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derVorgänger

The monthly magazine of the Founders' Region, Potomac Porsche Club of America.

April 2009, Volume 55, No. 4

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Cover illustration by Michael Langshaw: "I started with the basic outline of various Porsches," writes Langshaw, who offered the illustration to *der Vorgänger*. "Then, starting from the center and moving out and around in a counterclockwise direction painting first the main body. The overlapping bodies became the color of the two or three colors combined. As simple as this sounds, it was actually a complicated process to achieve the right color for each car while holding together some type of cohesive composition with the color scheme."



Photo by Richard Curtis

George Bockelmann's supercharged Arena Red 993 is about as immaculate as possible, but it wasn't always so. George's car, his first Porsche, had a coming together in his home garage between a new lift and a very, very stationary I-beam. The result was anything but immaculate. What happened subsequently is a perfect example of the "while-you're-in-there" disease that strikes most of us. His story begins on page 15.

Readers and their cars: Page 31



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derVorgänger is the official magazine of the Founders' Region, Potomac, Porsche Club of America, Inc. <http://www.pcapotomac.org>. Contributions for *derVorgänger* should be sent to editor Richard Curtis at least six weeks preceding the month of publication, preferably via e-mail to dveditor@pcapotomac.org.

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derVorgänger (ISSN 0199-0667) is published monthly except in December by the Founders' Region, Potomac, Porsche Club of America at 11712 Blue Smoke Trail, Reston, Va. 20101-3702. Subscription is limited to members of the Founders' Region, Potomac, Porsche Club of America. Annual dues are \$42 (\$18 for *derVorgänger* subscription alone). Periodicals postage paid at Baltimore, Md. and at additional mailing offices. Postmaster: Send address changes to *derVorgänger*, 11712 Blue Smoke Trail, Reston, Va. 20101-3702. Statements appearing in *derVorgänger* are those of the contributing authors and do not constitute the opinions or policy of the Founders' Region, Potomac, Porsche Club of America, its board of directors or the editors of the magazine. The Founders' Region, Potomac, Porsche Club of America neither endorses any advertisement nor warrants any product or services they may provide. Potomac Region reserves the right to cancel advertisements at any time, for any reason, in its sole discretion. For information regarding commercial advertising and rates, contact the advertising chairperson listed above.

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, and include a contact phone number for verification.

What the year ahead looks like for Potomac

Since becoming president, I've spent considerable time talking with members about the club. Sheri and I had dinner with two couples who have been in the club for over 10 years. One question was "Why isn't Potomac the same as when we first became involved." They were referring to when Potomac held monthly meetings that usually included a speaker and there were lots more social events. These meetings were well attended, sometimes by more than 100 people. That's an interesting question, and I don't know if I have the answer. I can only speculate that members became burned out on club activities, they needed to spend more time with their families or perhaps they moved to another area.

At the last Maryland breakfast, I also talked with a past president who had not attended a Potomac event in several years. In our discussions, it was interesting to note that many of the issues that affected the club then are the same issues that affect our club now.

Issues such as how does the club provide activities that appeal to as many members as possible? How does the club provide things that appeal to new members? How does the club provide activities that retain members that are more senior? What does the club do to attract new members? In addition, how does the club identify members willing to accept volunteer positions in the club?

On Saturday, March 7, I attended two very different functions that provide some insight into what the club is doing to answer some of these questions and to provide the Potomac membership with a quality PCA experience. These two activities were the Virginia breakfast and the DE awards dinner.

As most of you know, driver's education is one of our premier programs. A track event that requires more volunteer support than any other activity and supports other club activities.

The awards dinner has been a Potomac event for many years and is our way of thanking the DE volunteers and instructors for their support from March – November of each year. Track events such as DE and autocross have always been well attended and will continue to be Potomac's priorities.

The breakfasts, on the other hand, are recent additions to Potomac's stable of activities. When John Eberhardt and Rob Efrus put the first one together at Chutzpah's Deli in Tysons Corner, I don't think any of us realized how successful they would become. The breakfasts attract a different segment of Potomac membership. You don't see too many DEers or AXers attending. However, you do see many people who are just

as passionate about their Porsches as the DE and AX crowd.

The camaraderie at the breakfasts is as great as the camaraderie at any DE or AX. And the rest of our non-track events such as concours, rallies and drive-and-dine, Porsches and Bi Wings and Porsches at the International Gold Cup are outstanding and provide additional venues for the



Potomac club President Tuffy von Briesen

membership.

But back to the original question. I believe the club is evolving in several different ways. While Potomac may never be "the way it was before," we are making an effort to provide enough variety to retain the interest of our senior members and attract those new members that Potomac will need for future growth and continuity. One of the things I want to do is revitalize our meetings. I think meetings that have a format to provide the attendees with a brief synopsis of club programs are a good thing. The challenge is to keep the club information informative but brief and include something else of interest to the membership while providing time for some social interaction. A speaker who addresses a topic of general interest to the membership is one of the first things that come to mind.

To facilitate this effort, I asked Starla Phelps to take over the position of Meetings Coordinator. Starla brings a lot of enthusiasm plus institutional knowledge about Potomac. She will work closely with the executive committee to identify some new (and maybe not so new) ways to begin to incorporate a meeting format in our activities. We are going to ease into this because we want what we propose to be of interest to the membership. So stay tuned to the website and *dV* for more information.

But can we do more, or are we doing too much. What do you think? Send me an email with your thoughts and suggestions. I would really like to hear from you about where we are going and solicit your suggestions for new ideas. Email me at president@pcapotomac.org

Ads support your passion



Photo by Amy Gelles

That happy young fellow at left is Karl Gelles. He's happy because he's successfully replaced a head gasket on his strikingly clean and original 1985.5 944. This was his first-ever head gasket replacement...on any car!

It's not surprising that Karl just jumps right in to perform DIY such as this. I've visited Karl and his beautiful and talented wife, Amy, in their restored 1800s home in Bedford, Va. They did all the restoration themselves, including

making a new chimney cap in their KITCHEN!!, which they then carried up a series of ladders to the roof and installed.

Karl once told me he learned all he knew about restoration mostly by just plunging in, looking up things on the Internet and through reading magazines. Nothing seems to daunt him (and Amy), so replacing a simple head gasket pales by comparison. He just jumped in and did it, then photographed it and took notes in the process, all for *dV*. His subsequent article, which begins on Page 8, is his second offering for *der Vorgänger*.

A special note of thanks to club member Jim Hood, too. Jim sent me an email recently volunteering to help in any way possible. He's taken up the task of proofreading each issue and is doing a wonderful job. We can't thank him, Karl and all the other volunteers, enough.

Richard Curtis, editor
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New members, anniversaries

April 2009 anniversaries

25 years

Richard Adams &
Monica Adams
Charles Hayward

20 years

Louis J. Clemente &
Nicholas L. Schar-
Clemente

15 years

Ronald L. Rutledge &
Vivien Crea
C. Page Senn

10 years

Alan F. Ansher &
Sherry Ansher
Matthew B. Curry &
Chris L. Coulter
Wayne Jackson &
Cynthia Jackson
Rudy Marroum &
Edward Marroum

Peter Q. Nyce &
Valerie Nyce
Karl Salnoske &
Susan Salnoske

5 years

David John Buchinski &
Mark Husler
Robert E. Farmer &
Gail J. Farmer
Todd L. Fredrick &
Leslie Fredrick
Michael Kane &
Laurie Kane
Robert F. McDermott
Michael A. Messina
Gary Morando &
Shannon Sutter
Sebastian F. Pleta &
Lori Pleta
Edward B. Strawderman
& Monique Strawder-
man
Raymond P. Wach &
Connie Wach

New members

Andrew Adams
Alex Anti & Victor Anti
Michael P. Barbero
Stephen Booth
Chris Case
Allen R. Caskie &
Dawn Caskie
Matthew D. Custer &
Valerie Custer
Greg Gates
David C. Grossman
Scott M. Henry
Jeff Horowitz &
Patricia Horowitz
Douglas Kay
Beth S. Koch
Kristin H. Koo &
Michael Kim
Michael Krauss
Richard T. Matthews
Stephen M. Meadows
Stephen M. Oberther
Scott Risseuw
Ian Schultz & Eva Schultz

