2001 911 cabriolet
Mark M. Shores &
Mary Shores – 2004
911 Turbo cabriolet
Steve Terry – 2007 911
Targa
Rick Van De Houten &
Nancy Van De Houten
– 2002 Carrera 4S
coupe
Chris Weaver – 2006
Cayman S



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Introduction to rallying

By Linda and Craig Davidson
for *der Vorgänger*

A PCA Potomac Rally is nothing like what you might see on TV. Our rallies are focused on driving our Porsches on paved streets in a socially competitive spirit. The fun is getting from the starting point to the finish line in a safe and controlled manner.

What will I need to be in a rally? You need to be a member of PCA and register on our website (www.pcapotomac.org). You will need a navigator to help with the directions and clues. This can be a great opportunity to spend some quality time with a new friend or significant other. Clipboards with a highlighter and pencil and of course your clean and shiny Porsche.

What happens at a rally? Potomac holds our rallies on Saturday or Sunday. If we did a good job of scheduling, the sun will be shining. We meet at a location, usually a shopping center that has a large parking lot and facilities. We usually gather approximately 30 minutes before the scheduled starting time. This gives us a chance to handle the required paperwork and admire the other Porsches there.

At the predetermined starting time, navigators will be given an envelope with the rally di-

rections and clues that will be answered by something you will see along the rally route. All competitors open their packets at the same time so that no one gets an unfair advantage.

Cars will then line up and the rally begins. One car leaves at a time, then at 2–3 minute intervals.

At the rally's end, competitors will turn in their filled-in questionnaire to the Rally Master for scoring. Trophies are awarded to the driver and navigator of the cars finishing first, second and third.

At our Oktoberfest rally in September, a special overall season champion is crowned.

How long does the rally last? We try to keep our rallies to 2–3 hours after the first car is on course. Usually this is 60–65 miles in length. Rallies end at a restaurant or special event that involves food and time to socialize.

How many rallies are scheduled in 2011? There are four rallies on the 2011 schedule: Two in Maryland and two in Virginia.

The first scheduled summer rally will be our annual "Camp Friendship Rally" benefitting

The Carol Jean Cancer Foundation.

The Sept. 24 rally will revolve around getting to Oktoberfest in Lovettsville, Va. This festive occasion will also include a car show with other German car clubs. Passersby will be given ballots to vote on their favorite cars. Last year, we had spectacular weather that brought out more than 50 cars.

Will I have fun on a rally?

That is definitely the purpose and intention we have in mind. A day spent cruising winding country roads in our Porsches, with a chance to win spectacular trophies. Enjoy a day socializing with others who have the same automotive passion while eating some good food. It's a pretty good way to spend a day.

How do I sign up for a rally?

Registration opens 30 days before the scheduled event. Check the Potomac website for details. If you have any questions, please contact us at rally@pcapotomac.org. We are looking forward to a great rally program this year. Give rallying a try, you may get hooked.

• • •
Craig & Linda Davidson are '07, '08, '09 Potomac rally champions and the 2011 Potomac rally program chairs.

2011 rally schedule

May 21: Rally No. 1.
Details TBA.

June 25: Rally No. 2.
Details TBA.

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

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Give your car a lift! Or two!

Photographs and story by Bob Williams
for *der Vorgänger*

If you're a true enthusiast or a certifiable car nut (Kim, my wife, says I'm way beyond "enthusiast") then, like me, you lust for the most desirable of garage gear—a lift. I don't mean a portable, hand-pumped scissors jack on steroids, I mean a real, heavy-duty, floor-mounted hydraulic service lift just like the pros have.

After 15 years of "shopping," I finally installed not one, but two lifts in my garage. Life is GREAT! I rotated tires on my daily driver and the wife's car in under 30 minutes. Try that with a floor jack and jack stands (Okay, so it doesn't take much to excite me).

During my years of yearning I read a lot and spoke with many folks about lifts. I used different models at friends' shops and, like any good anal engineer, I planned my installation repeatedly. I not only learned from my research but also from the challenges I encountered when installing heavy duty (emphasis on heavy) equipment at home. So, if you intend to buy the ultimate garage gift, hopefully my experience will make it easier.

First the basics: Ceiling height dictates the need for a custom lift as well as the maximum lifting height. Most lifts with overhead equalizers require 12 feet clear. If you have less than 12 feet you will have to customize your lift, use a model with floor-mounted equalizers, or use a lift that uses height-adjustable hydraulic equalizing lines.

Floor construction: Some manufacturers require 4 inches of reinforced concrete to anchor their lifts properly; however, many recommend at least 6 inches. Typically, residential garage slabs are built to minimum standards that could be less than 4 inches. In that case you may have to cut out your slab and pour a new slab to the required thickness. When we built our house, we specified a garage floor thickness of 8–10 inches.

What's the lift for? That's an important question because there are many different lifts, each with advantages and disadvantages that may or may not meet your needs. Here is what I considered when selecting my lifts, along with details that can help you make your choices.

I had two needs: additional storage for my "drivers"

and, a place to do some serious maintenance, repair and fabrication work. For storage, I wanted a "drive-on" style lift to make it quick and easy to store a car. These lifts have tracks or a large platform you drive onto and then raise to the storage position. The two basic configurations are four-post or single-post. I chose the single-post lift to minimize the impact on my garage space since the single-post lift can be installed against a side wall.

For a "service" lift you want the chassis free of obstructions. I selected a two-post asymmetric lift that allows you to rack a car on its lift points with the added benefit of being able to open the doors without hitting the posts.

Next, I identified my "special requirements." With a 132-inch ceiling height I needed a shortened two-post lift. I also wanted low-height lifting arms that would slide under my low Porsches. The 124-inch tall single-post lift was not an issue; however, to get my cars onto the 4-inch high tracks, I needed extended length ramps. Finally, with an 80-inch wide race car and 65-inch wide street cars, I specified wider tracks to avoid having to adjust the track width every time I changed cars.

Many manufacturers I spoke with offered some custom features. Because I was only buying two lifts, however, it was difficult to get everything I wanted. In my research I found American Custom Lifts (full disclosure: no affiliation). Brad Davies at American Custom Lifts said that they supplied custom parking lifts to commercial garages and offered fully customized individual lifts for applications like mine.

After several discussions, I decided to purchase from Davies due to his expertise, reasonable pricing and because he represented an American-made quality product. He provided me with detailed layout drawings for each of the lifts to help plan my installation.

With drawings in hand I made careful measurements in my garage. Don't skip this step if you want your lifts to go in right the first time. Park your car where you want to lift it and, using the manufacturer's drawings, mark the outline of the lift on the floor with masking tape. If you don't like the layout, now is the time to change it – not after you've bolted it down.

Above left: The lifts arrive! Installer Charlie Thompson can be seen in the background releasing the tie-downs on the tracks. These pieces were quite heavy and awkward to maneuver into place.

Above right: The single-post lift is bolted down and we are adjusting the arms prior to installing the tracks. Note the extra long and wide ramps behind the post.



Above left: The two-post lift was a tight fit with only 1 inch to spare. I removed and rewired the ceiling lights to allow the equalizer cables to be installed between the lights. When planning your garage, an electrician may be required to update your electrical service. Note that the garage door tracks have been extended to within 6 inches of the ceiling.

What is that car? It's Williams' newest project, a 935 recreation that will be featured in a future issue of *der Vorgänger*.

Above right: Williams torques the expansion bolts.

My accurate tape layouts helped me finalize the custom features. On the single-post lift I shortened the tracks from 152 inches to 130 inches based on the wheel base of my cars. This limited the intrusion of the lift into my valuable work space. I widened the tracks from 16 inches to 25 inches for flexibility and, what's most important, extended the lifting forks by 10 inches (this required approval by the manufacturer's engineers).

Single-post lifts are designed to be installed on the right side of your garage as seen from the street. I needed mine on the left. As a result, the column is adjacent to the driver's door making it difficult to get out of the car unless you back onto the lift—not good! The extra 10 inches gives me room to open the driver's door and get out of the car without gymnastic gyrations. Had I not done the careful layouts in tape, I may not have realized that problem until the installation was complete.

