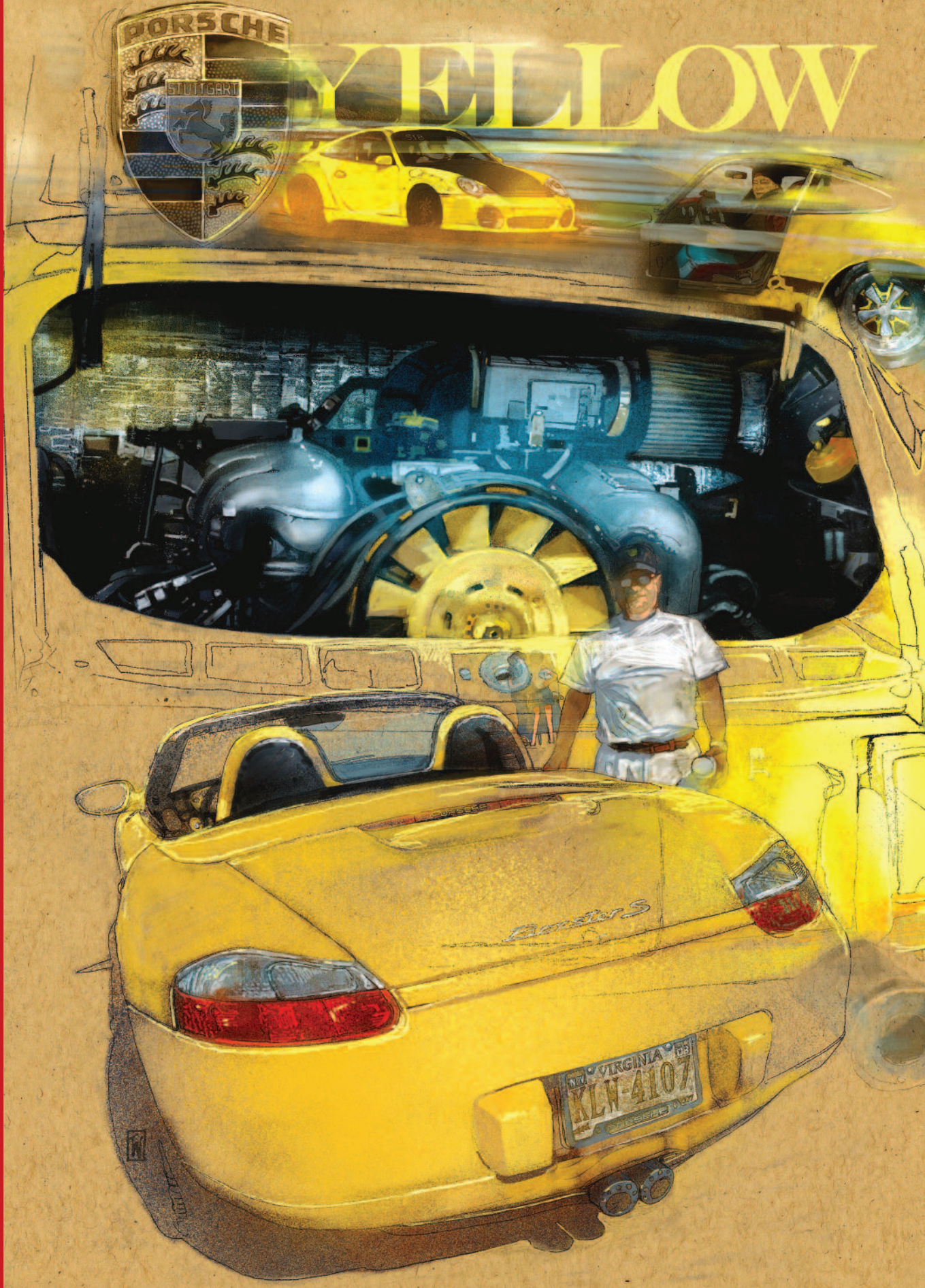


# der Vorgänger





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# der Vorgänger

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

June 2009, Volume 55, No. 6

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**Cover illustration by Web Bryant:** From a long-time colleague and friend comes our cover, one of a series he plans to do for *dV*. Web Bryant is an accomplished illustrator; in my opinion one of the nation's best. He's a member of the prestigious Society of Illustrators. Web is a senior illustrator for USA TODAY and is a founder of that newspaper. His freelance work has ranged from *Air and Space* magazine to the Baseball Hall of Fame. Examples of his work can be found on his website, webbryant.com. He does not own a Porsche. Yet.



Above: Parts, parts, parts and even whole cars. The 33rd annual Porsche-only swap meet in Hershey, Pa. in April was one of the most attended in recent memory, thanks in part to wonderful weather. **Story, Pages 12-13.**

Left: Yomi Baruwa demonstrates how to clean an engine at a recent detailing seminar. **Story, Pages 26-29.**

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## How to get a close look at your car

Summer is upon us. And with it, loads of Porsche-related activities by our Founders' Region, the national organization and other regions. Track activities abound at nearby Summit Point Raceway, New Jersey Motorsports Park, Virginia International Raceway and other venues. In addition, by the time you read this, the big annual Deutsch Marque Concours will have taken place in Vienna, Va. (weather permitting) and preparations will be underway for subsequent concours. The Rally, Drive 'n Dine, autocross and other programs are also well underway.

See Pages 10-11 for lists of activities.

One particular activity that seems to be growing in popularity — and there are plenty of good reasons why it should — is Tech days.