Ernest Seagraves &
Missy Seagraves
Patrick T. Smith
Tom Styc
James A. Taylor &
Jane Taylor
Izzy T. Tepekoylu
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Replacing the head gasket on a 944

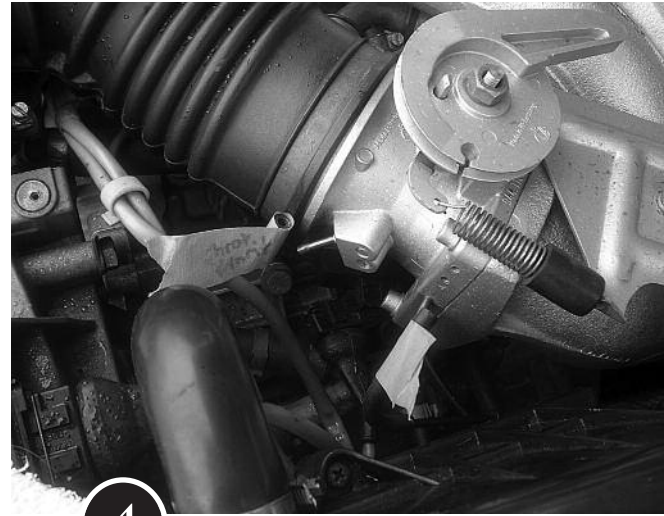
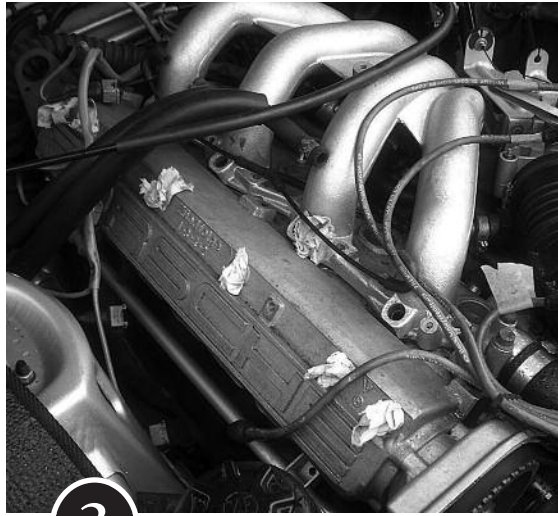
Story and photos
by Karl Gelles
for *der Vorgänger*

With 125,000 miles on the odometer on my 1985.5 NA 944, I began to notice an increasing amount of fluid dripping onto the driveway. Upon closer inspection of the lower half of the engine I noticed one of the telltale signs of a cylinder head gasket failure.

The exact source of leakage became clear with a trouble light shining into the underside of the engine. Following the path of oil led me to the right rear side of the engine where the cylinder head mates with the engine block.

I decided to keep the car parked until replacement gaskets arrived. Fortunately the engine never overheated. I crossed my fingers that the cylinder head was not warped and dived right in on my first head gasket replacement ... on any car!

Replacing the head gasket can be a straightforward yet time-consuming undertaking. It's one of those projects that—before you start—you realize it's prudent to go ahead and replace some other seals and components while you have things apart. In my case, I ended up buying too many seals to list. Basically, I ended up resealing the top half of the engine. This included camshaft cover gaskets (there are several), upper-balance shaft oil seals, valve stem seals, oil separator o-rings, breather hoses and fuel injector seals to name a few. Most of these rubber parts were approach-





7



8



9



10

cooler seals if these seals are original.

Photo 8: My head gasket did not look as bad as expected. But the gasket was brittle and discolored. There was some minor deformation in areas, including the right rear side—where my finger is pointing—where the leak was located.

Photo 9: Before replacing the timing and balance shaft belts, take the opportunity to replace the front engine seals as well as the upper balance shaft seals. When re-assembling, it is a good idea to replace most of the hardware. In particular, the hardened cylinder-head nuts and washers and camshaft-housing bolts. These bolts stretch as they are tightened. New hardware ensures optimal strength and that the proper torque values are obtained upon re-assembly.

ing 25 years in age.

(Note: This is intended to provide an insight into what lies ahead for others who may undertake this job in the future or for those who simply enjoy reading about working on P-cars.)

Photo 1: Remove the distributor cap/rotor along with the spark-plug wires, spark plugs, throttle cable as well as the timing gear front cover located behind the distributor cap.

Photo 2: Disconnect the fuel-injector plugs, the fuel supply and return lines and the fuel rail retaining bolts. Gently pry upward on the fuel rail to remove the fuel rail.

Photo 3: Remove the intake manifold bolts, hoses, and retaining

bracket. Access will be a little tight to the clamp for the rubber hose that connects to the underside of the manifold. Disconnect the rubber air-intake boot. Remove the intake manifold along with the throttle body.

Photo 4: Label all vacuum lines, rubber hoses and wires. A digital camera will be handy to document major steps. To create additional working space, I removed the rubber air intake boot, mass airflow sensor and air filter housing. The engine looked rather bare at this point and I began wondering what I got myself into!

Photo 5: Note the orientation of the belts once the alternator belt, power steering belt and the plastic timing belt covers are

removed. Align the engine to top dead center (TDC). This was vital to prepare for the next step. It prevents pistons from striking valves.

Using a steel hammer, tap a 12-point internal star bit into the cheese-head bolt located on the end of the camshaft to firmly seat the bit into the head of the bolt. Have an assistant hold the timing gear retaining collar steady with a 1-1/4 inch wrench as you loosen the bolt. Ensure that the timing gear does not rotate more than a few degrees as you remove the bolt. If the camshaft rotates too far, the valves will be forced into the pistons.

Photo 6: Remove the electrical plug connected to the rear camshaft cover plate. Remove any remaining parts necessary

to clear the path for removing the camshaft and its housing. Once the camshaft bolt cover plugs are removed, you will gain access to the bolts securing the camshaft housing to the cylinder head. (Replace that camshaft cover-to-cylinder head gasket upon reassembly.)

Photo 7: Clean up the camshaft housing (I sent mine to be powder coated a rich yellow. The raised P-O-R-S-C-H-E lettering remained bare aluminum for contrast.)

All of the cylinder head retaining nuts are now in view. Drain the coolant, various hoses connected to the water outlets and remove the heater pipes. Remove the exhaust manifold. Remove the cylinder head nuts in the proper sequence. Replace the oil

Photo 10: After two weeks of working a couple hours each morning, the reseal was complete. Now I will have peace of mind that the aging seals have been replaced with new

If I can find time and energy, I'll replace the oil-pan gasket next. I only have a minor leak in the right rear corner, so it can wait.

• • •

Karl Gelles has owned his 1985.5 Zermatt Silver 944 for 5 years; it's his first Porsche. Karl is an informational graphics artist for USA TODAY and telecommutes from his home in Bedford, Va.

2009 track event schedule

By Doug Nickel
PCA Potomac track coordinator

Our 2009 schedule provides many opportunities for PCA drivers to improve their skills and enjoy the company of friends at the track, including an Instructor Clinic, two High Performance Driving Clinics (HPDCs), our Club Race/Advanced DE at Summit Point and a Driver Education schedule that includes eight DE events. All Potomac track events are on weekends including seven three-day weekend dates. Again we will be driving Summit Point's main track and Shenandoah track, Mid Ohio, Watkins Glen and Virginia International Raceway.

Highlights in the schedule:

Potomac's first DE accommodates the change to the Zone 2 VIR event date. Rather than opening our DE season at Summit Point in March, we'll be going in mid April.

Potomac has two Saturday HPDCs scheduled. The spring HPDC is April 4 and the fall HPDC is Sept. 26 HPDC can be the single best day you'll have in your car, with emphasis on awareness and car control in a safely controlled environment and with an instructor in the car. HPDC also qualifies you to drive in Potomac DE events.

Our annual trek to Mid Ohio is the second weekend of May.

Our August DE event at Summit Point is again scheduled for three days. We're planning a Porsche Fest Gala with multiple events, including rally, social and an autocross.

We have again scheduled three days for the Potomac Club Race/Advanced Drivers' Education event in 2009.

Lastly, we'll be running an invitational Instructor/Advanced driving day on the Friday of our last Summit Point Raceway event.

