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**Cover:** A Tiptronic Porsche's speedometer shows 151 mph in sixth gear. Let's all hope this was on a track or on a dyno.

Driver Tony Pagonis and Intersport's Charlie Murphy celebrate getting Pagonis' 944 back together at October's Club Race.



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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

First, a few words about this January–February weather. Hiss, boo, humbug, enough already. I cry “uncle” loudly and often. Someone—please!—make it stop.

Why does it seem that the older I get, the colder the weather. I haven't washed any of my vehicles in months; it's too cold to work on them; the batteries keep dying; and, worse, the Porsche is stuck in the garage behind a barrier of snowblowers, snow shovels and ice melt. At least I think it's still there.

Despite my bellyaching, you'll find good reading in this issue to get you through the vagaries of March weather. Perhaps it will be enough to tide you over until that first warm weekend; surely we'll have some of those in March.

- First, Potomac member, motorcycle enthusiast and Cayman driver James Parks shares with *dV* readers the attraction of one of the nation's curviest roads: The Tail of the Dragon as it's known colloquially or the 11-mile stretch of U.S. Highway 129 that begins in Deals Gap, N.C. and runs westward into eastern Tennessee. That little stretch of road contains 318 curves in those 11 miles, which, on average, is a curve every 128 feet. Bring strong arm muscles; they'll get tired. Despite it being many miles from Potomac's home grounds, surely it must be on every Porsche owner's bucket list of interesting roads to drive. His story begins on Page 15.

- Two Cayman owners, Bill Calcagno of Potomac and Steve Covington of Chesapeake Region, have installed a hideaway trailer hitch in their Cayman S cars that is both clever and functional, within the ability of just about any weekend mechanic. Details begin on Page 23.

- Lewis Hauser, one of those very, very interesting fellows you bump into when you're out looking for stories for *dV*, owns and operates Karosserie Ltd in Fairfax, Va. He always seems to have interesting cars in his shop undergoing restorations; it's one of my favorite places in all of Potomac Porsche-dom, chockablock with old, dusty 356s with *extremely* interesting histories and the occasional you-can't-believe-he's-going-to-be-able-to-bring-this-one-back 911 and other delectable cars. Hauser's skills on others' Porsches have been displayed in these pages already (with more to come), but in this issue, you can read and see his personal, non-restored, 1955 Pre-A that attended the first PCA Parade back in 1956. Hauser's story and photos are on Page 18.

- There's probably not a more engaged Potomac member (and helpful to all!) than Tony Pagonis. Not only has he chaired the autocross program for years (and is doing so again this year), he always finds time to attend just about every Potomac event, almost always with his big, professional-level Canon camera hanging from his neck, but he freely shares those photos with *dV*. The story on him in this issue begins on Page 11; it tells how he was the first winner of a now perpetual special Potomac Club Race award—the “Never Say Die” award—at October's Club Race that is reflective of the helpfulness and generosity of fellow Porsche owners.

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

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## Goal: To increase members' involvement in Potomac activities

One of my goals as president this year is to increase Potomac Region member involvement. More specifically, I'd like to see Potomac members who have never attended an event to come to at least one. There are many events from which to choose, as the calendar in this *dV* shows. Along with that extensive list, I'd like to offer a few thoughts here about what members might expect.

Perhaps the simplest and easiest way to be a part of Potomac is just to show up at one of our monthly Saturday morning Potomac brunches, held the first Saturday of each month in Manassas, Va., and the third Saturday at Glen Echo, Md. Having a good breakfast jump starts a great weekend, and there are no agendas at these morning meets, held year 'round. Members (and guests, welcome, too) show up, eat, and chat with fellow Porsche enthusiasts. Simple and fun, always.

After some of these breakfasts, our Drive & Dine folks also organize a "fun run" for those who'd like to head out from breakfast for an enjoyable scenic drive through the twisty back roads of Maryland or Virginia. There's nothing like seeing 10 to 20 Porsches touring lazily through rural towns to put grins on the faces of local citizens and drivers alike. No pressures! Just good times.

Drive & Dine also offers more specific events, with fixed destinations, such as a relaxing weekend getaway to Frank Lloyd Wright's Fallingwater or to The Homestead. I also must mention that there are several scheduled same-day trips to wineries, to unique restaurants, to polo matches, and even to a drive-in theater. Again, there's nothing like a

string Porsches traveling together down the highway to turn heads.

Concours events are also delightful, and I highly suggest them. One of my earliest experiences with Potomac included my heading to a concours as a spectator and my leaving as a winner. (Well, I got third place... a few years ago.) Regardless, it's always really great to see beautifully restored older Porsches, as well as late-model garage queens, some of which are probably in better shape today than the day they left the dealership.

If you want to add an element of competitive driving to your Potomac experience, attend a rally. Each rally is a well-planned adventure for both drivers and their navigators, and typically drivers are still speaking to their navigators at the end of the afternoon. Typically.

To kick it up a notch: Autocross! Learn what it is to steer your way through a field of orange cones, without missing one or knocking any down, all the while in second gear going as fast as you dare. Autocross helps every driver better understand the saying that "Porsches—they are to be driven!" I do not recommend, however, backing up to get a missed cone, as I watched my wife do last

year. Bad move, very bad move, although she, her Boxster and her passenger-instructor came away unscathed.

The next step—and perhaps the real beginning of the slippery slope—is to attend a one-day High Performance Driving Clinic (HPDC). There is one scheduled in April and another in September, both to be held at Summit Point, our local track. At HPDC, each driver gets a good taste of a car's road-handling capabilities as well as what it is like to drive on a track. Our club's instructors are well-trained to help you understand what you and your car are capable of—in a safe, controlled atmosphere where everyone learns something every time you sit in the car or classroom.

With an HPDC under your belt (or three official autocrosses), you might be ready to continue your slide down the slippery slope. Potomac's Drivers Education (DE) program is one of PCA's best. In 2011 we will hold eight different weekend events, five at Summit Point just 90 minutes from D.C. The other three are held at Mid-Ohio, Watkins Glen and at Virginia International Raceway (VIR). There are five different run groups, with less-experienced drivers running in Green and Blue. Each Green and Blue student is assigned a PCA-certified instructor. In a typical weekend event, a DE will have 120–150, ranging from 914s, 944s, Boxsters, and older 911s (like my '87) to newer 996s and 997s, GT3s, and even a few GT2s and Cup cars.

We also have eight "tech sessions," held a week or two before each DE event. At these tech sessions, the club's tech team will put your car up on a lift to go over it thoroughly to verify that everything is in good and safe condition. Tech sessions are open to all club members, even if you are not signed up for a DE.

While not for everyone, Potomac also offers the opportunity to participate in PCA Club Racing. In fact, Potomac's September Club Race at Summit Point will be the twentieth consecutive race sponsored by Potomac, the longest running club race in PCA. Even if racing isn't your thing, you can volunteer to help or just come out to watch. It really is always quite an event.

While there are also other opportunities to participate in Potomac Region Club activities, I hope I've given you enough here to give you a feel for the basics and to interest you in coming out. There really is something for every member, and during 2011, Potomac hosts approximately one hundred events. You can simply sit back and admire fellow Porsche owners' vehicles as you arrive at one of our breakfasts, or you can race, wheel-to-wheel. It's up to you.



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# 2011 calendar

## March:

5: Instructor training. PJ Skoodoo's, Fairfax, Va. 8 a.m. - 4 p.m.  
 5: Virginia brunch \*  
 12: DE tech for March 25-27 Summit Point event. Curry's, Chantilly. 10 a.m.-3 p.m.  
 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, WVa.

## 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 May 6-8 Mid-Ohio event. Porsche of

Silver Spring. 9 a.m.-2 p.m.  
 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 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: 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. 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 July 15-17 Summit Point event. Intersport. 9 a.m.-2 p.m.  
 15-17: DE, Summit Point, Summit Point, WVa.  
 16: Maryland brunch\*  
 31-Aug. 6: Porsche Parade, 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, Washington Circuit, Summit Point  
 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 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, WVa.

## October:

Sept. 30-Oct. 1, 2: PCA Club Race, Summit Point  
 1: Virginia brunch\*  
 5: Committee meeting  
 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\*  
 19: Maryland brunch\*

## December:

3: Virginia brunch\*  
 3: Potomac planning meeting for 2012  
 3: Drive 'n Dine: Antietam, Md. 4 p.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

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**Drive 'n Dine:** John Eberhardt, driveanddine@pcapotomac.org  
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**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

### February 2011 anniversaries

#### 35 years

Peter J. Locker & Debra Roth

#### 30 years

John P. Davis & Nancy A. Davis

#### 25 years

Daniel M. Bloch & Paula Bloch  
Frederick L. Garlock & Vicky Garlock

#### 20 years

Oliver Ireland & Manley Williams

#### 15 years

Roger Stephens & Kim Stephens

#### 10 years

Michael Budinski & Linda Budinski  
Michael J. Flaherty & Lisa Donnan

John R. Rader & Catherine W. Wilkinson  
Wayne F. Watkins & Carrie L. Brown

#### 5 years

Jeff Button  
Allen R. Caskie & Dawn Caskie  
Sean P. Clancy  
Michael Cope & Debra S. Cope  
David J. Edmondson & Robert Ricks  
Arsenio T. Gumahad  
James V. Henry & Kristi Bledsoe  
John A. Lewis & Michelle Lewis  
Michael C. McCloud  
Fatih Selekler  
Vincent L. Tullo & Shelia Tullo