My two-post lift had to have overhead equalizers (if you've ever pushed cars repeatedly over the 3-inch high "bump" that accommodates the floor mounted equalizers you'll understand). Working with the factory engineers we shortened the vertical portion of the equalizer system allowing me to lift a vehicle the full 72 inches even with a shortened lift. This works because my cars are small—if I lifted my truck to the full height I would involuntarily raise the floor of the master bedroom above the garage (this would not be popular with Kim!). Lastly, we worked out the details for ultra-low profile lifting arms.

I sent Davies a detailed written description of my desired modifications (a written record will help if something is missed or forgotten) and included a 10% down payment to get production started. Fully planning to handle the installation myself (I build cars from scratch so

how hard could this be?), I discussed the delivery and installation with Davies.

He emphasized that these things are heavy. Could I manage a 960-pound column? Did I have a forklift? Ummm... no, and, well... no! He convinced me to call Charlie Thompson, a local professional lift installer. While it did cost a bit for his help, it was worth every penny and then some. Trust me on this. You cannot imagine how massive these components are and how tough and dangerous they are to handle even with the proper equipment.

Sure, you can rent a fork lift, hammer drill and any tools you need. However, between the delivery charges, rental fees and having to work non-stop because your rental time is running out will probably cost just about as much as hiring a pro to help you.

Thompson was fantastic. I had my lifts shipped to him (a good thing because the freight companies expect you to unload the lifts by yourself) and when all of the pieces arrived, he delivered them to my garage with everything we needed to install them.

Was I glad to have help! It took us two long days to get everything in place, tested and started. While the lifts were simple to put together, the weight of the pieces made up for the ease of assembly. Rigging the columns was tricky. We unloaded them with a hand-cranked lift, and maneuvered them into the approximate position. We used Thompson's lift to raise the column to about a 45-degree angle and then got under it and manually lifted it to its vertical position (while uttering lots of manly-man grunting sounds).

This process (complete with grunting) was repeated for all three columns. We then rocked them carefully into



Left: Williams' street car (top) and his RSR are now stored for the winter where he used to keep only one. Note the 2x10 to raise the very low RSR up over the base of the lift.

Below: The single-post lift is bolted down and working perfectly.

their final position (more grunting), set the overhead equalizers for the two-post lift and bolted the massive column to the base of the single-post lift. We then spent a few hours hammer drilling my 8" thick floor slab for the multitude of anchor bolts on each lift.

With the holes drilled and our ears ringing (even with hearing protection), we set each anchor bolt and carefully torqued them to specifications. With both lifts bolted down, we started the assembly of the single-post lift (the two-post was almost done).

We bolted on the arms, adjusted the spacing and shimmed the arms to insure they were parallel. Next, we carefully set the tracks on the arms starting with the track next to the column. We needed both Thompson's lift and my floor jack for this task. Finally, with both tracks in place, we installed the many huge, hardened bolts used to keep this lift together.

After meticulously tightening each bolt with an impact wrench, we hit them all again to make sure we didn't forget any in the sequence (that could be a very bad thing). We then installed the hydraulic hoses and pumps and filled the reservoirs with the specified fluid. We connected the wiring and, while holding my breath, I pushed the lift button for the first time. With a bit of gurgling and burping while the pump purged air from the system, each lift rose slowly to its full height. Success!

If you decide to take the plunge, do your research and make sure you know exactly what you want before you buy. Hire a good installer who will work with you and don't hesitate to get involved in the project. You'll have a good time, learn a lot and won't have to lie on your back with your nose in the chassis ever again! It's worth it...trust me on that!



• • •

Bob Williams, of Centreville, Va., is a 25-year member of Potomac and has served as club president and in other capacities. He currently owns an '84 Carrera Turbo-Look, a '73 911 RSR recreation, an almost complete '80 935 and has just completed building a replica of a '58 Jaguar Lister.

Potomac gives to foundation for children

By Scott Mayster
for *der Vorgänger*

The Founders' Region, Potomac is a community of individuals who have a lot more in common than their love for Porsches. We are a social, fun-loving group, yet we care about our community. We receive many benefits from living in the Potomac Region, and when are able, we try to give back. The goal of the Public Service committee is to lead that effort.

We have no delusions about changing the world. However, with a little bit of planning and a lot of generosity, we are able to make a positive impact on the lives of people in our area who could use a little help. To accomplish this, we support two local charitable organizations; the Carol Jean Cancer Foundation and the SPARC Foundation.

For over eight years, the Founders' Region, Potomac has had a close relationship with the Carol Jean Cancer Foundation (CJCF). In May

1986, Carol Jean Eiserer, a Montgomery County, Md. school teacher for over 20 years, died of a malignant brain tumor.

Understandably devastated by the loss of their loved one, Carol Jean's family sought a way to make something positive out of this tragedy. Later that year, with the support of her family, Carol Jean's sister, Beverly Eiserer Gough, founded an organization dedicated to improving the quality of life for children with cancer and their families throughout Maryland, Northern Virginia and Washington,.

In 1990, CJCF created Camp Friendship, their flagship program. At the camp, children with cancer and their siblings spend a week at overnight camp doing things that any kid would want to do. In the midst of tests, treatments, hospital stays and doctor visits, imagine a child's joy at having the chance to laugh and play with other kids.

CJCF's goal is to provide year-round recreational and support programs where no child with cancer is denied participation, and no family has to pay. The camp has an all-volunteer staff of doctors and nurses.



CJCF's Beverly Gough was presented with a check from Potomac for \$8,700 at the Dec. 11 meeting.

After the 2009 season, the CJCF had a decision to make regarding Camp Friendship. Their 20-year lease was up, and the terms of the new lease put the long-term viability of the camp in jeopardy. They decided to leave their site in Laytonsville, Md. for a larger, better-appointed rental site in North East, Md. The new facility provided far more activities for the children including a private beach, boating, tubing, ecological activities, climbing wall, zip line, amphitheater, and heated pool. The larger facility

also meant they could run one session instead of two, with more than double the number of campers (about 200 in 2010). This increased their capacity while cutting their expenses by a third.

The Founders' Region, Potomac is proud of our association with the CJCF and Camp Friendship. Everyone involved in their organization is a volunteer, deeply dedicated to the Foundation's mission. They have relationships with 10 area hospitals that believe in the healing benefits of their work. As CJCF uses 90 percent of donations to fund their programs, it is an organization we feel confident supporting

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A Sunoco-blue time machine

Mark Siciliano has made it 1972 all over again

Mark Siciliano has been a member of the PCA for almost 20 years. He has several Porsches, but his pride and joy is a 1972 911RS that is a recreation of the Mark Donohue RS. He has competed in autocross, DE, rallies and was even the sponsor of the concours series in the mid 1990s. Now married with two young daughters, he still tries to find time for his cars.

Siciliano bought the car almost 20 years ago. Then, it was somewhat track prepped and had some history in SCCA time trial and autocross. The body was rough and mechanicals were in need of restoration. The paint was bland and Siciliano wanted to create something different; he wanted to take the car back in time.

There were many replicas of Brumos and Martini cars but many were poorly done reproductions of their original counterparts. Siciliano actually chose to replicate a car that no longer exists, and pay homage to a racing legend. His Mark Donohue tribute car is an exact reproduction of a car that Roger Penske and Mark Donohue briefly campaigned in the 1972-73 season.

"I did extensive research and wanted to replicate the car's early racing livery," says Siciliano. "There are many photos of the Brumos and Martini cars from that era.



Many of the original cars still exist. But the Penske Sunoco 911 RS is not as well known or documented. The original car in its original form is lost forever. I am proud of [this one]. A lot of work went into [the tribute car] to keep it accurate to the time period."

Photo by Michael Madrid

Above: Vienna, Va.'s Mark Siciliano chose to recreate Mark Donohue's 1972 911RS. His re-creation was painstakingly re-searched, detailed and finished

Photo by Richard Curtis

Left: Siciliano uses the car as it was originally intended: on the track where it turns a more-than-respectable sub-1:20 lap on Summit Point (W.Va.) Motor-sports Park's main track.



Photos by Michael Madrid
 Above: As a bona fide Porsche car nut, Siciliano's garage walls are decorated accordingly, including this photo of the all-conquering 917-30 Can-Am car.