Event	Date	Days	Track
HPDC	April 4	Saturday	Jefferson Circuit, SPR
Instructor clinic	April 10*	Friday	Summit Point Raceway
DE	April 11-12	Sat-Sun	Summit Point Raceway
DE	May 8-10	Fri-Sun	Mid Ohio
DE	June 6-7	Sat-Sun	Shenandoah Circuit, SPR
DE	June 26-28	Fri-Sun	Watkins Glen
DE	July 11-12	Sat-Sun	Summit Point Raceway
DE	August 14-16	Fri-Sun	Summit Point Raceway
DE	September 4-6	Fri-Sun	Virginia Inter. Raceway
HPDC	September 26	Saturday	Jefferson Circuit, SPR
Club race/Advanced DE	Oct. 2-4	Fri-Sun	Summit Point Raceway
Instructor/Advanced DE	Oct. 30*	Friday	Summit Point Raceway
DE	Oct. 31-Nov. 1	Sat-Sun	Summit Point Raceway

* By invitation only

SPR = Summit Point Raceway HPDC = High Performance Drivers' Clinic DE=Drivers' Education

Education

* Zone 2's VIR DE is scheduled for March 6-8, 2009

** Zone 2's VIR Club Race is scheduled for June 26-28, 2009

*** Please note that track dates are considered firm but are subject to change.

While the event schedule for 2009 is firm, things may change during 2010. Our Mid Ohio date may be later in the year, we may have an event at New Jersey motor sports Park (Millville, N.J.) on either the Thunderbolt Circuit or Lightning Circuit, and we are also looking into a three-day event at High Rock Raceway, in Spencer, N.C.

*Check Founders' website for information www.pca@potomac.org.

2009 Potomac PCA Club Race needs volunteers for the event

Once again, the Potomac Region is hosting a PCA Club Race this fall on October 3rd and 4th at Summit Point Motorsports Park in West Virginia. The race will be held on the main track and features practice races and sprint races on Saturday and a sprint race and enduros on Sunday. There will be a social hour and dinner for volunteers and drivers Saturday evening.

Please volunteer to assist the Potomac Region in hosting our 18th consecutive year of Porsche Club racing at Summit Point.

Volunteers are especially needed to serve as corner workers for the race. Excellent training is available for anyone who wishes to become a flagger. The school for novice flaggers will be held in conjunction with the SCCA, and is scheduled for March 28th and 29th. An advanced flagging course for veteran flaggers is also available through SCCA, and is scheduled for March 14th. Both courses will be held at Summit Point Raceway. There is no cost to register. The novice school is the only flagger training planned prior to the 2009 race, and is mandatory for any volunteer who has not worked as a corner worker before.

Volunteer help is also needed for in event planning, registration, tech, timing and scoring, social and logistics for the race.

Please send your name, contact information, school or area of volunteer interest to Kevin Oyler at clubrace@pcapotomac.org. Volunteering for club race is an excellent way to meet fellow club members and get involved in Potomac club activities. Hope to see you at the races.

March events

7 Virginia breakfast (see below)

13-15 Zone 2 DE at Virginia International Raceway

21 Maryland brunch

28 Tech session at Arlington Porsche, open to all members

28 Lifts for Charity at Arlington Porsche, open to all members

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PCA Potomac 2009 calendar

(For specific details, and the most up-to-date information, check the Potomac website.)

Drivers' Education

DE and track schedule, facing page

Tech inspections

Saturday, March 28 at Porsche of Arlington

Saturday, May 2 at Autobahn

Saturday, May 30 at IMA Motorsport

Saturday, June 20 at Intersport

Sunday, July 5 at HBL-Porsche of Tysons

Saturday, Aug. 8 at Tischer Auto Park

Saturday, Aug. 29 at AutoTherapy

Saturday, Oct. 24 at Auto Sportsystems

Group

Autocross

Sunday, April 5 Autocross School at Summit

Point "Triple Skid Pad"

Sunday, April 26: Autocross #1 at Baysox Stadium, Bowie, Md.

Sunday, May 24 Autocross #2 at Baysox

Sunday, June 21 Autocross #3 at Washington Circuit

Sunday, July 19th: Autocross #4 at Baysox

Saturday, Aug. 15th: Autocross #5 at Summit Point at Washington Circuit

Sunday, Sept. 27th: Autocross #6 at Baysox

Sunday, Oct. 18th: Autocross #7 at Baysox

Drive 'n Dine

Saturday, Feb. 7—Weather permitting drive, leave from the Virginia breakfast site

Saturday, March 21—Weather permitting drive, leave from the Maryland breakfast site

Saturday, April 25—Horses & Horsepower, Charles Town Races *

Saturday/Sunday, May 16-17—Porsches and BiWings—Zone 2 event hosted by PCA Potomac (overnight optional)

Sunday, May 31—Club picnic, JR Lakes, Leesburg, Va.

Saturday/Sunday, June 13-14—Fallingwater (overnight)—Zone 2 event hosted by PCA Potomac **

Saturday, July 4—Weather permitting drive, leave from the Virginia breakfast site (see below)

Saturday, Aug. 1—Weather permitting drive, leave from the Virginia breakfast site

Saturday, Aug. 15—Porsche Fest Drive 'n Dine **

Saturday, Aug. 29—Drive 'n and Dine *

Saturday, Sept. 12—Horses & Horsepower, Charles Town (W.Va.) Races & Slots *

Saturday, Sept. 19—Family picnic at Langshaw's

Saturday, Sept. 26—Lovettsville (Va.) Oktoberfest (Drive 'n Dine, rally and concours) (multiple clubs)

Saturday, Oct. 2—Fan Drive to Club Race
Saturday/Sunday, Oct. 17-18—Virginia Gold Cup (overnight)—Zone 2 event hosted by PCA Potomac **

Saturday, Oct. 24—Fall Foliage Run

Saturday, Nov. 7—Weather permitting drive, leave from the Virginia breakfast site

* Registration preferred to guarantee a spot

** Registration required

Rally

Saturday, May 2—Spring Fling Rally

Saturday, June 20—Summer Fun Rally

Sunday, Aug. 2—Camp Friendship Rally

Saturday, Sept. 26—Oktoberfest Rally (multiple clubs)

Concours

Sunday, May 3—Deutsche Marque, Nottaway Park, Vienna, Va.

Date to be announced—Porsches & BiWings, barbecue and People's Choice car show.

May 31—PCA picnic/People's Choice car show at JR's Festival Lakes, Leesburg, Va.

Sunday, Aug. 2—Camp Friendship Peoples Choice, Laytonsville, Md.

Saturday, Sept. 5—Gathering of the Faithful car show, Reston (Va.) Town Center

Saturday, Sept. 26—Oktoberfest Lovettsville (Va.) Peoples Choice (multiple clubs)

Community service

Saturday, March 28, Lifts for Charity

Saturday, July 11, Laps for Charity

Sunday, Aug. 2, Camp Friendship

Monthly breakfasts

Informal monthly breakfast meetings continue in Northern Virginia and Maryland. Members can come and go as they please, joining in at communal tables. No registration. If members decide to go for rides together after breakfast, so much the better!

The Virginia breakfast is the first Saturday of each month at Chutzpah Deli & Restaurant in Tysons Corner from 9-11:00 a.m. There is a parking lot with plenty of space for displaying cars. Chutzpah is located at 8100 Boone Blvd., Tysons Corner, Va. 22182 behind McDonalds on Rt 7.

The Maryland breakfast is the third Saturday of each month from 11 a.m. to 1 p.m. upstairs (private room) at the Irish Inn, 6119 Tulane Ave., Glen Echo, Md. **Note the new Maryland location and time.**

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How to replace engine mounts on a 911

A relatively simple DIY; requires minimal tools and experience

Story and photos by Rick Karlton
for *der Vorgänger*

Given the increasing age of air-cooled 911s, it's not a bad idea to consider installing fresh motor mounts. The rubber in old factory mounts (photo #1) will deteriorate over time, regardless of your car's mileage. Obvious signs of bad mounts are visible cracks in the rubber. Less obvious signs are sloppy gear shifting/selection (although this can be caused by many potential issues). Be sure to pick up *101 Projects for Your Porsche 911* from Amazon.com or www.pelicanparts.com or a Bentley guide before you start any project for helpful step-by-step guidance.

My "uniquely red" 1984 Carrera (photo #2) recently had the 915 transmission rebuilt. Given the relatively low investment dollars, it wasn't a bad idea to consider replacing the factory engine mounts to firm up shifting a bit more. You should also consider replacing the transmission mounts as well, and that project is certainly down the road for my car.

