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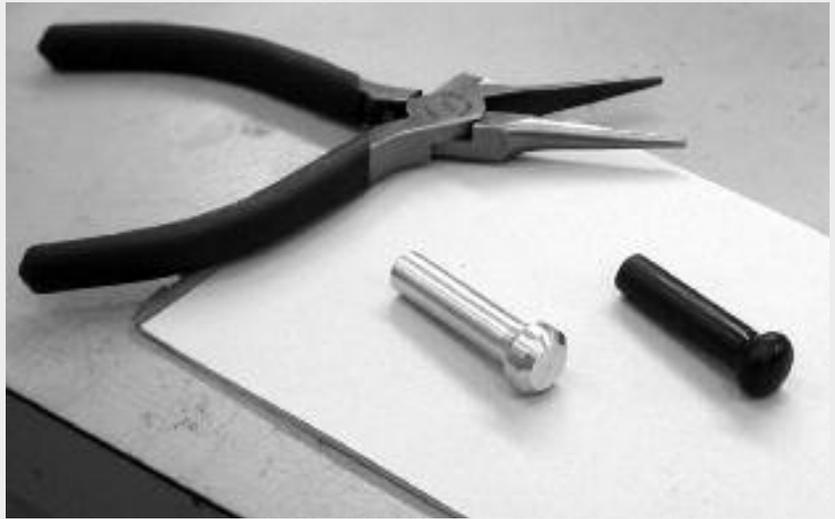


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Cover photo: Bob Williams's RSR recreation based on a '73 911T is reflected in the door of a '38 Ford coupe (with original paint!) at an area car show. Williams's car took home a Best Foreign Car trophy, one of many awards the car has won. Williams is a long-time Potomac member and was president in 1991. The RSR's story begins on Page 16.

Above: An example of the craftsmanship in Bob Williams's RSR recreation (story Pages 16-22). He hand-crafted many detailed parts on the car including these aluminum door-lock buttons.



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der Vorgänger

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To subscribe: You must join the Porsche Club of America. Details at www.pca.org

Letter to the Editor

For DIY projects, think safety first

To the Editor:

I enjoy *der Vorgänger* every month. I felt compelled to comment on the February 2012 edition with the article in the Do It Yourself series titled "How to remove a Boxster engine" by John Magistro.

What caught my eye was the dangerous situation that the author has created with his makeshift shop equipment shown in the pictures. Examples:

- The wheel dollies stacked one atop the other to support a heavy engine and transmission combination. While wheel dollies might be effective for moving a car around the shop, their use in these pictures is dangerous.
- A two-ton jackstand on top of a wheel dolly supporting the rear of a heavy transmission.
- Two, two-ton jackstands supporting the rear of the chassis. Instructions for jackstands clearly state that jackstands lose their stability when fully extended.
- Inadequate floor jacks. The trolley jack pictured on the driver's side of the chassis is almost unusable for the task at hand. It has limited lift ability (weight), limited reach and is best used to jack one corner of the car at a time to change tires.
- The aluminum floor jack used on the passenger side is better than the trolley jack but is not adequate for the task, either. These jacks are known to twist and deform when subjected to force. This jack also has a weight limit of 2,000 pounds, which the weight of this car exceeds, creating an unsafe situation.

Nowhere in any of the pictures does one see a fire extinguisher, a first-aid kit or safety glasses, which are other items essential to creating a safe workshop area.

The article does a disservice to readers by demonstrating unsafe and dangerous shop practices as acceptable. There is huge potential in the example photographs for serious injury to someone, not to mention the damage to the car components.

I believe that anyone with common sense and a desire to learn can learn these skills and do these types of projects. However, one must use safe procedures and methods in the shop. When a well respected publication such as *der Vorgänger* shows unsafe and unsound practices like this it cheapens the publication and encourages the readers to be reckless in an already dangerous place, the garage workshop.

—Dave Parker
Bunker Hill, W.Va.
via the Internet

Editor's note: While perhaps not apparent in the photographs, Magistro says he does have fire extinguishers available in his garage, that there was nothing flammable left in the car, that the dollies were firmly secured to each other, that the jackstands were rated above the weight of the stripped car, and that the car was secured against falling. However, Mr. Parker raises valid points as they regard safety in all DIY projects, so all reasonable care should be taken when undertaking work in your home garage.

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Use your membership to enhance your Porsche experience

Greetings, all!

Last year I made one of my goals as the club's president to increase Potomac Region membership involvement in the many activities we offer. More specifically, I wanted to see Potomac members who have never attended an event to come to at least one.

Now that we are the largest PCA region, it is even a higher 2012 priority for me. Last year I do believe many members, who previously had never come to one of our events, did attend one. I will go as far as to wager that those who did attend their first Potomac event in 2011, actually came back for another.

Well, the 2012 calendar is already getting full and there are many events from which to choose, as the calendar on Page 8 shows. If you have not attended one of our events, I'd like to offer a few thoughts here about what members might expect. I won't make note of specific locations or in-depth details, however. I just want to give you a "flavor" of what to expect.

Perhaps the simplest and easiest way to be a part of Potomac is to just show up at one of our **monthly Saturday morning Potomac breakfasts**, held the first Saturday of each month in Manassas, Va., the second Saturday in Arlington, Va. and the third Saturday at Glen Echo, Md. Having a good breakfast jumpstarts 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.

Now that the weather is getting better, after some of these breakfasts, our Drive 'n Dine folks sometimes 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 'n Dine also offers more specific events, with fixed destinations, such as a relaxing weekend getaways to Frank Lloyd Wright's Fallingwater in Pennsylvania or to the Charlottesville, Va. area. I also must mention that there are several scheduled same-day trips to wineries, unique restaurants, polo matches and even to a drive-in theater. Again, there's nothing like a string of Porsches traveling together down the highway to turn heads.

Concours events are also delightful, and I highly recommend them. One of my earliest experiences with Potomac included my heading to a concours as a spectator and leaving as a winner. (Well, I got third place...a few years ago.) Regardless, it's always 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. Note our concours are fairly low-key. More like a wash and shine. Even I got a trophy once!

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. (Related story, Page 12.)

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

unscathed. (Related story, Pages 14–15.)

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 this year, both to be held at Summit Point (W.Va.) Motorsports Park, Potomac's local track. At HPDC each driver gets a good taste of his or her car's road-handling capabilities, as well as what it is like to drive on a track. Our club's seasoned instructors are well trained to help you truly understand what you and your car are capable of—in a safe, controlled atmosphere where everyone learns something everytime you climb in the car or sit in the classroom. (Related story and map of Summit Point, Pages 10–11.)

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** program (DE), is one of PCA's best. In 2012 we will hold eight different weekend events. Five of these are held at Summit Point, just 90 minutes from the Beltway. The other three are held at Mid-Ohio outside of Columbus, at Watkins Glen in the Finger Lakes area of New York and at Virginia International Raceway (VIR) near Danville, Va.

There are five different run groups, with less-experienced drivers running in Green (entry level) and Blue (one step up). Each Green and Blue student is assigned a PCA-certified instructor to help drivers learn "the line" around the track. In a typical weekend event, we will have between 120 and 150 cars at these events, cars ranging from 914s, 944s, Boxsters and older 911s (like my '87 Targa) to newer 996s and 997s, GT3s and even a few GT2s and Cup cars.

As part of the DE program, we also have eight **tech sessions**, each held a week or two before each DE event at a dealer or local shop that specializes in Porsches. At these tech sessions, the club's tech team will put your car on a lift to go over it thoroughly to verify that everything is in good, safe running order. Tech sessions are open to all club members, even if you are not signed up for a DE and are free. Attending a tech session is a good way to increase your understanding of the mechanics of a Porsche, literally from the bottom up.

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 21st consecutive Club 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 is always quite an event.

While there are also other opportunities to participate in The Founders' Region, Potomac 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. 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. There is something for every member, and during 2012, Potomac hosts approximately one hundred events. It's time to come on out with Potomac and enjoy your Porsche.

In sum: Use your membership!

In closing, by the time you read this, I sincerely hope that most of D.C.'s nasty winter weather will be over, that we will be outside in the sunlight washing our cars and enjoying driving them without seat warmers and heaters on full blast. Spring, here we come, right? Save driving!



Dick Seltzer

There's nothing like seeing Porsches touring "lazily" through rural towns to put grins on the faces of local citizens and drivers alike.

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Potomac's 2012 calendar

The information below is accurate as of date of publication. However, circumstances may change through the year. You're advised to check Potomac's website — www.pcapotomac.org > Calendar > Potomac Calendar and/or www.pcapotomac.org > Programs for the most up-to-date information. This calendar in *der Vorgänger* will be updated each month through 2012. Details on the monthly brunches and event contacts are listed at right.