Indeed, the re-creation is so accurate that in Daytona at the 2004 Rennsport Reunion he was able to share paddock space with an original Can Am Sunoco 917-30 some 30 years after Penske and Donohue campaigned the original 911 RS in the 1973 24-hour race.

Many people are familiar with Penske's relationship with Porsche and the all-conquering 917-30. But many don't realize that the 911 RS actually started it all. The No. 6 Sunoco entry was actually leading the 24-hour Daytona race when drivetrain issues yielded the lead to the eventual race-winning Brumos car. Donohue and Penske only campaigned the No. 6 Sunoco 911 for part of the IMSA season.

Penske loved the car but saw that rapidly changing rules would not make the RS competitive in IMSA for the next season. Rather than chase the rules and continuously butcher the No. 6, the 911 was sold for cash right in the paddock at Watkins Glen later that summer. Even though Penske sold the Donohue RS, he bought 15 more, added wings and created the made-for-television International Race of Champions series. Donohue won IROC's first championship in a Porsche, although not the Sunoco car. IROC ran its first year exclusively with 911s before changing over to Camaros.

Though the No. 6 Sunoco 911 was gone, the car actually formed the basis for many business ventures between Penske and Porsche that continue today. The car in its 911RS form lived a short life due to rapidly changing IMSA rules and Penske's other racing aspirations.

So even if the car did exist today, it would hardly resemble the beautiful original 911RS first delivered to Penske in early 1972. The car would have been reconfigured so many times by Penske and its subsequent owner(s) that it may not even be recognizable as an RS. By the end of 1973 the car had been cut, and modified due to IMSA's ever-changing view of sports-car racing during the early 1970s. By the end of the season,



there was little RS left and more of the 934 and 935 soon to come.

Siciliano tried to encapsulate the original glory as a tribute to a great driver and a great moment in time. The car is a spot-on re-creation of a car that no longer exists ... a time capsule from 1972, before the days of wide bodies, turbos and the IMSA "silhouette series."

Though the car is configured to its original 1972 livery, don't think it's a slouch. It still runs at the front at SVRA/HSR and other vintage events. The car has over 300 horsepower and weighs under 2,100 pounds that give the 911 the same horsepower-to-weight ratio as modern day GT3 and some Cup cars. Many who have



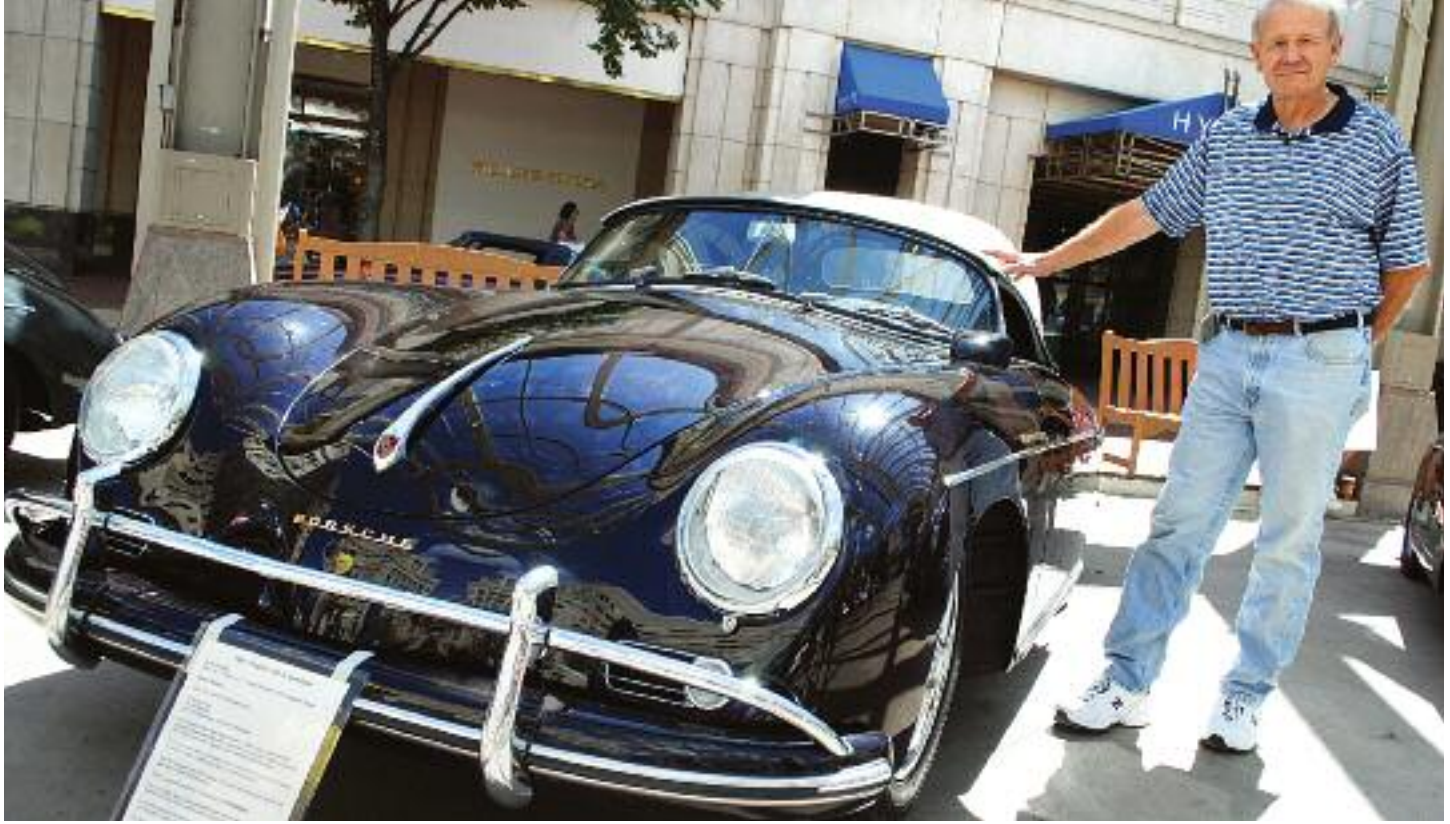
Siciliano, of Vienna, Va. and a Potomac member since 1994, has owned this car for more than 20 years. The car runs on polished 15-inch Fuchs and weighs under 2,100 pounds dry; the engine makes 300 hp.

ridden “shotgun” have been struck by the raw power and visceral sensation only a 40-year-old race car can provide. Siciliano’s car on a good day can lap Summit Point in under 1:20 even with its original 15-inch Fuchs and narrow RS body. It’s is a sleeper in the most vintage sense of the word.

People at the track seem to like the Mark Donohue tribute, too. “It always gets lots of attention,” says Siciliano. “Old timers ask if it’s the original, and I have to ex-

plain it’s not. They all have Donohue stories and everyone likes to relive that era in motor racing.”

Siciliano runs his Sunoco car as often as he can; however, work and family commitments limit his track time. He hopes to run it more now that his little girls have given up on soccer. Until then, the No. 6 Sunoco Porsche sits in his garage, just waiting to go back in time.



A cherry Speedster

Photographs and story by Richard Curtis
for *der Vorgänger*

While strolling around Potomac's "Gathering of the Faithful" show held in Reston, Va. every Labor Day, several Porsche owners suggested I walk over and take a gander at Ab Tiedemann's '56 speedster.

That was a short walk that paid off in spades as seen in the photos on these pages of Tiedemann's extremely nice, restored and updated 356-A. Tiedemann, of Parkton, Md. and a charter member of Chesapeake Region, not only has a spectacular Speedster, but he is a fount of knowledge about these Porsche gems.

The color is Black Cherry as offered on 1931 Model A Fords. The original 6-volt electrical system has been upgraded to 12 volts powered by an Optima battery. Tiedemann has installed a ZF steering box and a 16mm sway bar along with a Koni steering damper and Koni shocks.

See more spectacular Porsches at the annual *Gathering of the Faithful* car show will be in Reston, Va. on Saturday, Sept. 18 beginning at 10 a.m.. It is open to all Porsches.

Right: Tiedemann points out an original Porsche boot emblem.



