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# der Vorgänger

The monthly magazine of the Founders' Region, Potomac, Porsche Club of America.  
February 2010, Volume 56, No. 1

## Features

- How to replace shift bushings. 8  
John Robinson and his super-clean 944. 12-13  
John Wood's fabulous 356 collection. 15-18  
"Art of Racing in the Rain," book review 19  
Importance of routine maintenance. 20  
Why I love my Porsche. 24-26  
A statistical look at track incidents. 28-29  
Readers and their cars. 31

## Events

- Annual Potomac election meeting. 10  
January breakfast meeting. 21  
Plans for Zone 2's DE at VIR. 22  
2010 track schedule. 23

Cover photo by Michael Madrid of John and Anne Wood's 1964 SC cabriolet.



Photo by Michael Madrid

Above: The speedometer on John Wood's restored 1953 356 cabriolet, one of several cars in Wood's impressive collection. Story, more photos, pages 15-18.

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## 2010: A promising year already

With this issue, *der Vorgänger* begins publishing its 56th volume, meaning there have been 55 years worth of Potomac's newsletter/magazine. In coming issues, we hope to describe what some of those early days were like, as the Porsche Club of America was getting its legs under itself, begun as it was — at least some say — with the organization of this club. It's something of which we can all be proud.

2010 looks to be a busy year, with an extensive track schedule already announced (see Page 23) along with a equal number of tech days to which all members are invited. The club's usual complement of other events will continue, such as Rallys (one in the spring, two in the summer, one in the fall), Concours (the annual Deutsch Marque event in May plus the always fun Gathering of the Faithful on Labor Day Weekend in Reston, Va. and maybe one surprise event). The Autocross program also promises a schedule of events similar to 2009. There should be a growing Social program also with many fun runs, tours, fundraisers and the always-popular monthly breakfasts in Virginia and Maryland. Don't forget Club Race and Porsche Fest, both heavily attended events last year.

As ever, *der Vorgänger* hopes to provide coverage of club happenings, both in announcing them in a timely fashion and then following up with coverage of the events. We also hope to continue to feature coverage of individual members, so look for YOUR photo soon.

We're still hungry for reader-provided *dV* content, too. For example, if you'd like to provide a personal piece on "Why I Love My Porsche," feel free to email it to me; we can use them all.

Richard Curtis

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**Letters to the editor are welcome but should be brief and may be edited for length. Please note if the letter or e-mail is submitted as a letter to the editor, and include a contact phone number for verification.**

## Looking ahead to a strong 2010 for Potomac

As we start the New Year, I wanted to take a moment to remember Summit Point Motorsports Park owner Bill Scott who died Dec. 7 at the age of 71. I'm a late comer to the area and only got to know Bill when I started volunteering for Potomac in the DE program. And by this time, Bill was stricken by multiple sclerosis. The easiest way for me to sum up the kind of man he was is to briefly recap a meeting I had with him shortly before his final illness. I spent about 90 minutes with Bill the week before Thanksgiving talking about the upcoming classic German car show he wanted to host at his farm and the possibility of using his farm for Potomac's 55th anniversary celebration in September. What impressed me about Bill was that he was sharp as tack. We digressed into a lot of different topics, including his antique Porsche tractors, country music and patriotism. As I was leaving, I shook Bill's hand and was impressed with the strength of his grip. He was quite a man and will be missed.



Tuffy von Briesen

• • •

Thanks to the membership for having the confidence in club Vice President Dick Seltzer and me for offering us another year to stay intimately involved with the Region. I also want to welcome Evan Close and Gary Brindle as the incoming treasurer and secretary. Evan's auditing background will be an asset to our financial management of the region. Gary Brindle brings a wealth of experience and knowledge as secretary; in addition, he brings a non-track perspective to what we do. We'll also be able to rely on Past President Tony Kelly's expertise for another year.

I want to thank Bruce Dobbs and John Magistro for their service. John served as both secretary and membership chair and will continue on as membership chair. John did an outstanding job in both positions. Evidence of his expertise in membership is that Potomac is one of the few regions in PCA that increased membership during 2009. Bruce Dobbs was an outstanding treasurer. I can't think of a more conscientious, hard working person. Thanks to both of you.

I also want to mention Webmeister Michael Johnson. He was instrumental in remaking our website and has worked diligently over the past year to maintain the website. However, he's in doing a career change that means relocating.

Pete Kauffman, a past president, will now take over as the primary Webmeister. Pete has some good ideas and is exploring some new technology that has the potential to provide more capability to our users. This technology is similar to Facebook but still has controlled access. We'll keep you advised of how this progresses.

I also want to recognize our Enthusiasts of the

Year and President's Award recipients.

Enthusiasts of the Year Craig and Linda Davidson have worked their way through several Region programs. They have both taken a tremendous interest in Rally and Craig, ably assisted by Linda, will now assume the rally chair position. Congratulations.

The President's Award recipients, Kevin Oyler and Starla Phelps, have rejuvenated Club Race. For the last two years, our Club Race has received outstanding comments from racers and the PCA National Club Race officers. Again, congratulations.

These awards take nothing away from the other hardworking volunteers that support Potomac. This year's selections were difficult because there were some many examples of great support to the region. All our programs are running well. Potomac is fortunate to have access to so many people who are passionate about what we do and are willing to support the region.

What does 2010 have in store? We want to continue to provide a wide variety of activities that will appeal across our membership. We are exploring some new ideas and solicit any input from you. An example: I was talking with Larry Stroup at the elections meeting. Larry proposed an event that we haven't done and was similar to something Buck Buckner was able to arrange during our last drive to Nemaocolin. Larry will explore his idea further and, if it works, we'll let you know.

We want to improve how Potomac interacts with the other regions in Zone 2 and with our national leadership.

We intend to increase our contributions to *Panorama* and the PCA website. We want everyone in PCA to be aware of what we are doing. We intend to continue to support Zone 2 activities and continue to ensure Potomac membership is aware of what is going on. For those of you at the January 9 meeting, the content of the motion regarding approval of incorporation of Zone 2 and the desire of the membership to work with Zone 2 to de-conflict Zone 2 and region events have already been communicated to the zone rep and board.

I've received many compliments about what Potomac is doing. I also plan on representing Potomac at Parade this year (see Parade details on page 19). This will be the first time in years that a Potomac officer has attended.

Thanks for your confidence in our commitment to the region. We look forward to seeing everyone this year. If you have ideas or comments, please don't hesitate to contact me at [president@pcapotomac.org](mailto:president@pcapotomac.org)

## New members, anniversaries

### December 2009 new members

Balan Rama Ayyar  
& Kristin E. Ayyar  
Preston C. Calvert  
& Margaret E. Calvert  
Jeffrey J. Cameal  
Walt Davis & Kyle Davis  
Edward M. Demas  
& Mark Demas  
Courtney B. Farr & Elisa Farr  
Ken F. Galloway  
& Melissa Galloway  
Gregory Gramenopoulo  
Ron H. Johnson  
& James Johnson  
Timothy F. Kinsella  
Evan Kohn  
Doug B. Lanciano  
Michael Lee  
Max A. Libaak  
& Adriana Lucca  
Chris N. Manavis  
& Janet Shaffer  
Dennis McHugh  
Craig N. Moen  
& Elaine Kash  
Shawn H. O'Day  
& Bethany O'Day  
Larry F. Phelps  
Edward Piskadlo  
Barry E. Pitkin

Bob A. Pontbriand  
Pete Strasser  
Llew Wood  
Joseph S. Yoon

### January 2010 new members

E. J. Achtner & Ilse Achtner  
Philip Blumenthal  
Dean A. Cantrill  
& Dena Solis-Cantrill  
Barry B. Chamberlin  
& Taylor Chamberlin  
Alec A. Clark  
& Ricardo Aguilar  
Martin Corredera Silvan  
John F. Dean  
Michael B. DeVore  
Sid Doshi  
Hugh Dryland  
Thomas L. Engle  
& Patricia Engle  
Heather D. Fitter  
& Jeffrey Fitter  
Diane E. Gates  
Luis J. Guevara  
Barry G. Kincaid  
Drew M. Kowalevicz  
Somik V. Lall  
Rob Mariani  
Andy S. Miller  
Thomas Scott Miller  
Mark J. Morein

Vincent M. Paladini  
& Amy Paladini  
Katherine L. Radtke  
& Mike Radtke  
Amy C. Savopoulos  
& Savvas Savopoulos  
Edward A. Sheldahl  
& Cathy Sheldahl  
Anik K. Singal  
& Balwant Singal  
Roy L. Skeins  
& Carolyn Skeins  
Tony Strickland  
Marc D. Tanowitz  
& Ilana Tanowitz  
Chip Taylor  
Beau G. Van Metre  
Michael Winn

### January 2010 anniversaries

**55 years**  
T. Kendall Twigg  
(Life Member)

**20 years**  
David Stoesser  
& Tracy Stoesser

**15 years**  
Martin B. Booth  
& Patricia L. Fair  
Richard W. Forbes  
& Margaret Forbes

Gerald A. Higgins  
& Kathleen McRoberts  
J. Jay Jagolta  
& Theresa Pollitt  
H. Todd Minners  
& Alexa Minners

**10 years**  
Mark M. Brahms  
& Susan Brahms  
Ed Devinney  
& Chrissie Devinney  
Ronald Moeller  
& Gabrielle J. Moeller  
Thomas W. Osborne  
& Lynn W. Osborne  
Ken Sellers & Ryan Sellers

**5 years**  
Craig A. Bond  
& Patti Bond  
Justin Cordesman  
Lewis R. Hauser  
& Cheryl Hauser  
Peter J. Kennedy  
& Barbara Kennedy  
Arnold H. Lee  
& Richard Sang Lee  
Barry S. Lutin  
& Nancy Toennies  
Rick Mendelsohn  
& Lisa Tureson  
Hans Miller  
Elizabeth Orletsy  
& David Orletsy

Michael S. Sarli  
& Paula Sarli

### February 2010 anniversaries


**20 years**  
Philip C. Ackley  
& Jane Ackley

**15 years**  
Paul J. Martino  
& Paul Martino

**10 years**  
Paul Armstrong  
& Katherine Armstrong  
Chris Chulumovich &  
Madeline Chulumovich  
O.T. Venter  
Dave Zatloukal  
& Cathy Zatloukal

**5 years**  
Thomas I. Bowes  
& Sarah Bonner  
William M. Olives  
Michael A. Scheidt  
& Megan Scheidt  
Tyron R. Turner  
& Jeannette H. Turner  
Matthew T. Winstanley  
& Matt Winstanley

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## New members invited to monthly breakfasts

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!