### January 2011 new members

Riaz Ahmed – 2011 Panamera  
Dave Augustine & Marcia Wadsworth – 2007 GT3  
Jared Black & Mindy Black – 2005 911 coupe  
Fred Borcharding & Rita Borcharding – 2003 Boxster  
Olivier F. Burki – 2003 Boxster  
Mike Cartagena & Jackie Cartagena – 2002 911 cabriolet  
Joe Corey – 1998 911 cabriolet  
Eivind N. Dueland – 2005 911 S coupe  
Phil Ege – 1960 356 S90 roadster  
David E. Erisman & Michael Erisman – 1999 911 coupe  
Dave Gibson – 1989 944 coupe

Jon E. Girard & Jennifer Girard – 2005 911 coupe  
James Hogler & Angela Hogler – 2005 997 S coupe  
Kris Hunnicutt – 2011 Cayenne  
Jim Johnson & Maria-Nelly Johnson – 2009 Cayenne GTS  
Tom Kapikian – 1988 Carrera coupe  
John Kaylor – 1981 911 SC coupe  
Mahin Khan & Nashrah Khan – 2006 Cayman S coupe  
Jeffrey Kratzer & Ursula Kratzer – 1982 911 SC  
Kurt Krummel & Michelle Krummel – 2002 911 C4S coupe  
Michael MacKay – 1987 Carrera cabriolet  
Corey J. Maender & Diane Maender – 2005 Cayenne Turbo

John H. Makin & Gwendolyn Makin – 2002 996TT  
Kevin P. McClain & Maria McClain – 2001 Boxster S  
Peter Roady – 2009 Cayman S  
Dennis S. Shiflet – 2010 Cayman  
Gregg A. Sturdevant & Tina Sturdevant – 2008 Cayman S  
Vin Troisi – 2001 Boxster  
Casey Vain & Stephanie Foreman – 2007 911 cabriolet

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# 2011 rally schedule

The rally committee is planning four road rallies for this summer. The first will be on May 21, and will begin and end in Maryland. The second is on June 25, and will be in Virginia.

## 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.

The third rally will be in conjunction with Porsche-fest on Aug. 13 and will end at the track at Summit Point, WVa. This rally has been designated as our annual "Rally to Benefit Camp Friendship."

The fourth and final rally will be Sept. 24 and will end at Oktoberfest in Lovettsville, Va.

At this time the details are scant regarding starting locations, but we always

try to find a spot with easy access, ample parking, and restrooms (and maybe a Starbucks, too!).

Anyone with questions about rallying, can contact me at [dogzmom@verizon.net](mailto:dogzmom@verizon.net). Let me know if you want to be kept up to date on rally news, and I'll include you in my email list.

Last summer we had excellent turnouts for all the rallies, with more than 50 different teams participating (no, not all at the same time!).

—Linda Davidson, Potomac rally co-chair

# 944 Cup American-Canadian schedule

By Patti Mascone  
for *der Vorgänger*

If you live in a cold-weather climate, or even if you don't, the 944 Cup 2011 schedule is certainly going to get your Porsche racing enthusiasm revving in high gear. This series, which was formed in 2002 to provide a national series for drivers of front-engine Porsches, offers 22 regional races and a national championship for next year.

New for 2011 is an expansion into Canada, with an eastern Canada chapter offering three races, while co-hosting a fourth at Watkins Glen, alongside 944 Cup's north chapter and Zone 1 of the Porsche Club of America (PCA).

The preliminary schedule is predominantly comprised of nine races to be held under the umbrella of PCA.

## Tentative 2011 944 Cup/PCA schedule

- Feb. 3-6, Sebring, Fla.
- April 8-10, Road Atlanta, Ga.
- May 27-29, Watkins Glen, N.Y.
- June 17-19 Portland International, Ore.
- July 29-30, Mosport, Ontario, Canada
- Aug. 26-28, New Jersey Motorsports Park
- Sept. 30-Oct. 2, Summit Point, WVa.
- Oct. 7-9, Daytona
- Dec. 2-4, Roebbling Road, Ga.

To fill in other spots on the schedule and reach other regions, 944 Cup will hold one race with the Eastern Motor Racing Association (EMRA), three with the National Auto Sport Association (NASA), five with the Sports Car Club of America (SCCA) and two with Canadian organizations. The 944 Cup will hold its nationals at New Jersey Motorsports Park (NJMP), Oct. 28-30.

The 944 Cup has categories for normally aspirated 944 and 924S models, plus the 944 Super Cup for Turbos, S2s and 968s.

See <http://www.pca.org/Activities/ClubRacing/Schedule.aspx> and

[www.44cup.com](http://www.44cup.com) for more information



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Left: 944 Cup driver Tony Pagonis displays his “Never Say Die” award presented to him at Potomac’s annual Club Race. Despite complicated damage to his car during Friday practice, he was able—with the help of Potomac friends—to put the car back together in time for a race on Saturday. He finished second in his class.

Below: After Pagonis’s car was flatbedded back to the paddock, the engine’s oil pan was discovered to be holed in addition to substantial suspension damage.

# Club race friends “Never Say Die”

Photos and story by Tony Pagonis  
for *der Vorgänger*

In October 2010, I was attending my third PCA Potomac Club Race. Friday was practice and qualifying sessions for the racers. The day concluded with a mini-practice race, with several practice starts, primarily for the benefit of the novice racers who’d attended a mandatory training program throughout the day.

Several laps from the end of this session, I was entering Turn 3 and halfway through the turn, I heard a disconcerting “clunk” noise, and the car shuddered for a brief moment. Despite turning the steering wheel, I realized the car was going straight regardless. Next thing I knew the car was in the gravel pit on the outside of Turn 3 sliding through the gravel.

When I finally stopped and had climbed over the tire wall, I could see that my left side front suspension was collapsed under the car. Not good.

After the race ended, and the car was being winched onto the bed of a rollback, I could see much was broken. I picked up some pieces off the ground, including a coil spring.

When we arrived at my paddock spot, the car reluctantly slid off of the rollback, coming to rest at an odd angle next to my trailer. I looked under the car, and could see that the control arm was barely attached; it had broken at the front mounting bolt.

The shock was broken, and the tire was hanging under the fender at an unnatural angle. The fender was pretty banged up, too. Then, to my dismay, I found a golf-ball sized hole in the oil pan. Apparently, in the process of dragging the car onto the rollback, the flopping control arm made contact with the oil pan, punc-



ture it. Between the broken suspension and the perforated oil pan, I figured my weekend was done. I started making plans to head home (about an hour away).

About that time, a couple of paddock neighbors came



**Above:** Ron Mistak, PCA National Club Race Steward holds up the first “Never Say Die” award presented to Tony Pagonis at October’s PCA Club Race. Center is scrutineer Scott Slausen, and right is Ray Newman, PCA National Club Race scrutineer.

**Right:** Although no damage was done to the engine during the on-track episode, while loading the car onto a rollback the broken control arm punched a golf-ball sized hole into the oil pan. Luckily, no internal engine damage resulted.

over to see about the situation.

We surveyed the damage, and I told them about my plans to get the car home. Before I realized what was happening, both were making calls on their cellphones. One, David Raznick, was in touch with Sloan Palitti, of SSI Performance. Palitti asked to describe what was broken, and would see what he had in inventory that he could bring out the next day.

The other paddock neighbor was Karl Beisel, who was on the phone with Charlie Murphy of Intersport Performance, who normally services both of our cars. After getting off the phone with Palitti, I reiterated the saga to Murphy, who also agreed to bring what he could. Murphy asked me to start disassembling as much as I could to assess any additional damage or parts needs.

The next morning we had collected an assortment of parts from Intersport, SSI and some spares I had at home. Murphy provided a couple of his shop’s mechanics to help me with the reassembly process. Slowly, the remaining bad parts were systematically removed from the car. The most challenging repair was replacement of the oil pan. Fortunately, the only damage was to the pan itself. As we determined by looking at my in-car video, the puncture happened during the rollback process, we were satisfied the engine had never lost oil pressure and should be mechanically sound.

Late that afternoon, the car was lowered onto its refurbished suspension. The engine was filled with oil, and the brakes were bled. The engine started on the first try and idled properly. We then drove it around the paddock to see if any strange behavior or noises existed. There was none. We then did a rudimentary alignment of the front end. And I was just in time—which surprised everyone!—to make the final Sprint Race on Saturday.

Without any posted times from the earlier sessions, I started in back. During the pace lap, I intently paid attention to the car, listening, feeling and smelling for anything out of the ordinary. When the green flag dropped, I kept my distance from other cars until I was satisfied the car was responding safely. Gradually, I built up my speed, increased my braking effort, and before long I was picking up the pace.

By the end of the race I had moved into second place

and was gaining on the class leader. Nevertheless, I was thrilled to have finished at all. I was even more surprised when I discovered that I had also set a personal best lap time during that race.

Saturday night at the banquet dinner, I was embarrassed by the number of folks who gave me a thumbs up and expressed their amazement when they saw my car on track during that final Sprint Race. Even a couple of corner workers approached me surprised that it was the same car.

After dinner, the PCA officials handed out various awards. Late in the evening, the PCA National Race Steward Ron Mistak said he had a couple of special awards to hand out. He began with a description of a car that had broken on track, been damaged even further in the process of being towed, but somehow the crew had cobbled the car together and got it back on track.