Top: Chesapeake Region charter member Ab Tiedemann poses with his '56 Speedster at the Gathering of the Faithful show in Reston in September.

Above: GT Carrera seats are from noted car enthusiast Bruce Jennings' collection. The roll bar is custom made. Interior features graphite grey Alcantara® material and German square weave carpet.



Left: The 356-A Speedster is equipped with all-Porsche dual-circuit disc brakes, a Type 741 transaxle with BBAA gears, a 7/31 crown wheel and pinion and a ZF “jelly bean drive” limited-slip differential.

Below: The boot area is as clean and detailed as the rest of the car. Note the leather strap retaining the spare, the over-rider bar on the bumper and the gloss black fuel tank.



Above: Fellow Speedster owner, Bill Tate (see feature on his 356 in the October 2010 issue of *dV*), discusses—what else?—356s with Tiedemann.

Right: The Speedster’s 1600cc engine was blue-printed by Tiedemann’s shop, Afterwerke Corp.



Don't lose sleep worrying over IMS bearing problems

By Roger Downey
for *der Vorgänger*

When I recently heard that my 996 engine runs the risk of having to be replaced if a certain part fails, I tend to panic. At \$15,000 or more, an engine replacement just isn't in my future. I thought these cars were bulletproof! The culprit is the intermediate shaft bearing (IMS).

The terror was making me a disturbed individual. I went on the Internet; I visited dealerships; I called friends; and, then, on a December Saturday I attended a presentation about IMS problems at IMA Motorsports in Chantilly, Va.

There, Charles Navarro of LN Engineering in Mokenca, Ill., gave two presentations.

His first was a detailed analysis of the history and continuing evolution of engine oil and the importance of regular maintenance to the longevity of the IMS bearing.

Then we got to the main topic of the day: Failure of the intermediate shaft bearing.

Navarro believes that car owners can delay IMS bearing failure and offered numerous maintenance tips to do so: Use the right oil in the right weight (he suggests any Porsche-approved 5w40 synthetic); use a magnetic drain plug to capture metal bits; check the drained oil and filter for debris; keep the oil cool; replace the thermostat; and upgrade the water pump.

So I am losing sleep over this: I bought my first Porsche, a 2002 C4 cabriolet, in late 2007 and have had to replace practically everything except the engine. Five hundred miles and four weeks after I bought this guaranteed and certified C4 with a warranty from a local Porsche dealer, I was told by another dealership, that my main seal and intermediate shaft seal were both leaking and, by the way, you don't have a clutch. I got all this fixed.

Back in Virginia a few weeks later, I went to yet another Porsche dealership because the seals were leaking again. This dealership fixed the leaks. Again. Then again in April 2009 at the same dealership I was surprised by these notes on my invoice: "Intermediate flange seal not sealing case bore. Inspection of the engine shows that the engine's intermediate shaft seal is leaking oil onto the ground." And this: "Rear cardon shaft bushing cracked. Cause: faulty cardon shaft."

At this point, I was thinking the odds were kind of stacking up against me. As much as I hate to have to spend even more money on this car, I just can't face having another expensive repair.

That's why I went to the presentation at IMA: to get answers to a lot of questions. Here are some answers from Navarro's website: Check it out so maybe you too, don't lose sleep worrying over your IMS bearing.

What can be done to prevent an IMS bearing failure? Change the oil every 5,000 miles or six months. Use higher viscosity oil; Navarro recommends 5w40 synthetic. Navarro likes to see revs kept above 2,500



Photos by LN Engineering

Above: This is not what a Porsche owner wants to see when inspecting the Intermediate Shaft Bearing in some Porsche engines.

Left: What the IMS bearing looks like after the bearing has been replaced.

rpm—for the IMS bearing, higher rpms provide better protection than lower rpms. Just make sure the engine is warmed up first.

What can be done to check for a failing bearing? Check the oil filter for any debris whatsoever. If there are any very small pieces of plastic (bearing seal) and/or any magnetic debris that may also be shiny or appear to sparkle, that's a good sign that the bearing is going bad. Oil leaks at the rear of the engine should be checked out; it is common to think you have a rear main seal leak, but in fact, a failing bearing will allow the IMS flange seal to leak.

Options for replacing the IMS bearing:

1. With the engine remaining in the car, retrofitting a single-row IMS bearing that fits Model Year (MY) 2002-05 M96 engines including some MY2000-2001.

2. With the engine remaining in the car, retrofitting a dual-row IMS bearing for MY1997-99 M96 engines including some MY2000-01. MY2002-05 will need a single-row retrofit kit. Depending on how late the build date was there may be some MY2005 vehicles with the updated M97 IMS, which is not serviceable, at least not without teardown of the engine.

3. An IMS upgrade. The engine will have to be removed and disassembled for this option. The complete intermediate shaft will have to be sent to LN Engineering to be reconditioned and upgraded with a triple-row IMS bearing. A separate upgrade service is available for the updated M97 engine as well.

How do I know which IMS bearing my engine has and what can I do? The only sure-fire method of identifying the IMS bearing in your



A deep flange will be a single-row bearing (above). A shallow flange (right) will be a dual-row bearing.



engine requires you to look at the IMS bearing hub flange itself. If you call LN Engineering, they should be able to help you. A deep flange will be a single-row bearing whereas a shallow flange will be a dual-row bearing, as shown in the photos above.

IMA is planning a repeat of Navarro's presentation sometime in March. They'll have an engine broken down for the demonstration.

Navarro's presentation can be found at <http://www.lnengineering.com/ims.html>. A video is at:

<http://www.youtube.com/watch?v=9lm2N-HIA1k&feature=related>.

How to store your car

Navarro says that if you plan to store any vehicle for any period of time it is best to have the gas tank at half full and to put Sta-bil fuel stabilizer in the tank. Then, just let it sit. I'd been all set to go out and run the car (with full tank) in the garage for 15 minutes every couple of weeks to keep it ready for spring. Navarro said this was the worst thing I could do. He cited moisture buildup, oil and fuel breakdown and rust forming. He advised no short trips to the grocery store either: Instead, if you are going to run it, take it out and run it.

Navarro suggests using only Porsche-approved oil and to "change the oil every six months or 5,000 miles and only use top-tier fuels."

—Roger Downey

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The North Country Region's Sean Reilly at the wheel of a 2005 Carrera GT while on the Parade parking lot during the 2010 event in St. Charles, Ill. Sadly for Reilly, the GT wasn't his.



How I 'won' the Battle of St. Charles

By Sean Reilly
North Country Region

My Porsche experience began years ago as most of ours began, with a dream. For my 14th birthday I was given a book about the 911 written by Michael Cotton, and each subsequent birthday I always would wish for a 911 when blowing out the candles on my birthday cake.

As I was approaching my 40th birthday four years ago (with some family influence as my father owns a 1965 356C and brother a 1986 944 Turbo), I finally decided to make the 26 year dream a reality. My first choice would have been a '70-'73 911S but those cars then were way out of my price range; so I settled on a 911 SC. My brother told me about the perfect car after picking up an issue of *AutoTrader*. After talking to the owner and negotiating a price for the car over the phone, I sent a perfect stranger a check for a \$1,000 deposit and booked airfare to Wisconsin. Porsches are the closest thing to drug addiction that I have ever experienced in my life. Needless to say the car was exactly what I was looking for: sunroof, color, Fuch wheels, chrome trim, Nevada car, and because of the high mileage (150,000) the price was right. Thus began my 911 odyssey of the past four years.

When I found out that this year's Parade

was going to be hosted in the Chicago area I said to myself "I can do this and do it cost effectively." After discussing the event with the family, I gleefully signed up for Parade 2010 on the first day of registration. One aspect that made the Chicago area appealing was that my wife's family lived about an hour away in Highland Park and I could stay with family to keep down costs.

I briefly thought about driving the car, but my father offered up his five-year-old aluminum trailer. After getting my wife's Honda Pilot equipped for towing, I was ready to roll. Trailer straps secured the car through the wheels, and I was off to St. Charles and Parade 2010.