Virginia's breakfast is the first Saturday of each month at Chutzpah Deli & Restaurant,

Tysons Corner from 9-11:00 a.m. Chutzpah is located at 8100 Boone Blvd., Tysons Corner, Va. 22182 behind McDonald's on Rt 7 across from Tysons Mall.

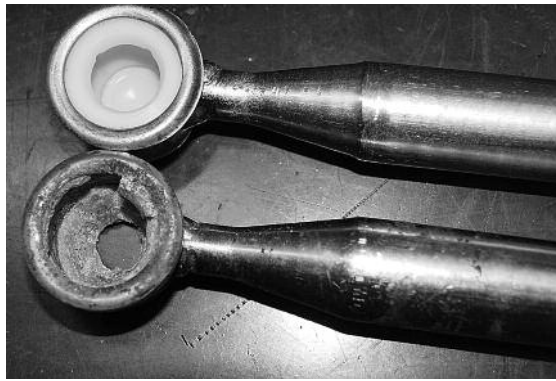
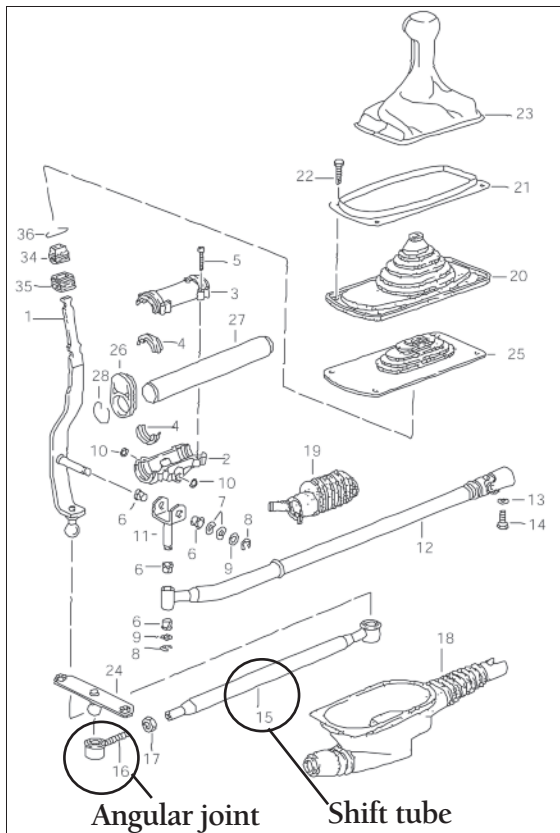
The Maryland breakfast is the third Saturday of each month from 11 a.m. to 1 p.m. upstairs (private room) at the Irish Inn, 6119 Tulane Ave., Glen Echo, Md.

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

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**Left:** The new shift tube (No. 15 in diagram), top, compared to the disintegrated bushing in the old shift tube.



**Left, below:** The new angular joint (No. 16 in diagram) after installation. You'll need large pliers or C-clamp to squeeze the angular joint onto the ball.

# How to replace ball-cup bushings

**Above:** In the parts diagram above, Part No. 15 is the Shift Tube (the replaceable ball-cup bushing is on the end of the shift tube), and Part No. 16 is the Angular Joint.

By Richard Curtis  
for *der Vorgänger*

For Porsche 911 models 964 and 993, potential weak spots in the transmission linkage that bear inspection are two ball-cup bushings. Both bushings are subject to wear and degradation over the years. The bushings on mine had disintegrated to the consistency of old candle wax causing the “cup” to fall off the “ball,” which causes the shift lever to become disengaged from the transmission.

Both my ball-cup bushings failed within a month of each other. The first one – on the “angular joint” (see accompanying diagram and photos) near the front of the car – failed 400 miles from home, on a Saturday afternoon in the middle of nowhere. Luckily, I was able to repair it with tie-wraps to make the trip home. The second one, on the end of the shifter tube beneath the shift lever, failed as I was replacing the angular joint. We fixed it temporarily again by using nylon tie-wraps until I could get that part.

Replacing these bushings or the entire parts is straightforward. I replaced the parts before I discovered that the bushings were available separately. The only tools necessary, assuming you can get the car into the air either on a lift or jackstands, are a 10mm socket and ratchet to remove the transmission tunnel undertray, something to pry the angular joint and/or shifter tube from the transmission linkage (unless yours fall off, as did mine), and a pair of large pliers, a C-clamp or a vise to press in the bushings. We used large pliers (photo at left) to good effect although it takes a mighty squeeze to get the ball cups back onto the balls.

The parts are:

- Angular joint 928-424-005-01 (~\$83)
- Shifter tube 964-424-011-31 (~\$120)

If you replace just the ball-cup bushings themselves (there’s actually no reason not to do it this way):

- Clutch lever ball cup bushing 928-116-145-03-M100 (~\$12 each).





# Help Potomac build membership

You can help our region grow. Photocopy this page to include the PCA application below. Make a few copies and keep them in

each of your cars. When you see a Porsche owner hand them a flyer and invite them to join, or leave the flyer on the wind-

shield. 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.

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## Membership eligibility

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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.

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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.*

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\*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 \_\_\_\_\_

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| <input type="checkbox"/> Porsche-Diesel Tractor | <input type="checkbox"/> D'leteren Roadster      |
| <input type="checkbox"/> 944 TurboS/1989        | <input type="checkbox"/> RS America              |
| <input type="checkbox"/> 944 Turbo              | <input type="checkbox"/> 911 Speedster           |
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# Elections meeting held at At Speed

By Richard Curtis  
for *der Vorgänger*

Approximately 60 Potomac members turned out for the club's annual elections meeting on Saturday, Jan. 9.

The officers elected for 2010 were: Tuffy von Briesen, president; Richard Seltzer, vice president; Gary Brindle, secretary and Evan Close, treasurer.

The proposed bylaws changes were also approved.

Event directors each gave a report on the 2009 season and their expecta-

tions for 2010.

Bob Miller, of At Speed Motorsports, was the host for the meeting. The program included speakers Dan Dazzo, who spoke on driver and vehicle safety and offered driving tips, and Brian Doherty of California Porsche Restoration, who spoke about Porsche restorations.



Photos by Richard Curtis

**Above right:** Brian Doherty of California Porsche Restoration describes work entailed in restoring an early '70s 911.

**Right:** Approximately 60 people attended the Saturday, Jan. 9 election meeting at At Speed Motorsports in Hanover, Md.



**Left:** During the meeting, new bylaws were approved, 2010 officers elected and program chairs announced their plans for the coming year. A light lunch was served.

# Will Porsche produce an electric sports car?

From Porsche Cars North America

Speaking publicly for the first time at the Frankfurt Auto Show in September, Porsche's new president and CEO, Michael Macht, said that Porsche is considering and working on an electric-powered sports car that would meet the high demands of the Porsche brand.

"I am also convinced that one day Porsche will have an electric sports car in its line-up," said Macht at the company's press conference. While he cautioned that so far the available battery technology is not "sufficient to meet Porsche's strict requirements," he said "our engineers are already working hard on this challenge."

"An electric sports car would therefore only make sense for Porsche if it offers performance and a cruising range similar to that of current sports cars in the market," he said. "We are therefore taking the first step in this direction with a full hybrid—in the Cayenne, the Panamera and maybe in the not too distant future also in a racing car or a production 911. Why not?"

Macht pointed out that Porsche has a long legacy with hybrid technology as it

was exactly 109 years ago that Professor Ferdinand Porsche built the first fully functioning car with hybrid technology.

Speaking about Porsche's newest model, Macht said the new Panamera was already generating thousands of orders.

The Panamera represents Porsche's fourth model line and is the brand's first four-door sports car. It went on sale in the U.S. on Oct. 17, 2009.

"Although the car has only been at the dealership for three days, we already have 4,500 orders for the Panamera, most of them from customers who have not even seen the car yet," Macht said. "And since test drives for customers have only just started, sales of the Panamera are already making a positive start."

Another highlight of the press conference at Frankfurt was Porsche's presentation of the 2010 911 Turbo.

Premiering alongside the venerable Turbo will be a series of 911s, including the 911 GT3 RS and its race-ready sibling the 911 GT3 Cup car (see story above).

Porsche also took the wraps off its limited-edition 911 Sport Classic at the Frankfurt show, marking a return to the tradition of occasionally issuing exclusive production cars. However, the Sport Classic will not be offered in the U.S. Production will be limited to 250 units.

## Article deadlines for *der Vorgänger*

Articles intended for publication consideration in *der Vorgänger* should be submitted to [dveditor@pcapotomac.org](mailto:dveditor@pcapotomac.org) no later than the first day of the month preceding the month of publication, i.e., Feb. 1 for the issue dated March. Articles should be submitted in Microsoft Word or straight text with no formatting. Digital photographs should be of high resolution, with a file size preferably greater than several megabytes at 320 dpi and must include the photographer's name, contact information and identifications of any persons in the photo..