March:

3: Manassas, Va. brunch.
3: DE instructor refresher. PJ Skiddos, Fairfax, Va. Instructors should sign up on DE registration website.
10: Arlington, Va. breakfast.
10: Open board meeting. Euro-Pros, 18930 Woodfield Rd. Gaithersburg, Md.
16–18: Zone 2 DE @ VIR.
17: Glen Echo, Md. brunch.
24: DE tech for Summit Point. SportsCar Shop, 4575 Elmwood Court, Suite 150, Sterling, Va.
30: Instructor training; candidates notified by invitation.
30–April 1: DE, Summit Point.

April:

March 30–April 1: DE @ Summit Point.
7: Manassas, Va. brunch. Drive 'n Dine afterwards to a nearby Tank Farm. Details online at www.pcapotomac.org.
14: Arlington, Va. breakfast.
14: High Performance Driving Clinic @ Summit Point.
21: Glen Echo, Md. brunch.
21: DE Tech for Mid-Ohio.
21: Hershey flea market.

2012 DE events

March

24: Tech at SportsCar Shop, 4575 Elmwood Court, Suite 150, Sterling, Va.
30–April 1: Instructor Day/Instructor Candidate School and Driver's Education. Summit Point (W.Va.) Motorsports Park.

April

14: High Performance Driving Clinic; Summit Point's Jefferson circuit
21: Tech at AutoThorty, 25358 Pleasant Valley Dr, #125, Chantilly, Va.

May

4–6: DE at Mid Ohio
19: Tech at Porsche of Rockville, 1125 Rockville Pike, Rockville, Md.

June

2–3: DE at Summit Point's Shenandoah circuit.
9: Tech at Autobahn, 3158

22: Rally #1 w/Corvette Club.

May:

6: Manassas, Va. brunch.
4–6: DE @ Mid-Ohio..
6: Deutsch Marque concours.
12: Arlington, Va. breakfast.
12: Rally No. 2. Details TBA.
19: DE tech for Shenadoah.
19: Glen Echo, Md. brunch.
19: Polo and Ponies. Details TBA.
20: Drive 'n Dine tour winding up at the Stoneman Gourmet.
26: Autocross school at Bowie Stadium..

June:

2: Manassas, Va. brunch.
2–3: DE Shenadoah Circuit, Summit Point, W.Va.
9: Arlington, Va. breakfast.
9: DE Tech for Watkins Glen.
15–17: Fallingwater Drive 'n Dine to Fallingwater. Details TBA.
16: Glen Echo, Md. brunch.
22–24: DE @ Watkins Glen, N.Y.
30: Open board meeting.
30: Autocross at Baysox Stadium.

July:

4: Drive 'n Dine. Details TBA.
7: Manassas, Va. brunch.

Spring St., Fairfax, Va.

22–24: DE at Watkins Glen

July:

14: Tech at Intersport, 1524 Spring Hill Road, McLean, Va.
20–22: DE at Summit Point.

August:

4: Tech at Porsche of Tysons, 8598 Leesburg Pike, Vienna, Va.
10–12: DE, PorscheFest, at Summit Point.
18: Tech at TBA.
31-Sept. 2: DE at VIR.

September:

22: High Performance Driving Clinic at Summit Point's Jefferson circuit.
28–30: PCA Club Race and Advanced DE at Summit Point.

October:

20: Tech at Auto Sportsystems Group, 2810-F Dorr Ave., Fairfax, Va.
26–28: Volunteer Day/DE at Summit Point.

7: Rally No. 3. Details TBA.

7: Autocross.

8–14: PCA Parade, Salt Lake City.
14: Arlington, Va. breakfast.
14: DE Tech for Summit Point.
14: Porsches and Polo.
20–22: DE @ Summit Point.
21: Glen Echo, Md. brunch.
28: Rally for Camp Friendship.
TBD: Drive 'n Dine.

August:

4: Manassas, Va. brunch.
4: DE Tech for PorscheFest.
10–12: PorscheFest @ Summit Point. DE and autocross
11: Arlington, Va. breakfast.
18: Glen Echo, Md. brunch.
18: DE Tech for VIR.
25: Autocross.
25: Drive 'n Dine, drive-in movie.
31–Sept. 2: DE @ VIR.

September:

Aug. 31–Sept. 2: DE @ VIR.
1: Manassas, Va. brunch.
1: Gathering of the Faithful, Reston (Va.) Town Centre. 10 a.m.–2 p.m.
8: Arlington, Va. breakfast.
8: Open board meeting.
8 or 15: Drive 'n Dine to Charlottesville, Va.

15: Glen Echo, Md. brunch.
15: Porsches and Polo.
16: Autocross.
22: HPDC @ Summit Point.
28–30: PCA Club Race @ Summit Point with Advanced DE.
29: Octoberfest Drive 'n Dine to Lovettsville, Va. with concurrent Rally No. 4 and car show.

October:

6: Manassas, Va. brunch.
7: Autocross, Potomac swap meet (tentative).
13: Arlington, Va. breakfast.
20: Glen Echo, Md. brunch.
20: DE Tech for Summit Point.
26–28: DE @ Summit Point to include Volunteer Appreciation Day.
21 or 27: Drive 'n Dine Fall Foliage.

November:

3: Manassas, Va. brunch.
10: Arlington, Va. breakfast.
10: Autocross.
17: Glen Echo, Md. brunch.

December:

1: Manassas, Va. brunch.
1: Drive 'n Dine to Antietam, Md.
1: 2013 planning meeting
8: Arlington, Va. breakfast.
8: Open board meeting and general membership and elections.
8: Holiday party in Bethesda, Md.
15: Glen Echo, Md. brunch.

Potomac monthly brunch locations

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

Virginia: first Saturday of each month, City Grille, 10701 Balls Ford Road, Manassas, Va. 20109.

Virginia: second Saturday of each month, 9–11 a.m. Thirsty Bernie Sports Bar & Grill, 2163 N. Glebe Road, Arlington, Va. 22207. Plenty of parking, good food.

The Maryland breakfast is the third Saturday 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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Autocross: Tony Pagonis, autocross@pcapotomac.org
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Drive 'n Dine: John Eberhardt, driveanddine@pcapotomac.org
Driver Education: Alan Herod, dechair@pcapotomac.org
DE Tech: David Diquollo, tech@pcapotomac.org
Rally: Linda or Craig Davidson, rally@pcapotomac.org

New Potomac members & anniversaries

March 2012 anniversaries

40 years

George G. Glovier & Doris D. Glovier

25 years

Steve Bartolutti & Yasuko Okuno
Robert C. Wilkoff & Martha Wilkoff

20 years

Jeffrey L. Adams & Donna Stonesifer
Kimberly Cox
Francisco J. Herceg & Alba Quinones
Kermit M. Kidwell & Janet M. Kidwell

15 years

Brian Hester & Susan A. Leather
Greg Maier & Tim Maier

10 years

Kevin G. Berry & Linda Berry
Roy E. Bradley & Lynnette Hendricks
Russell H. Gardner & Jeanne Phelan
Christopher G. Liang & Donald Liang
Bruce R. Mackliet & Elizabeth Mackliet
Bruce L. Richardson & Don G. Cahill
Sherman H. Telis & Karen Telis

5 years

Robert C. Basinger & Karen Basinger
Allan D. Broom & Johanna Broom-Vrinten
David M. Calbi & Theresa Calbi
Michael W. Cohen & Carli Cohen
James A. Hathaway & Judith Hathaway

Ted Joseph & Denise Dersin
David C. Keith & Zhanna Keith
James K. Kulbaski & Mark Kulbaski
Bruce H. Lawson & Stacey Lawson
Kari O. Lehtinen & Susanna Andersson
Albert T. Leung & Quyen Leung
Carson A. Soule & Bernice Richmond

February 2012 new members

Raif Antar & Christine Hess – 1977 911S
Jeffrey Berkowitz – 2012 Cayenne
Michael Bletzacker – 2005 Carrera coupe
Jeff S. Boggs – 2000 911 coupe
Mike Carson – 1983 944 coupe

Dennis J. Combs & Ian Combs – 2006 997 cabriolet
David Dukehart (dual member) – 2001 911 Turbo
Scott C. Harvard & Katharine M. Harvard – 1969 911
Annette Henry – 2012 Cayenne
Charles G. Hosier – 2001 911 cabriolet
Walt Kaye & Frannie Berez
Howard Korn – 2012 Cayenne S
Andy Lasko & Amanda Lasko – 1989 944 S2 coupe
Thad Malesa & Krystyna Malesa – 2006 Cayenne
Collin Mechler & Anisa McCree – 1986 951 coupe
James F. Moran & Holly Moran – 2004 911 coupe

Bob Pace – 2006 Cayman S
Terry Y. Pao – 2012 911 Turbo coupe
Carl W. Pruschowsky & Michael Pruschowsky – 2001 Boxster
Frederick Smith & Carmen Liu – 2005 997 coupe
Lawrence Swoboda (dual member) – 1985 Carrera
Alan Taggart – 2004 Carrera cabriolet
Matt Vincent – 2007 911 coupe
Kyle D. Watrous & Sharon Watrous – 1984 Carrera coupe



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Welcome to Summit Point Motorsports Park

Directions

From the Beltway, Route 7 West or the Dulles toll road/Greenway west toward Winchester, Va. Turn right on State Road 632 (Crumm's Church Road) near the town of Berryville. At the stop sign, turn right onto State Road 761 (Old Charles Town Road) to a right onto County Road 13. Summit Point will be a quarter-mile on the right.