Not wanting to make the trip alone, I coaxed my 11-year-old son, Aidan, to make the trip with me. Our plan was to drive to Chicago, non-stop, the motivating factor was that we had plans to see the hapless Cubs play a day game at hallowed Wrigley Field the next day. The trip that I thought was going to take 16 hours turned into an almost 20-hour white knuckle experience. Fifty-five miles per hour for half the trip (until I determined that this was way too slow for Ohio and Indiana). An even bigger challenge was downtown Chicago at 11 p.m. on the first night of a holiday weekend.

Friday was a much needed respite from the trip. My brother-in-law, Brian, and his son were

gracious hosts as we negotiated the train to and from Wrigley Field. Public transportation was awesome after that harrowing drive! The weather, the crowd, and the atmosphere were incredible; too bad the Cubs pitching imploded in the 8th inning to surrender eight runs. Game over, Cubs lose.

Saturday was check-in and Welcome Party night. I quickly washed the car before anyone noticed that it was blocking the entrance to the parking garage. My plan was to swing the car around front for the final detailing before cleaning myself up and heading off to the hotel. As I was waxing the last quarter of the car near the passenger mirror, I bumped it, and the mirror fell off in my hand. There it was, dangling from the car by the electric motor wires. I wanted to cry, but the 20-hour drive motivated me to try and fix the mirror to complete the odyssey of St. Charles.

Lacking a proper set of allen wrenches, somehow after a hour of frustration I used a Jedi mind trick to will the mirror back into place on the car. I hoped it would hold for the trip to St. Charles and back, and it did!

I was pressed for time because check-in was closing for the day, and of course the trip took 30 minutes longer than expected. No super-highway to whisk me there, only two-lane roads with what seemed like 100 traffic lights

and multiple toll booths in 95 degree heat.

Needless to say I was watching the oil temp gauge on the '78 911 SC more than the speedometer. Was the upgraded 28-tube brass oil cooler going to pass muster? Fortunately, the temp never got past the ¾ mark, but that is still too hot for a car that was used to being driven in the mountains of Vermont.

I arrived with only 20 minutes to spare and in need of another shower... The volunteers at each event station were extremely helpful despite it being so late in the day and after the last two days and finally collecting my goody bag, I felt more like I had won a trophy than just a collection of cool stuff.

While standing in the parking lot talking to another Porsche owner, we both stopped and stared at the incredible vision driving by us, a 2005 Carrera GT, which wound up parked next to mine. Quite a contrast in ownership costs, \$11,000 versus \$500,000.

The owner was incredibly nice, fielding questions from a half a dozen Porsche owners drooling over the car. He even let me sit in the car while a fellow Parade participant snapped a picture.

The Welcome Party highlights for me were seeing other fellow North Country members and having my mother-in-law meet some great people, including some who knew her son-in-law. For my 11-year-old, the highlight was the new 2011 Cayenne S. "Dad, this should be our next family vehicle."

Sunday found me at the concours with my son, while my mother-in-law collected my wife and daughter from the airport. The afternoon was highlighted by a family barbeque. The next day was the driving tour that I had planned for my wife and me as a break from the family.

The tour and lunch were great. It was awesome to see over 100 Porsches in the parking lot for lunch, but the people were the best thing. We struck up conversations with people from all over the country, the common bond of course being the car.

Tuesday was the Gimmick Rally. Being a lover of trivia and history, I was excited to sign up for the event but chose as my co-pilot my brother-in-law, who had lived in the Chicago area his entire life.

With the temperature hovering around 95 degrees we set off on our journey through Illinois farm country, with directions and questions resting in the hand of my brother-in-law. The well-conceived route took us through St. Charles and then into the heart of corn country along the Lincoln Highway to Decatur, home of Northern Illinois University and along a section of the first paved highway built in 1913.

The history and change of scenery were a welcome sight to a person who has lived all of his life in New England. We were able to answer a good deal of the questions along the

Parade 2011 – Savannah, July 31–August

News release from PCA

It isn't too early to begin planning next year's vacation, the 56th Annual Porsche Parade in Savannah, Ga.

The Porsche Parade is the PCA's annual convention; a week of car events, tech sessions, social events and fun. Whether you like to autocross, rally, tour or concours, there are things to do and see. We will also offer numerous tours to local attractions to introduce you to the Savannah area, as well as give a little free-time to relax.

Founded in 1733, Savannah is a place rich in history, character and natural beauty. Savannah has been one of the U.S.'s favorite destinations, listed as a Top 10 vacation spot by both *Travel & Leisure* and *Conde Nast* magazines. *Southern Living* magazine named it the "best southern city."

Located in the heart of coastal Georgia's low country, it is a city of rare natural beauty—of azaleas in bloom in the spring and stately oaks draped with Spanish moss. These landscapes have been enhanced by two centuries of man-made splendor, from her distinctive city squares and cobblestone streets to the magnificent architecture of her antebellum homes and churches.

Nearby Tybee Island beaches and Hilton Head Island's beaches and golf courses complete the coastal experience.

With upwards of 700 cars, the concours will be hosted in Forsythe Park in the heart of downtown. The autocross will be held at the Convention Center (Parade headquarters) on Hutchinson Island's Savannah Harbor race course.

Parade is a Porsche enthusiast's dream week. For more information see: <http://parade2011.pca.org>

route, while stopping and making numerous illegal turns to attempt to find the clues we had missed.

It took us two and a half hours to reach the halfway point of the rally. Upon turning around we realized we only had an hour and half in which to answer the second half of questions, and make it back to the hotel to submit our answer sheet. I know; not good time management. I do not know if it was confidence or the sense of urgency, but we seemed to be able to answer more questions in half the time.

The trip back to the Parade site was a scene straight out of "The Cannonball Run"; there

were about 20 Porsches rushing to get back while trying not be spotted by local law enforcement. We made it back to the scorer's table in the nick of time; feeling good about our first ever Gimmick Rally as we were able to answer most of the questions successfully, not get arrested and not have an accident. We had another family cookout that night, so unfortunately we had to leave before the results were announced.

As we slugged through traffic on the trip back, I could imagine what it felt like to be on a U-boat in WWII. Here were two guys, each over 200 lbs, crammed into the car, sitting in stop-and-go traffic in the humidity and 95 degree heat, smelling ripe after an exhausting mental and mechanical challenge. The only thing missing were empty tins of sardine cans littering the floor of my car.

My brother-in-law asked quite seriously at the end of the day "What makes these cars so special?" I was hard pressed to answer that question given the temperature and the traffic... My only saving grace was to exit a highway ramp at 80 miles per hour and perfectly bring the tail around as I had been taught at a DE the year before. After a mandatory stop for liquor and steaks we arrived at the cookout. That night I enjoyed the food and drink and left the SC in my brother-in-law's garage to rest.

The trip home from the Parade was uneventful, especially compared to the trip out. I made the decision to break the trip into two days, stopping in Cleveland.