## Advertiser's index

Allsports Grand Prix	23
Autobahn Service, Inc.	5
Auto Sportsystems Group	7
Auto-Therapy	4
Curry's Auto Service, Inc.	5
Intersport	3
OG Racing	22
Porsche of Tysons Corner	21
Radial Tire Company	11
RPM	4
Shah & Shah	23
Stuttgart Performance Engineering	7
TireVan	20
TPC	25



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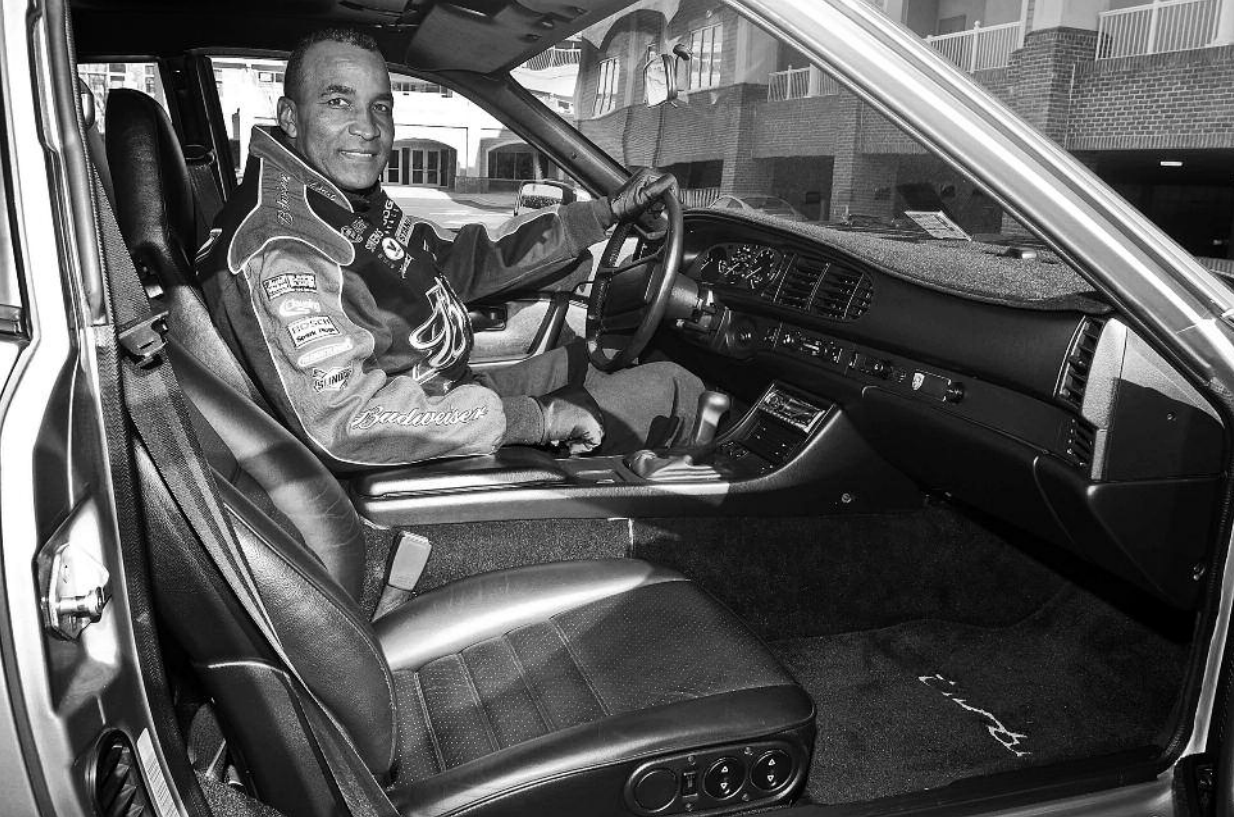
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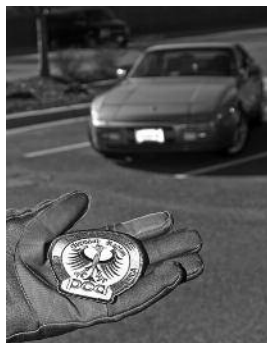


Photos by Willy Straubhaar

Long-time PCA member Ron Robinson, now of Lorton, Va., in his 1986 Sapphire Metallic Porsche 944 Turbo that he's owned since 2007. Previously, he owned a 1983 944 in the same Sapphire Metallic that he bought new.

# Keeping his passion alive across years

## Ron Robinson pursued his 944 dreams down German autobahns, U.S. highways



By Kristin Brickley Hilleary  
for *der Vorgänger*

Robinson proudly displays the jacket patch from the Porsche region to which he belonged while stationed in Germany with the U.S. Army, 18th Airborne Corps.

While riding down the autobahn toward Frankfurt, Germany in the 1980s, the vehicle in which Ron Robinson was a passenger was left in the dust by a European sports car that passed them in a blur, making quite an impression on the young soldier, who recalls “it was [like] nothing I’d ever seen before.” While he had no idea what model it was since it had gone by so fast, Robinson was able to catch the most important detail on the vehicle before it got too far away: he was able to make out “Porsche” written across the back.

Immediately upon his arrival in Frankfurt following the Porsche drive-by, Robinson made it his mission to find a Porsche dealer to find out what had flown by him on the autobahn. As it turned out, it was a Porsche 928. Porsche had grabbed this sports car lover’s attention.

Robinson found himself on the autobahn compliments of the U.S. Army. He chose this path after graduating from college with a degree in industrial engineering. Robinson knew that climbing the corporate ladder in industrial engineering would mean years spent soldering parts in a factory, something he wasn’t excited about. Robinson’s other option was to continue on the path

he’d started with his participation in the ROTC program in college, and join the Army. After carefully considering his options, Robinson decided he wanted to experience the camaraderie, patriotism and leadership opportunities he knew he’d be a part of in the armed forces. The chance to travel the world while doing this was just icing on the cake, and led, however inadvertently, to Robinson’s first encounter with Porsche on the autobahn.

While seeing the 928 was an experience Robinson would never forget, it didn’t take long for Porsche to surprise him again with the 944. He remembers the way it looked in vivid detail: “[ . . . ] it had all flared fenders, [an] air dam on the front, [a] spoiler on the back, and it just didn’t look like anything you’d put on the street. It was low, the windshield was wide and clear. It was awesome,” he recalls.

He initially assumed that the 944 was a race car, but when he discovered it was for sale, he knew he had to have one. Despite the new model costing nearly double what Robinson made on his lieutenant salary, Robinson made his way to the Porsche dealer the first week he returned to the U.S. in December 1982 and placed his order for a 1983 Sapphire Metallic 944.

Robinson says he never regretted his expensive decision for a second. The car was everything he wanted it to be, and it traveled with him when he returned to Germany on a second deployment in 1987. Back in Porsche country, he got to experience something that most PCA Potomac members only dream of: driving his own 944 on the autobahn.

Interestingly enough, Robinson gave many rides to Europeans who didn’t own a Porsche themselves. “It was almost like the Porsche was a carnival ride for Europeans who [didn’t] have them,” he explains. It was pretty close to a carnival ride for Robinson, too, since the Porsche driving experience felt so natural on the straight, flat autobahn. Driving an American car on the autobahn just wasn’t the same as driving the Porsche, which was built



for it, Robinson explains. “When you push[ed] that car to 145 mph, you didn’t feel like you were going that fast because it hugged the road. It lowered itself. The steering was smooth,” he says. “It was smooth. It was effortless.”

Though he didn’t sell his first car, a Datsun 240Z until 1990, he did split his loyalty, joining the PCA in 1988 in addition to the Z Club, of which he was already a member. While in Germany, Robinson maintained his Porsche allegiance through his participation in PCA German Region events. He was more active in the club in Germany than back in the states, but this shift likely is related to starting a family with his new wife, Cheryl, which kept him considerably busier on the weekends. These days, his daughter, Rachel, and son, Chris, can be seen with Robinson occasionally at PCA events. At 17, Chris shares his father’s appreciation for sports cars, though his focus is geared more toward Lamborghinis than older Porsches.

Robinson, however, has stayed committed to Porsche for a solid 26 years. These years, however, have taken a toll on his 944, despite his protective care and maintenance of the vehicle. By 2007, Robinson was faced with needing to invest upwards of \$15,000 on the car in order to get it back to pristine condition

His plans shifted when, while surfing eBay in 2007, Robinson came across something that caught his attention: a 1986 944 Turbo in the same Sapphire Metallic as his own 944. This color was one of the things that drew him to his car in the first place, and finding this Turbo that looked so similar, offered an upgraded engine and was also painted this special color got Robinson pondering his options. After a few days of repeatedly visiting the eBay page and weighing his options, Robinson realized that buying this Turbo would likely be a better deal than repairing his ’83, and certainly cheaper than buying a new Porsche. So, after a tense bidding war, Robinson placed the winning bid on the 1986 Turbo.

He knew the vehicle would need some work, but years of doing the basic maintenance on the 944 (which he subsequently sold to his neighbor), provided Robinson the skills he needed to tackle the Turbo. In the past two years, Robinson has completed a myriad of work on the car, both mechanical and cosmetic, but there’s still more he wants to do. So far, he has replaced the windshield, changed the wheel offsets, installed cross-drilled

rotors, bled the brakes, replaced the fluids as well as some of the reservoirs, replaced the steering bushings, replaced the windshield wiper arms, wiper motor and replaced the rear shocks. One of the most time-consuming modifications that Robinson made was to paint the brake calipers red. This required six coats of meticulously applied paint, followed by sanding and buffing. The only thing that Robinson won’t do on this 944 is the engine adjustments, which he leaves to the professionals.