He called out my name, and presented me with my broken control arm. The control arm had been taped back together with red racer’s tape, and he named it the “Never Say Die” award. It was signed by the race stewards. I was speechless. I was told that the award would become an annual presentation at future PCA Potomac Club Races whenever a racer perseveres against odds and bad luck.

Sunday, I was able to participate in both the Sprint Race and Enduro, and the car delivered solid performance. Somewhere in this whole ordeal there is a testament to the stoutness and thoroughbred heart inherent in virtually all Porsche cars. But none of the comeback would have been possible without the camaraderie and support that’s evident in virtually all PCA Club Racers. We don’t do these races for fancy trophies or cash purses. We do it because we love the sport. But it wouldn’t be the sport it is without the support and engagement of everyone involved, from drivers to corner workers to crew and family members.

Cliché or not...it REALLY is the people!



# Autocross: Congrats to 2010 winners

By Tony Pagonis  
Potomac Region autocross chair

Congratulations to all the class winners from our 2010 PCA Potomac Region autocross season! After seven events between April and November, the victors have emerged:

Stock 1 was won handily by Chris Hunsaker, in his beautiful '92 964, with 52 points. In Stock 2, Josiah Gaffney, 42 points, took the crown in his '02 Boxster beating out Mark Hubley in a '99 Boxster by a mere three points.

Our most popular class last year, Stock 3, was won by Steve Mitchell, with 60 points in his '08 Boxster S, over John Clay in another Boxster S.

In Stock 4, Scott Borden, 60 points, won in his '09 997 C4S.

In our Prepared Categories, SP-1 was won by Matthew Plasket, 40 points, in his '72 914. SP-2 proved to be quite the battle between David Stoesser, in his '87 944 and Jim Arnold in his 944 S2 Cabriolet. Both drivers earned 48 points for the season, but Jim earned points in five events versus David's four events. David's four 1st place finishes earned him the title.

In SP-3, John Bendekovic, in his '81 911 SC, also easily won his class with 60 points, taking a win each time he attended. In SP-4, Stuart Fain was undefeated and scored 48 points for the class victory in his '07 GT3. Chris O'Hare made a valiant challenge in his '96 993, but fell two points shy of Stuart's total.

In SP-5, our champion, Bill Calcagno, was also the only competitor in 2010 who made all seven events. Bill drove his Cayman S to six wins and one second place finish. Doing so earned him 60 points, the maximum possible.

Rounding out our 2010 class winners is Helio Losee who took the class crown in Improved with three class wins and 36 points, in his 911 GT.

Trophies will be handed out at our first official event in 2011 on April 30.

## 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.

We will start the season again with an autocross school on Sunday, April 3.

The school is an excellent starting point for autocross newbies. We'll begin the day working on a series of driving exercises with many of our veteran autocrossers taking you through the learning experience step by step. After a lunch break, the exercises will be combined into a single autocross course, and students will get the opportunity to challenge the whole course. The autocross school is not a pre-requisite for attending our autocross events, but it does provide an opportunity to learn the sport in smaller, manageable chunks, as well as offering more face-to-face time with our veteran autocrossers who will be conducting the instruction.

There is a long lull between events 1 and 2. Scheduling for autocross-friendly venues is limited. We are looking at some additional sites to see if we might be able to

squeeze in an additional event for 2011. Visit our website, [www.pcapotomac.org](http://www.pcapotomac.org). >programs>autocross for additional information, including rules, directions to event locations and helpful tips and information. You can also send an email to [autocross@pcapotomac.org](mailto:autocross@pcapotomac.org).

One objective of our 2011 autocross program is to invite PCA member parents to consider autocrossing as a safe and worthwhile driver-training environment for their children who are new to driving.

PCA's insurance allows members' children who are under the age of 18, and in possession of a valid driver's license (not a learner's permit), to participate as drivers at autocross events.

Autocrossing, particularly if initiated with the autocross school, is an excellent way to learn and develop good driving skills. Autocrossing educates a driver on the

essentials of driving a car, including braking, accelerating and cornering. It also teaches a driver to be observant and aware of the surroundings as well as learning to look ahead and better anticipate what's up ahead. We often refer to this as situational awareness.

An autocross event is an exceptional way to work on these challenges in a safe and controlled environment, with knowledgeable instructors helping to guide the way.

For 2011 we are going to offer a discount to under-18 participants for our autocross school and regular events. Visit our website for additional details as well as links to information about PCA National's Junior Participation Program including some particular forms that must be filled out prior to a junior's participation. If you have any questions, please send them to [autocross@pcapotomac.org](mailto:autocross@pcapotomac.org).



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# A publication for serious car nuts

By Richard Curtis  
for *der Vorgänger*

In the December *dV*, writer Sydney Butler referred to a photo of a Porsche 904 in a 1970 issue of *Automobile Quarterly* as being one of the reasons he wound up as an owner of our favorite marque.

That issue is pictured in the photo at right, an issue that was devoted almost entirely to Porsche. This issue is available occasionally on eBay and can be found in some used book stores. Back issues back to Volume 37 can be found on AQ's website.

I was an AQ subscriber for a long, long time beginning while I was still in college 40 years ago; AQ has been published continuously since 1962.

If you have a wide-ranging curiosity about things automotive, this would be a welcome



addition to your book collection. The research is obviously indepth and without fault, the writing workmanlike. Contributors to AQ include or have included such luminaries as Ken Gross, Beverly Rae Kimes, Karl Ludvigsen and John Matra, among others.

AQ says it "features articles on significant automobile marques and interesting individual cars, biographies of famous people in automotive history, competitive vehicles and races, as

well as automotive art and collectibles."

For information: [www.automobilequarterly.com](http://www.automobilequarterly.com); subscriptions are \$79.95/year with discounts for multi-year subscriptions.

The current issue is Volume 50, No. 2 and features stories on Lincoln Continentals, Cadillac concepts and Jaguar E-Types.

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# Challenge the Dragon?

By James T. Parks  
for *der Vorgänger*

This infamous stretch of Smoky Mountain tarmac is known by several different names: U.S. Highway 129, Deals Gap, Tail of The Dragon or simply The Dragon. This federal highway's claim to fame is its 318 gnarly curves, appearing in rapid-fire succession, over just 11 miles. The Dragon is both a challenging road and a rite of passage for many motorsports enthusiasts.

Ironically, I first laid eyes on The Dragon as a mere lad, while watching the 1958 cult classic "Thunder Road" starring Robert Mitchum, at a drive-in movie. The movie was about running illegal moonshine on treacherous back roads in Tennessee and Kentucky. The film was based loosely on a 1952 incident where a driver died in a crash while transporting moonshine. Although I didn't know it back then at least one of the action sequences in "Thunder Road" was shot on U.S. 129, aka, The Dragon; a road that also was traveled by real whisky runners.

The path of The Dragon started out as a narrow, serpentine trail through this steep, heavily forested area. The trail was traversed for thousands of years only by wild animals and American Indians. After European settlers arrived in the area, the Deal brothers established a trading post on the trail at the top of the mountain pass. In time the location became known as Deals Gap.

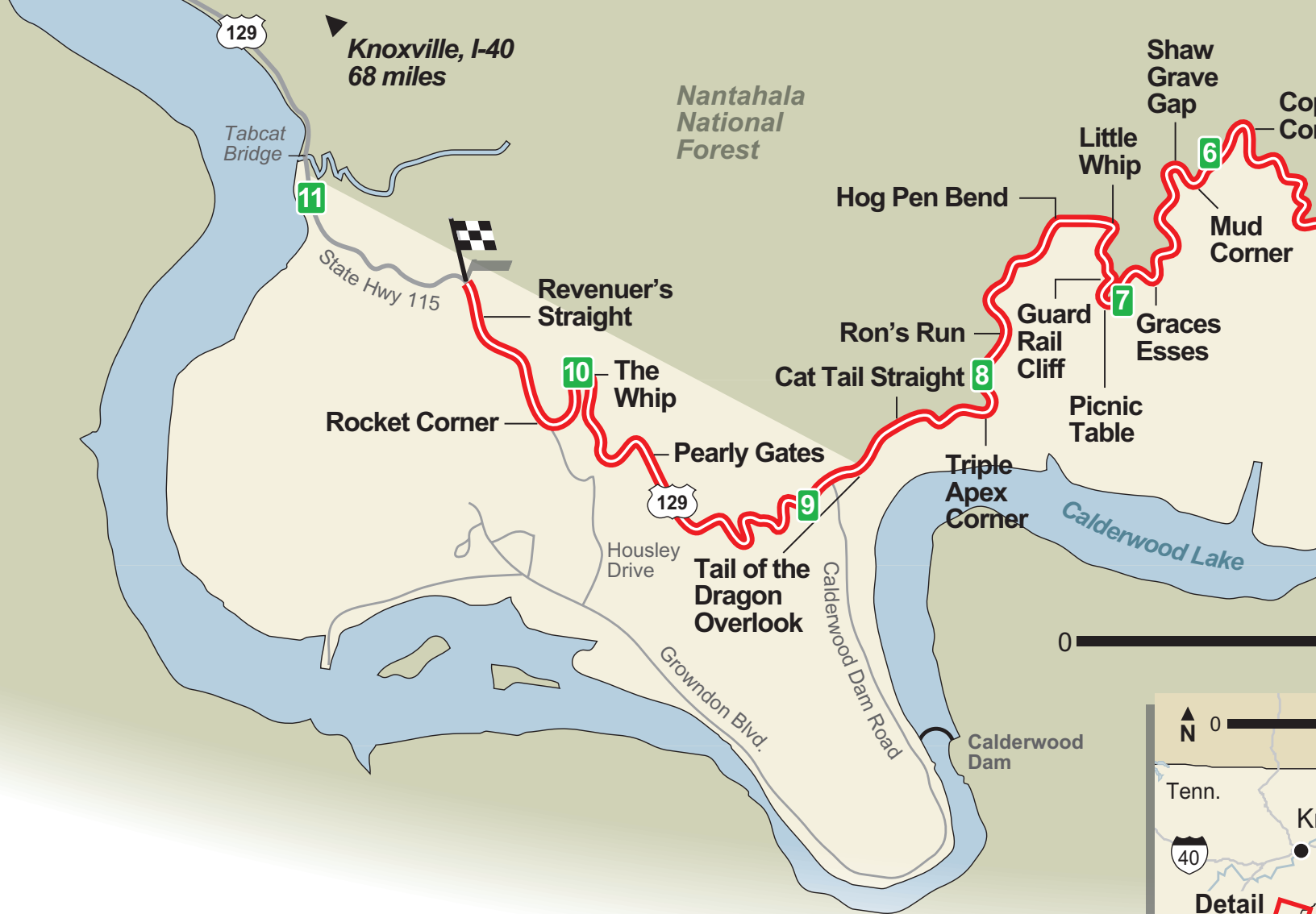
As more people moved into the area, the trail passing through Deals Gap was widened and improved until it finally became today's U.S. Highway 129. The surrounding area, however, is still wild habitat. As if the tortuous curves, steep elevation changes and roadside drop-offs aren't sufficiently challenging, local fauna often sighted on and around The Dragon include deer, black bear, wild boar, turkey, fox, rattlesnakes and copperheads. Unless you're a direct descendent of Grizzly Adams, taking a stroll in the woods might not be such a good idea.