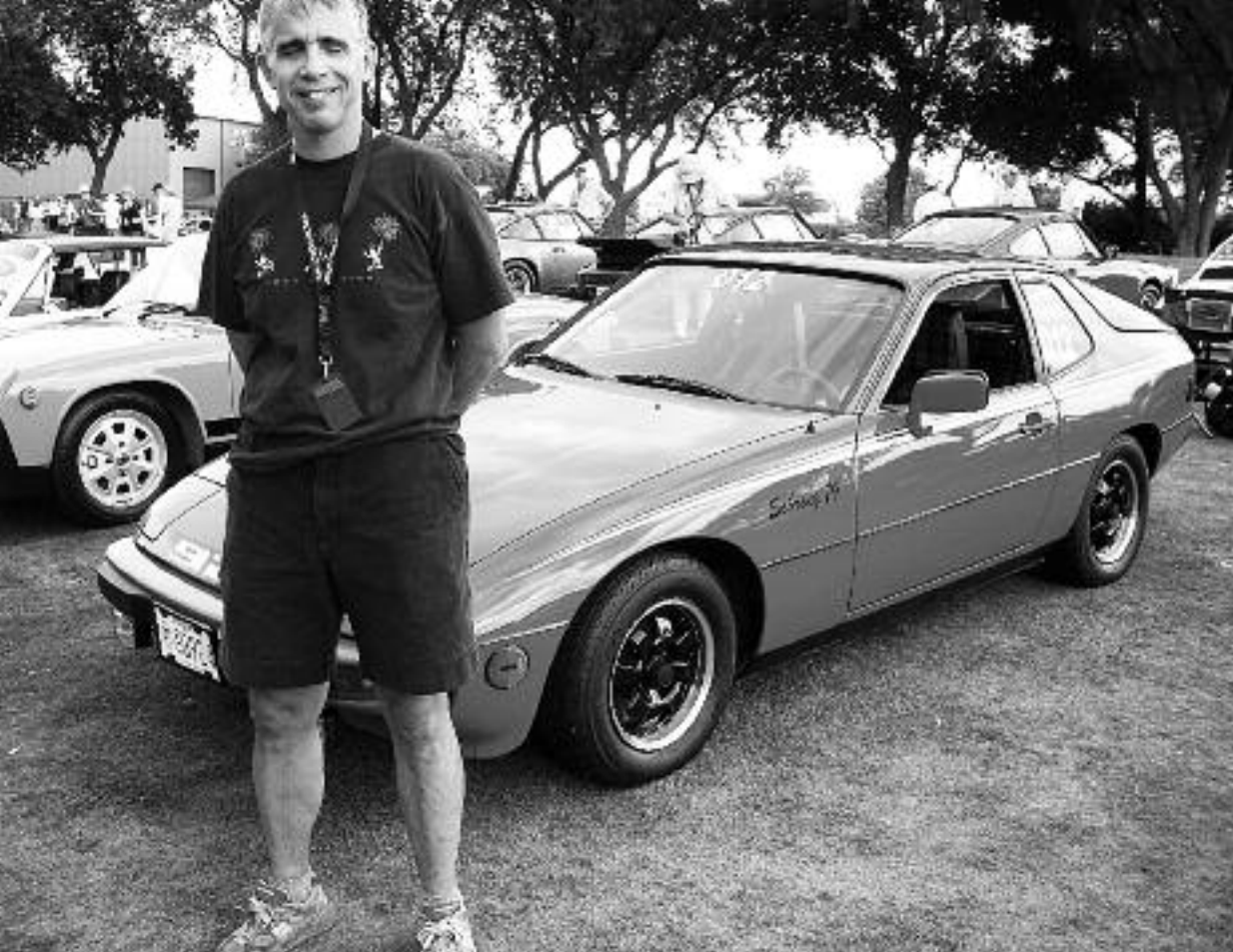
Upon arriving home, I received an email announcing that we had won the Gimmick Rally. I could not believe it. I immediately forwarded the message to my brother-in-law and told my son, who also could not believe that I had actually won something at a national event.

The irony of this "win" was that a couple of days later I received another email. This one stated that, in fact, I had not won the event but finished in 10th place—a dagger through the heart! I was the highest placed finisher from the North County Region, though still quite a respectable showing.

Reflecting on my first Parade, I would like to impart a few words of wisdom for people considering attending in the future. First, if you can, stay at the host hotel or at least close enough so the drive to and from the Parade site is not a challenge all by itself.

Second, do not attempt to drive 20 hours straight by yourself while towing your pride and joy, with a vehicle that is pushing the limit of its rated towing capacity.

The SC is now resting quietly in the garage in Vermont, waiting to have the Parade 2010 badge applied to its bonnet. I view the badge as a badge of courage. A medal earned in hard fought battle, pitting a 32-year-old air-cooled 911 SC against the mean streets of Chicago. The winner? You decide.



Bob Gutjahr and his
1979 Sebring Edition
924

First Parade: People, robin leave their mark

By Paul Elwyn
Bluegrass Region

My first Parade experience as part of a concours prep team provided a refreshing awareness of Porsche owners, accented by response to a robin in flight over the prep floor.

Fellow Bluegrass Region member Phillip Doty invited me to assist him and Chesapeake Region member Bob Gutjahr in preparing Bob's 1979 Sebring Edition 924 for Preservation competition.

Although I am not a concours person, I have spent many hours working with experienced paint. My 14-year-old Carrera 4S turned 109,000 miles on the drive to Parade, so although I try to take care of my car whose panels remain free of dings (save one which I will not point out), she sports the patina of a Porsche that is well traveled, and that suits me.

Bluegrass Region member Robert McClelland and brother Richard, stretching on Friday evening from the 561-mile drive in their 356C, volunteered to join the work on Saturday.

I enjoy a display of low-mileage Porsches, but what draws me in for a closer look is the car more traveled, not less. So I was happy to lay hands on the 924 approaching 100,000 miles, its Guards Red finish showing light scratches, stone chips and the oxidation that comes with age and use. Following my shift of polishing and waxing,

the finish glowed a little more under the cruel brilliance of the overhead lighting.

The five of us enjoyed working on the 924, which won second place in class on Sunday, especially rewarding for Bob in his first concours outing. We all felt some pride in having been a part of the win, but for me winning was secondary.

I was impressed with the enthusiasm of concours car owners in the prep area who volunteered more information about their car than requested, searched for needed parts to complete our prep, people who have a great time sharing their car with others.

Parade, then, is about sharing the enthusiasm.

Paul Stewart on Friday evening, for instance, detailed his two Porsches in the parking lot in front of the hotel. This was his 10th Parade in the same 2001 Boxster, and his daily driver '87 924 with 134,000 miles posed alongside the Boxster, both cars in white paint, both equally loved. Although not concours cars, Paul's enthusiasm for Porsche and for Parade equaled that of the concours car owners, a telling reflection on Porsche ownership.

The uninformed imagine owners with Q-tips applied to hood hinges to be people with mental health issues, but from my first Parade experience, concours people left their mark with me as super enthusiasts.

Enthusiasts who whoop loudly with laughter when a robin in frantic flight over the prep floor leaves his mark on a concours body panel.



Above: The Enthusiast of the Year award was made to Chris Wingfield, left, of Alexandria by Potomac President Tuffy von Briesen. Although only 20 years old, Chris was cited for his reliable attendance at almost every Potomac event and his devotion to his two, count 'em, two 944s.

Right: Sally and Alan Herod led club members through the tasty buffet lunch that was provided by Matt Moore of Porsche of Arlington.



Above: Howard Hill, left, received a President's Award for his successful efforts to get Washington, D.C. to issue Porsche Club of America license plates to Porsche owners.

Below: Potomac member David Riley, right, was honored with a President's Award for his participation in DE events including co-chairing the DE Tech committee. He was also cited for his helpfulness and smiling good nature with Porsche owners.

2010 was good year for Potomac

Photos and story by Richard Curtis for *der Vorgänger*

Porsche of Arlington hosted Potomac's annual election meeting Saturday, Dec. 11 in the now-vacant former BMW dealership building in Crystal City, Va. About 40 members were present.

Richard "Dick" Seltzer will assume the president's office on Jan. 1, and will be accompanied by Vice President Jody Lagioia, Secretary Gary Brindle and Treasurer Evan Close.

Program chairs reported that DE participation was down slightly but was showing some growth due to co-sponsoring some events with

other PCA regions. Tony Pagonis reported that the autocross program more than broke even in '10.

Concours Chair Ron Davis said that the club's concours program was "very strong" in 2010 with excellent turnouts for the Deutsch Marque, Reston and Lovettsville shows.

Drive 'n Dine Chair John Eberhardt said the program had over 500 participants in over 300 cars over the year's 15 events.

Social Chair Jody Lagioia reported that the 55th anniversary party had 200 guests.

Treasurer Evan Close reported that the club is running in the black, "slightly under where we were last year."

Potomac's membership now stands at 2,217, only 53 fewer than PCA's largest, the Northern New Jersey Region. Membership forms are on page 30 of this issue. Sign up a



Porsche friend today!

A check for \$8,700 was presented to Beverly Gough of the club's charity, The Carol Jean Cancer Foundation.

Starla Phelps and Richard Curtis were honored with The Founders' Region award for distinguished service.