The PCA events that Robinson most enjoys attending—breakfasts, open houses and tech sessions—are those that provide learning opportunities as opposed to the chance to race his Turbo.

One might think that his experiences in the Army gave him enough thrills for a lifetime. During his 27 years with the Army, Robinson was a paratrooper with the 18th Airborne Corps. Robinson participated in four conflicts, including the 1983 invasion of Grenada, Desert Storm, the Bosnian conflict and current wars in Iraq and Afghanistan. After 27 years serving the U.S., Robinson

decided to “let the young guys handle it,” and retired as a colonel. After moving his family a dozen times in his career, Robinson and his wife bought property and built a home in Lorton, Va., where they now live.

Despite retiring, Robinson still works with the U.S. States Army on a daily basis through his new employer, Calibre, as the director of logistics operations

While his new career seems just as fast-paced as his time in the army, there’s one place where Robinson has slowed down considerably: the highway. Coming back to U.S. highway speeds of 55-65 mph was a disappointment for someone who spent so

much time on the autobahn. Over the years, however, he has adjusted to the pace. These days, Robinson does more cruising than speeding, which is not only safer, but saves money in speeding violations as well. “Over the years I’ve had my share of taxpayer contributions on the interstate highways,” Robinson jokes.

What’s more, Robinson needs to drive responsibly to set the right example for Chris, a sports car enthusiast like his father. His son has yet to drive the Turbo, but Robinson knows that it’s just a matter of time because anyone who appreciates sports cars will have a hard time resisting the allure of a Porsche 944 Turbo.

**Above left:** Robinson with his daughter, Rachel, at a Porsche club breakfast meeting in Maryland last year. The Robinsons live in Lorton, Va.

**Above:** The engine in Robinson’s ’86 944 Turbo is, like the rest of the car, spotlessly clean. He does a lot of routine maintenance on the car that he found on eBay in 2007.

### A life of football

Robinson played football from the time he was a child, through college and even while stationed in Europe with the Army. He was a leading wide receiver in Europe, who in three seasons had 60 touchdowns, 200 catches and 3,715 yards receiving.

# New Panamera: 400 hp, four doors impress

By Bob Beck

The technology and numbers of the Porsche's new Panamera have been well-documented by now. It brings a lot to the game with an efficient direct injection engine mated to a smooth 7-speed PDK transmission with all of the suspension and engine tuning buttons one could dream of located on the center console. S and 4S versions sport a 4.8-liter, 400 hp V8 engine, while the Turbo version pumps out a conservative 500 hp to all four wheels. When the launch control feature activates, it's nothing short of amazing. Prices range from \$90,000 to over \$150,000.

All this tech goodness delivers stunning performance. The performance is beyond the sports sedan expectations. It's really a super sedan. The Panamera Turbo 0-60 time of 3.8 seconds according to Porsche, only three-tenths slower than the 911 Turbo. The 400 hp normally aspirated Panamera turns in a healthy 5.2 seconds. Tie this together with the legendary Porsche chassis and brakes and we're off to the races.

But numbers and factoids don't make a Porsche. The roads and race tracks of the real world are where Porsche has earned its reputation. My Panamera test drive came with real world extremes. Milwaukee has some of the worst weather-rutted roads in the world. Contrast this with Road America, just outside of Milwaukee, one of the best driving, most-storied tracks in the country. So how does it drive?

As expected in a six-figure car, the Panamera is perfect for a long-haul drive in the city or country. The long wheelbase and sophisticated suspension tuning make for a perfect compromise of supple ride and top of the class handling. With smooth PDK transmission, efficient direct injection power in the 400 or 500 hp range, it takes off like your favorite executive jet.

Porsche is good at most things, but they have yet to master Mother Nature. So I tackled Road



Photo by Richard Curtis

Porsche's new Panamera sedan drew enthusiasts to Porsche of Arlington (Va.) during a Potomac club meeting in November.

America in the wet. Chassis dynamics and physics come to play much earlier in this kind of weather. Fortunately for me, I had Porsche factory driver Patrick Long riding shotgun to help temper my driving skills.

Belted in a six-figure car with 500 horsepower on a very wet track I had never driven, Patrick and I paddled up to speed. Once settled into the cockpit, I would have sworn I had jumped into a 911. It felt like home. The IP and cockpit are designed to feel like home for the 911 driver. The power and handling are world-class good. The car feels completely neutral and begs to be pushed hard even in the wet. The steering is precise, but a little numb on feedback compared to the 911, but this is understandable with the large engine up front

The Michelin Pilot Sport PS2s offered amazing grip as I found out when I unleashed the 500 hp Turbo on the back straight. The thrust was astonishing.

Some say the exterior design is not the best looking car ever made. The Panamera looks like a Porsche and one must see it in person to judge how well form follows function.

The most important design feature of the Panamera is the interior. Fittingly, this is the first Porsche that focuses on passen-

gers as well as the driver. It is a synthesis between sports car and luxury sedan.

I sense a paradigm shift coming and it is the Panamera. Perhaps this is the first archetype for the super sedan. Porsche definitely built a better sedan and in the

process they may have built one of the best Porsches ever. Sixty-plus years ago, Dr. Ferry Porsche built the car he wanted and the world loved it. Now Porsche has built the car you and your family will want. The Panamera has arrived.



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“I swore I’d never have a black car and I’d never have a car I couldn’t drive ... yet through matters of circumstance I wound up with both.”

*John Wood’s 1953 Porsche cabriolet was literally the first one I saw on the Sully Plantation Father’s Day show field last year, and it was a show stopper, with perfect panel gaps and a gleaming black finish that complements the green cabriolet top. Wood has been a Porsche owner, enthusiast and restorer for eight years, currently with three 356s in his garage.*

*In his own words, here is the story of his passion.*

— Editor

**Name:** John Wood

**Occupation:** Commercial real estate, Fairfax, Va.

**Residence:** Aldie, Va.

**Current Porsche(s):**

- 1953 cabriolet: Purchased with two other early 356s in California. Owned for five years. Underwent a four-year restoration by Karosserie Restorations in Fairfax, Va.

- 1957 Speedster show/driver car. Purchased from a PCA member in Maryland. Owned for seven years.

years.

**Other vehicles currently owned:**

- 2006 Ferrari 430 coupe.

- 2006 Mercedes Benz AMG SL55 roadster

**What do you like best about your current Porsche(s)?**

The restoration of the 1953 cabriolet exceeded all my expectations. We restored the car to factory specifications and it has shown well since its completion in 2008.

**What modifications, if any, have you done to your Porsche(s)?**

- 1964 SC cabriolet: Purchased from an owner in Maryland. Owned for eight years. Anne’s driver.

**Previous Porsches :**

- 1954 coupe: Purchased in California. Owned for four years. Restored by Karosserie Ltd. In Italy.

- 1987 Turbo 930. Purchased in 1995. Owned four years.

- 2000 997 cabriolet. Owned for four years.

- 2005 997 Turbo coupe. Owned for four

John Wood, of Aldie, Va., in his garage with his 356 1953 cabriolet that he’s owned for five years. His primary Porsche interest is in perserving older cars.

See multi-media piece on John Wood’s Porsche collection at:

[www.pcapotomac.org](http://www.pcapotomac.org) > About Us > der Vorgänger

Photography by Michael Madrid



**Above:** John Wood has three magnificent Porsche 356s in his garage. From left: '53 cabriolet, '57 Speedster, and '64 356 SC cabriolet that is driven by wife Anne, the first 356 they bought.

**Right:** A 1953 Porsche toolkit. Woods says the most difficult part to find for this restoration was the gasket for the rear plastic window, which is original, he says.

I did minor modifications to the newer vehicles such as exhaust, wheels, etc., but preservation of the older cars is my primary interest.

**Would you change anything about your favorite Porsche?**

The only thing I would change is not to have black cars. So hard to keep polished.

**How long a PCA member? 10 years.**

**In which Potomac events have you participated? Could you describe your experiences?**

Concours events. All were wonderful events. Ron Davis [PCA Potomac Concours Chair] has been a great asset to the Porsche concours community.

**Describe any do-it-yourself projects:**

I enjoy detailing cars. It can sometimes be a complex process, but the visual rewards are worth the hours of effort. I'm also fortunate to have a lift in my garage so I can do all the basic maintenance and minor repairs on the cars myself.



**Next Porsche?**

I dream of finding an early 356 race car with significant provenance to restore.





Above: Wood's rare '53 cabriolet is a superb restoration that took four years to complete. Lewis Hauser of Karosserie Restorations in Fairfax, Va. did the work.

Left: First aid kit in the '53 cabriolet.



Photo above furnished by John Wood

Above and left: Wood's 1953 before restoration, above, is markedly improved during the four-year restoration, left. Panel fit and finish are impeccable.

**Right:** Interior of Wood's 1964 SC cabriolet, driven primarily by his wife, Anne. For a photo of Wood's '53 cabriolet interior, see the back cover.

**Below:** The walls of Wood's multi-car garage are covered with Porsche memorabilia, such as these framed Porsche 356 advertisements pictured here.

**Below right:** Wood's 1957 Speedster. He's taken the car to 356 gatherings on the East Coast from Connecticut to Asheville for the past six years.



# Racing from a dog's point of view

**The Art of Racing in the Rain**, a novel by Garth Stein, published by Harper, ISBN 978-0-06-153793-6,

This is a fun story about a dog named Enzo and his master named Denny an aspiring race car driver whose hero is Ayrton Senna.

From the publisher:

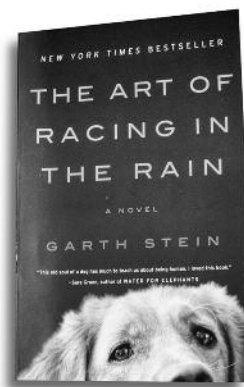
"Enzo knows he is different from other dogs: A philosopher with a nearly human soul (and an obsession with opposable thumbs), he has educated himself by watching television extensively, and by listening very closely to the words of his master, Denny Swift, an up-and-coming race car driver.