Mounts: While solid mounts are recommended for racing, my car pulls double-duty as a weekend driver/occasional DE participant, so I installed the Wevo mounts (www.wevo.com) with the black pillows (a bit less firm than the blue pillows). The Wevos are stiffer than stock, but in my opinion, don't transmit that much more vibration to the car.

Installation: The first step in replacing these mounts is to place a jack under the engine for support (photo #3). It's not a bad idea to use something to distribute the weight so you are not putting pressure directly on the center of the sump cover (a block of wood will do). You just want to take a little weight off of the mounts and don't need to lift the engine much. Once the engine is supported, you can begin to remove the old mounts. **DO ONE MOUNT AT A TIME** (to keep the engine from slipping off of the jack and dropping as well as to preserve engine alignment).

For each individual mount, start by removing the center M12 bolt that holds the motor mount bar to the mounts themselves (photo #4). Pay attention to the order of the washers (especially where the large conical washer goes and the direction).

Caution: Given that my engine was recently removed from the car for the transmission refresh, the bolts for my car (photo #5) came out easily and without issue. However, with the age of these cars, if your bolt hasn't been removed recently, it's almost guaranteed that the bolt is rusted in there and a regular wrench can twist/mangle the engine bar depending on how badly rusted. If you have the later-style engine bar with the built-in threads (~mid-year 1983 and later cars): use LOTS of penetrating oil beforehand and an impact wrench. This should



1

No. 1: Replacing tired engine mounts is called for when there are visible cracks in the rubber, or you're having trouble shifting gears. It's also a good time to replace transmission mounts as well.



2

No. 2: You'll need a jack in order to lift the engine just enough to take the tension off the mounts.



3

No. 3: Place a block of wood between the jack's saddle and the bottom of the engine, to help distribute the weight.



4

No. 4: An impact gun comes in handy when removing the M12 bolts. Do one mount at a time. Pay special attention to the arrangement and direction of the washers, especially the conical washers.



5

No. 5: The M12 bolt removed. Next, remove the two M8 bolts (arrows) that secure the mount to the chassis.

not be an issue with the early (prior to 1983) cross bars with the nut on the bottom.

After the center bolt is removed, then remove the two smaller M8 bolts that hold the mount to the chassis (photo #6 — one is already removed). These bolts have corresponding nuts that must be kept from turning when

they are being removed. To gain access to these nuts, reach underneath the engine shelf. Once each mount is removed (photo #7), install the new mount in its place (photo #8). Installation is the reverse of removal (apply anti-seize to the threads of the large center bolt).

For Wevo mounts, tightening the center M12 bolt to

Cayman S & Boxster S Turbo Kits

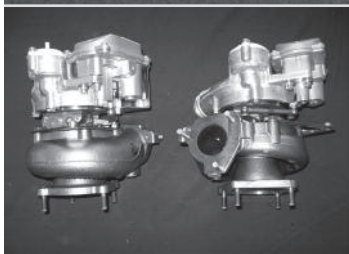


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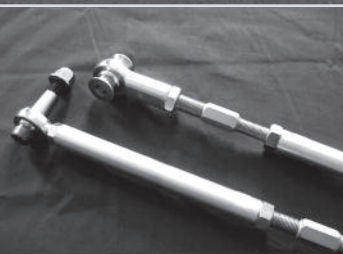
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- GT3 Cup custom engine rebuild program



997 Turbo Stage 3: Custom Variable Vane Turbos - 690hp



Cayman S & Boxster S turbo kit bolt-on 486hp



Rear toe links for 996/997/Cayman & Boxster



6

7

No. 6: The first M8 bolt has already been removed in this photo. The two M8 bolts have corresponding nuts that must be kept from turning.

No. 7: The mount is removed.

No. 8: New mount installed.

40 ft.lb (or 55 Nm) and the smaller M8 bolts to 18ft.lb (or 25 Nm) is recommended.

Helpful tip: If you have trouble finding enough space to work on the driver's side mount, you may want to disconnect and remove the heater hoses from the heat exchanger. For the passenger side mount, unbolt the A/C compressor and move it out of the way. Also, using a bit of grease between the mount bushing and the big washer of the center M12 bolt will help them stick together and make installation a bit easier.

A special thank-you goes to Rob Talastas (his blue '80 SC is in the garage in photo #2) and to his buddy, Neil, from the Audi club.



8

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You won't believe what happened to his car

... but George Bockelmann saw it as an opportunity to build the Porsche of his dreams

By George F. Bockelmann
for *der Vorgänger*

What got you started in Porsches? About five years ago, Tom Barns, a co-worker had purchased this car from the original owner in Pennsylvania. Tom had spent two years looking for this beautiful 1996 993 with about 20k miles. When he needed to sell the car a year later, I had right of first refusal to buy it. (It was) such a handsome car, I had to buy it.

What attracted you to your first Porsche? The attraction is in the beauty of the 911 curvy bodylines and the performance that this car delivers.

Describe your current Porsche. This is a 1996 993 and my first Porsche. When I purchased it, it came with the Kinesis wheels and Billy Boat mufflers. Shortly after I had a custom installation of the TPC supercharger kit done by Euroque, St. Charles, Ill. I prepared the kit by matching the supercharger ports to the manifold ports, polished ports where accessible, ground all internal and external welds, glass beaded all of the aluminum parts and applied yellow irridite (corrosion protection) even to the supercharger body.

There is an interesting story behind how your 911

was damaged and subsequently repaired. Could you elaborate on that? (How the accident happened, what was your reaction, the entire repair process, etc.). I had attended a PCA HPDC and an autocross event, there was an 'off-course' incident at the track. There must have been something that caused a slow air leak (in my car) after the autocross, (so I put) the car on my two-post car lift. A circuit breaker then popped.

This had happened before so it was no big deal. However, this time things were different. The breaker panel is at the other end of the house. After resetting the breaker and walking back to the garage (good thing I did not go upstairs to the bathroom), I could hear the lift motor running.

OMG! The car was going up! I was able to cut off the power but not quickly enough. About two inches of the car roof/windshield was crushed by the overhead I-beam.

I screamed, I howled, and cursed! The garage door was open, and I suspect my neighbors heard

Photo by Richard Curtis
Above: George Bockelmann with his Arena Red 993 after restoration from a lift accident that crushed the roof and necessitated not only replacing the roof, but—"while you're in there"—a paint job and other upgrades (see extensive list that begins on Page 16).





Above: The car as it sat after a new roof was welded on and the body was stripped prior to painting.



Left: Bockelmann in his “downstairs” garage and his BMW M5 that he’s owned since new. The garage is completely equipped.

as I was so upset that day), “The healing has started...” and “My Car Is Now Home!!!!” that details the damage and the repair with many pictures.

(Having to do all this body repair work, has led

to) the slippery slope of (other) modifications, and while we are ‘in there let’s do this.’ Robert Appel, who owns Autocrafter body shop, did most of the repairs, inside and out. I would like to extend a mega-thanks to everyone who helped in bringing this car back to life!!!!!! I listed who did what to give credit where credit is due.

How long have you owned your present 911? Approximately four years of ownership.

Can you list all of the Porsches you’ve owned (or still own)? The 1996 993 is my first Porsche and I will be keeping this car for a long time.

Do you own any non-Porsches? My modest collection includes a 2002 BMW M5 that I bought new and have since added many performance modifications. I also have a 2001 Ferrari 360 Modena (six speed) that I bought to use while the Porsche was being worked on. My daily

Exterior modifications:

- New OEM roof install
- Rain gutter delete
- Headlight washer delete
- Washer reservoir delete
- Euro NB bumper skins front, rear from Gert CarNewall
- Front, rear umperette delete
- Kinesis K-28 rims, yellow anodized centers, 8 x 18 front, 10 x 18 rear
- Rims refurbished by Ye Olde Wheel Shoppe, Elkridge, Md. and Alexandria Metal Finishers, Lorton, Va.
- No-Turn wheel centers by Booth Design
- Show quality mirror finish full car re-spray in Arena Red

me if any were home. Barely controlling myself, I promptly called the lift manufacturer who calmly said, “Sounds like the contacts welded shut.” It appears that this is not the first time there was an issue with these switches.