Rational steps to improving handling of a track car

By Larry Herman
for *der Vorgänger*

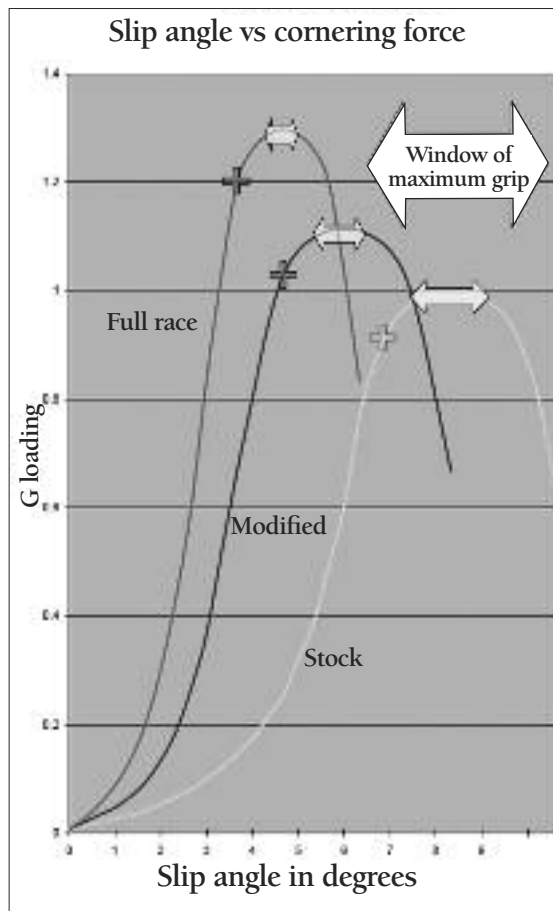
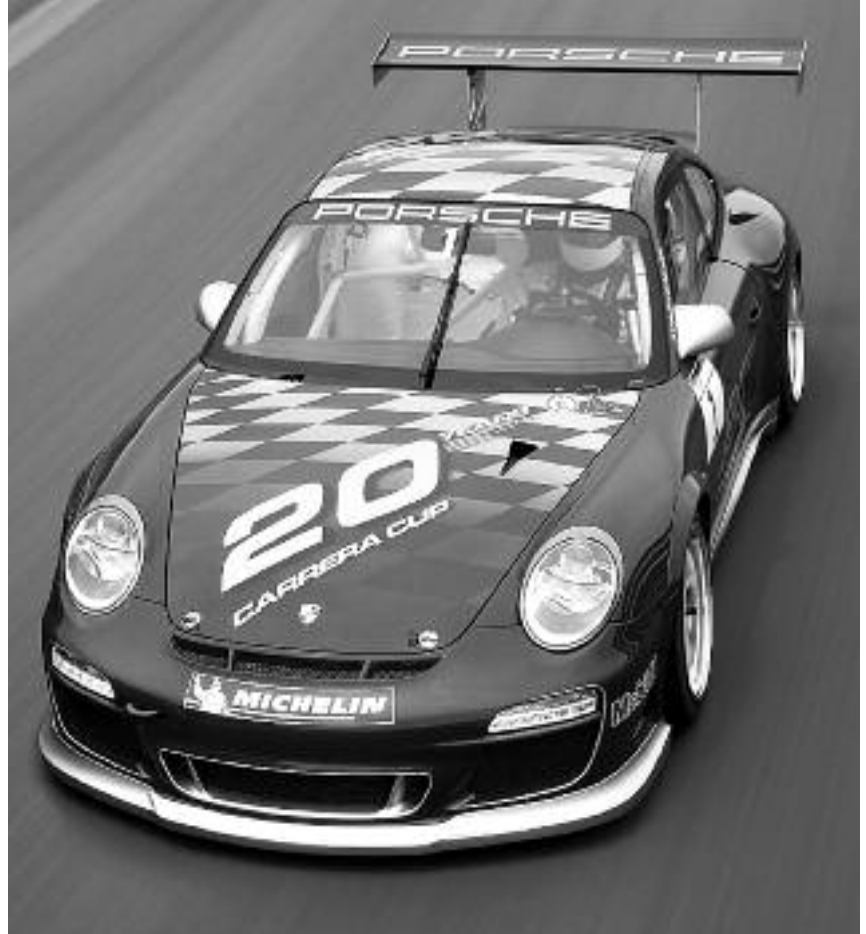
Photos by PCNA

Full-race track cars, complete with stiffer suspension and racing slicks, will have a narrow window of maximum grip although that grip level will be higher.

For novices and even the intermediate track drivers, improving the handling of the car is probably the most difficult thing to truly understand. What will installing R-compound tires, stiffer roll bars or stiffer shocks and springs do for the car? How will these changes affect a car's personality? What will changes such as these mean to the driver and his or her ability as a driver? In this article, I will touch on some of the basics.

The stock car—represented by the stock line on the adjacent chart—has a large, flat plateau of grip. As you stiffen the car through roll bars, shocks and springs, the grip of the car improves and the reaction time to take a set will decrease. Note that the modified line of the modified car—one with, say, larger roll bars, 600/800-pound springs and sport shocks on racing slicks—has a higher level of grip that comes with less steering angle, but also with a smaller window of grip.

This car will “feel” much better when driving it below the limit and will provide greater performance, but it will be harder to find the limit in this car. The full-race car takes that to an even higher level. It has much higher performance, but much quicker to react, a small window of grip and a



peaky limit.

Starting with the stock Porsche, when you get to the limit of grip the body leans, the tires howl and the car starts moving around on its suspension. You get plenty of warning that the car is getting to the limit. And the car has a nice fat window of grip before it starts to fall off the back side. What does that mean? Simply that you have a large margin of steering input or speed differential to play with before grip is gone.

As you can see from the chart, even if you add a little too much steering, you have a window that is almost 2 degrees wide where you will maintain roughly the same amount of grip. As a novice or intermediate driver, this is a good thing to have, as your skills and consistency are still improving and the safety margin that a stock car has will provide an added level of

safety and confidence. It may not feel all that secure, but it is. This is the car to learn on where you can approach the limits carefully.

But everyone wants to go faster, and the first thing is to make the car handle better. I think that you may be starting to understand what will happen. The more you stiffen the car, the flatter the tires will stay on the track, and the more grip that they will produce. This comes at a price, and it is that the window of maximum grip that they produce, though higher, will be smaller, and harder to stay within.

You can see that it will take less steering input to produce the same cornering forces, because the car reacts faster. The car leans less, and the tires don't squeal much (if at all). But also realize that you now have less margin for error. So less warning and smaller window means a car that is harder to find the limit and stay there, so it takes more experience from you as a driver knowing where the limit is and how not to drive right past it.

With the full race car on slicks, the grip levels are very high, but the reactions are really fast, the feedback is subtle, and the window is very small.

Unless you are proficient at sliding your car around, it is a limit that you can easily overshoot because it is so hard to feel. These cars require years of driving to develop the ability to get the best out of them. They require a level of talent and feel that even a good number of advanced drivers may never acquire.

There are many drivers who will claim that they are going so much faster and how the car is so much safer now that they have upgraded their suspensions, but they are only half right. Those are the drivers represented by the +. They never quite learned where the limit was on a stock car, and so now with their upgraded suspension

they are going faster, but are still + away from the much harder to find limit.

This means that a mistake will inevitably result in a moment, i.e., a nasty spin or worse. This reinforces the driver's inclination to stay a healthy distance from the limit, never knowing where it is and never learning how to dance at it. At this point the "learning to drive better" pretty much stops, and now it becomes just trying to achieve lower lap times.

So after pounding around a few years in a stock car, what can you do? The answer is to start with small improvements and once you have mastered that, slowly move up the ladder. If you and maybe your favorite instructor feel that it is time, I suggest starting with stiffer roll bars and see how that makes the car handle flatter.

Once you can drive it with the same confidence you had before, then try going to R-compound tires and a full-blown track alignment. Once you feel that you are on top of this, then you can think about stiffer springs and shocks. Try and resist that temptation to modify your car beyond your skill level. If you are uncertain as to whether or not you are ready, just hitch a ride with one of the faster instructors who race. You'll see what I mean about dancing at the limit.

Stay tuned for the next part of this series where I will explain why the car becomes so much quicker to respond and harder to drive.

• • •

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.



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Photos by Mike Smalley

Whitney Bateson and John Dixon enjoy the meal at the Comus Inn prior to the tour through the nighttime Antietam National Battlefield.