I first experienced The Dragon in 2005, when my wife, Karen, and I rode up and back its full length on our motorcycle. I had heard many tales about imprudent riders who had challenged The Dragon and crashed, some of whom lost their life. For that reason, and the fact that the pavement was wet from overnight rain, we rode at a moderate pace in the midst of a seemingly endless procession of bikes and cars zooming in both directions.

We had traveled only a few miles when I noticed in my rear-view mirror a rider on a heavy motorcycle aggressively passing one bike after another in his path. When he got to us, I pulled to the right of our lane to let him go by. After rounding a couple more curves, I suddenly spotted that same bike lying in deep grass off the opposite side of the road. Along with a couple of other riders, we stopped to offer assistance.

Photo by Jason Eberhardt

**U.S. Highway 129 weaves through far eastern Tennessee to Deals Gap on the North Carolina border. The part of this infamous highway known as the Tail of the Dragon is only 11 miles long but crams 318 corners into those 11 miles. While the stretch is popular with motorcycle riders, many car clubs routinely take trips to the Dragon.**



We found him lying prone near his bike. He was moaning. Apparently, the bike's tires had slipped out from under it, while leaned over in a wet, right hand curve, taking the bike and rider down and sliding them across the opposing lane. Fortunately, there was no oncoming traffic at the time. Because The Dragon is in such a remote area, there was no cell phone signal, and it wasn't possible to call an ambulance. We gave him a few pain relievers to help dull the pain of his apparent broken shoulder, wished him the best and left.

Upon arriving at the modern-day Deals Gap store, we asked an employee to call an ambulance for the injured rider. I asked the counter person how often this type of thing happens and he replied, "All too often. It will take at least an hour for an ambulance to arrive on the scene." It's because of this type of intemperate behavior that The Dragon is frequently patrolled by the police, especially on weekends.

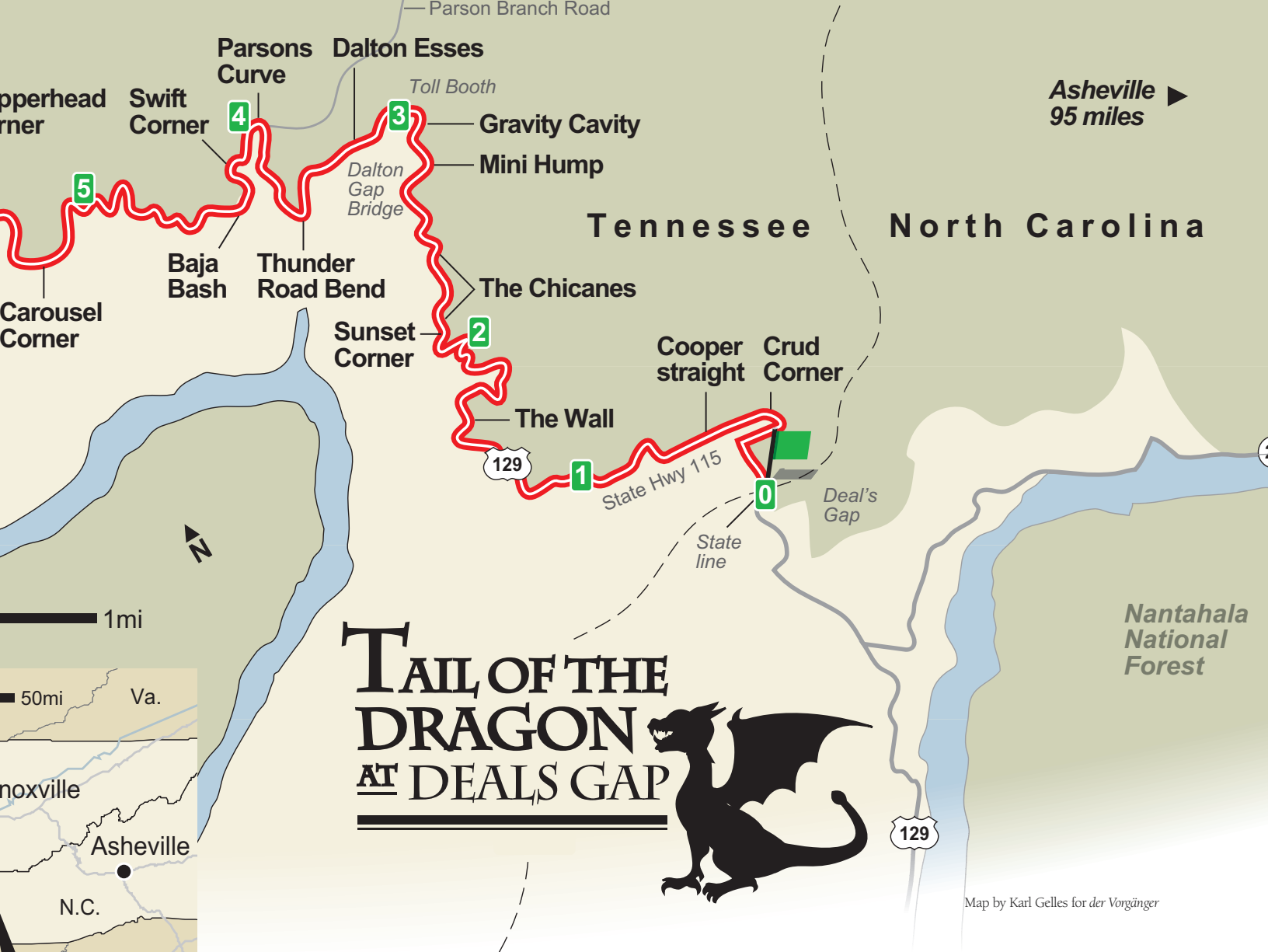
Walking out into the expansive parking lot, there seemed to be every type of motorized conveyance imaginable parked there. The vehicles' riders and drivers, who had just run The Dragon and survived, were gesturing and talking excitedly. Just off the parking lot was a large tree festooned with crashed motorcycle body parts, like so many ornaments on a macabre Christmas tree.

"Thunder Road" isn't the only movie magic that's had a scene or two shot in the area. Remember the scene in "The Fugitive" (1993) when Richard Kimble (Harrison Ford), while being chased by U.S. Deputy Marshall Samuel Gerard (Tommy Lee Jones), is forced to make a perilous jump from a towering dam into a river? Although the movie portrays the dam as being in Illinois, the Cheoah Dam is actually just a few miles down U.S. 129 from Deals Gap in North Carolina. Now known by locals as "The Fugitive Dam," the dam spans the Tennessee River. Other movies shot in the area include the 1971 classic, "Two-Lane Blacktop" and "In Dreams" (1998), starring Annette Bening.

Part of the moonshine running folklore of the South has a NASCAR connection.







# TAIL OF THE DRAGON AT DEALS GAP



## Dragon

Famed NASCAR racer Junior Johnson is said to have honed his high performance driving skills by running moonshine on treacherous southern back roads. Due to extensive engine and

suspension modifications (boring, stroking, supercharging, etc.), Junior's moonshine cars were reportedly even more powerful than the racecars he drove on Sundays.

I've toured extensively in these borderlands of eastern Tennessee, western North Carolina and northern Georgia. Besides The Dragon, there are many other scenic and interesting roads that are ready-made for Porsche enthusiasts. This location would make a great, long weekend destination for members of our Potomac chapter.

One possibility is to attend what's known as the Blue Ridge Boxster Summit for their annual trip to the mountains of Western N.C. (No, you don't HAVE to drive a Boxster.) Their trip this year is June 2-5 and it's not TO The Dragon but to Blowing Rock, N.C., about a 3½-hour drive away. See details at [www.brbs.com](http://www.brbs.com)

If you go there, just remember one thing: If you dare The Dragon by driving it too aggressively, often The Dragon wins!