"Through Denny, Enzo has gained tremendous in-

sight into the human condition, and he sees that life, like racing, isn't simply about going fast. Using the techniques needed on the race track, one can successfully navigate all of life's ordeals."

A few words I extracted from the book:

- Ideally, a driver is a master of all that is around him.
- Ideally, a driver controls the car so completely that he corrects a spin before it happens, he anticipates all possibilities.
- A good driver will try to catch the spin by turning the wheels in the direction the car is moving.
- However, at a critical point, the skid has completed its mission which is to scrub off speed. ... Suddenly the tires find grip.



This induces a counterspin ..."

"Racing is about discipline and intelligence, not about who has the heavier foot. The one who drives smart will always win."

"There is no dishonor in losing the race. ... There is only dishonor in not racing because you are afraid to lose."

This is a great book, not about racing but about people. With a background around racing, it is one that you and your spouse will both enjoy.

— Pete Kaufmann

## PCA's 2010 Parade in July set for St. Charles Ill.

The Porsche Parade, the PCA's annual convention July 3 through 9, 2010 in St. Charles, Ill., is a week long extravaganza of car events, tech sessions, social events and fun.

Whether you like to autocross, rally, tour or concours, there is plenty to do and see.

Attendance is expected to be approximately 2000 people.

In addition to the traditional car-related activities you can enjoy a golf tournament, a 5K Run/Walk, RC Car racing, the Zone Challenge and the Tech Quiz. PCA will offer numerous tours to local attractions to introduce participants to the greater Chicago area, as well as give a little free-time to relax and enjoy it.

For more information, please see [www.pca.org](http://www.pca.org) or [www.pca.org/Activities/Parade.aspx](http://www.pca.org/Activities/Parade.aspx)

The picturesque town of St. Charles is located on the Fox River 35 miles west of Chicago. Parade headquarters is the Pheasant Run Resort, a large entertainment resort, with luxurious guest rooms, two championship golf courses, spa, dining and entertainment, three pools, two theaters, a comedy club and meeting and conference facilities. The resort has just finished a six-year, \$35 million renovation. By taking over the resort, PCA and its members will enjoy the luxury of an all-Porsche-all-the-time Parade week.

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## Flagger training for 2010 Potomac PCA Club Race

Although it is still wintry outside, it is time to begin preparing for the 2010 Club Race. Flagger training for interested Potomac Region members is available through the Washington Region of the Sports Car Club of America (SCCA). As they have for the past several years, Washington Region SCCA has graciously offered this training to our region's members at no cost.

For Potomac members with flagging experience who want to continue or refresh their flagging training, the SCCA is holding an Advanced Flagging School at Summit Point on March 6, 2010. For new or beginning flaggers, an Introductory Flagging School is scheduled for March 20 & 21. The introductory school includes classroom training combined with hands-on flagging experience at the SCCA race being held that weekend. This class is excellent preparation for anyone thinking of volunteering to help out at the corners during this year's and all future races. Flagging is also an excellent way to get more involved with the club and make new friends.

Please sign up for one of these flagging schools now in order to be prepared to assist at the club race in October. Contact Kevin Oyler at kevinoyler@aol.com or call 301-846-7936 before 10 PM to register for either school. Please include your name, phone number and address, and indicate which school you are interested in attending if you respond by email.

## Ideas for *der Vorgänger*

*der Vorgänger* is always on the prowl for reader-submitted articles. Just write them up in Microsoft Word or any text-only program (no formatting, please) and email them to dveditor@pcapotomac.org. Digital photos are a decided plus; even better if they're accompanied by captions with people in the photos identified.

Here are some suggestion for stories:

- "Why I Love My Porsche." See examples on Pages 24 and 26.
- Do-it-yourself articles. (See example on Page 8.) Simple or complex, either are acceptable. Anything from changing windshield wiper blades or headlight bulbs to replacing fuses, batteries, filters, or changing oil, transmission fluid, constant-velocity joints, or complete engine rebuilding.
- Trip reports. Taking a trip in your Porsche? Write a report on the experience.
- Visit auto museums or car shows? Write a report. Readers will love you.

# Maintenance schedules for your Porsche

By Omar Hilmi  
Intersport Performance Auto

One of the most frequent questions we get here at Intersport is, "How much is it going to cost me to maintain this car?" It's a great question and one that deserves a thoughtful answer. Let's go through the basics of luxury and performance auto maintenance.

Here, we're talking about typical expenditures if you own a Porsche, BMW, Mercedes or Audi. You should expect annual maintenance to cost about \$1,500. And with an exotic sports car, you also should expect a higher maintenance price tag.

What exactly does "maintenance" mean? It is not just changing the oil. Let's go through a typical routine maintenance schedule. Although this will vary from make to make, this should give you a pretty good idea of what to expect.

### Maintenance schedule

Typically, we see maintenance schedules that follow a similar pattern using a combination of mileage, age and seasonality to determine the maintenance needs of the vehicle. Mileage intervals are usually 15,000 miles, 30,000 and every 30,000 thereafter.

Age also comes into play for certain items. For example, brake fluid and transmission fluid should be replaced every couple of years even if mileage is low. Similarly, we often see cars that have not yet reached the 15,000 mark but are a couple of years old.

In cases such as this, we like to pay special attention to timing-belt tension and condition. Seasonality can also bring about some necessary maintenance needs. In the best circumstance, you should have your car looked at in the spring before the weather heats up and again in the fall, before it gets cold.

The 15,000-mile checkup includes a long list of checks and replacements. The checks include a diagnostic system read out and check; a visual inspection of all belts, hoses, hose connections; inspection of the underside of the vehicle to identify any leaks or corrosion; and of course the braking and suspension systems.

In addition, a full vehicle inspection is completed to check lights, locks, washers, horn, etc. The particle filter element will be changed and of course, the oil filter along with the oil change.

The 30,000-mile checkup covers everything from the 15,000 check, but here we need to dig

into the mechanical operation. A full inspection of the axle joints, tie-rod ends, steering gear and drive shafts is completed. Over time, these mechanical components are susceptible to corrosion or wear. At 30,000, we look at the clutch and throttle actuation. These components can change in performance over time and should be examined at this appointment.

The 30,000-mile maintenance is repeated every 30,000 miles. There are a couple of high mileage checks that you should expect as your vehicle ages, like an air bag check up and replacement of belts, but these will not occur until around 60,000 miles.

### Road test

After any work done to your car, the technician should perform a comprehensive road test. The tester will be checking the performance and function of the clutch, throttle and braking systems. All electronic systems will also be manually checked including the heating and air conditioning, speed control and even an inspection of interior appointments, to ensure switches and knobs are intact and functioning properly.

The most important aspect of getting any maintenance work done is who is actually doing the work. Look for experienced technicians who understand your car and take the time to explain the work they're doing. Ask around for recommendations. Establish a relationship with your preferred shop that will benefit you in the long run.

\* \* \*

Omar Hilmi is owner/operator of Intersport, 1524 Spring Hill Road, McLean, Va. He can be reached at intersportsales@gmail.com

## How you can help grow Potomac membership

You can help our region grow. Photocopy the application on Page 9 of *der Vorgänger*. Make a few copies and keep them in each of your cars. When you see a Porsche owner, hand them the flyers and invite them to join, or leave the flyer on the windshield. We are currently the second largest region in PCA. Help your club become No. 1.



Photos by Richard Curtis

**Above:** Despite frigid temperatures, a number of nice Porsches showed for the January 2 breakfast at Chutzpah's Deli in Tysons Corner, Va.



**Left:** Led by a few Potomac stalwarts, more than a dozen Potomac members sat down for breakfast and conversation. These informal breakfasts (no speeches, no program) are excellent ways to meet other members and discuss Porsches. Meeting details on Page 7.

## Potomac breakfasts on a cold, cold Saturday

A surprising number of Potomac members turned out for the first monthly breakfast meeting of the new year, on Saturday, Jan. 2. Surprising in that the ambient temperatures were low enough to freeze coffee, and being only 33 hours after the New Year's kicked in with a bang, it was a wonder that folks crawled out of a warm bed to share hot cakes, muffins and bacon and eggs with their fellow Porsche enthusiasts.

These breakfasts, begun in 2007, have become a favorite gathering place for Potomac members. To recommend it, there are no speeches, no program, no pressure. Just like-minded dozens of folks having a meal together and then—usually, assuming some cooperation from the weather—an adjournment to the parking lot to browse the Porsche hardware parked there. C'mon out and join us next month.

## Advertise in this space

**You can reach 2,500 Porsche owners in the greater Washington, D.C. metropolitan area each month by advertising in the pages of Potomac's monthly magazine, *der Vorgänger*. *dV*'s readers represent the high demographics and discretionary income you're looking for to improve your business.**

**Contact Tony Kelly at  
[dvpublisher@pcapotomac.org](mailto:dvpublisher@pcapotomac.org)**

# Zone 2 returns to VIR for March DE

Zone 2 returns to Virginia International Raceway on March 12–14, 2010 for its famous three-day Drivers Education event.

Join us for three fabulous days on the full course at VIR in Alton, Va. (near Danville, Va.) This is a 'must do' event for 2010. Last year we attracted drivers from as far away as Chicago and Florida.

As with past events, we plan on having a scrumptious Southern-style dinner on Saturday night. There will be plenty of time to reunite with old friends and bench race with new ones. Don't delay, last year the event sold out quickly.