A photograph of the luminaries is on the back page of this issue.

Antietam luminary tour beautiful, sobering

By John Eberhardt
for *der Vorgänger*

For the second consecutive year, PCA Potomac Drive 'n Dine gathered for an intimate holiday dinner followed by a luminary tour of Antietam National Battlefield.

Forty-four members of The Founders' Region, Potomac met beforehand at the Comus Inn in Comus, Md. for a catered dinner. The Comus Inn is a beautiful 150-year-old inn that underwent extensive renovations in 2002 and now provides first-rate food in a charming country setting. Potomac folks had the entire upstairs and enjoyed an intimate and tasty dining experience, where old and new friends got to catch up and get their winter Porsche fix.

There was a good mix of old and new faces. Drive 'n Dine regulars included Ron and Anne Cannizzaro, Bobby and Karen Mimbs, Tom Roman, John and Carol Evans, and Ken Marks and Kathy Hill. There were new faces, too, such as John and Teddy Kroll, Paul Querze, and Frank Bernheisel and Kathy Cavanaugh. A good time was had by all.

After finishing dinner, we took a 45-minute drive through the western Maryland countryside to visit Antietam National Battlefield for their annual Luminary Tour.



Here we had the only disappointment of the evening, with a wait time to get in of about an hour-and-a-half instead of the expected 45 minutes. We have figured out that to fix this next year, we are going to reverse the order by showing up exactly when the tour opens and then go to dinner afterwards.

However, for those who endured the wait, the tour was quite special. The Annual Antietam National Battlefield Memorial Illumination honors the more than 23,000 casualties killed, injured or missing during the Battle of Antietam, the single bloodiest day

in the U.S.'s history. This is one of the most unusual and moving traditions in our area during the holiday season.

The sight of 23,000 luminaries across the rolling Maryland countryside is both beautiful and sobering. Beautiful because of the quiet country night air, the rolling vistas of candles and the different perspectives as you wind through the battlefield. Sobering because each light represents a young man who made a great sacrifice fighting for his beliefs. The sheer volume of lights puts one in sober mind of all the souls who departed from this hallowed ground.

We will be repeating the tour and dinner again next year. Hope you can join us!

Welcome to the attractions of Drive 'n Dine

By John Eberhardt
for *der Vorgänger*

I am the 2010 PCA Potomac Drive 'n Dine program chair. Some of the other regions call this a tour chair or tourmeister, but the point is the same. My job has been to find great roads that lead to interesting places. Come join us and you'll go places you never expected!

Many of you probably know me from a Drive 'n Dine event, and some of you may know that the 2010 Antietam Luminary Tour (story on opposite page) was my swansong as PCA Potomac Drive 'n Dine Chair. While I will still stay involved with the program, and still run a few events (such as Fallingwater and the Drive In) it is time for some new blood to shake things up. I want to thank everyone who has helped. Being Drive 'n Dine chair has been truly awesome and the PCA slogan—"It's the people!"—really is true

So, first, let's meet our new Drive 'n Dine program chair for 2011, Andrew Fort. Andrew has been an active Potomac Driver Education participant and a Drive 'n Dine committee member for the past two years. I am looking forward to his leadership and mixing things up a bit.

Next, let's meet our Drive 'n Dine committee, without whom we would have no program. In addition to Andrew and me, the committee includes stalwart Potomac Members Ted and Sharon Whitehouse, Claude and Sandra Imbt, Linda and Mike Budinski, James and Kristi Henry, and Alex Lunsford. If you haven't met the committee members yet, you will. We couldn't put events together without them scouting out routes, leading drives and just generally being great people.

From local history to great out-of-the-way restaurants, to that windy country road through green leafy hills, Drive 'n Dine is about enjoying your Porsche in an easy, low cost, low commitment and low-key way. And the best way to enjoy it is to drive it with other enthusiasts.

Drive 'n Dine is an opportunity for Potomac members to get to know each other better and enjoy their cars in a social, non-competitive atmosphere. A Drive 'n Dine event consists of a meeting place, an informal drive through the



2009 photo by Robert Wilkoff

Porsches drive the byways of Maryland, Virginia and West Virginia on a 2009 Drive 'n Dine event to Charles Town, W.Va. to watch a day of horse racing.

country and lunch or dinner. The meeting place is usually some place convenient, the pace can vary from leisurely to brisk, and the meals can range from basic to lavish, based on the event. We also try to include some point of interest (national park, historic location or fun activity) and we always, always take the scenic route.

These events are open to anyone who wishes to attend them, with as many passengers as can be legally and safely held by the vehicle. There is no tech requirement or vehicle restrictions (Porsches preferred), but we will be driving on scenic, often twisty, country roads so please make sure that your vehicle choice is appropriate for this driving. We also want to run a safe event, so passing is discouraged and we try to keep the pace safe and comfortable for everyone. Each car is given a set of directions, and we have group leaders who lead groups of cars and will pull the group

over to let folks catch up—so, no need to hurry to catch up if you get stuck behind a tractor.

What kind of commitment is required for a Drive 'n Dine event? Very little. Most events take place on a Saturday or Sunday and will consist of a designated morning or afternoon meeting point, followed by a one-to-two-hour drive, dining and social activity. This may then

be followed by an additional drive.

However, the itinerary is designed so that drivers with time constraints can break off during the day to reduce their time commitment. The registration fee for events varies from free to \$75 and covers the cost of organization, club insurance, printing directions and materials for participants, group meals, admissions and any event souvenirs.

The easiest Drive 'n Dine events to participate in are the monthly club brunches in Maryland and Virginia. The Virginia brunch is the first Saturday of every month at 11 a.m. at City Grille in Manassas, Va. and the Maryland brunch is the third Saturday of every month at 11 a.m. at the Irish Inn in Glen Echo, Md. To get the full details, go to www.pcapotomac.org and check the club calendar or go to Programs>Drive 'n Dine>Monthly Breakfast.

Notes on the 2011 Drive 'n Dine calendar

We have a great calendar for 2011 (see page 8), including a spring brunch at the Stonyman Gourmet in Little Washington on May 14, an overnight trip to Pennsylvania's Laurel Highlands including Frank Lloyd Wright's Fallingwater June 11–12, a Fun Run to Porschefest on Aug. 13, a night at the drive-in on Aug. 27, Oktoberfest on Sept. 24, and a Fall Foliage Drive and Brunch at the Stonyman Gourmet in Little Washington on Oct. 22 — to name just a few! We will be adding more events on our calendar at Potomac's web site (www.pcapotomac.org), so keep checking throughout the year — and if you really want to ensure registering, sign up early! Events do fill up!

Drive 'n Dine 2011 schedule

- May 14:** Cherry Blossom; ends at Little Washington, Va.
- June 11–12:** Fallingwater, Pennsylvania Highlands.
- July 4:** TBA.
- Aug. 13:** Drive to Summit Point for PorscheFest.
- Aug. 2:** Drive-in movie, Baltimore.
- Sept. 24:** Drive to Lovettsville, Va. for Oktoberfest.
- Oct. 22:** Fall Foliage.
- Dec. 3:** Antietam luminary tour.

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/leterrn 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**.

Readers and their cars



Photo by Tony Pagonis

Top: Chris O'Hare drives his 993 around the autocross course during the 2010 PorscheFest event at Summit Point Motorsports Park in August.

Photo above and right by Richard Curtis

Above: Potomac member George Bockelmann displays his 993 at the 55th anniversary celebration in October. Bockelmann and his car were the subject of a *dV* feature in April 2009.



Above: Mike Sarli, left, admires Daniel Blair's pristine black-over-red 1966 911 at a Sunday morning get-together in Fair Lakes, Va. Blair, who lives on Capitol Hill, has owned the car since late summer 2010. It's his first Porsche



Left: (from left) Rose Tagliamonte, Steve Ross, Linda Bowyer and Charlie Bowyer enjoy the autumn weather in Little Washington, Va. after a Drive 'n Drive Fall Foliage event in October.



Potomac's Drive 'n Dine night tour on Dec. 4 saw more than 23,000 luminaria light up the sky at Antietam (Md.) National Battlefield site. Photo by Mike Smalley