How to register

Online at pcapotomac.org > Programs > DE > Registration

Spectating

Free after signing insurance waivers at the front gate. The "action" occurs in the Paddock; see map on next page. Gate is open from 6 a.m.

Accommodations

Winchester, Va. (15 miles) offers many hotels and restaurants. CharlesTown, W.Va. (7 miles) has about 10 hotels and several restaurants.

By Richard Curtis
for *der Vorgänger*

Summit Point Motorsports Park has long been Potomac's home track for Driver Education (DE) events. Located just 70 miles from Washington, D.C., near the village of Summit Point, W.Va., the track complex is easily accessible for most members.

Summit Point offers three tracks, skid pads and a kart track; Potomac utilizes the main 2.2-mile track for most of its Driver Education events. One DE event will be held on Summit's Shenandoah Circuit on June 2-3, 2012. A high performance driving clinic (HPDC) event is held twice a year on Summit's Jefferson Circuit.

During Potomac events, the complex is open free to spectators. If you're even slightly interested in participating in a future DE event, or just want to watch Porsches on the track, you're encouraged to attend a DE.

Other PCA regions and other car clubs also hold DE events at Summit Point.

In order to participate in a DE, a Potomac member must first participate in one of two annual HPDC events, or participate in three autocrosses (see autocross story on page 14-15).

Driver Education events are divided into various run groups: Green, Blue, White, Red and Black. Green and Blue groups are the entry-level groups and are "in-

structed" groups; an instructor is assigned to each Green and Blue student. The instructor rides along with the student in the student's car. Drivers also participate in classroom sessions each day of the DE event.

Drivers are promoted from one group to another based on recommendations by instructors followed by a check-out ride with the chief instructor. Drivers keep log-books of their experiences.

Prior to participating in any DE event, the drivers cars must be inspected no more than two weeks prior to the event. A schedule of Potomac-sponsored free tech days is listed on Page 8. Drivers may also have their car inspected by almost any independent mechanic (inspection forms available online) or by a Porsche dealer. Additionally, drivers must have their cars inspected at the track early each morning of a DE event.

Most DE events are three consecutive days, almost always over a weekend. However, some DE events are just two days, again almost always on a weekend.

Costs to the drivers are relatively inexpensive, though they vary from track to track, and defray the costs of renting the track. Drivers must preregister for each event; see Potomac's website for details.

In addition to Summit Point, Potomac also sponsors DE events at Virginia International Raceway (VIR), Watkins Glen (N.Y.) International and Mid-Ohio Sports Car Course. The DE schedule is noted on Page 8.

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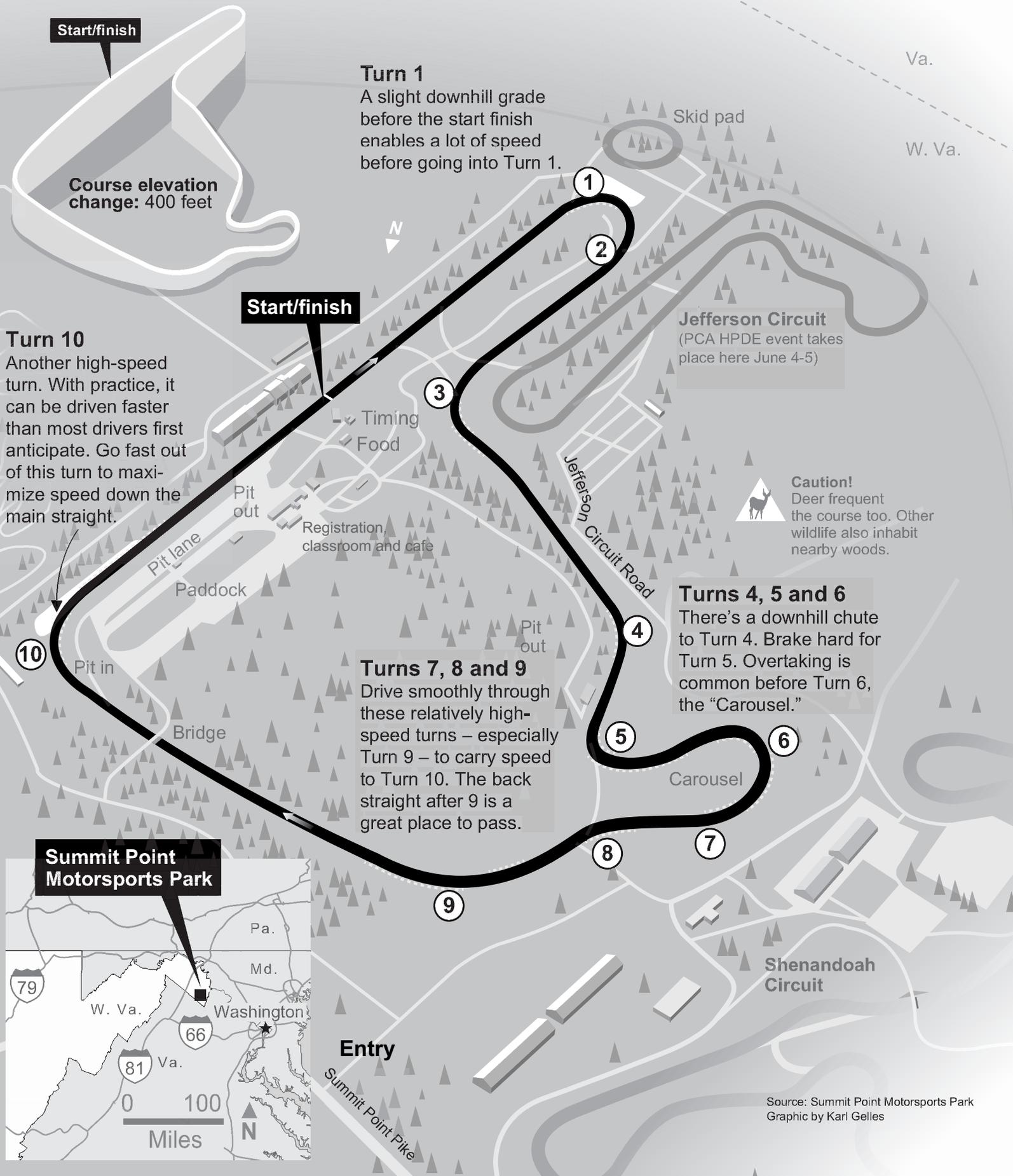
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Summit Point circuit provides a challenge

The first Driver Education event for PCA Potomac is March 30–April 1 at Summit Point. The 2.0-mile road course has 10 turns and a 2,900-foot main straight. Technical, high-speed turns and a challenging carousel section are among the track's features.



Time to begin thinking about rallies

By Linda Davidson
for *der Vorgänger*

With the new 2012 season just ahead, the most frequently asked question is "What is a rally?" As a driver, it's a great opportunity to spend a day driving scenic back roads throughout the region.

As a navigator, it's like a scavenger hunt in the car. Teams are given explicit directions laying out the rally route, so a good sense of direction and/or a GPS are not necessary. We do not do traditional TSD (Time-Speed-Distance) rallies; all our rallies are gimmick style, with each one having its own theme.

Along this route rally teams will be given tasks to complete – photos to identify, unusual signs to spot, or questions to answer based on something they see. Since the driver is busy driving, the choice of a navigator is critical as they do 85% of the work. Organization and multi-tasking skills are useful. Plus things can get a little "heated" between driver and navigator, so teams need to be able to spend a couple hours in the car together and still be friends (or married) at the end!

Routes are normally 60-70 miles long, and end at a restaurant where we can tally the scores and socialize with other Porsche enthusiasts. Teams with the most correct answers receive trophies for their efforts.

This summer we are starting out strong with a challenge from the Free State Corvette Club on April 22. They have laid out a multi-faceted rally through picturesque Howard County and are inviting us to see who are the better ralliers, Porsches or 'Vettes. My money's on US.

Next on the schedule is our spring rally on May 12. After that comes the annual Camp Friendship Benefit Rally on July 28. The last rally of the year will be the annual trip to Lovettesville, Va. for Oktoberfest on Sept. 29. At that time we will also crown a "Season Champion."

The details have yet to be worked out, but we try to accommodate as many members as possible by covering both Maryland and Northern Virginia, though not necessarily on the same rally! Check the website for more details, or contact rally@pcapotomac.org to get on our email list. Hope to see lots of new faces (in addition to the veterans) this year.

2012 rally schedule

April 22: Rally No. 1
with the Corvette Club.