*James Parks is a travel journalist and photographer with RoadRUNNER Motorcycle Touring & Travel magazine. When he's not traveling on two wheels, he enjoys a back-road romp in his 2009 Porsche Cayman S.*

Photo by Jason Eberhardt

**All this windy road comes at a price: Congested roads and a double-yellow line that stretches for most of the 11 miles of The Dragon. The Dragon is located west of Fontana Lake in western N.C.**





## Historic 356 still purring

There are still a few Porsche owners around who can boast of having attended the first PCA Parade in 1956, but few of the cars from that gathering are still around. Lewis Hauser owns one, however, and still drives it in its (mostly) original condition. His black 1955 356 Pre-A coupe, with an original floor, interior, headliner, radio and engine is testament to Porsche's longevity. Hauser bought the car 28 years ago from a William Tosh in Arlington, Va. and continues to enjoy it. Hauser still has the original 1500cc engine with roller-bearing crank.

Top: Fairfax, Va.'s Karosserie owner, Lewis Hauser, has owned this '55 coupe for 28 years. The car appeared at the 1956 PCA Parade in Gaithersburg, Md. Above left: Hauser had to fabricate an exterior mirror to make the car street legal. Above: The car's interior is all original. Note the original Telefunken radio, the in-dash, optional clock, the broken seam in the driver's seat. The passenger seat has an optional headrest. Although Hauser owns and operates a noted restoration shop—he began the business the same year he bought this car—the 356 is almost all original. He has done a small amount of bodywork plus a re-spray of the car over its original black paint.

Photos by Richard Curtis



# Fun get-togethers for car lovers

Know of any car meetups? Please email details of others you're aware of to [dveditor@pcapotomac.org](mailto:dveditor@pcapotomac.org)

## Saturdays at 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. We've had a report that Katie's Cars & Coffee is still going on during the winter. Invited are all car buffs in the greater metropolitan area. Scheduled time is from 7-9 a.m., weather permitting.

Katie's is located at 760 Walker Road, Great Falls, Va. (Katie's is located behind BB&T Bank and the post office off Georgetown Pike, next to The Old Brogue Restaurant.)

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 cold, blustery but snow-free Sunday in mid February, more than 25 cars gathered for this meetup, so weather is holding up these enthusiasts. The Fair Lakes (Va.) Starbucks for coffee and cars is the site of a weekly Sunday morning group of die-hard car nuts. 8:30-10:30 at the Starbucks, 12599 Fair Lakes Circle. Directions: Interstate 66 to Exit 55B (Fairfax County Parkway Route 7100) then right on Fair Lakes Parkway to right on Fair Lakes Circle.

## 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.

These meet-ups tend to attract high-end exotics—Lamborghinis, Ferraris, Porsches, etc.—but still are low key and informal. They usually start around 10 a.m., always on a Saturday rotating between Virginia and Maryland.



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# Annual Porsche swap meet scheduled for April 23

The Central Pennsylvania Region of the Porsche Club of America once again is holding its Porsche-Only Swap Meet in Hershey, Pa., on Saturday, April 23.

This swap meet typically brings nearly 650 vendors, around 1,000 Porsches and over 6,000 visitors together in Hershey every year. It is billed as the largest gathering of Porsches in one place each year.

If you're seeking an obscure Porsche or an obscure part for your Porsche, this is a good chance to find it.

You'll see exotic Porsches found nowhere this side of Stuttgart and Porsche personalities ranging from PCA officials to (sometimes) celebrities such as Jerry Seinfeld. The meet features a People's Choice Concours on Saturday and a Sunday autocross.

## People's Choice concours

This charity event is designed as a People's Choice. Voting ballots for swap attendees will be available at the People's Choice headquarters at the head of the concours parking area. Voters will select their favorite participating Porsche—in each of eight award categories—from those vehicles registering for the event. Porsches driven to the swap meet and parked in the concours area are eligible for this event.

## Autocross

That's right, motorheads. The hottest autocross

course east of the Mississippi is open for business. This is your chance to quit telling everyone how good you are and prove it on the largest single paved area in the state of Pennsylvania. Assuming you aren't driving your mom's Hyundai, you can build up a respectable head of steam on our long straightaways—but the real test comes when it's time to turn the wheel.

## Porsche caravans welcome

You say your Porsche model is the coolest ever made? You've gone so far as to find a whole bunch of other owners of the same model? And now you all run together like wolves in a pack? You're our kind of Porsche driver. It doesn't matter if your group is based on a Porsche model, a PCA Region, a bunch of friends or however you define it. Just let us know you're coming and how many are in your group.

We'll arrange a parking area just for you and your party! (Minimum 10 cars, please.) The 968 Club typically brings 30 or so cars.

## Sell a Porsche, buy a Porsche

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- No pets/animals allowed

Vendor pre-registration \$40, but that ends on March 10. Vendor spaces available day of event \$50 plus \$25 township fee. See [www.cpa-pca.org](http://www.cpa-pca.org) > Swap meet > Vendor info.

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# Improve fitness to improve driving

By Mark Cherwein  
for *der Vorgänger*

One thing that you may not have considered working on during the winter is your fitness. Considering all top level racing series invest time and money on the fitness of their drivers and you can begin to understand how important fitness is in competitive driving. The time and effort on a given DE weekend can total as much time in the car as professionals, so why would you not need to take some steps to make your body and mind work at maximum level for your driving?

A complete fitness program consists of three main parts:

## Cardiovascular training

These are exercises that are done to elevate the heart rate and done for a minimum of 20-30 minutes three to five times a week. This can include walking, running, bike riding, swimming, aerobic class, etc.

A simple way to measure your level of exertion is the talking test. If you can carry on a full conversation while doing the above exercises, you need to step it up. One of the best ways to improve your cardio fitness is interval training. This means getting your heart rate elevated into a higher zone for a few minutes then slowing your exercise down to the next lowest level, then back up a level again (repeat for at least 20-30 min).

The chart below is a simple way to see what your ideal cardiovascular range is based on your age. Once you're in your aerobic activity and feel you're at your comfort level, find your pulse and take it for 10 seconds x 6 = one minute (beats per minute). A heart rate monitor is an excellent investment and can give you hour/calories/work-out time in your ideal fitness zone.

## Strength training

We don't race cars for a living. For most of us our 9-5 jobs are sedentary. Although driving is something we do, we don't use our "driving muscles" even dodging cars on the Beltway. You can't replicate driving on track, but you can make your body able to handle the stresses of high-performance driving on a track.

The first step is to identify what is being used and stressed. How about everything? Your body tenses from



Photo by Richard Curtis

**As a certified personal trainer, Mark Cherwein strongly recommends getting into good physical shape before taking your car on the track.**

the g-forces when driving. This tension (contraction) is similar to exercising in the gym.

Functional strength will allow your body to handle the g-forces you encounter while driving as well as tasks that require strength, such as changing tires. If the muscles are stronger, less energy is used to complete the task it's required to do. Less energy expended = less fatigue.

Always be sure to warm-up by doing some light cardiovascular work/stretch/strength train/cool-down/stretch the muscles used.

## Dietary training

When you're doing cardiovascular and strength training, it's best also to follow a good dietary plan. This doesn't mean you have to give up your favorite things, but it does mean that you should maximize your efforts to make your routine work to the fullest.

Unlike exercising, you must eat and drink to live. If you take the time to surround yourself with good foods then making the right food choices becomes much easier.

If you're packing to head to the track you have a list of things you need to have so that your car performs properly. How much thought goes into

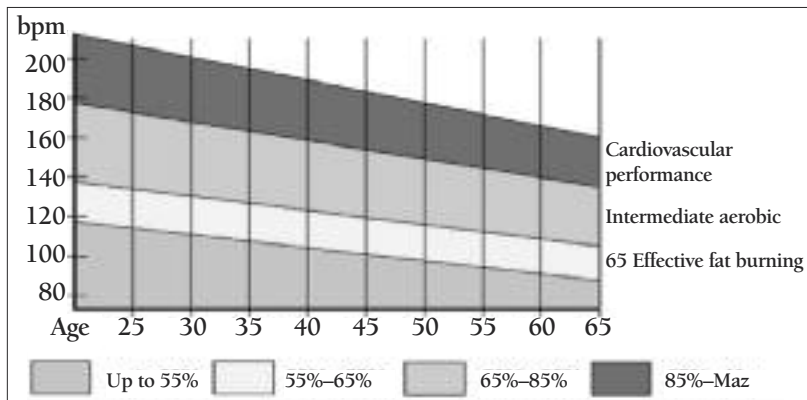




Photo by Richard Curtis

**Cherwein drives his Guards Red 964 RS at Summit Point Motorsports Park. He advocates a reasonable exercise plan coupled with smart dietary habits to increase your track enjoyment.**

what fuel you need to perform at maximum level? Bring a cooler packed with water, sports drinks, fruit, healthy snacks such as bagels or pretzels and even some nutritional bars will help give you fuel throughout the day.

By eating small meals five to six times a day you will steady your metabolism and blood sugar level. This will allow a consistent flow of energy that will allow you to focus throughout your day. When you skip meals, you tend not to drink enough water; your physical and mental energy will then diminish. So take the time to fuel yourself properly, just as we do our cars.

#### What to do at the track

- Make sure you've had a good breakfast. Coffee may be good to get you going, but fruit and a bagel with egg are better. Stay away from high fat or high sugar foods. High fat requires a lot of your bodies energy to digest and can make you sluggish. Refined carbohydrate foods can raise your blood sugar (not a good thing).