The manufacturer sent a crew with a portable lift and was able to get my car down. The safety locks required that the lift be raised before they disengage, allowing the lift to be lowered. The manufacturer installed a new motor/pump assembly that had a higher-rated switch. My car insurance company stepped up and got my repair process started. The lift company did nothing.

I put clear packing tape on the inside and outside of the windshield to hold it together and drove to Autocrafter in Manassas for repair. The car sat for almost a year because of other cars ahead of mine.

On the web site, Rennlist under the 993 forum, I have several threads (I think you need to subscribe to view pictures); “My Sad, sad Friday...” (Yes, Friday is misspelled



Left: The 993's interior features an aluminum pedal set and aftermarket shift knob and handbrake lever plus an extensive and upgraded sound system.

Below left: The K&N air filter element is contained in a custom-made (by Bockelmann) housing. The expanded mesh he got from an online source; the "bottom" of the air cleaner is from a camp cookware pot that he cut and applied the grey finish. He completed it with a Porschecrest.



PCA autocross class and participated in a few autocross events in 2005. I have done two HPDC days at Summit Point in 2006 that was great fun.

Shortly after that, I had the mishap with my car on the car lift, so I haven't been involved while I helped with the rebuild. My wife, Carola, and I did attend the 2008 Porsche Parade 2008, our first one. My hope was to bring my 993 to the concours that I entered. The car was not finished, so all I could do was bring blow-up pictures that I had on display. That was a disappointment, but we did not let that spoil the

driver is a 1998 Ford F-150 pickup truck.

What do you like best about your Porsche? Least?
Best—the supercharger performance. Least—nothing, this car is great!!!!!!!!!!!!

What do you do for a living? I am an advisory mechanical engineer for Progeny Systems, Manassas, Va. I design equipment for use on submarines. I have been designing and building things since I was 10 years old.

How long a PCA member? I joined PCA about four years ago, shortly after buying my first Porsche.

What aspects of Porsche-club membership interest you? What activities are you involved in? I did a

great time we had doing the wine tour and seeing all of the great cars and people. I especially enjoyed seeing the cars on display at the convention center.

You host an annual picnic? Can you tell us how that got started and describe the last one? About six years ago, I tagged along with my oldest son, Jacob, who was 16 at the time and a Honda owner, to a local Honda BBQ at Lake Fairfax. It was a very enjoyable event, meeting many people and enjoying cars. I decided to host a BBQ at my house for BMW M5 owners. Last summer was my 5th annual M5 BBQ. I have had as many as thirty-two M5's attending. After I acquired my Porsche, I started the Porsche annual BBQ three summers ago. This last summer's BBQ was to be the coming out event for my repaired car. However, the car was not finished. The

- Rear window wiper delete, new glass, motor removed
- HID headlight mod
- All new light lenses
- LED replacement in third taillight by me
- Stainless-steel brake lines
- RS shift rod coupling
- MO30 suspension
- H&R springs and sway bars
- Clear-film paint protection (Venture Shield) applied by Donny Warren of ProShield, Sterling, Va.

- Interior modifications:**
- Leather work by The 928 Leather Shop and installed by Autocrafter
 - Leather-covered dash
 - Leather-covered rear shelf
 - Alcantara headliner
 - New carpeting, kit by GAHH, installed by Autocrafter
 - Custom-mounted subwoofer speakers in rear seat area, by me and Autocrafter
 - DAS bolt-in roll bar, coated with truck bed liner material
 - Alpine CDA-9886 head unit, MP3/iPod/USB/XM radio
 - Safe & Sound, Manassas, Va.
 - Audison R&5 power amplifier, Focal Polykevlar 6.5" component front speakers, Phoenix Gold Tantrum 4 x 6" coaxial rear speakers, and JL Audio 8W3 8" subwoofer speakers, all from Rod Burch
 - Custom short shifter
 - Techment shift knob and e-brake handle



Above and right: The custom mount for the fire extinguisher (seen at right) was made by Bockelmann (above) using corrugated cardboard for a mockup advancing to carved MDF, which was then covered in matching upholstery by Robert Appel. The rollbar, right, was covered in truck bed liner material.

Top: Cars lined up on the lawn for his annual BBQ.

Aluminum Ultimate Pedals
 GT Sport steering wheel
 Custom console extension for chrome fire extinguisher by me and Autocrafter
Engine-bay modifications:
 TPC supercharger, matched ports, welds finished, yellow iridite finish by me; installed by Euroquip, St. Charles, Ill.
 Dyno and map tweaking by TPC: 322.5 rwhp, torque 280.4 lb.-ft. at 5,700 rpm
 Fan painted body color
 Large K&N air filter
 Custom hand-made stainless-steel air-filter housing
 Modified OEM mufflers, Stage III by FisterD (Darrin on Rennlist, 993 forum)
 FVD stainless-steel exhaust tips

highlight was when Robert (of Autocrafter) drove my car up to my BBQ. The car was brought from Manassas in a trailer, freshly painted, no doors, no bumpers, no windows, and no interior. Each year the BBQs get bigger and better. I also started a Ferrari BBQ that brings out a number of cars and more great people. I will be setting the dates soon for the 2009 BBQ.

What was on your wish list – Porsche related — for Christmas? It was to get my car finished and out of the body shop. And I did get my wish on Dec. 23, 2008.

Can you recommend helpful and /or interesting websites and/or books for fellow Porsche owners? I follow Rennlist's 993 forums mostly, screen name 'mr_bock'. Pelican Tech Forum has been helpful.

Books that have been a good read include:
Porsche 911 Perfection by Design, by Randy Leffingwell
Porsche 911 Performance Handbook, by Bruce Anderson

Going Faster, by Skip Barber

Porsche High-Performance Driving Handbook, by Vic Elford

Porsche 993 Essential Companion, by Adrian Streater (My car is shown in the supercharged section)

Additional items. I love to do most of my own maintenance and repairs. My house came with multiple garages. The large upper garage (we can squeeze in four cars if necessary) is finished off and is fine for showing off my cars. The lower garage is set up as a workshop. This is where the lift is (low ceiling), and I can get my truck up enough to do a brake job. I have a welding area with stick, MIG and oxy-acetylene. Also a large chamber grit blaster, maple wood topped worktables, storage shelves, and 220-volt air compressor with air lines plumbed along one wall with air taps. For tools, I have twin stainless steel roll-around toolboxes. I do spend quite a lot of time in my garages!!!!

My wife has gotten the Porsche bug, and we are starting to look for a 993 convertible for her. Perhaps autocross and some track time may be a couples event.

A book for 996 owners

Reviewed by Pete Kauffman
for *der Vorgänger*

The Essential Companion is not a technical manual, but anyone who thrives on things technical will be interested in the content. While the book does not have systematic directions for maintenance tasks, it has enough information to assist anyone interested in working on the car.

The Essential Companion is also written so the non-technical person, like me, can understand not only various tasks, but can also understand the engineering and design that were the underpinnings of the development of the 996.

Book review

Porsche 996 The Essential Companion: Super Porsche
by Adrian Streater
ISBN-13: 9781845840969
List price: \$99.95, although available for considerably less.

One of the most interesting parts of *The Essential Companion* is the chapter about why Porsche moved from air-cooled to water-cooled engines. According to Streater, the air-cooled engines were at the end of their useful life. The air-cooled engine's demise could be attributed to new and more stringent emissions regulations and to new noise, fuel efficiency and fuel recovery systems.

The 996 was a completely new design and little was retained from the previous model, the 993. The chief designers of the 996, Pinky Lai and Harm Lagaay, started from scratch. The result was a car that was more powerful, lighter, faster, handled better, was simpler, easier and less expensive to maintain.

One other benefit derived from the new 996 design was the creation of one of Porsche's most successful normally aspirated 911-based racing cars, the GT3.

The book is filled with photos and lots of history. The chapter on the model year's summaries provides detailed information about all 996 models by production year. There is also detailed information about the genesis of limited production models such as the GT-2. Streater writes that he considers the GT-2 the first true production Porsche to have supercar status.

The chapter on engines gave Streater an opportunity to provide insight into the development of and problems associated with the engines used for the 996. The author admits there is no doubt the initial foray into new engine technology was not as successful as it could have been. He noted that the problems associated with the new technology were expensive to repair, but that only 200 warranty claims were made in 1999 for catastrophic engine failures.