May 12: Rally No. 2

July 7: Rally No. 3

Sept. 29: Rally No. 4



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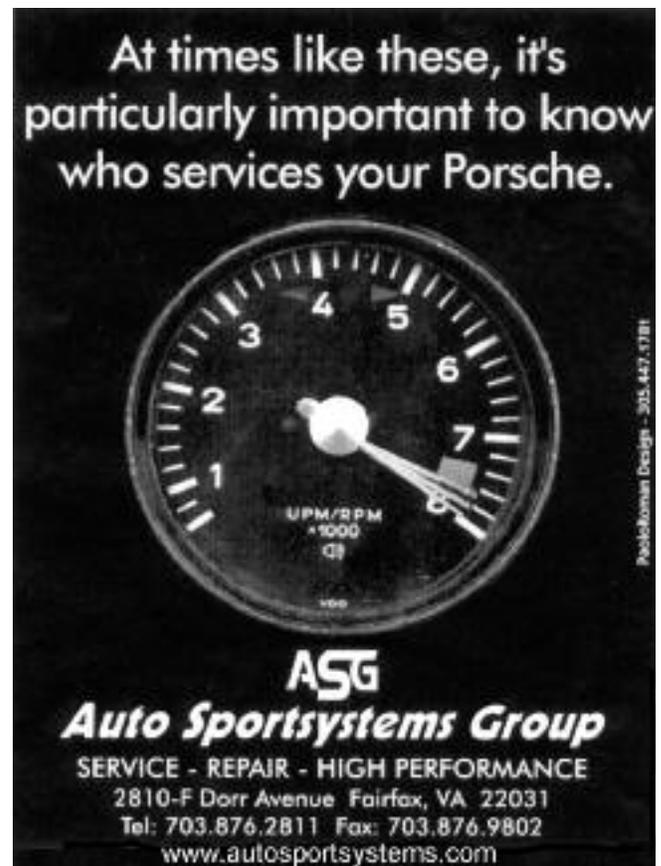
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Small device is low cost and helpful

Photo and story by Manrco Mirabelli for *der Vorgänger*

Now here's a well thought-out product that delivers. The Jack Pad available through various parts suppliers is a must-have for the early 911, 914 and 356 owner.

Garage tips

Share your own garage tips with dV readers by sending an email to dveditor@pcapoto-mac.org.

A high-resolution photo will be necessary also.

In my 100 years of owning a 911 and buying numerous parts I must have glanced over this item dozens of times without consideration. I figured the hockey puck on the floor jack method carefully positioned between the trans-axle and oil sump plate did the trick.

There are definitely bet-

ter and far safer methods. That was fairly obvious when I went from an 911 SC to a 930 given the additional hardware found beneath the motor.

The pad is designed to fit into the vehicle's existing jack mount with enough clearance to provide ample space for the jack. The pad also works great for lowered vehicles. So give it a try...it will be the best \$20 you ever spent.

Manrco Mirabelli is a member of Chesapeake Region.



The jack pad fits into the lifting point on the sills of early 911s, 914s and 356es.

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Welcome to the sport of autocross

By Tony Pagonis
for *der Vorgänger*

Such a simple object. Familiar to most of us. About 18" tall, conical in shape and weighing in at around three pounds. Usually orange in color. And yet, such a simple object can re-direct speeding two-ton vehicles from the obvious paths dictated by pavement, to an alternative route. Yes, ladies and gentlemen, we're talking about the innocuous, little traffic cone.

While the traffic cone does serve a familiar and important safety role on our roadways, it also has a fun side. When a bunch of them gather on an expanse of pavement, such as a parking lot, they can turn that simple, open acreage into a challenging and fun mini racecourse. Welcome to the sport of autocross!

Autocross events are low- to medium-speed auto driving events; they are often run on parking lots and airport runways, although street events and events at kart tracks sometimes take place. Generally a course will be defined using traffic cones or pylons. One driver at a time negotiates a course laid out with the cones, testing their skill against the clock. Time penalties are charged for disturbing cones, and a driver is awarded the best time of all runs taken.

Are there other names for autocross? Solo II is the term the SCCA (Sports Car Club of America) uses to refer to SCCA-sanctioned autocross events. Gymkhana was the term used in much of the USA during the '60s. The term "gymkhana" as used in the USA usually connotes a gimmick event wherein drivers have to do odd things while driving, though still trying to beat the clock. Autoslalom is the term used in Canada.

Most autocrossers are driving enthusiasts who enjoy motorsports competition. In fact, a large percentage of participants do not even own a "racecar" They participate in the same car they drive daily on the street, though some autocrossers are indeed serious road race drivers, who just want to practice and hone their driving techniques. But most are people with an itch for speed!

Autocross is an inexpensive, safe way to experience performance driving that also develops your own driving ability. Autocross helps you develop your personal driving skills and discover your car's capabilities and limitations while at the same time making you a better, safer driver on the road. Many would-be race drivers use it as a jumping off point into the sport of road racing. But probably the greatest thrill of autocross is the challenge of beating your own time. It's fun!

The obvious skill development is centered around the

basics of driving, including accelerating, braking and cornering. In addition, you also must learn some mental skills, particularly how to memorize a course laid out by those innocent traffic cones across a large expanse of pavement.

Unlike a race track, where the ribbon of pavement is basically the same each time you visit, autocross "courses" are likely to be different at each and every event, even if they are always at the same venue. There's usually a printed copy of the course available for participants. There will be an opportunity to "walk" the course before you drive it.

You'll need to learn to interpret the design and decide on the proper lines through the cones to minimize your time on the course. Then you must imprint the course in your mind as you walk it.

"Looking ahead" is something you'll hear a lot in all motorsports, including autocross. Knowing what's coming up next helps define the most efficient line through the course. Being patient as you develop these skills is what will make you a successful autocrosser.

The typical cost to participate in an event is around \$40. This entry fee covers the cost of renting a parking lot, purchasing insurance, the timing and scoring equipment, course markers, flags, fire extinguishers, end-of-year awards, etc. In terms of starting out as an autocrosser, it can cost you almost nothing. Since other cars are not on the course with you, there is almost no risk of damage to your car.

To get started, just go to your first event. Ask questions, and if you brought your car with you, you might even be able to register and experience autocrossing right then and there. Of course, as you develop and improve your skills, you may reach a point where you find the thrill of competition taking hold. Then you might start looking at improvements to your car, such as tires and suspension enhancements.

As mentioned earlier, an autocross run is one car at a time with timing equipment measuring a precise amount of time between the Start-Finish line.

Drivers/cars compete against each other based upon their best recorded time. Cars are also classed so that competition is among cars with similar capabilities. There are Stock classes, where few modifications are allowed; Prepared Classes, where moderate modifications are allowed; and Improved/Modified Classes, where even more changes are allowed.

Most autocross events will be divided into multiple heats, where a portion of the cars will run in a given heat.

At all autocross events, before you can put your car

Autocross school

The Autocross School is a great opportunity for newcomers to be introduced to the sport. We provide a lot of one-on-one instruction and develop individual skills piece by piece. We end the day with students driving a full, timed course. However, the school is not a prerequisite for our regular autocross events.

PCA Potomac has lots of additional information available on our website, including registration, results and directions to event venues. Visit www.pcapotomac.org > Programs > Autocross.

You also can send your questions directly to the autocross chair at autocross@pcapotomac.org.

We hope to see you there taming the traffic cones with the rest of us!

2012 autocross schedule

Saturday, May 26	Autocross School - Baysox
Saturday, June 30	Autocross #1 - Baysox
Saturday, July 7	Autocross #2 - Baysox
Saturday, Aug. 11	Autocross #3 - (PorscheFest) Summit Point
Saturday, Aug 25	Autocross #4 - Baysox
Sunday, Sept. 16	Autocross #5 - Baysox
Sunday, Oct. 7	Autocross #6 - Baysox
Saturday, Nov. 10	Autocross #7 - Baysox



on the course, it must be able to pass a tech inspection.

The tech inspection is a visual examination of the car to insure there are no obvious safety issues. The inspector will be looking for fluid leaks, corded tires, loose batteries, etc., which would compromise the safety of the car, driver, other participants and spectators.

The inspector also examines the interior of the car to ensure there are no items rolling around in the interior or trunk and for removal of carpeting that might shift during a run and impair the operation of any of the pedals.

Most cars are generally eligible to participate at an autocross, although larger vehicles like pickup trucks and SUVs may not. Any Porsche is eligible, as long as it passes the tech inspection. We also allow non-Porsches to participate; however, they will be grouped together in a separate, "guest," class.

All participants will be required to use working seat belts and wear a helmet. The Founders' Region, Potomac maintains a supply of free loaner helmets that can be used by participants although most folks who eventually get bitten by the autocross bug will probably want to invest in one of their own.

Additionally, all participants will be required to help work part of the event. Each event has multiple duties that must be filled in order for the event to happen, such as timing, course working, tech inspection, etc. The roles are usually filled from within the ranks of participants; they will typically drive in one heat, while working another heat.