## Event requirements

**Registration opens:** Tuesday, Jan. 12, 2010

**Participants must be at least 18 years of age**, must have a valid driver's license and be a PCA member or member of a Zone 2 approved guest organization. A valid driver's license and membership card must be presented at registration. Only Porsches or primary marques of any guest organization shall be driven on the track. Zone 2 reserves the right to reject any applicant for any reason.

**Guests are welcome;** if under 18 years of age they must remain in spectator areas and are not allowed on the track, in the pits or on the flagging stations.

**No off-leash pets** are permitted.

**No alcoholic beverages** may be consumed by anyone (participant or guest) during the event.

Each participant will drive in one run group only. Exceptions must be approved by the Event Chair.

**All cars must be pre-teched** prior to but no earlier than 4 weeks before the event. Drivers MUST have completed BOTH registration and final car tech PRIOR to the driver's meeting (approximately 8 a.m.) or they will not be allowed to drive that day.

**Participants must wear a Snell 2000 or later approved helmet.** All open-car drivers (including cabriolets & open Targas) must wear face shields or goggles.

Participants must wear **rubber-soled shoes, long pants and a long sleeved shirt.** (Natural, not synthetic fibers.)

**Non-participants are not permitted** in either student or instructor cars. No student may ride with another student. (Note: Instructors riding in student cars and students riding in instructor cars at reduced speed for instructional purposes is permitted.)

**Students** in an instructor's car or instructors in a student's car must have available and wear the same restraint system as is being worn by the driver. (Seats are considered part of the restraint system.)

**Harnesses (optional)** must include a sub strap and be mounted in a manner consistent with the manufacturer's recommendations and SCCA requirements. Harnesses may only be used with seats designed to accommodate them.

**Fire extinguishers (optional)** must be securely fastened metal-to-metal. (Minimum 2.5 lbs., two-strap metal

bucket is recommended.)

**All open cars**, including cabriolets and Boxsters, must have an approved roll bar mounted at least two inches above the driver's helmet. This also applies to the passenger side if the car will be used by a student and instructor. (Until an approved after-market solution is found, many Boxsters with taller drivers will not meet the requirement and not qualify for participation. Roll hoops do not meet track specifications. Roll extensions for Boxsters are available from Brey-Krause.

**All open cars**, Targas and 914s must run with tops up unless they have a full roll cage.

**All sunroofs** must be closed.

Driver and passenger side **windows must be fully down.** Use of window nets is not permitted.

**Street tires** must have a minimum tread depth of 2/32" completely around at least two grooves, excluding wear bars. R-rated tires and slicks must have visible tread indicators around the circumference.

**Passing** is only permitted with a signal from the car being passed, and only in straight-aways defined as passing zones. All passes must be completed (passing car completely by the passed car) before the turn-in cone is reached.

There is a **mandatory black flag pit stop** for a spin or "four wheel off" (or worse) occurrence. Two black flags for these or other driving infractions in a day will result in the termination of driving privileges for remainder of the day.

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# 2010 track schedule

Doug Nickel  
PCA Potomac Track Coordinator

Our 2010 schedule provides opportunities for drivers to improve their skills and enjoy the company of friends at the track, including two High Performance Driving Clinics (HPDCs). All events are on weekends, and the schedule includes a total of seven three-day weekend dates.

## Schedule highlights

Potomac's traditional first DE event in mid-April at Summit Point will be deferred during 2010 so that the track can be repaved. For those of you seeking an early spring event, Zone 2's three-day DE event is scheduled for March 12-14 (see article on page 22).

Potomac has two Saturday HPDCs scheduled. The spring HPDC is April 3, and the fall HPDC is Sept. 25. 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 qualifies you to drive in Potomac DE events.

Mid Ohio is the second weekend of May. Our July DE event at Summit Point is a

week later during 2010...and we have added Friday to this weekend for our Instructor Training program.

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

VIR again falls on Labor Day Weekend allowing for a less stressful trip home Sunday evening, or an opportunity to stay at VIR for a leisurely return home Monday.

The three-day Club Race / Advanced DE in early October has been extremely well received.

Lastly, we'll be running an invitational In-

structor/Volunteer driving day on the Friday of our last Summit Point event. SP has long been Potomac's home track, and we're proud to wrap up our season at home.

We will include skid pad instruction at many of our Summit Point circuit events.

We continue to look at moving our Mid Ohio date to later in the season. We may have an event at New Jersey Motorsports Park, and we are also looking into other new, yet-to-be built facilities in Pennsylvania and outside of the beltway in Maryland.

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

## 2010 track schedule\*

Event	Date	Days	Track
HPDC	April 3	Sat.	Jefferson Circuit
DE	May 7-9	Fri.-Sun.	Mid Ohio
DE	June 5-6	Sat.-Sun.	Shenandoah Circuit
DE	June 25-27	Fri.-Sun.	Watkins Glen
Instructor/Training	July 16	Fri.	Summit Point Circuit
DE	July 17-18	Fri.-Sun.	Summit Point Circuit
DE	August 13-15	Fri.-Sun.	Summit Point Circuit
DE	Sept. 3-5	Fri.-Sun.	Virginia International Raceway
HPDC	Sept. 25	Sat.	Jefferson Circuit
Club Race/Advanced DE	Oct. 1-3	Fri.-Sun.	Summit Point Circuit
Instructor/Volunteers (by invitation)	Oct. 29	Fri	Summit Point Circuit
DE	Oct. 30-31	Sat.-Sun.	Summit Point Circuit

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## ‘Hooked for life’ on his 2006 C2S

Barry Brown with his 2006 C2S that he found at Brumos Porsche in Jacksonville, Fla. after months of searching.

By Barry Brown  
for *der Vorgänger*

I was always a car guy but never got into the performance aspects until 1991. In 1980, I owned a restored 1970 Mercury Cougar convertible, and from time to time I displayed it at car shows, but I knew nothing about performance, speed or racing.

In 1991, I bought my first true sports car, a 1991 Toyota MR2 Turbo. I loved the car because it was great looking, small and zippy, and I just enjoyed driving my little MR2 on the streets and highways. Little did I know then how performance driving and performance cars would later take hold of me. At that time I knew Porsches existed, but I didn't know anything about them.

To promote this new version of the MR2, Toyota created a National MR2 Owners' Club, and I joined. In September of 1992, they held an event at what was then the Charlotte Motor Speedway. I had never been to a race track before I signed up. Toyota had gathered Toyota reps, skilled instructors from the Dane Pittaressi driving school and Juan Manuel Fangio, the nephew of the five-time Formula One champion with the same name, for the event.

The next morning everyone assembled at the track. The day's events included a show and shine, an autocross (which I had never heard of), guest lectures and prize drawings. A lucky few would get hot laps with Fangio, who was the reigning IMSA GTP champ.

I learned quickly that I was an unskilled driver. I mowed down a lot of cones and spun my car several times, but I was one of the winners who got hot laps with Fangio, and I was absolutely blown away. I had never

heard of 10/10ths driving until then. His skills amazed me. I saw that there was a lot to learn. The ride with him whetted a thirst I didn't even know I had.

After that event, I tracked down all the autocrosses I could find in the Washington, D.C., area and competed in them for the remainder of 1992. My skills improved only slightly and 1992 ended with a heightened eagerness for the 1993 season to begin. At this point, I was just beginning to understand high performance driving.

In March 1993 I signed up for a Car Guys weekend at Summit Point and again discovered I had a lot to learn. Because I didn't realize that one weekend was not enough seat time, in my eagerness to get involved I signed up for the April 1993 SCCA Driver's School. With little track experience, I rented a race-ready Datsun 210 in which the owner had competed in the ITC class.

My first laps at Summit Point were above two minutes, and I quickly realized I was over my head. All the other students had much more track time than I did, but I had a fantastic instructor who somehow got me through the weekend.

For health reasons, the owner of the Datsun was unable to pass the SCCA physical, so he sold me the car at a reasonable price. I was still fairly unskilled, but I bought the car with high hopes.

I knew enough at that point to realize I needed a lot more track time and experience. I went to every Friday at the Track (FATT) and every Seat Time available in 1993 and later that summer took my second SCCA Driver's School. Successful completion gave me a Novice Permit. I did my first two races at the Labor Day Double Regional at Summit Point. I survived and got a Regional Competition License one year after my ride with Fangio.

*How about your story of why you love your Porsche(s)? Share them with dV readers at [dveditor@pcapotomac.org](mailto:dveditor@pcapotomac.org). A high-resolution photo of you with your car would also be appreciated.*



I completed a lot of races between then and now in a variety of race cars. I competed in seven SCCA Runoffs and I learned to drive a car at 10/10ths.

In 2009, I did four Regional races in the Mid-Atlantic Road Racing Series (MARRS) and in my one National, I set a new lap record at Summit Point for the Showroom Stock C class which, as of this writing, stands at 1:30.715.

With the MR2 being long gone and I didn't have a "fun" car (other than a race car) until 2001 when BMW introduced the 330Ci. I ordered one sight unseen from a racer friend who worked at a BMW dealership.

That was such a great car I thought I'd be a BMW owner for life. As an instructor I tracked it at FATTs and BMW Car Club of America events, but when the new M3 showed up, I knew what was next. In 2004, I sold the 330 and bought an M3 that was a lot more fun on the track. I couldn't imagine anything better. Little did I know.

At this point, I had been instructing at a great many high performance driving events (HPDE) that included BMW CCA events, FATTs, the Ferrari Club, Car Guys and others at Summit Point. I saw a lot of Porsches at these events but never got to drive one.

I was instructing on the Shenandoah circuit one day in 2007. A fellow instructor and good friend of mine arrived in his newly acquired

2004 996 GT3. The car was stunning and much quicker than my M3. He tossed me the keys and said to take it out and let him know what I thought of the car. His car was stock except for second-generation ceramic brakes.