Streater writes that the 996 engines did have problems such as rear main seal (RMS) leaks, intermediate shaft bearing failure, oil-to-coolant intermixing and stress cracks. Porsche was not able to fix the RMS problem until 2005, writes Streater, when a new seal was used. Although RMS leaks can be repaired, the leaks often recurred, writes Streater. The repair became expensive for Porsche when they decided in 1999 to replace engines to keep the problem from repeating. The author claims the problem was so minor that driving around with RMS was not a major issue as long as it didn't get worse and the owner monitored oil levels.

If there's a weakness, it is information overload. The book would be a good one to read for anyone with a 996, as it provides insight into the design, engineering, development and real world use of this model.

• • •

Editor's note: Adrian Streater has written several books about Porsches, chiefly among them: Porsche 911 Enthusiast's Companion: Carrera 2, Carrera 4 and Turbo 1989-1994; Porsche 993 Essential Companion; and Porsche 911SC Essential Companion.



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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.

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Your local region can accept and endorse the application to send to the national office.

Region Officer Name _____

Region _____ Date _____

Membership Demographics

Birthdate _____

Occupation _____

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You can designate one family or one affiliate member as part of your membership. This person must be 18 years or older.

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or Affiliate Member Name _____

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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.

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

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



Family photos

Chas and Chris Rannells with their '99 Boxster, left, with friends Rachel LeSuer and John LeSuer and their '95 911, right, at SnowShoe, W.Va.

Fraternal memories of Porsches

Looking back on decades of involvement with cars and the love of the marque

By Chas Rannells
for *der Vorgänger*

From the time I was 14 years old, I have had a fascination with sports cars. For years, while raising our family, my wife, Chris and I purchased practical vehicles. In July 2003, however, after 32 years of marriage, we came close to divorce when I informed Chris that I was the successful bidder of my first Porsche, a 1999 Boxster. It was quiet when I left home that morning to catch my flight to Austin, Texas to take possession of my new sports car. To this day, when I tell the story of my Porsche purchase, Chris gives me that look that only a wife can give a husband.

Recently, my older brother, Bob, stopped by to visit. He had a bag in his hand and an excited smile on his face, just like those I remember so many Christmas mornings ago. Bob was always the one to wake me at 5:00 a.m. on Christmas morning and say "Let's go wake Mom & Dad so we can see what Santa brought us." Bob always brought the same level of excitement to his many hobbies. Whatever his current hobby was, it was on his mind 24/7. He ate, slept and breathed his hobby.

From 1955 to 1959 we lived in Southern California. Our next door neighbor, Ed Lockmar, owned a Porsche. When Bob expressed an interest in Ed's car, Ed took Bob under his wing and sparked additional enthusiasm by taking him to the 1959 Riverside Grand Prix. Bob be-



came an instant Porsche enthusiast.

In January 1960, our family moved to Germany and, once there, Bob and I became involved in go-kart racing. Bob received his driver's license in 1960 and expanded his sports car interest by joining the Frankfurt Auto Sports

Bob Rannells aboard his Harley Davidson on Skyline Drive.

and Touring Club (FAST). He made friends with other like-minded sports car enthusiasts who had Aston Martins, BMWs, Porsches and Ferraris. Bob was driving a Volkswagen. That did not dampen his spirits though; he threw himself into club activities.



Bob Rannells' FAST membership card autographed (upper right) by Juan Manuel Fangio, the Formula 1 great.

Before long, he was participating in club rallies and gymkhanas. As his younger brother, I was sometimes included. Once, Bob drove the Volkswagen in a club rally and his friend, Bill Thompson, and I served as navigators. We won! We received overall honors and even got a trophy. Now I got excited. This was fun!

During the three years we lived in Germany, Bob attended many more club rallies, gymkhanas and hill climbs. I tagged along on many of those occasions. Bob also attended a total of three races at Nurburgring, including the 1961 German Grand Prix along with his friend, Bill Thompson and me. The course was almost 23 kilometers in length with over 70 turns, many of which were banked. Nurburgring is a great course for spectators, offering great vantage points throughout its entire length.

Bob was able to use his FAST membership card to admit us into the pits. Once in the pits, we were able to move around freely to see the cars and drivers. On that

"So Bob, what's in the bag?" I asked. From his bag, Bob pulled out a racing program from the 1961 German Grand Prix held on Aug. 6, 1961, and, with a big grin, he opened it to the section that showed the pictures and biographies of the drivers. Before us were pictures and autographs of Stirling Moss, Jack Brabham, Bruce McLaren, Maurice Trintignant, Innes Ireland, Jimmy Clark, Graham Hill, John Surtees, Joakim Bonnier, Dan Gurney, Phil Hill, Hans Herman and Tony Brooks.

In their careers, these Grand Prix drivers had collectively amassed 14 Grand Prix World Championships and 120 Grand Prix victories. In addition, Jimmy Clark won the Indianapolis 500 in 1965, Graham Hill won it in 1966 and Dan Gurney came in second in that race in 1968 and 1969.

While Stirling Moss never won a World Championship, he came in second four years in a row from 1955 to 1958. These autographs are priceless mementoes of a young boy's excitement over sports cars almost 50 years ago.

After graduation from high school in 1962, Bob attempted to land a job with the Porsche factory but received a nice letter telling him they preferred to hire from within the Porsche family.

In the early 1970s, Bob took an interest in four wheeling when he purchased a Toyota Land Cruiser. He immediately joined the local four-wheeling club and was off again participating in club events. Bob even tried his hand at racing dune buggies, co-driving in the 1973 Mint 400.

While Bob and his co-driver, Kenneth Pobloske, finished the race 19th out of 119 starters, the race was won that day by Parnelli Jones, winner of the 1963 Indianapolis 500.

Bob was also introduced that day to the Mears brothers, Rick and Roger, who were into off-road racing in the early 1970s. Rick Mears switched over to Formula 1 racing. He won the Indianapolis 500 a total of four times, in 1979, 1984, 1988 and 1991.

After many years of working and raising his family, at age 64, a grandfather and now retired, Bob has once again taken up motor sports. He has acquired a Harley Davidson motorcycle. On a beautiful day, you can now find Bob and his wife, Melanie, enjoying their Harley while cruising the country roads of West Virginia.

As I occasionally try to convince my wife that it is in my DNA to own a Porsche and think it would be nice one day to trade my Boxster for a 911, I still get that look that says "you better not do it."

So, after many years of raising our family, myself now at age 62, also a grandfather and semi-retired, on a beautiful day, you can see Chris and me also "cruising" the country roads of West Virginia with our good Porsche buddies and fellow PCA, Potomac Founders' Region members, John and Rachel LeSuer.

• • •

Chas Rannells of Harpers Ferry, W.Va. has been a PCA member for five years. Chas is a certified public accountant and shareholder with Swart, Lalande & Associates, PC, located in Fairfax, Va. Chas currently drives a 1999 Porsche Boxster and says he has never had so much fun driving since owning his Boxster. He hopes to be able to find time to participate in future club events and meet other PCA members.



Two car plaques from Bob Rannells' associations with the Frankfurt Auto Sports and Touring Club.



day, Bob even assisted Jack Brabham with changing a tire prior to the race. Stirling Moss won the race that day.

At the conclusion of the race, as we were preparing to leave, we heard someone say "there's Fangio," one of the most successful Formula 1 drivers of all time, who was then retired. We rushed to see him. Bob pulled out his FAST membership card and asked Fangio for his autograph.

To this day, that autograph is one of Bob's prized possessions. To top off a perfect day, we purchased a token and drove a lap around Nurburgring just prior to heading home to Frankfurt via the autobahn.



Maryland monthly b'fast

Potomac enjoyed its new meeting site at the Irish Inn in Glen Echo, Md. for our monthly third-Saturday-of-the-month brunch. The Inn accommodated the crowd with a private room (top photo), and the gathering was followed by a tour through the countryside (right and below) for club members who wished to enjoy a drive on the nice, sunny day.



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Lap-top needed: The auto cross program is need of a lap-top computer. If you can donate a working computer please contact Tony Pagonis @ autocross@pcapotomac.org.

dV on the Internet

der Vorgänger is on the web under "About Us." If you are not being mailed your dV please go to www.pca.org and update your profile to give us your current address.