Spectators are always welcome. There is no cost, but guests, as well as all participants, will be asked to sign an insurance waiver. If you do decide to participate, give yourself plenty of time to prepare your car, register, tech and grid. No one likes it when latecomers rush up to the table and expect everyone to drop everything to help them. Being on time to the starting line is equally important; stay with your car while in the grid and be ready to go when the starter says GO!

The camaraderie at a typical autocross event is another

reason that people get hooked into the sport. People are always willing to help a fellow competitor, whether discussing the course line or sharing a needed tool. Our veteran autocrossers are always willing to help newcomers get acclimated to the sport.

Safety is paramount at all our events. The only thing we want people leaving with at the end of the day are broad smiles. Don't do burnouts before the starting line, don't do donuts in the parking lot, don't squirrel through the grid area. Unsafe practices like these put everyone at risk. Speeding or racing to and from events puts us all at greater risk of getting a speeding ticket, too! The police know where we hold these things, after all. We don't need a bad reputation.

If your car is stock and you intend to race it on your street tires, all you need is your car, a helmet, a tire pressure gauge and your entry fee. (Loaner helmets are usually available, and you can probably borrow a gauge.) Be prepared for the weather and dress properly. Remember to bring plenty of water to remain hydrated and don't forget the sun block!

It's also a good idea to think ahead about what you'll need to store outside the car and how you'll store it. Some people bring plastic trash bags and/or large plastic storage bins. Obviously, your level of involvement in the sport will dictate your needs.

PCA Potomac is a strong supporter of PCA's Junior Participation Program. In the fall of 2001, PCA National set forth a program that would allow youths, 16- or 17 years old, to participate in autocross and rally driving events. The program is open to fully licensed (unrestricted by the state of residence; not a learner's permit) 16- or 17-year-old sons and daughters of active (paid up) PCA members. The PCA member parent must be present, and at registration. The PCA member parent must present appropriate waiver documents.

Young, new drivers can benefit tremendously from the safe environment and available coaching to learn, develop and practice good driving skills and habits.

2010 file photo by Tony Pagonis
Chris O'Hare takes his 993 through the cones of an autocross course set up during the August 2010 PorscheFest event at Summit Point (W.Va.) Motorsports Park.



How I built my version of an RSR

Mostly by myself and in my garage



Photos by asdfasdfs
Bob Williams of Centreville, Va., a past president of Potomac, built his idea of a Carrera RSR in his home garage from a '73 911T found in Georgia. The car features a host of hand-crafted parts along with a 3.6 liter engine developing 350 hp. He uses it in autocrosses for which it was designed and built.

Story and photos by Bob Williams for *der Vorgänger*

My journey to build my own version of a Porsche RSR began when I found a '73 911T coupe in Atlanta 17 years ago.

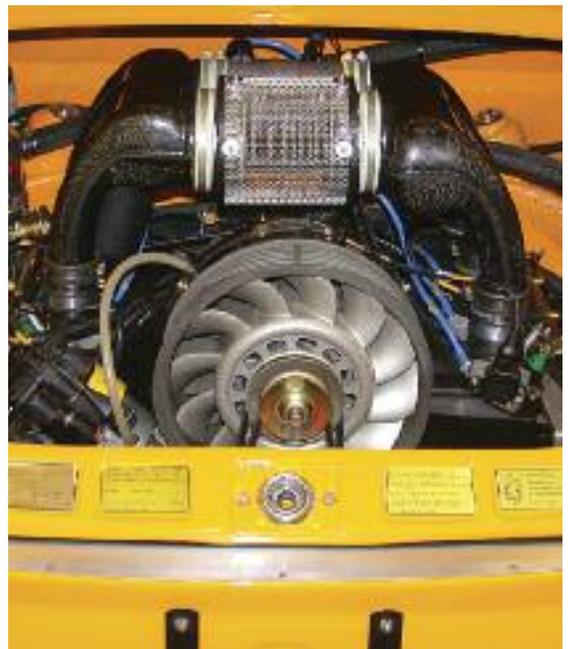
I drove that 911T for three years and loved its responsiveness (quite a contrast to my 3,000 lb. 944 Turbo club racer). The early 911 was a pure sports car, but my race-prepared 944 was tight, fast, cornered on rails and stopped like it had an anchor. Racing the 944 on weekends and driving the 911 during the week made an old 911 without sway bars feel pretty sloppy.

In January 1995, without any planning, I attacked the 911. Ultimately, I wanted a lightweight, autocross-

prepped RS in classic white-and-blue.

The Street-Prepared autocross rules mandated retaining the steel body (except for bumpers and spoilers) and an interior based on the original model. With the exterior modifications limited, out came the interior: headliner, insulation, armrests, rear seats, heat, A/C and radio. Being an engineer—thus having a genetic tendency to tabulate things—I weighed everything that came out and developed a spreadsheet that calculated the total weight removed. The interior was stripped of all sound-deadening.

I used steel 930 flares to widen the body (RSRs didn't use 930 flares, but it was what I could get). As a welding rookie lacking confidence, I took the chassis to PCAer and Porsche restoration master, Lewis Hauser of



Top: The original '73 911T, pictured with 930 fender flares, at the beginning of the project.

Above: Lightweight German carpet covers the floor. After hand-sewing piping on the edges of each carpet section, the pieces were glued to the chassis.

Karossorie Limited in Fairfax, Va. He welded on the flares with my assistance, i.e., he let me help under protest. The front flares were challenging as some creative metalwork was required to extend the flares down to the early front bumpers.

With the car back home, I ground down the welds

and stretched and adjusted the flares to maximize tire clearance.

Here is where I learned the first of many lessons: "Do something differently than the factory did and your work is multiplied 100-fold." With the adjustments I had made to the flares, the composite bumpers no longer fit. The front bumper was four inches too narrow, and the rear didn't align with the modified flares. After reading about composite construction and a bit of practice, I made molds and replaced approximately a third of both bumpers with a layup of carbon fiber and fiberglass. I then replaced the portions of the bumpers I had removed

A 3.6 liter engine now occupies the engine compartment. After two days of tuning on a dyno, the engine managed 350 horsepower and 283 lb.ft. of torque with a nice flat curve.



Top photo by Michael Madrid,
others by Richard Curtis

To lighten the doors, 24-gauge aluminum panels were cut just large enough to conceal the door mechanicals. Lock buttons, knobs for the window cranks and special washers for the polished Allen-head fasteners used to mount the straps to the door were turned from aluminum. Hand-made brushed aluminum covers finished off the window cranks.

with new, differently shaped sections. I enjoy doing bodywork; it looks different when you're finished and the result makes you feel like you are making progress.

To stiffen the unibody I chose an OG roll cage that reinforced the chassis while meeting the class's requirements. The difference was noticeable; now, when lifting one corner of the chassis, both tires on that side leave the floor almost simultaneously. That didn't happen before.

Originality is not a priority for me. My RSR had to have boxed rocker panels. Starting with cardboard, I created templates of the rockers. Then, using a homemade bending brake, I made the aluminum rockers from the card-

board templates.

I reconditioned each original component that was to be re-installed in the RSR. The pedal assembly was disassembled, the best parts retained and then everything was glass-beaded and epoxy painted. In went bronze bushings, a late-model clutch return spring, some shimming and adjusting, and a new-old pedal assembly was created.

The shifter received special attention. Choosing the best pieces from several assemblies and bits from a Weltmeister short-shift kit, I assembled and shimmed the mechanism to eliminate free play. To improve the feel of



The floor pan was cleaned, sanded and painted with semi-gloss black epoxy paint. A new headliner, a painted roll cage and Sparco Pro2000 seats on custom-made mounting brackets were installed.

fifth gear and reverse, the lockout springs were stretched about 3/4" to increase the effect. The result is a tight and precise shifter. The final step was to polish and coat the housing and make a custom boot for the shift rod

Even the parking brake assembly was completely rebuilt. I plated, polished and clear coated the throttle-control lever and painted the lettering on the throttle control to match the body color. I did the zinc electro-plating at home using an electrolyte solution, a strip of zinc, jumper wires and a hobby battery. The parking-brake handle was finished off with an aluminum release button turned on my lathe.

Window-lift mechanisms were cannibalized and re-assembled, the fan and duct system was assembled from loose parts, door strikers were disassembled, plated and polished, door restraints were created from old assemblies. None of these parts was replaced with new components. Each piece was reconstructed and made to look as new as any 38-year-old part can look.

Prepping the chassis for painting was time-consuming and not fun. I usually worked late into the night bonding with my respirator and air sander. This typically was followed by a quick 2 a.m. shower, a few hours of sleep and off to work later that morning. This was one task I couldn't wait to finish.



I removed all of the gauges and wiring in the dash so the dash could be painted to match the exterior color. Even with a factory-wiring diagram, I drew the back of every gauge, switch, light, etc. and numbered each connection. Anal? Sure, but the electrics worked the first time without any shorts or fires.

Over time, the Signal Yellow color grew on me. Having seen only one other Signal Yellow 911 and many white/blue RSs, I decided to keep the yellow and add

Up front: New ball joints, monoball strut tops and an ultra-light Brey-Krause carbon-fiber strut tower brace. A 30 mm Charlie Bar controls front roll.