- When you arrive, take the time to get out and walk around for a few minutes. This will help get your heart rate up and warm up your muscles. Drink water throughout the day.

- Try not to rush to get everything done in record time. Pacing yourself will get you in a good level mindset. Plus, rushing can lead to making mistakes or possibly injury. The couple of minutes you save aren't worth doing something to ruin your weekend for you or your car.

- Don't put things off until the last minute. Rushing leads to mistakes! When your session is called, be ready and head to the grid.

- Check your gear one more time while you're waiting and take a few deep cleansing breaths. Slowly roll your head side to side. Flex and relax your fingers.

- Take the first few laps to let the muscles warm up before picking up speed. Let cars by and pick up your speed when you feel ready

- Pit immediately if you start to feel a little sluggish. This tends to happen more on hot days but doesn't mean on a colder day you can't get tired. Remember, you are

using energy just like working out in a gym.

- When you come in, take care of anything immediate, i.e., tire pressures and temperatures then be sure to hydrate. When it's hotter, you will obviously sweat more, so have part of your hydration from a drink such as vitamin water or Gatorade.

- Again be sure that your food consumption throughout the day avoids high fat or sugary foods.

We all know there is an inherent risk to what we are doing at track events. Looking at the big picture, the health risks associated with lack of exercise and a good dietary plan create a higher risk, so take the time to focus on you. You'll be surprised how much sharper you'll feel.

• • •

*Mark Cherwein is an AFPA certified personal trainer and stability ball instructor. He drives a red 964 RS America in DE events.*

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# Installing a hidden hitch

Photos and story  
by Bill Calcagno and Steve Covington  
for *der Vorgänger*

Like many Cayman owners, we like to do autocross and track events. Of course, one of the first things you learn at the track is that rubber counts, and street tires don't provide sufficient stick to maximize your fun.

The solution is to use R-compound tires, but then you're left with the issue of getting your competition tires to the track. Some of us can impose on friends for a while but a more permanent solution is needed, which is to tow your own tire trailer to the events.

This article is to show how we installed a slick and truly "hidden" hitch system on our Cayman S cars. We looked at several options but settled on a hitch system developed and sold by Behind the Box Solutions, LLC; you can contact Cayman Club member Mike Furnish at [Michael.furnish@navy.mil](mailto:Michael.furnish@navy.mil).

Once this hitch is installed, it is undetectable. Incredible, but true. **Photo 1** is the "before photo," but it could just as easily be the "after" photo. **Photo 2** shows the kit parts.

The self-locking ballmount (**Photo 3**) is the key to the system — you don't need access to the side of the hitch socket to lock the ballmount in place as with a standard ballmount; it's done with the key at the rear of the ballmount.

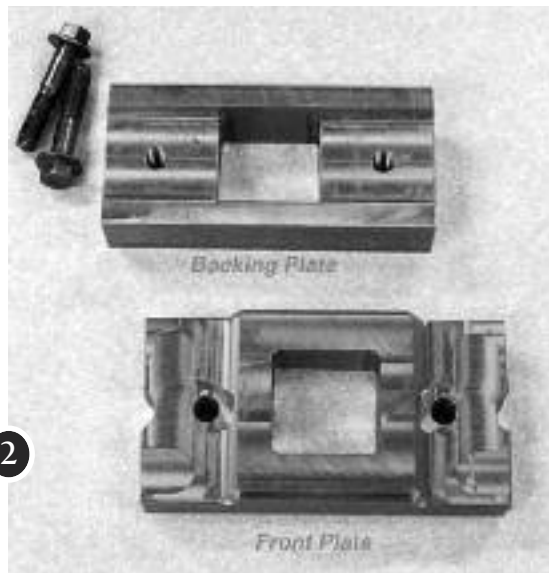
The ballmount has two retractable retaining pins that are controlled by a key lock at the back of the mount. The key lock is designed so that you can remove only the key with the pins extended, so you can't install the ballmount and accidentally forget to lock it in place.

You will also need some other parts that are not included in the kit. First is a pair of the "old style" bumper support mounts (**Photo 4**), they look like little shock absorbers. Part numbers that work are 993-505-015-00 or 996-505-015-00 (I believe the second number superseded the first number). You can get them from a dealer, or from an auto recycler for about half the dealer's cost.

You will also need to get either new gaskets or to modify your old ones. The part number for the new gaskets is 996-505-775-01 (they are basically the same as the ones that came on the Cayman, except they have a center hole for the shock absorber body to pass through).

You'll also need to install a trailer lights wiring kit. We installed Reese #119186 converter kits. Each kit comes with a converter, directions, fuse, inline fuse holder, a length of wire for connecting to power (which we won't need), several zip ties and assorted crimp and splice connectors.

You'll also want to create/install a hinged license plate bracket. You can get the parts from a hardware store



While this is the "before" photo of a Cayman having a disappearing trailer hitch installed, it could just as easily serve as the "after" photo also, since the hitch is completely hidden.



(hinges, screws, spacers, etc). A slick tip that Mike gave us is to glue magnets behind the bumper cover — they'll hold the license plate down but it'll still be easy to flip the plate up. Or, for an extra cost, Behind the Box Solutions can provide an assembled, ready-to-install hinged bracket with magnets.

The first step of the process is to remove the plastic bumper cover. This starts by removing the rear spoiler. There are seven

screws just under the leading edge of the spoiler. Raise the spoiler and then remove the screws, and the painted cover lifts off from the front. Using a deep 13mm socket wrench, remove the two nuts that hold the lower spoiler piece. After that, lower the spoiler mechanism back into the car.

Next, the rear taillights must be removed. First, there's a small molded plastic cover that must first be removed, to get access to the backside of the lights. Twist the retainer 90 degrees, and then pull it outward (it won't come out completely). Then, wiggle out the cover. Note: the cover fits into three plastic "mollys," take care not to lose them or you will get a rattle. After the covers are off, you have access to the rear of the lights. Unplug each electrical connection, remove the three nuts holding each unit in place, and the taillight will slide out the back.

Next remove the bumper cover. This isn't too difficult, but is much easier with two people. There are a total of 12 screws that need to be removed. Two are accessed through each taillight hole—the inside screw holds a small metal tab in place, pay attention to how it fits so you can reinstall it correctly later. Then, there's one screw just inside the front edge of each side of the bumper, in the wheel well. Then, there are four along the bottom edge of the bumper, right behind the wheel well (two on each side).

Finally, there are two screws inside the bumper; one on either side of where the exhaust tip comes through the bumper cover. Once all the screws are out, peel the bumper from one of the wheel wells by pulling it out and around the lip of the plastic wheel well lining. Carefully remove the other side, and then release the wiring plug just above the center of the bumper support (it connects the lights above the license plate). Set the cover aside for now, we'll get back to it later. **Photo 5** shows what you should be seeing now:



Next, it's time to remove the bumper support (that large, hollow aluminum bar running across the back of the car). First, use a marker to mark the alignment of the bumper cover, we made the marks line up with the pinch-weld seams just above the support bolts. The marks are to ensure the bumper support is aligned correctly when it is installed. Next, there are two large bolts that mount the support; use a 16mm wrench or socket to remove the bolts. Then, you can work the support out. It will take some wiggling because of the heat shielding mounted on the bottom of the bumper support (**Photo 6**).



Once the bumper support is off the car, remove the heat shielding and support bracket from the bottom. You will need a 10mm socket and an 8mm socket.

The next step is to drill/cut the holes for the hitch mount and to relocate the tow hook mount. First, unbolt the tow hook mount, using a 13mm socket. Then, make a temporary template with masking tape: place a strip of 2" wide tape over the holes for the tow hook mount. Then, use an X-acto knife to cut the tape to expose the holes (**Photo 7**).



Then, measure 5 inches from the center of the large tow hook hole to one side (we went to the right, but it doesn't really matter which way you go). Finally, move the tape template so that the large hole is centered over the mark you just made—this is where you'll drill the new holes for the tow hook mount. A quick placement



of the external portion of the hitch receiver will confirm your location.

Then, you take the bumper support over to the drill press (or milling machine, if you're lucky enough to have access to one). You might be able to cut most of the holes with a hand drill, but the large hole will be very difficult to cut without at least a drill press.

Place the outer mount over the bumper support, centered over the existing center (large) tow hook mount hole. Use a marker to mark the two mounting holes and to outline the center hole of the mount. Remove the mount, and use a 70mm (2¾") hole saw to make the large center hole.

Then, use a 1" hole saw to make the center hole for the relocated tow hook mount.

After that, use a 0.625" drill bit to drill the two mounting holes for the socket and a 5/16" drill bit to drill the two mounting holes for the tow hook mount. Finally, clean up all the aluminum shavings and deburr the holes with a file.

Then, install the hitch mount and the tow hook mount. Use Loctite on the bolts; you don't want them coming loose at highway speeds.

Finally, reinstall the heat shielding back onto the bumper support.

The next step is to replace the bumper mounts and to reinstall the bumper support. Use a 13mm socket to unbolt the old mounts and replace them with the new shock-absorber-style mounts. Don't tighten the bolts completely until after the bumper support is back in place. Put the bumper support back into place, drop the large bolts through the bumper support holes into the bumper mount holes, and then start the bolts into the threads at the bottom of the bumper support. Then, snug up all the bolts (on the mounts and the support), making sure everything is aligned correctly to the marks you made earlier. Once everything is lined up, tighten all the bolts.