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New location for Md. b'fast

We are trying a new location and format for the third-Saturday-of-the-month breakfast in Maryland on Saturday, March 21.

We are going to have a Third Saturday Brunch at the Irish Inn in Glen Echo, MD at 11AM on Saturday. We will have a private room upstairs, so just head upstairs. We will also have free American LeMans Series posters available.

The Irish Inn is at 6119 Tulane Ave in Glen Echo, Md., just off of MacArthur Blvd., and can be easily accessed from I-495 at the Clara Barton Parkway exit south toward Washington, and then the Washington/Glen Echo exit off the parkway. From the Glen Echo exit, make a left at the stop sign onto MacArthur Blvd. northbound, and the Irish Inn is immediately on your left. There is parking in front and behind the inn, and there is additional parking up the road in front of Glen Echo Park.

The Irish Inn website is <http://www.irishusa.com/irishinn/> and their phone number is (301) 229-6600

First rally of 2009 set

Rally season will be on us soon. We have four rallies on the calendar for 2009. The first will be the Great Grape Escape Rally on Saturday, May 2.

The rally route covers about 84 miles, starting at the

Manassas (Va.) Battlefield Visitor's Center and ending at Barrel Oak Winery near Marshall, Va.

The route passes several vineyards—sorry, no samples on route—and on some delightful roads. We will start at 12:30 p.m. to have everyone finish by 4:00 p.m. at the winery, where participants will be served wine and snacks.

A rally questionnaire will consist of answers and mileage for each observation. Registration is \$30 per car. You can also do a wine tasting and tour as you like. Contact rally@pcapotomac.org for more information. It will also be posted on the Web site.

This is the same date as the May breakfast in Virginia, so come to the breakfast, and we will have a group drive over to the start line and tour the visitors center at the battlefield before the Rally. To register send your name, navigator's name, model of car and insurance company to rally@pcapotomac.org.

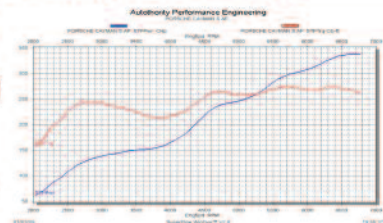
— Gary Brindle, rally chair and Jim Pugh, rally coordinator



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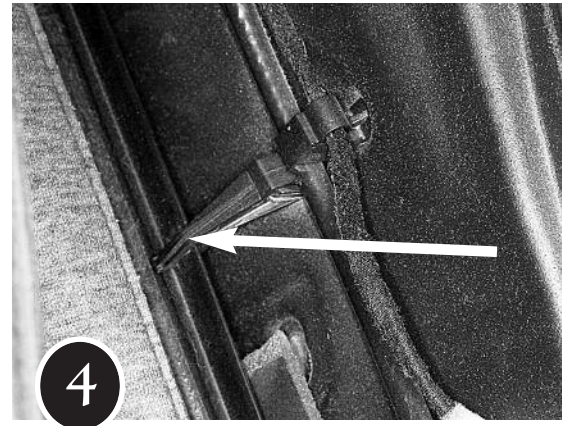
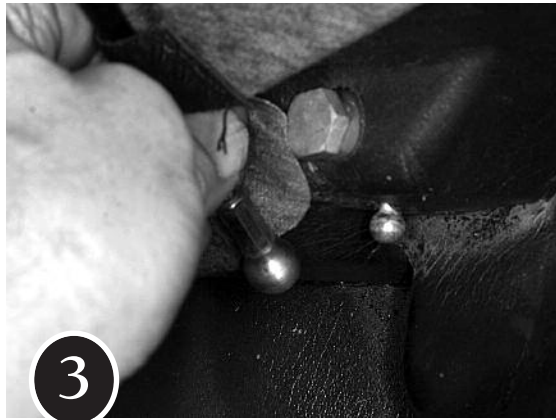
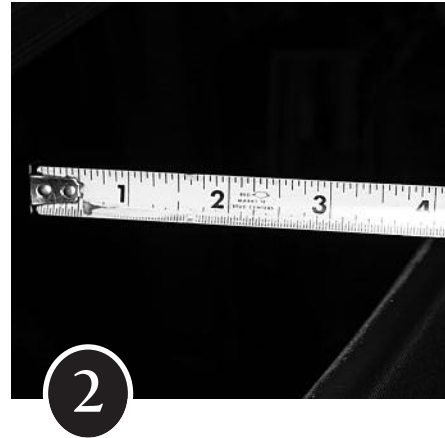
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How to access a Boxster engine

Photos and story
by Matt De Maria
for *der Vorgänger*

While it is useful for the Boxster owner to have access to the engine compartment, there is not that much to be done on a light do-it-yourself basis. Opening up the engine compartment takes a little time and is strictly sequential and procedural; but it is not an insurmountable project.

This article will show you how to gain access to the Boxster engine in order to perform a major maintenance:





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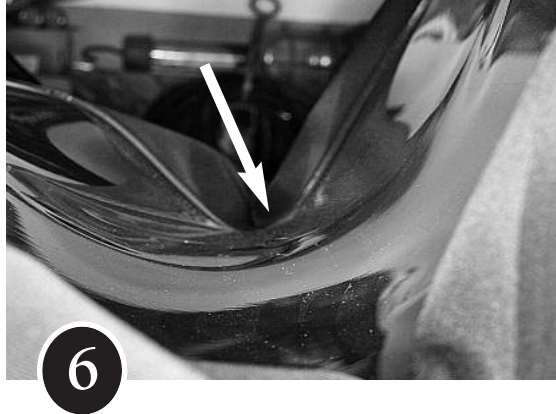
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To begin, first set the parking brake and unlock the top latch (**Photo 1**). Then open the top 4 inches (**Photo 2**).

Disconnect the lower ball socket that tensions the back window (**Photo 3**).

Release the upholstery curtain from the back wall (**Photos 4 and 5**).

Fold the top forward until you feel it engage the main section. Be careful to fold the window gently so that there are no abrupt creases in the plastic (**Photo 6**).

Remove the clip from the pivot hinge for the back deck. This is to enable the deck to be swung forward out of the way. (Put a blanket across the back of the car to prevent scratches.) (**Photos 7 and 8**)



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Swing the back deck forward out of the way and lock it with a locally made tool (Photos 9 and 10).

Remove the accessory deck by releasing the plastic tube fasteners. Simply unscrew them a quarter-turn counterclockwise (Photos 11 and 12).

Remove two remaining plastic retainers in order to lift the carpeting above the metal engine cover (Photos 13 and 14).

The metal engine cover will be exposed and five metal fasteners will have to be unlocked in the same fashion that the plastic fasteners were (Photo 15).