Right: To improve front traction without reducing rear traction, Williams constructed a large front splitter using 0.125" 6061 aluminum. Vertical fences keep air from spilling off the out-board edges. He formed a spoiler extension from fiberglass and secured the extension to the RSR spoiler. Rigid aluminum mounting plates from the splitter to the chassis transfer the down-force directly to the chassis. Thicker aluminum (0.050") was used to fabricate a large tunnel under the front crossmember. The tunnel and front undertray are secured with Dzus fasteners for quick removal.



Ivan Arzola, with me helping out as unskilled labor when directed, disassembled the top end and installed new forged JE Pistons, RSR cams, stiffer valve springs, lifters, and special valve guide seals. A used, factory 3.8 liter RSR carbon fiber manifold with the ram-tuned plenum was found and installed. A stainless steel cylindrical screen that fit over the air intakes was fabricated and a K&N foam air filter was used.



blue wheels and graphics. Kirk Keller, a talented painter with a paint booth in his home garage painted the car using Spies Hecker one-step acrylic urethane.

I refurbished the remaining parts and started on the mechanical bits. My 911 had the magnesium case gearbox with the short, close gear ratios available as an option in 1972 and 1973 (that trans only weighs 81 lbs). Since a limited-slip differential is mandatory for autocrossing, I chose a late-'80s Carrera Quaipe limited slip set up and installed by Ivan Arzola at IMA Motorsports who also helped with the engine and transmission.

Using the late-'80s Carrera Quaipe allowed me to use sealed axles from an '88 911 since the splines on the output shafts of that model Quaipe mate with late-model Carrera output flanges. No more leaky, gasketed CV joints.

With the freshly painted 911 home again, only the

chassis went in the garage. Because it was winter, the remaining panels were spread out in the dining room to cure for a few months in heated comfort (the chassis would have gone in there, too, if I could have fit it through the doors).

For the rear suspension, alloy Carrera trailing arms with monoballs were installed along with custom spring plates with independent camber and toe adjustments.

Hollow Saunders Engineering 33 mm torsion bars replaced the stock bars with custom upside down RSR shocks with

heim joints top and bottom. Dual coilover springs and a 30 mm hollow "Charlie Bar" sway bar dictates the amount of body roll tolerated in the rear.

Delrin spring plate bushings were turned on a lathe.

Up front, there are epoxy-painted '88 Carrera A-arms and custom-turned Delrin bushings. The steel cross member was exchanged for an alloy piece and the torsion bars were replaced with hollow Saunders Engineering 24 mm bars. Arzola and I raised the spindles 32 mm from the already raised location on RSR struts and bent the steering arms down to correct the steering geometry. This mandated 18" wheels to clear the ball joints.

A late-model steering rack with 930 tie rods handles steering duty. I machined spacers to raise the rack as high as possible to eliminate bump steer from the slammed ride height. There is no rubber in any part of the sus-

pension, which is fabulous for street duty.

Minimizing un-sprung weight was paramount so I selected late model Carrera brakes and rotors. Combined with aggressive Performance Friction racing pads, I felt these smaller lightweight brakes would be adequate for autocrossing. Starting with '88 Carrera calipers, I cleaned, glass-beaded and painted the exterior with bright blue high temperature epoxy. Pistons and bores were polished with crocus cloth, seals and dust boots replaced and clearances checked to ensure proper operation. The calipers were then reassembled and installed with new rotors and stainless steel braided lines.

After test-fitting the safety equipment in the interior, everything had to come back out to make room to work. To minimize weight, the interior would be amenity free. I restored and refit the rear deck cover and the interior quarter panel liners using the stock pieces without brackets and frills. The quarter panel liners were modified to eliminate the factory seat belt housings and vinyl was carefully cut and glued directly to any interior metal surface that wasn't covered by the modified factory panels.

I reinstalled the dash cover, less speaker (an RSR with a stereo – please!) but the lower dash pads, aluminum and leather trim, ash tray, radio and every switch and wire that was not needed was eliminated (the glove box was retained because the dash looked incomplete without it). Vinyl-covered lightweight aluminum panels cover the holes in the dash left by the wayward accessories.

All exposed interior metal surfaces of the doors were painted using semi-gloss black epoxy paint. Pinch molding covers the metal edge at the window base and a rubber grommet finishes the hole for the lock button. Leather belts were modified to create an RS-type latch-actuating strap and handle, and most of the latch mechanism was eliminated.

With the roll cage, pedal cluster, shifter and parking brake installed for the last time, the doors could now be fitted. That was impossible to do solo so, with my wife Kim's help, we adjusted and shimmed the hinges to even the gaps. During this process, I dropped my ratchet on the door sill. The impact christened the chassis with its first chip. While Kim didn't appreciate the ensuing creative vocabulary, she did compliment my restraint in not engaging in the time honored and hallowed art of tool throwing. After I regained composure, I installed and adjusted the window lifts, frames, lock and latch assembly and the special interior panels.

Only the windshield and rear window remained. We had several false starts using the "rope-in-the-gasket-method" but figured it out after the fourth attempt. When we realized what we were doing wrong, we had the glass in place in minutes. The rear window, however, just wouldn't cooperate.

With Bill Love's extra pair of hands, the three of us managed to get the rear window quickly seated.

Flexible rocker extensions were created from clear Lexan to improve the effectiveness of the boxed rockers. The extensions are secured to the rockers using light gauge aluminum angles and Dzus fasteners. Once the rocker extensions were properly fitted, I disassembled, painted and re-installed them on the car.

With the body, chassis and transaxle almost complete, it was time for the engine. As usual, I got carried away. Originally planned around a modified 3.2 liter, a major upgrade project on my race car made its 1995 3.6 liter



Above: With the interior stripped, the tar-like sound deadening material was removed. After days of scraping, banging, swearing, etc., Williams says he had a 16-pound bag of tar-gunk. He filled another bucket with unnecessary tabs and brackets that weighed in at 12 lbs.

Left: Keeping this engine cool was paramount especially since the car would sit in sweltering heat between autocross runs. While the RSR front bumper provides an air intake opening, there isn't room for optimal airflow across the cooler. To dissipate the heat, two huge Mocal oil coolers in series are used. The oil is piped from the thermostat to the first cooler in the front fender (see photo at left) and then to the spoiler-mounted cooler to reject more heat before returning to the oil tank. Custom oil lines were routed to maximize wheel and tire clearance, and stainless steel screens protect both coolers. The front screen is secured by a hand-made aluminum frame crafted from TIG-welded and polished aluminum angles.

engine available.

To keep the engine quiet enough for street use, Pete Weber in California made an exhaust system. His racing headers, resonator chambers and special muffler keep you out of trouble with local constables without robbing much power. A silver ceramic coating protects the exhaust system from the elements.

The engine was too radical for the factory Motronic system so a Motec engine management system was employed. Arzola handled the Motec set up and did all of the dyno work.

A Fuel Safe fuel cell with an aluminum can, lightweight bladder and a special fill connection to connect to the factory filler pipe. The cell was light and fit with minimal modifications. A 993 fuel pump and Kevlar reinforced fuel lines deliver fuel to the engine. Some of the original venting system was re-used to allow the cell to breathe properly.



Although the concours was full for the 2005 Porsche Parade in Hershey, Pa., Williams did manage to enter the car show. With 900+ Porsches on display—over 550 of them in the car show—he thought his RSR would be lost in the crowd. As it turned out, the RSR received considerable attention. Upon returning from a walk to view the vintage race car display Williams was amazed to find a Best in Class medallion hanging from his rear view mirror.

Above: Williams and daughter Stevie in 2005 after loading the RSR into the trailer for the trip home from the PCA Parade in Hershey, Pa. His Best in Class medallion hangs from his neck.

To manage weight further, a Honda Civic battery provides starting juice. I fabricated a sheet metal battery tray to fit in the air-conditioning evaporator well. An aluminum hold-down clamp keeps the battery secure while autocrossing. A lightweight 0.030" thick brushed-aluminum panel covers the snug installation.

It was time to fit the 1995 engine into the chassis produced 22 years previously. The 1995 engine mounts had to be heated carefully and bent to allow the engine to sit farther back than the dainty original 2.4 liter. The 915 trans bolted up to the engine and a lightweight aluminum flywheel with a RSR aluminum pressure plate provides the clamping duty to transmit power to the gearbox. The engine is cranked by a lightweight Tilton starter and Wevo mounts secure the powertrain to the chassis.

To complete the factory-installed look, I constructed the engine sheet metal from various 3.2 liter pieces, some original 3.6 liter pieces and a few special sections formed from 20 gauge sheet metal. The pieces were painted and then clear coated to make the rough texture cleanable and to provide a high-gloss finish.