The next step is to cut two holes into the bumper cover, one for the hitch mount and one for the relocated tow hook mount.

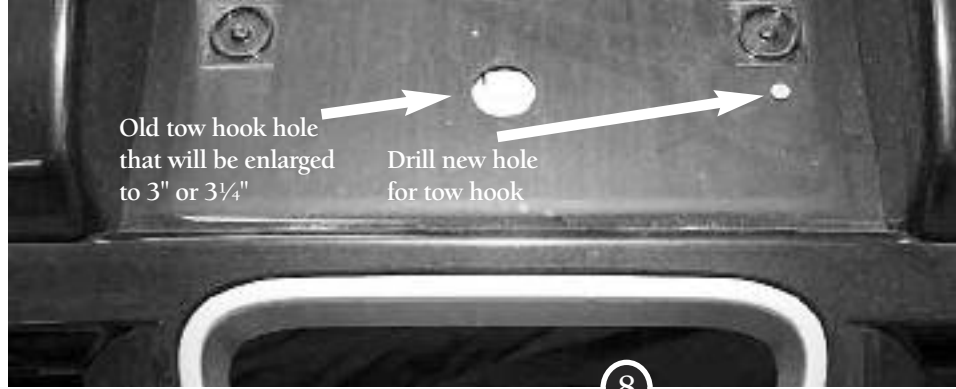
First, measure 5 inches to the side, from the center of the old tow hook hole, and make a mark. Make sure you go to the same side as you did on the bumper support (we went to the right). At the mark, drill a 0.125" hole through the cover. Then, use a wood or drywall screw to attach a block of wood behind the bumper cover (we used an old 2x4, approximately 9" long). **(Photo 8)**

Then, place some screws at the top and bottom of the old tow hook hole, making sure to catch the edge of the hole under the screw heads. The block of wood will act as a guide for the pilot drill of the hole saw. Then, use a 3" or 3¼" hole saw to make the hitch hole, centered on the old tow hook hole. After the large hole is cut, remove the screws and the block of wood. Then, use a 1.125" or 1¼" hole saw to make the new hole for the tow hook, centered on the 0.125" hole you drilled earlier.

Next, make and install your hinged license plate bracket.

At this point, your bumper cover should be ready to install, but don't do it yet. We're going to wire up the trailer adapter first.

As stated previously, we installed Reese #119186 converter kit. On the Cayman, there are 6 wires that need



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to be connected. The first is power. Start by taking the inline fuse holder and cutting the wire loop in the center. Solder one end to the large red wire of the converter (the power lead) and insulate it with heatshrink. Solder a male spade connector to the other end, and insulate the solder joint with more heatshrink. Note, you could use the crimp and splice connectors that came with the kit, but I [Bill] don't trust them—I greatly prefer solder-and-heatshrink connections.

The next step is to solder and heatshrink a 3-foot extension onto the green wire. Use 16 gauge wire (larger is okay, but don't go smaller).

Next, remove the carpet panel on the left side of the of the rear trunk. This will expose the rear fuse and relay block. The fender well under the fuse block makes a good place to attach the wiring converter; just peel the paper off the double-sided tape on the bottom of the converter and stick it in place.

The power wire will plug into the unused fuse socket at the top front of the fuse block (this spot was open on both of our cars). Do not plug in the power wire yet; finish the rest of the wiring first. Attach the ground wire (the white one) to the grounding lug on the fender well, near the floor carpet (use a 10mm deep socket).

The next step is to run the trailer wire harness. There's a large rubber grommet at the rear bulkhead, where the wiring for the license plate lights exits the car (remember the plug we disconnected earlier? Well, this is where that wire goes inside the car). Pop the grommet out and feed the trailer connector through the hole. Pull about two feet of wire harness out. Next, make a slit into the grommet and feed the trailer connector and wiring through the hole, and put the grommet back into place. Line up the trailer wiring with the existing lights wiring, and use the zip ties from the converter kit to hold the trailer wiring neatly in place. Make sure there is enough wiring extended that there will be at least 6 inches of wiring extending through the hole in the bumper cover you made earlier (need to make sure you can plug in the trailer). Finally, seal up the hole in the grommet with some silicone or rubber glue.

Then, it's time to connect the other four wires to the taillight wires. We used a multimeter, and found the appropriate wires to connect to. On the left taillight, the black-with-yellow stripe wire connects to the small red wire from the converter (the "stop" wire). The black-with-white stripe wire connects to the converter's yellow wire (the "left turn" wire), and the grey-with-black stripe wire connects to the converter's brown wire (the "taillights" wire). The fourth (green) wire will be done a little later.

Carefully strip about ¼" insulation from the wires listed above in the left taillight harness. I recommend you "stagger" the stripped sections, just so nothing lines up

Shown above are two holes drilled into the bumper cover, one for the hitch mount and one for the relocated tow hook mount.



A Cayman S with hidden trailer hitch installed hooked up to a tire trailer.

if the insulation fails. Then, carefully solder the matching converter wires to the taillight harness. Once done soldering, use electrical tape or liquid insulation to insulate the solder joints.

Next, carefully feed the extended green wire behind the rear carpet to the right side of the car. We used a stiff wire as a “snake” to make feeding the wire easier (feed the “snake” through, then tape the green wire to it and pull the wire through to the other side).

Now, solder the green wire (the “right turn” wire) to the right taillight’s black-with-green wire, just like you did with the left taillight. When finished, insulate the connection. Finally, plug in the power wire, as described earlier. It’s now time to test the wiring. First, plug in both taillights. Then, connect your trailer (or a test light) to the trailer connection. Turn on the ignition, and try the brakes, lights and turn signals, making sure the trailer lights work correctly.

Assuming everything works fine, turn off the car and disconnect the trailer and tail lights. Now it’s time to re-assemble the car. First, stuff the trailer plug into the hitch mount hole. That will keep it out of the way but still accessible when you need it. Next, put the bumper cover back on. It goes on pretty much the reverse of how it came off. Make sure to slide the bumper cover

under the brackets at the bottom of each tail light opening. Also, make sure to reconnect the license plate light plug as you put the bumper cover back into place — if you don’t do it now, you won’t be able to reach it later. A helper really helps in this step.

Once the cover is back in place, reinstall all the screws and tabs. The screws that go into the support near the exhaust tip are different than the others; don’t get them mixed up (they won’t fit in the other holes).

Once the cover is back on, reinstall the taillights. Be careful to not drop the nuts when putting them back on — they’re tiny and hard to find if dropped. Then, put the carpet panel and the plastic covers back in place.

Then, reinstall the lower wing half. Before you completely tighten the two wing bottom nuts, lower the rear hatch and make sure the wing is centered and spaced back evenly from the hatch. Once the nuts are tight, raise the hatch and then raise the wing. Reinstall the wing top. Be careful tightening the little screws that attach the top — they are tiny and easy to strip.

That’s it! When you want to install the trailer hitch, raise the license plate, pull out the trailer wiring and slide the hitch/ballmount into the socket and lock it in place with the key. (Photo 9) Then, install the tow hook, and connect the safety chains to it. (Photo 10)

Another good tip from Mike Furnish is to use a bungee cord on the safety chains, to keep the chains from rubbing on the bumper cover. And then, when you’re all done with the trailer, disconnect the wiring plug and un-hitch the trailer. Then, unlock and remove the ballmount, stuff the trailer wiring plug into the socket hole and fold the license plate back down—everything is now completely hidden! (Photo 11)

For the trailer (see photo above), we each started with the same kit from Harbor Freight kit #90153. This kit has just the frame, suspension, wheels and electrical. you’ll have to build your own platform, tire rack and tool box.

Both Covington and Calcagno have 2006 Cayman Ss. The person who developed this hitch has a 987 Boxster and has installed one on a 986 Boxster. The authors believe this hitch would work on them as well. Covington is a member of Chesapeake region.



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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

March 19 for March 25–27 Summit Point event; Curry's, 4003A Westfax Drive, Chantilly, Va. 10 a.m.–3 p.m. (note 10 a.m. start time and 3 p.m. ending time).

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 a.m.–2 p.m.

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

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 Virginia International Raceway 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.

## New members party

Potomac will host a new members party Saturday, March 12 from 6:30 p.m. until 8:30 p.m. at Porsche of Silver Spring (formerly Tischer Porsche), 3211 Automobile Blvd., Silver Spring, Md. 20904.

This is an excellent opportunity for all new members to learn about the club, region and to meet club officers, program directors and other club members.

Club board members and program event chairs representing our rally, driver's education, High Performance Driving Clinic (HPDC), concours, autocross, dine and drive, public service and Club Race programs will be on hand to answer your questions. For directions and information about Porsche of Silver Spring, check out their web site at [www.tischer-porsche.net](http://www.tischer-porsche.net)

If you have joined Potomac or transferred to the region since January 2009 or have never been to a Potomac event, please join us for some great food, fun and free stuff at our orientation party. You will learn what this club is all about and why people have remained members for decades. Dress is casual, and you're encouraged to drive your Porsche; you could have your photo taken for *der Vorgänger!*

While it is not necessary to RSVP, doing so will help us in planning. You may RSVP by emailing [membership@pcapotomac.org](mailto:membership@pcapotomac.org)

### Zone 2 DE at VIR has openings

The Zone 2 Drivers Education event at Virginia International Raceway March 18–20 has openings in all run groups. This is a classic DE with a Friday night social, Saturday night banquet and three days of full course driving. Visit [www.zone2.pca.org](http://www.zone2.pca.org) and click on Drivers Education for more information.