At this point, I was not the same guy who showed up at the MR2 Owners' Club event in 1992. I had acquired skill and experience as a high performance driver, as an instructor and as a racer. Sitting in the cockpit of this beautiful GT3 was my first real almost 10/10ths drive in a Porsche. I was blown away again. In part it was because I now had a skill that enabled me to coax maximum performance out of the GT3 and it was so much better than my M3 that I decided that day it was time to sell the M3 and buy a Porsche.

It took me six months of ads in craig's-list.com before a guy came along and fell in love with my M3. That was at the end of 2007. As soon as the M3 was gone, I began researching Porsches and discovered that my budget could only cover either a 2004 GT3 or a 2006 C2S, the two models my research and driver preferences led me to. I finally made a decision and narrowed my search to the 2006 C2S.

After many weeks of searching I found the perfect car, with only 6,038 miles, located in Jacksonville, Fla., at Brumos Porsche. The original owner had ordered it with Porsche Composite Ceramic Brakes (PCCB), but he didn't

like them. Because he was a long-term customer, Brumos swapped them for the larger 6-piston caliper brakes from the Turbo. The car has few options: the Sports Chrono, short shift kit and few others. It arrived in an enclosed trailer on a cold day in February 2008.

I joined two online forums and learned a lot about the car. On "6speedonline," I won a free ECU upgrade from Softronics. Later I got the newly released Borla headers and exhaust.

I had already agreed to instruct at a BMW CCA HPDE in early spring. I showed up in the Porsche. When I took the M3 out in the instructor sessions I was not the fastest but I was in the top 25%. With the C2S I went out in the first instructor session of the day and passed every other instructor on the track. It didn't matter what BMW model they were in—I passed them. What a car!! It took a lot of years in my journey through many cars until I was able to get a Porsche.

Last Christmas my wife gave me the newly released "Porsche-Sixty Years" and I read it cover to cover. I'm hooked for life.



*Barry Brown is a retired civil servant currently working as a consultant to the Federal Labor Relations Authority. He is an avid SCCA racer and an equally avid martial artist (see [www.browns-karate.com](http://www.browns-karate.com))*

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# 30+ years of Porsche driving pleasure

Photo by Richard Curtis

Potomac member Jim Campbell loves his car because it's beautiful, a ball to drive, has allowed him to meet interesting people and is easy and inexpensive to maintain.

By Jim Campbell  
for *der Vorgänger*

I'm a car guy and have been since I learned to drive when I was 14. I bought my first car when I was 15, too young to get a driver's license but old enough to drive it when my parents weren't watching. Since then I've owned about 35 cars, about one third of them European made and all but one of the rest American.

When I was 16, I saw my first Porsche, a red 356 coupe. I promised myself that some day I would own one of those.

Today, my Porsche is a 1977 911S Targa that I bought new in Stuttgart, taking delivery at the factory. It is my second Porsche. My first was an early 914 that I dearly loved but the chance to buy a 911 in Germany was too much to pass up.

My 911 fits me fine and is exactly what I want. I like cars with a minimum of gadgetry that always seems to break at the worst time but those that also have something unique plus are fun to drive.

Some of the other cars I've owned are a Morgan Plus Four, a VW Beetle convertible, a high performance Mustang, a couple of Mercedes and a couple of Jaguars. I realize that Mercedes and Jaguars don't quite fit my desires but my wife likes them.

I also like things that go fast and make noise and I spent the last 18 years of my military career as a Marine Corps fighter interceptor and light-attack pilot.

After I bought my Porsche I continued to live in Germany for more than two years and learned to love my car smoking down the autobahns, driving through the Swiss mountains and the German Black Forest byways.

Since I returned from Germany I've lived in Virginia (except for a year in Okinawa) and particularly enjoy touring the Virginia country roads on quiet mornings.

My Porsche hasn't been a commuter car or daily driver. My driving has been for fun times, the occasional rally, other PCA events and usually short trips.

In 1996, I considered selling her as she was beginning to show her age but decided against it as I had watched this car being built and had too many fond memories with her. It would have been like selling one of my children.

After some research I found a body shop that could do a quality restoration and instructed the owner to take it down completely, repair or replace anything damaged and repaint it in the same Cockney Brown color. I had already rebuilt the engine a few years before.

## Why I love my Porsche

One of the reasons I bought when I did was that 1977 was the first year Porsche fully rust protected their new cars and I was much rewarded in the restoration because there was virtually no rust damage.

Another reason I love my Porsche is that I've been a PCA member for more than 33 years. Sharing with like-minded folks the joy of Porsches has meant a lot. I learned to rally while still in Germany, and I was the president of First Settlers region in the mid 1990s when I lived in Virginia Beach. Despite rallying together my wife and I are still married.

The 1975 through 1977 Porsches have a somewhat checkered reputation but I've had few problems with mine. Not long after I returned to the U. S., I removed the thermal reactors and installed a better cooling fan. There have been no real failures since I've owned it. The odometer shows 152,000 miles, which is somewhat low as the cable broke while traveling, and I wasn't able to fix it for about a month.

To reiterate why I love my Porsche is that it's a beautiful car, a ball to drive, has allowed me to meet some interesting people, is easy and inexpensive to maintain and oh yes, a ball to drive. *Semper Fi.*

*How about your story of why you love your Porsche(s)? Share them with dV readers at [dveditor@pcapotomac.org](mailto:dveditor@pcapotomac.org). A high-resolution photo of you with your car would also be appreciated.*



Photo by Richard Curtis  
Summit Point Motor-  
sports Park, left, has been  
relatively benign for Po-  
tomac DE drivers when  
compared to other tracks  
used by Potomac, despite  
a more hostile off-track  
environment. See chart  
on page 28.

# Safety in Potomac's Drivers Education program

A statistical look at the 2009 program yields some surprises about on-track behavior

By Pete Kauffman  
for *der Vorgänger*

Since the inception of Drivers Education, safety has always been a cornerstone of the Potomac Region's program. An integral part of the briefing has been an emphasis that safety combined with learning the skills of performance driving along with having fun have been the three pillars of the program.

To some, talk of safety seems to put the brakes on the program, but Potomac has successfully integrated safety into all aspects of the program and all have benefited from it. About four years ago, we revamped our safety training to focus on three areas: instructor training, student training and measurement.

As with any program, if you cannot measure results, you cannot determine the improvements of the program. So we started recording "incidents," meaning anytime a car spins, goes off track, has a mechanical failure or has a safety violation regardless of whether there is physical damage to the car as a consequence of the incident.

The theory behind this is that an accident is a result of an incident in the wrong place or time. You can spin and not have an accident, so long as no one is in your way. You can go off track and not hit anything. You can spill fluid and still be lucky that no one drives thru it and spins. But, if you have one of these incidents in the wrong place or time, you will have an accident.

So we look at incidents and strive for a decrease in the number of incidents over time. Along with each incident, we collect other attributes, such as the track, conditions, location, type of car, experience of the driver, etc.

The driver's education training is a combination of

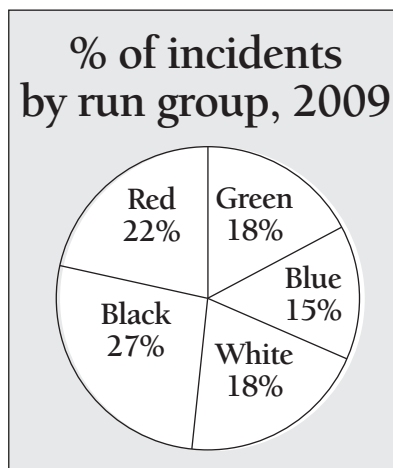
skills training, safety awareness and instructor based on track training. We coordinate all aspects of the training to maintain a common vocabulary of terms to avoid conflicting words like "great" and "brake," a common track navigation strategy and consistent goals for promotion from one group to another.

The safety classes emphasize a proactive thought process for the appropriate actions in a given situation. Clearly the right time to work out your strategy for correcting a spin is not in the middle of the spin. The adage, "when you spin, both feet in" seems simple. But you need to decide when you are actually spinning. At what point do you stop trying to "save it" and take corrective action? Likewise, advances in active suspensions in the modern car challenge some of these adages.

But if you have two wheels off the track in the middle of the turn, it is not the time to see if you can save it. Rather a better decision is to drive off the track, slow down and then return to the track in a safe manner. However, each situation is different depending on the location and conditions. The key to safe driving is to work these issues out in the classroom rather than on the track in the middle of the incident.

To this point, what have we learned from our analysis of incidents? We have learned that in 2009 the Black Group has the highest incident rate, followed by the Red Group. This was a change from earlier years where the White Group held that distinction.

Also interesting is that certain tracks, such as Virginia International Raceway, have a higher incident rate. This is surprising given that the VIR track is benign in appearance. One would think that Watkins Glen with its blue Armco around the track and being similar to VIR in



## Ratio of incidents to driver track days

Track	Ratio
Mid Ohio Sports Car Course	1:11 (one incident every 11 track days)
Summit Point Shenandoah	1:10 (one incident every 10 track days)
Summit Point Main	1:10 (one incident every 10 track days)
Virginia International Raceway	1:6 (one incident every 6 track days)
Watkins Glen International	1:14 (one incident every 14 track days)

length and speed would have a similar incident rate but that is not the case. On the other end, Summit Point, which has a hostile off course environment, has the most favorable incident rating of any track that Potomac uses.

The last fact that I would mention is the incident rate based on the type of car. Interestingly, the early 911s have substantially a higher incident rate than any other model, especially within the Green, Blue, White and Black run groups.

For example, look at the Green Run Group for Early 911s in the chart at right. Early 911s represent 26% of the cars in the group while sustaining 43% of the incidents in that group.