The already complicated 911 throttle linkage now assumed new heights of absurdity. The throttle plates on the RSR intake system are actuated with twin opposed horizontal push rods. The bell crank that actuates the rods is operated by a throttle cable instead of a rod in the late model RSRs. We retained the original throttle cable from the gas pedal to the transaxle bell crank but had to get creative since the throttle actuator rod from the transmission to the engine could not rotate the horizontal bell crank on the intake. We modified a cruise-control cable to create the missing link between the trans and the engine. I made two brackets and managed to get the inter-

mediate cable adjusted to provide the full range of motion on the throttle plates.

With fuel cell and engine installation completed, the hood and ducktail could be fitted. I bolted in my nickel-plated hinges and aligned both panels.

As a finishing touch, I applied blue Carrera graphics with a custom-cut "RSR" graphic instead of the standard RS. Putting on the graphics was tedious. Measuring and laying out the large Carrera stripes on the sides was complicated by the compound curves of the fenders.

I then built aluminum brackets to hold the Motec computer and associated relays to conceal the electrical bits below the driver's seat. The communications cable runs neatly on top of the carpeting through the firewall to the engine connections.

Next, I set the chassis ride height and did a preliminary alignment to measure the wheel and tire clearances. I wanted a simple wheel center that would emulate the Fuchs style and

maintain a vintage look. The Kinesis K58, a basic five-spoke, three-piece, lightweight racing wheel was just about perfect. Using my photos, faxed sketches and many measurements, Kinesis determined the sizes and offsets for the wheels, 18 x 10 fronts and 18 x 12 rears. Kinesis powder coated the wheel centers to match the blue graphics.

Using 0.125" aluminum, I made the pedals a bit wider to make heel-and-toe easier. I worked my drill press hard and drilled out as much of the aluminum pedals as possible without jeopardizing their integrity.

The RSR was then loaded into the trailer for one last trip to Arzola's shop. We did a final check of all systems, put the car on a lift, energized the electrics, pressurized the fuel system and cranked the engine. The 3.6 fired without hesitation and roared to life.

While the engine was running, we re-checked everything. Only a minor fuel leak required immediate attention. Everything else, including the untested warm-up program, worked on the first try! After a few adjustments, I drove the car into the trailer and brought it home.

As a gentle break-in, I drove the car to some local car shows. The first rides were pretty hairy. I stared at the gauges for anything indicating a problem, strained to hear any out-of-the-ordinary noise and concentrated on everything I was feeling to pick up any problems. It took a while for me to relax behind the wheel and to have faith in my new/old car.

Many thanks to Bill Love at OG Racing and Ivan Arzol at IMA Motorsports for all of their help and late nights at my house, and to Kim who patiently endures my car habit!



Porsche's newest 911 makes its NoVa debut

Photos and story by Richard Curtis
for *der Vorgänger*

Hundreds of Porsche enthusiasts showed up for the Feb. 12 introduction of Porsche's new 911, the model known internally at Porsche as the 991. The event occurred at Porsche of Tysons' new building (across Route 7 from their old building in Tysons Corner, Va.). A similar introduction of the new 991 occurred the previous weekend at Porsche of Rockville.

Several of the new 991s were on display, including one that was already sold. Drawings were held for test drives in the new 911. Several older models of 911s were also displayed in the glass-enclosed, contemporary showroom.

An extensive buffet lunch was served to the estimated several hundred who attended.

Prior to the introduction of the new model, Potomac held a board meeting at the next door Mercedes dealership attended by 21 club officers, program chairs and three guests from the Chesapeake Region. They ironed out details of the upcoming season's various events, noted on Page 8, and programs.



Top: Visitors to Porsche of Tysons's 991 introduction.

Above: The new 991 drew a crowd.

Left: Oldest model 911, listed as a 1963 model.



Porsche apps for fun and annoyance of others

Above: The app Sports Car Challenge offers realistic views from the cockpit of drives around race tracks. You can also select a birds-eye view. The car is “driven” by rotating the iPad like a steering wheel.

Right: “Porsche gForce app powered by Mobil 1” can display speeds and cornering forces.

Story and photos by Glenn Havinoviski for *der Vorgänger*

You’ve recently bought a new iPad or Android tablet, and now that winter is here, you have to put away the Porsche? And you have wistful visions of hot laps at Summit Point and VIR, fun runs and rallies still a few cold dreary months away?

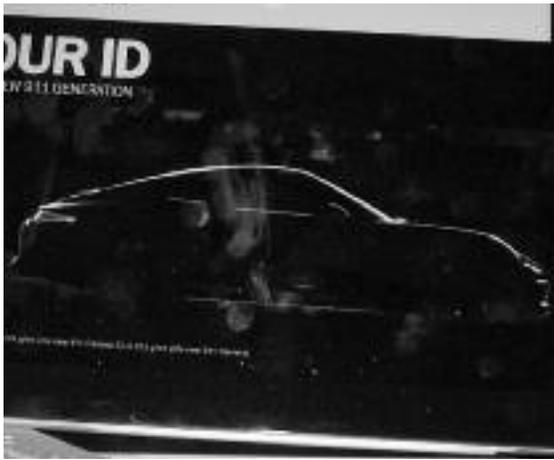
Well sit down by the fireplace with your little toys and listen up. Porsche has made its multimedia presence felt on iPads and their ilk, just like it has on the racetrack.

Last year when I first got my iPad 2, I counted only five lonely apps in the App Store for anything “Porsche.” Nothing earth shattering, but some weeks ago I got my hard copy of *Christophorus* that fea-



tured the new and improved 911. The magazine was also promoting its new iPad edition. I revisited the App Store, and this time when I typed “Porsche,” I encountered no less than 107 iPad applications and 231 iPhone apps. Suddenly, the apps are everywhere! Some are “Can’t Miss,” others are “Meh.” Some are both.

Here are some examples for the iPad. I don’t have one of the Android-based knock-offs of the iPad, so I can’t speak for those apps, but I know those are likely coming as well if not here already. There are new apps all the time for those times when you are bored and have incredible Porsche-withdrawal symptoms, whether on a business trip or with the car garaged for the winter. Enjoy!



Sports Car Challenge

OK, here is an app from Volkswagen, which features your choice of several exotic vehicles to “configure” and “test drive” around a track. You have your choice of Bugatti Veyron, Bentley ISR, Lambo SuperLeggera, Audi TTS, VW Scirocco and Porsche Cayman R. You first have to select colors and wheels, which give the car an amazingly authentic look. Next you decide what you want to do with the car. You can do laps around a racetrack, a slalom or try out the brakes. You are presented with either an in-cockpit view or a birds-eye view of the back of the car as it squats at the starting line of a cool-looking racetrack that probably is inspired by the Nurburgring and its ilk.

The car is essentially “driven” by rotating the iPad like a steering wheel, using an upward sweeping motion to shift (presumably this has PDK because it seems to shift by itself) and using your thumb to brake before you fly off course into the barrier. I would prefer flappy on-screen paddles. Maybe the next version will have that. Great, loud engine sounds and screeches that can make for an entertaining evening while your wife is trying to watch “Cold Case,” QVC or talk on the phone with her mother. *“Can’t Miss” because IT’S LOUD!!! IT’S OBNOXIOUS!!! IT LOOKS REALLY COOL!!! “Meh” because steering an iPad somehow doesn’t work so well (kind of like electrically assisted power steering on a Hyundai), and your thumb doesn’t make a convincing brake pedal. No virtual flappy paddles either.*

gForce

Actually the full name of the app is “Porsche gForce app powered by Mobil 1,” which I’m sure helps keep this as a freebie. This one also works on your iPhone. It features software that takes advantage of your phone’s accelerometer and GPS, measuring your driving statistics include maximum speeds and g-Forces achieved (whether on a trip to the grocery or for three laps around VIR). The app even allows you to email or tweet your results (presumably not while rounding Turn 1 at Summit Point). *“Can’t miss” because this is a wicked cool app, even if I have only tested it so far while spinning around in my office chair. I did achieve a top lateral acceleration of 0.67g and a top speed of 310 km/h while doing so, however.*

Christophorus

Porsche AG’s glossy and thick quarterly magazine hit the iPad in October. As a result, you can enjoy the loving



coverage of the new 991 introduction, complete with videos and animations, along with the glitzy luxury watch ads that seem to dominate much of the magazine. It downloads so you can read it offline. *RATING: “Can’t Miss” for the slickness and well done articles and photos. “Meh” for the fawning coverage, but that is to be expected since this is essentially a house organ – but well done.*

Porsche Fotolink

This allows you to scan specially coded photos in your *Christophorus* hard-copy version in order to “enter the wondrous world of moving pictures.” Requires a data connection. *“Meh” since it is largely redundant with the advent of the full version of Christophorus for iPad.*

Porsche Pad Cinema

This provides dozens of videos from Porsche AG, many if not most from its YouTube channel. You will find racing videos, Porsche events, press conferences, promotional videos for the 911 and Panamera, features on last year’s “revive the passion” 911T restoration for Parade and even an interview with Sir Stirling Moss.