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# Dialing in springs, shocks and tires

By Larry Herman  
for *der Vorgänger*

In my last article (*dV*, February 2011) I talked about how stiffening up your car and adding wider, stickier tires will increase its performance, at the cost of a narrower, harder-to-find operating window. Now, I would like to explain why that happens.

Let's look first at the tires. Street tires, especially ones that are not super-low profile, are designed to provide a very stable level of grip. The taller, softer sidewalls allow the tread to be compliant and compensate well for less than optimal camber. This is because the force (weight of the car) pushing the tire onto the road will help to keep the tread flat because the sidewalls do not have enough stiffness to overcome this. The tread compound is harder, and more thermally stable, so the tire can provide its maximum grip even at lower operating temperatures.

R compounds, and racing slicks even more so, are just the opposite. They typically have much lower profiles and have stiff sidewalls. This requires the suspension to keep the tires as flat to the road as possible during cornering. Otherwise, if the tire (and wheel) leans somewhat, the sidewalls can lift up the inside of the tread, reducing contact patch, and grip will drop off rapidly. This places greater importance on suspension setup and makes setting the right camber values for these tires more critical.

R compounds and racing tires also need heat in them for their softer compounds to provide maximum grip. There can be a dramatic difference between the grip of a cold slick versus one that is up to its typical operating temp of ~180 degrees F.

As a driver, you need to make sure that you are driving hard enough to heat up the tires and have the correct pressures for these tires to work properly. Also, having your tire pressures off by even 2 or 3 lbs of pressure—which might have minimal affect on a street tire—will have dramatic impact on the grip level of a racing slick. All this tends to narrow the operating window of R compounds and slicks and make that window harder to find.

Suspensions affect the operating window and drivability of your car to an even greater extent. Once again, the stock suspension, if well dampened, is a compliant, driver-friendly system. With a little bit of additional camber dialed into it for the track, it will do a good job of maintaining predictable, constant grip and provide a large operating window at the limit.

Modified cars and full out race cars with stiffer springs and shocks, more radical camber, solid bushings and limited suspension movement will keep their outside tires flatter on the track under hard cornering. This will provide for greater grip when it happens, and this is a big reason that the operating window gets so narrow. Let me illustrate why this is so.

For argument's sake, we will take the average 911 that weighs 3,000 lbs. and has 600 lbs. of that on each front tire, and 900 lbs. on each back tire.

Let's assume that our stock 911 has front springs rated at 200 lbs./in. Simply put, it takes 200 lbs. to com-

press that spring 1 inch, so at rest, the front springs are compressed 3 inches.

Our modified car has 600 lbs./in., so its springs are compressed 1 inch.

Our race car has springs rated at 1,200 lbs./in. so the race springs are compressed only 1/2"! The difference in how these three cars will respond to bumps and dips in the track is staggeringly different.

If we take our 911 example and under hard cornering shift 50% of its weight from the inside wheel to the outside wheel, we then will have 900 lbs. of weight on the outside spring.

Our stock spring will be now be compressed 4 1/2", our modified spring 1 1/2" and our race spring 3/4".

Let's see what happens when our car encounters a 1 inch dip right in the middle of our turn. Understand that as the tire becomes unloaded over this dip, the spring will extend and keep the tire down onto the track, and will maintain this until gravity pulls the "slower-to-respond" body down to its new level, re-exerting its original amount of pressure on the tire.

So what will happen? The stock car will instantly lose 200 lbs. of pressure on the tire, but with 700 lbs. or about 80% of the weight still there, the stock car will track smoothly over this dip. The modified car will lose 600 lbs. of pressure (or about 66% of its grip) and will require some steering correction until grip is restored. The race-car has only 3/4" compression on its outside spring, so it loses ALL grip momentarily.

Imagine going from generating 1.2~1.5 Gs of side loading to zero in an instant? It will take a fast and large correction of the steering wheel to keep the car balanced and on course. This is what makes the race car so much harder to drive. It requires an innate sense of exactly what the car is going to do, along with the experience to make the right corrections to be able to drive this car at its limit.

The other part of the equation is the setup of the car itself. With 3" of spring compression at rest, the stock shocks have plenty of time and movement to work with, and proper dampening of the suspension is fairly easy. Most quality shocks designed for performance applications would be suitable.

With stiffer springs, time and movement decrease, and in the race car example having spring movements of 1/4" that occur in tenths of a second require adjustable racing shocks that are capable of controlling such short, quick movements.

Obviously, the setup of these multi-adjustable shocks is a lot more critical. Now the track becomes a variable too, as the settings for a fairly smooth track can be stiffer and provide more stability than those for a rough track that will sacrifice overall grip for better control over the bumps and rough patches. All of this makes it harder to get your car dialed into its "sweet spot" where you can get the maximum performance out of it.

I hope that this article sheds more light on your understanding of what happens when you start to modify your car, and allows you to make the right choices in a progressive fashion as your skill and knowledge increase.

*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..*



# How to get up close and personal with Club Racing

By Fred Pfeiffer  
for *der Vorgänger*

You're watching a GT3 fly down the Turn 4 Chute at Summit Point. He's just passed another car when suddenly he's sideways going into the Kink and slides backward into the tire wall upstream from Turn 5. The folks in the grandstand are on their feet for a few seconds and then relax back to their seats. You don't have that luxury.

You're working Flagging & Communications in Turn 5. You are on Point this shift and you look to the corner captain for his direction. He motions you to go, and you are on your way to the GT3. You are to assess the driver's condition, check whether or not the car can continue and, if not, whether the car can stay where it is or needs removal while the race proceeds.

While you are moving, the corner communicator has called race control to report the situation. At the same time the flagger at Station 4 is showing a yellow flag to alert drivers of the car just off track. Station 4 cannot see the car so Station 5 keeps them and Race Control updated and advised of flags they need to show. Meanwhile, you have hand signaled Station 5 that a tilt bed is needed to move the car now!

Race Control asks Turn 5 for its assessment. Their answer is that the GT3 will not move on its wheels and will need a tilt-bed rollback, and it should be done ASAP. Race Control calls all stations and puts the entire course under a full caution double yellow then dispatches the pace car and a rollback and instructs Corners 1 thru 3 to display the white flag to alert drivers to an emergency vehicle on track.

The rollback crew completes the pickup, ducks outside the track at "Baker" (the back half of the track exit) and returns the GT3 to the paddock.

While this has been going on, the race cars have continued laps behind the pace car under the full-course yellow. Once the rollback is clear of the track the pace car is called in, the course goes green and races to conclusion.

The above episode happens as a matter of course throughout PCA Club Races. The "you" in Turn 5 is any *der Vorgänger* reader or could be, if you would volunteer to help with the 20th annual Potomac Club Race Sept.30–Oct. 2. Of all the volunteer jobs needed to put on the Club Race, Flagging and Communications requires the most people. Summit Point has 10 turns and each needs to be manned by two to four people. We get help from SCCA corner workers, but we are always looking to add more people to make our event better. That's where you come in.

Think about it. You can watch Club Racing from the grandstand or you can be a part of it and give back to the club and have a ball doing it. Volunteers get event shirts and other "goodies," lunch, dinner on Friday and Saturday evenings, paid motel for one or two nights or gas allowance and the best seat in the house. You'll also get to enjoy Summit Point's world famous "change-at-a-moments-notice" weather. We'll



2009 photo by Willy Straubhaar  
**Corner workers wave all their flags during the cool-down lap of the 2009 Club Race at Summit Point Motorsports Park.**

## Flagging school

If you are interested in participating in the Novice Flagging School, please contact: Club Race Co-Chair: Fred Pfeiffer at [fpfeifer@atlanticbb.net](mailto:fpfeifer@atlanticbb.net) or 301-729-2407.

**What:** 2011 SCCA Novice Flagging School

**When:** March 19–20, 2011

**Where:** Summit Point Motorsports Park, Summit Point, W.Va.

even arrange for you to get some top-notch training before you help us. See the info included here on the March SCCA Novice Flagging School. Give it a try. Most volunteers get hooked for life.

The Washington D.C. Region of the SCCA will provide introduction and training in flagging and communications at no cost to anyone interested in becoming a race official. The school will take place at the Summit Point Motorsports Park on the main circuit.

The course is given over two days. The first day is classroom instruction followed by introduction and observation of a working corner station on a hot track. The second day is on-the-job training, live experience under supervision of experienced corner workers, a full day of fun and excitement.

Please note you must be 18 or older to participate in the hot zone portion of the training.

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# 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'Ieteron 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 cars

Photos by Richard Curtis

Right: Jay Obst, of Stevenson, Va., has owned this extremely clean early '85 944 for 15 years and has driven it daily. He also owns an '85 911.

Below: PCA Executive Director Vu Nguyen, of Columbia, Md., and his daughter, eight-year-old Justine, do final detailing on Nguyen's '99 996 at Potomac's 55th anniversary party. Nguyen has owned the 911 for five years.



Left: Ken Nicolas, left, of Reston, Va., discusses his 1985 911 Carrera with Larry Albee, of Frederick, Md., at Potomac's 55th anniversary party in October. Nicolas was just breaking the car in — 500 miles on a new engine — and he's owned it since June. Nicolas also owns an '82 911 SC and Albee owns an '85 911 Carrera also plus a new Anniversary Series Porsche.





The Porsche shield as seen on a Porsche of Arlington display at PCA headquarters during their open house in September 2010. Photo by Richard Curtis