Now look at Boxsters in the Green Group. They have 10% of the cars in the group but only 4% of the incidents, a far better record. The 996 and 997 model groups do not fare well either in the Green, Blue, White or Red run groups. And the infamous and much maligned GT3 model? It fares poorly only in the Green group but does well in other groups, which confirms that a

greater level of skill is required to drive this car safely. Most other models—944s, 968s, Boxsters, Caymans, 914s—do well.

What does safety mean to you? All of us, when we are going about our normal lives and certainly when we are participating in an event, have safety in mind. Why is it that when we enter an event, we sometimes compromise our personal standards for safety? What happens out there on the track? What causes that “red mist,” that sense of invincibility, the competitiveness of driving with others in what is not a competitive event that makes us push beyond the limits of safety?

At the end of the day, it is up to us as individuals to manage our driving and make safe decisions regardless of the car we are driving or the track we are driving on or the run group we are in. Safe driving is under your control as the driver.

Be safe! Have Fun! Learn your car!

## Percentages of car types involved in incidents compared to the percentages of cars in the group by run group

Example: In early 911 (Green), 43% of the incidents are encountered by 26% of the cars

Car type	Green	Blue	White	Black	Red
Early 911	<b>43% (26%)</b>	40% (21%)	39% (26%)	52% (38%)	36% (34%)
993	1% (3%)	0% (2%)	7% (8%)	4% (3%)	11% (14%)
996	14% (9%)	11% (8%)	11% (7%)	6% (6%)	10% (4%)
997	6% (9%)	8% (8%)	6% (1%)	2% (4%)	4% (1%)
GT3	6% (2%)	0% (5%)	1% (10%)	3% (6%)	10% (19%)
GT2	0% (1%)	0% (0%)	0% (0%)	0% (0%)	0% (1%)
Turbo	4% (10%)	0% (14%)	0% (5%)	1% (2%)	2% (4%)
Boxster	<b>4% (10%)</b>	8% (7%)	7% (6%)	4% (6%)	6% (1%)
Cayman	2% (6%)	5% (11%)	4% (2%)	1% (1%)	1% (1%)
914	0% (1%)	0% (4%)	1% (2%)	1% (2%)	2% (4%)
912	0% (0%)	0% (0%)	1% (0%)	0% (1%)	0% (1%)
944	1% (5%)	5% (4%)	8% (7%)	8% (13%)	6% (0%)
928	0% (0%)	0% (0%)	1% (1%)	0% (0%)	0% (0%)
968	0% (0%)	1% (2%)	0% (3%)	1% (1%)	1% (1%)
924	0% (1%)	0% (0%)	0% (0%)	0% (0%)	0% (0%)
951	0% (1%)	0% (4%)	6% (10%)	2% (9%)	3% (9%)
(9) Ruf	0% (0%)	0% (0%)	0% (0%)	1% (1%)	1% (1%)
Other	19% (6%)	22% (10%)	10% (12%)	14% (7%)	6% (5%)



Bob Rasmussen with his 1965 911 that served as Porsche's press car for the 1983 Frankfurt Auto Show as an example of the first 911 model (which Porsche did not have). Porsche traded him an 1984 Carrera cabriolet for his '65.

# From Potomac to Stuttgart, with love

By Bob Rasmussen  
for *der Vorgänger*

I was a colonel in the Air Force when I came from the Air War College to the Pentagon in June 1979. The man I replaced was leaving for California, but he had a 1965 356C in storage with his parents in Tennessee.

To simplify his moving problem, I bought his Porsche and used it to commute from Mt. Vernon, Va.—up and down the George Washington Parkway—my most enjoyable commuting drive ever. I joined the Potomac Region, and my wife and I attended a newcomers party at a home, in Reston, Va. as I recall. That's where I met Alan Friedman—he was Potomac president at the time. He gave us a presentation on autocross and driver's ed, including videos. I found his car interesting—Dean's (who?) 911 Targa with the racing stripes.

While in the D.C. area, one weekend I noticed a car for sale in the *Washington Post* classifieds: a 1965 911. The seller was Tony Ames, a percussionist with the Washington, D.C. symphony who lived in Georgetown. He was selling because the engine had developed a noise, and he didn't want to spend any more money on it. I bought it and took it to Al Collins at Autoauthority who did a top end overhaul that solved the problem. The Porsche Parade was in Reston in July 1979, but I could not participate because I was on a business trip to NATO headquarters in Brussels.

In 1980, I was reassigned to Nellis Air Force Base in Las Vegas. I moved both Porsches across the country in separate trips. In 1981, I accepted an assignment to Stuttgart, Germany.

I wanted to take one of the Porsches with

me. My wife informed me she had to travel with her largest Samsonite. It would not fit into the 356, but it did fit into the 911. So I sold the 356 to my next-door neighbor. Two years later, I had the 911 at the factory's *Werk I* for a transmission rebuild, when I received a call from the factory press department, saying they had seen my 911 at *Werk I* and wanted to know if they could use it as a press car. I asked why.

It was August 1983 and they said they were getting ready for the Frankfurt Auto Show next month when they realized it was going to be the 20th anniversary of the first showing of the 911 prototype, and the factory did not have an example of the first 911. I said O.K. They took the car to Weissach for a photo session. The press packet for the September show included a photo of my car side-by-side with the new '84 Carrera. This story was featured in an article in the April 1984 issue of *Panorama*. Old-timers may remember seeing that photo on the cover of Paul Frere's *Porsche 911 Story*, 3rd edition.

When I returned to the U.S. in 1984, the factory kept my '65 911 for their museum stable, and I brought back an '84 Carrera cabriolet, which the factory gave me in exchange. That '65 911, which started life in the Potomac Region, has served as the factory's example of the first production 911 since they acquired it from me in 1984. It has been seen in many books and magazines over the last 25 years. For example, there was a photo of Peter Falk sitting in it in the July 2008 issue of *Panorama*.

At the end of January 2009, the factory

opened their new grand museum. In April, I returned to Stuttgart on a PCA Porsche Treffen. On April 23, we went to the new museum for a guided tour.

The highlight of the Treffen for me was the reunion with my '65 911. The car looked just like it did when I turned it over to the museum director, except that the sport muffler had been replaced with a stock muffler, and the decals and the PCA badges on the engine lid had been removed. It had been 25 years since I left Stuttgart. And I did leave something there. It was a great reunion. That Slate Gray 911 with the red leather seats brought back many memories!

When I returned to the U.S. in 1984, I was assigned to Langley Air Force Base, Va. and transferred our PCA membership from the Germany Region to the First Settlers Region. But I wanted to participate in Potomac's Drivers Ed events, so I joined Potomac Region again (dual membership). On one of my DEs at Summit Point my instructor was Alan Friedman. In 1985, I placed third in a time trial in my '73 RS at Summit Point. In 1986, I retired from the Air Force and transferred my membership to the North Florida Region of PCA. That completed my involvement with the Potomac Region.

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*Robert Rasmussen, retired and living in Florida, recently donated his collection of early der Vorgängers from 1965 through 1986 to the Potomac archives.*

New Spyder's interior features light-weight door panels from the 911 GT3.



# Lightweight Boxster Spyder debuts

From Porsche Cars North America

Weighing in at just 2,811 lbs., the new 2011 Porsche Boxster Spyder will be the lightest Porsche available. This third Boxster model will expand the Boxster family as a third model.

The newest Boxster's low-slung, lightweight soft top—when closed—extends far to the rear to protect the driver and passenger from bright sunshine, wind and weather. This top, when combined with low side windows and two bulges on the single-piece rear lid, provides the Boxster Spyder with a silhouette somewhat reminiscent of the Carrera GT.

The Spyder's engine features a 3.4-liter six-cylinder engine with Direct Fuel Injection in front of the rear axle. Maximum output is 320 horsepower, 10 more than the Boxster S. The combination of additional hp and 176 pounds less weight than the Boxster S, plus a new sport suspension that lowers the Spyder 20 mm, a lower center of gravity, a standard limited-slip differential and exclusive wheels provides the kind of driving dynamics that

back up the unique look. Aluminum door skins and lightweight interior door panels from the 911 GT3 RS contribute to the weight reduction.

When equipped with *Porsche-Doppelkupplung* (PDK) transmission and the Sports Chrono package, the new Spyder, using launch control, accelerates from a standstill to 60 mph in 4.6 seconds. Top track speed is 166 mph with the roof open.

Fundamentally, the entire Boxster family is the successor to the legendary 550 Spyder and RS 60 of the 1950s and '60s, all sharing the same mid-engine roadster concept.

In 2004 and 2008 Porsche produced limited editions of the Boxster bearing the additional name Spyder, honoring the 550 and RS 60. In contrast, this Boxster Spyder is a regular, but specially developed and upgraded production model as compared with the Boxster and Boxster S.

The 2011 Boxster Spyder goes on sale February 2010. U.S. pricing is \$61,200.



At 2,811 lbs., the Boxster Spyder will be Porsche's lightest factory-produced car.

## Readers and their cars



Photo by Willy Straubhaar  
**Top:** Al and Bettie Peinhardt show their lovely '59 356 Convertible D roadster during their Gold Cup weekend in October.

Photo by Richard Curtis  
**Above:** Dave Riley, of Alexandria, Va., rides in the instructor's seat with John "Old Tee" Lewis during the October DE weekend at Summit Point Motorsports Park.



Photos by Richard Curtis  
**Above:** Mitch Nydish of Bethesda, Md., left, takes a break during a cool October day at Summit Point Motorsports Park, while talking to Potomac member Al Leung of Springfield, Va.

**Left:** Jill and Chris O'Conner of Alexandria, Va. gave this '74 914 to each other as a wedding gift. The car was a barn find in Maryland.



Restored interior on John Wood's 1953 Porsche 356 cabriolet. See complete story and more photos on Pages 15-18. Photo by Michael Madrid