All of the videos are in glorious HD, but since they stream YouTube for the most part, you have to be online and preferably on Wi-fi. *“Can’t Miss,” since when you get bored with the first batch of videos, seemingly dozens of new ones download every week. Weirdly addictive.*

The New 911

Essentially a multi-media brochure for the new 991 model that takes forever to download. Porsche AG seems to love this multi-media stuff. You can download the actual catalog as well. It is the closest thing to having a 991 leap out of the screen and into your living room (or conversely, having a hand reach out of the iPad and empty \$100,000-plus out of your wallet). *“Can’t Miss.” I hope they have this for the Boxster and Cayman revamps as well.*



Upper left: The *Christophorus* app on the iPad.

A free app for Porsche is this “Porsche gForce app powered by Mobil 1.”

Top right: Another view of the *Christophorus* app.

Above: An example of the many Porsche-related apps now available.

PCA license plates now offered to Virginia members

for *der Vorgänger*

PCA Potomac member Howard Hill recently finalized arrangements with the District of Columbia to make PCA plates available for our D.C. members.

Based on strong interest shown by many of Potomac's Virginia members for similar plates, the Po-

tomac board has decided to offer this option to all of our members who reside in the Commonwealth, and Hill has agreed to coordinate this effort.

Displaying these plates is an easy way to promote PCA while just driving around town. It is a great way to stimulate interest in PCA and a nice conversation piece

to help spread word about The Founders' Region. PCA plates can also be requested for tow vehicles and trailers.

Please note that we will need to receive at least 450 prepaid applications from members who reside in the Commonwealth in order to go forward with this project (one completed application for each set of plates to be issued).

There is a one-time application

fee of \$10 for each set of plates issued, and there will be a \$10 annual fee following their issuance.

If you would like to be among the first to display these plates, please contact Howard Hill at howard.hill@pcapotomac.org.

PCA members who live in Maryland should contact the Chesapeake Region for information about Maryland plates.

Drive 'n Dine to a tank farm

On the kick-off for its 2012 Driver 'n Dine program, Potomac members will visit on Saturday, April 7 the National Museum of Americans in Wartime (www.nmaw.org) followed by a tour of a collection of over 50 military vehicles. They will also see the workshops where several tanks are undergoing a ground-up restoration. There will also be demonstration drives of a tank and an armored personnel carrier

Bottled water, soft drinks and light snacks will be available throughout the afternoon. This will be a 'rain or shine' event. Dress casually and expect to be walking in wet Virginia clay. Cost will be \$50 per person with a 30-person limit. Meet at the Manassas brunch site, City Grille, 10701 Balls Ford Road, Manassas, Va. at 1 p.m.

Advance registration required offline by emailing driveanddine@pcapotomac.org or at the Drive 'n Dine registration page



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SPECIAL PRICING FOR PCA POTOMAC MEMBERS

SCCA corner-worker training available for Potomac

By Fred Pfeiffer
for *der Vorgänger*

Potomac's 21st annual Club Race will be held Sept. 28-30th at Summit Point (W.Va.) Motorsports Park.

We plan to build on last year's successful event that had more than 100 drivers/cars entered.

We want to remind all Potomac members that volunteering for this event is a great way to get involved in the Club Race program.

PCA volunteers along with others from SCCA are what make this race so successful. With that in mind we want to announce the

dates for the Washington D.C. Region Novice School.

This year's school is being held March 24-25 at Summit Point. Saturday is more training in the classroom, followed by visits to various race specialties in the afternoon.

Sunday is an on-the-job training day where students will use their newfound knowledge actually working a corner. This is an opportunity to learn corner working from some of the best in the business as well give back to the region for all it does for Porsche enthusiasts I plan to take the course this year, how about you?

Novice Corner Worker School
Presented by Washington D.C. Region SCCA
March 24-25, 2012
Summit Point Motorsports Park
Contact: Fred Pfeiffer at: clubrace@pcapotomac.org

Potomac name tags now available

The Founders' Region, Potomac PCA badges

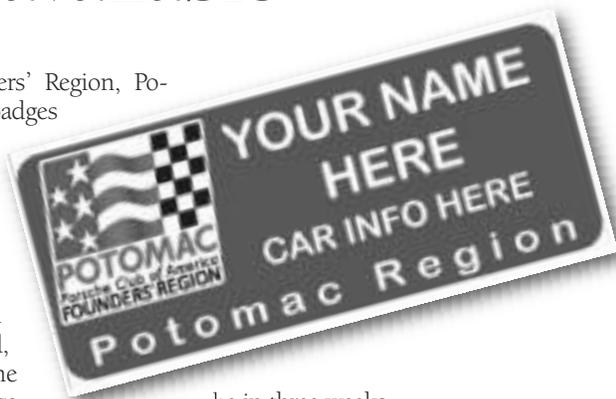
are back! The badges measure 3" wide by 1 1/4" high, and include name, board position or car model, along with the the Potomac logo.

The badges are blue with white lettering and have a magnetic clasp. The cost is \$15 each plus \$5 shipping and handling if you want it mailed to you. You can save the shipping and handling fee by picking up your badge at a club event.

We will place an order for badges every three months. Badge orders need to be made in quantities of 30. Delivery would

be in three weeks.

Payment can be made online by using PayPal via the Potomac website at pcapotomac.org or, also, by check online. Alternatively, you can mail a check with order (make payment to Founders' Region, Potomac) to: Dick Seltzer, 7202 Beechwood Road, Alexandria, Va. 22307. Please indicate first and last names, car information and delivery preference (mail or delivery at a Potomac event).



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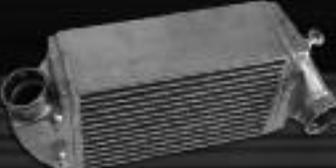


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How to install an air-fuel ratio gauge

By Tim Atkinson
for *der Vorgänger*

How to spend a full day in uncomfortable positions...buy an Air-Fuel Ratio gauge system.

I bought an Innovate Motorsports MTX-L Digital Air-Fuel Ratio gauge on eBay for \$178. The kit comes with everything you need to install the gauge: Bosch oxygen sensor, 8-foot cable, exhaust bung, Logworks 3 software, wide/narrow band outputs and a serial cable to upload/download data.

Nice product, easy install instructions, pretty simple really except...where do you mount it? I chose the clock location as it's easy to see the gauge and provides access to needed power wiring. I had to get creative to fit a 2.0625" gauge to work in a 3.15" clock hole.

I thought about using some kind of adapter...that does not exist...so it was off to Lowe's to get some ideas. I was leaning towards using heavy duty 1" weather stripping to fill the gap, but I didn't like the sloppiness, so I wandered over to the plumbing section to see what I could come up with. I settled on a 3"x2" black reducing bushing. It was a perfect fit on the 2" side for the gauge. I had to cut down the 3.4"



outside diameter side to 3.15" to fit in the existing clock hole using the clocks rubber bushing as well.

I used the ground wire from the clock, but I needed to use a 12-volt source that was switched on when the key was in the run position, so I tapped into the red/blue wire from the speedo. The fit is nice and it's in a good vi-

sual position.

The wiring from the oxygen sensor was routed up over the trans and followed the existing wires through the shift coupling access area. I drilled a hole through the tunnel to get it up and under the tunnel carpet following the existing wires from the heater levers. The cable was just long enough to bring it up through the carpet in front of the shift console and barely reached the pigtail from the meter.

Before you use it, you need to calibrate the setup following the directions, easy to do but the oxygen sensor needs to be in free air. If you are like me you already installed the new one, so I had to remove it to calibrate it.

The install took all day with the running around to Lowe's and the shop at work to use the lathe, my back is killing me from the awkward positions you have to get into for this project.



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Upper left: The Air-Fuel Ratio meter as it came out of the box.

Middle left: Plastic reducer bushing being turned on lathe to fit the clock opening.

Left: Clock removed from dash.

Top: Cable routed through trans tunnel.

Above: AFR meter installed in dash.

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Join The Founders' Region, Potomac

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.

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<input type="checkbox"/> Porsche-Diesel Tractor	<input type="checkbox"/> D'Ieteren Roadster
<input type="checkbox"/> 944 TurboS/1989	<input type="checkbox"/> RS America
<input type="checkbox"/> 944 Turbo	<input type="checkbox"/> 911 Speedster
<input type="checkbox"/> 944S2/944S	<input type="checkbox"/> Cayenne

Mail your completed application to: PCA Executive Office, P.O. Box 6400, Columbia, Md. 21045 or apply online at www.pca.org/welcome.



Photo above by Ewa Imtiaz; others by Richard Curtis

A day at the track ...

Above: John Gerben displays green flag to signal beginning of a session. **Top:** Registration ladies, from left, Carolyn Hill-Fotouhi, Bernice Richmond, Linda Riley and Sally Herod. **Above right:** What more does Zack Imtiaz need to be entertained? Rubber boots and a puddle. **Right:** Patrick Rhodes of Springfield, Va. in his '86 Carrera at a Summit Point DE event in July. This is first year in PCA; his father was previously a long-time member.





Porsche tractor wheel photographed by Bob Wilkoff