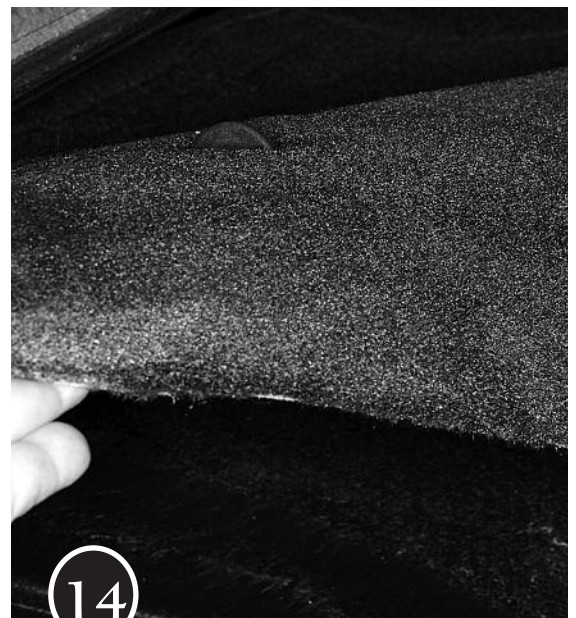
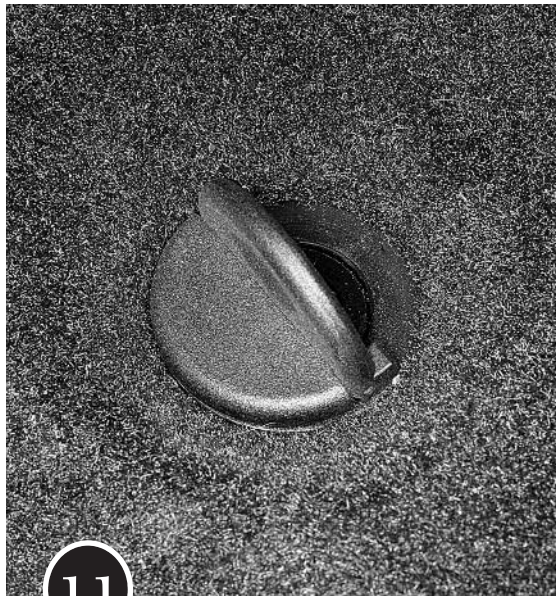
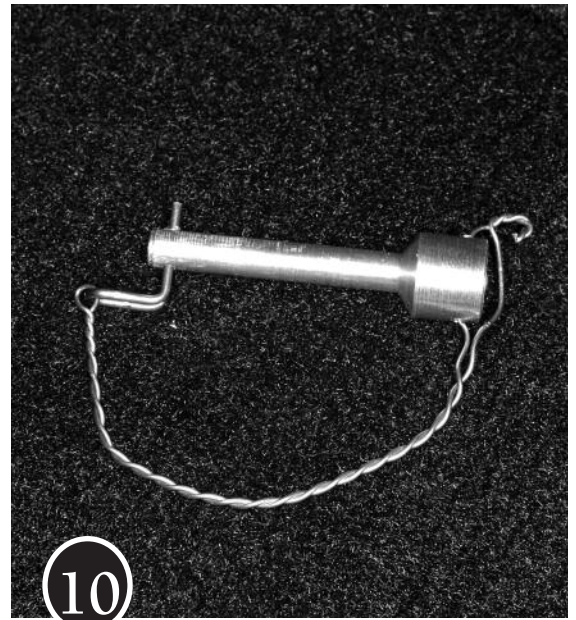
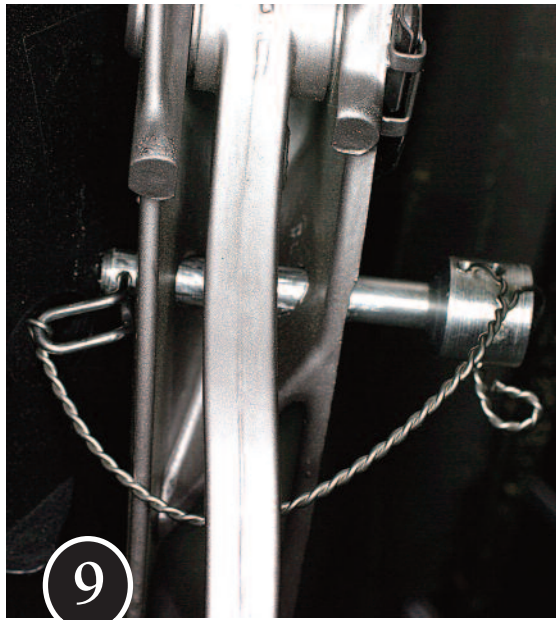
Remove the tray; the top of the engine can now be seen (Photo 16).

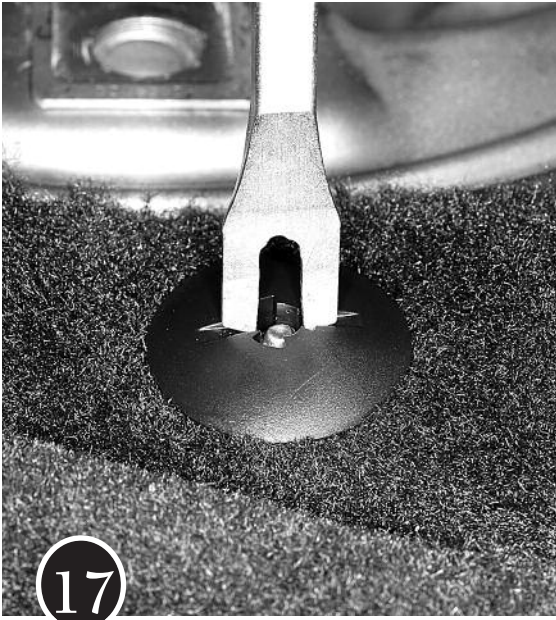
Move both seats forward to gain access to the front of the engine. Four plastic spade nuts have to be unscrewed in order to remove the upholstery panel in front of the engine (Photos 17 and 18).

The front engine panel is exposed (Photo 19).

Remove 8 bolts and 2 nuts to allow the cover to be removed (Photo 20).

• • •
Matt De Maria, an engineer who left the government and started Stuttgart Performance Engineering in 1970, currently owns a Speedster and an early 911. He has owned about a dozen other Porsches over the years.





Right: Hopkins participates in a skid pad exercise. Often during DE weekends, he can be found at one of Summit Point (WVa.) Raceway's skid pads helping others get the most out of their car's setup.

Below: Hopkins has attended one tech session at IMA Motorsports late last year. Tech Inspector Frank Stone gives him some advice on his 911.



An enthusiast's profile

“Enjoys people out to play with their cars”



Name: Bob Hopkins

Occupation: Manager for a family owned painting company. I've worked at the White House, and I have worked at Blue Plains. I usually work in my office, though.

Hometown: Glen Arm, Md.—right by Loch Raven Dam.

Porsche(s) currently owned: 1986 911 Carrera coupe purchased in the spring of 2007.

Previous Porsches: Some Hot Wheels and slot cars until my sons got a hold of them.

Like best about your current Porsche: To drive it at its limit, you need to learn what it wants. You have to play by its rules. I have seen it written that the secret handshake of an older Porsche is “flick, lift, mash” meaning turn in, breathe off the gas to get the car to rotate and then give it some throttle to control the rotation.

Like least? The 915 transaxle is no fun in stop-and-go traffic. **Modifications, if any:** The OEM shift knob was split, so I put on a swell carbon-fiber one. I also have laminated stainless-steel brake lines, and I run a track pad during DE events. Before I owned the car, turbo tie-rod ends and Bilstein sport shocks were installed. Also the ride height is about 1" lower than normal. I fear that modifying the car beyond what it is now would dilute the special challenge it has now.

If you could change three things about your favorite Porsche, what would they be? My favorite

Porsche is the 997 GT3 with the ceramic brake package I was able to drive at Thunderbolt. I would like to change the name on that car's title to my name. I would like it to park in my garage instead of where it now resides. I would like it to weigh 2,300 lbs.

How long a PCA member? Since the spring of 2007

In which Potomac events (DE, autocross, concours, Drive 'n Dine, Rally, breakfasts, social) have you participated?

I have attended HPDC events and DE events. I have felt very welcome because of the warm reception I have received at these events.

At my 1st DE event, I was even awarded a nice tire pressure gauge as a door prize. The variety of cars at these events is fantastic, and I really enjoy meeting the people that are out to play with their cars in ways that would be criminal on the street. I also have attended a Drive 'n Dine that was held in Baltimore County shortly after I purchased my car. I learned some new roads and had a great time scooting along, before the masses hit the streets, in a convoy of like-minded drivers. I have also attended a Tech event. I was very impressed with enthusiasm of all the members. Members really want to help each other find problems and help them with the solutions. I believe that the online community associated with the PCA provides an unbelievable service for the do-it-yourselfer with members offering helps, advice, tools and lots of humor.



Above: Fairfax's Claude Imbt drove his cherry 2006 Boxster S. Claude has owned the car for four years and driven it 31,000 miles.

Above right: Ian Schultz, left, of Reston looks over Gary Brindley's 1979 911 with a '72 engine taken out to 2.8 liters. Gary is from Nokesville, Va.



The Guard's Red 1987 911 Turbo has been owned by Annandale's Lewis Clemente for 18 years. He bought it with 8,000 miles on it; it now has 45,000.



Realton Mat Cuter, of Waterford, Va., drove his 1999 996 cabriolet (with a hardtop!). Mat bought the car in October 2008.

Readers and their cars

Tysons Corner's Chutzpah Deli was the site of the March 7 Virginia breakfast meeting. The warm weather brought out a lot of beautiful cars, including Ted Speck's '73 1.7 liter 914, above. He's owned the car since 1972; it's one of four 914s he's owned altogether. He's explaining to Lee Hamilton, right, that the car has only 44,000 miles.



Photo by Michael Madrids