Tech days, primarily for inspecting cars aimed at participating in an upcoming Drivers Education event, are also valuable opportunities for those not participating in DEs. You can get your car put on a lift and inspected by knowledgeable Porsche gearheads. They'll give you valuable advice on the state of your car: they look at wheel bearings, brakes, constant-velocity joints, oil leaks, and safety items. Plus there's usually some food involved. And it's all free!

The next scheduled tech day is Saturday, June 20 at Intersport in McLean, Va. (Tysons Corner) from 9 a.m.-2 p.m.

These are all great opportunities for you to become involved in your club, meet other enthusiasts of similar persuasions and share experiences. Come out and enjoy.

Richard Curtis, editor  
dveditor@pcapotomac.org

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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.**

## Recognizing sponsors and advertisers

Over the past months, I've touched on a number of issues I believe are important to Potomac and I hope are important to the membership. This month I want to touch on something that doesn't get a lot of publicity but is important to Potomac. Sponsors.

Over the years, Potomac has developed a loyal following of sponsors that regularly support the club. This support includes financial support, opening up shops for tech sessions or other tech related events such as Lifts for Charity and advertising in *der Vorgänger*. Perhaps this month's column is a small way to say thanks for your support over the years. I'm not going to try to name them all because invariably I would miss one. What I want to do is try to describe how they support us. I'll try to deal with the different kinds of support by category.

As you know we have recently revised how we publish *der Vorgänger*. *dV* is one of Potomac's primary methods of communicating with our membership. If it were not for the support of our advertisers, we couldn't publish the magazine. At this point, *dV* is a break-even proposition. While we have identified printers and other entities that provide us services at reasonable costs, maintaining the quality of the magazine requires us to manage our costs. And the loyalty of our advertisers has allowed us to do that.

Our advertisers cover a wide range of businesses that have an interest in supporting the club. There are independent automotive shops, dealers, retailers selling things such as tires and other types of products and some independent businesses that are not automotive in nature but have found that they benefit from advertising in the magazine. Many of us have personal relationships with these advertisers. And again, without them, *dV* would not be possible.

A second group of sponsors are the automotive shops that support the club. Several of these shops open their doors on Saturdays or Sundays and allow us to use their facilities for our tech inspections. They also allow members to use their facilities to perform maintenance on their cars.

All of these shops advertise in *dV*. Without their support, our DE program would be in serious trouble. All of these shops take the time to work with Potomac members to provide top notch maintenance and support. Several of the shops support club racers. And several of the shops support individual Potomac events. Each Potomac member probably has his or her favorite shop. I think that we are fortunate to have such a wide variety of professional service available to us. Most of us have personal relationships with at least one shop. However many of us are for-

fortunate enough to know people at several shops throughout the area.

Another group of sponsors are those businesses that provide automotive related services such as tires and body work. These shops consistently provide a high quality service and great support to Potomac. Most of these shops advertise in *dV* as well so we get a double bang from them. Many of these businesses go out of their

way to support specific events or activities. And again, most of us have a personal relationship with these businesses. It is great to know you can go over and get all kinds of advice about our Porsches.

Potomac also gets great support from the dealers in our area. All the dealers in our area provide some type of support to the Club. The support ranges from tech sessions to hosting events. Potomac attempts to maintain an outstanding relationship with all our sponsors and the

dealers are no exception.

The last category of sponsors is those who have businesses or provide services that don't directly impact Porsches. Many of these are club members who chose to support the club by providing some type of sponsorship; however, some aren't. This ranges from advertising in *dV* to providing direct support to activities or events. Most of you probably know at least one or two entities in this category. While their support doesn't directly impact the way your Porsche drives or the mechanical aspects of your car, their support is just as important as all the others.

As usual, I use a lot of space to make a point. And the point is that Potomac is truly fortunate to have a wide variety of people and businesses that support the Club. I know most of these and can say that besides being professional business people they are great to talk to and hang out with. Most of the time they don't get the credit they deserve. Last year, Potomac had a sponsor reception to just say thank you. This year, we intend to honor our sponsors at another function.

One of the most important aspects of our relationship with our sponsors is to realize this is a two way street. Potomac solicits sponsorship to provide services and benefits to support the club membership. However, we need to remember that most of our sponsors are businesses. So please return their support by using their services. And tell someone else about their services.

Thanks to all of you. I know I speak for the entire membership when we say we couldn't be the club we are today without your support.

And as is always the case, please let me know what you think. Email at [president@pcapotomac.org](mailto:president@pcapotomac.org) or [tuffysheri@cox.net](mailto:tuffysheri@cox.net)



Tuffy von Briesen

## New members, anniversaries

### New members in May

Tyson E. Becker & Katie  
Becker  
Roman Berdychevski  
Derrick Boom & Jayna  
Boom  
Alex J. Bourelly  
Jay Burmaster  
Braden Cox  
Marc C. Johnson &  
Cheryl N. Johnson  
Simmie L. Knox  
Doug M. Larkin  
Steven R. Leonard & Gale  
L. Leonard  
Jeff Lyons & Dwight  
Lyons  
Miguel A. Maldonado  
Robert G. Martinell  
Nic Monterastelli & Eric  
Monterastelli  
Chad Morrison  
Jerry W. Murphy & Keith  
Murphy  
Doug M. O'Conno

David L. Pelton  
Aaron Randolph  
Lawrence E. Reed & Judy  
Reed  
Vic M. Rivera  
Francis C. Sailer  
Josh R. Schubring  
Erik E. Smith

### June 2009 anniversaries

**40 years**  
Lanny Ray Hughey &  
Ken L. Kassing

**35 years**  
Chris Swatta & Marsha  
Swatta

**30 years**  
Eduardo J. Costa &  
Alexandra Costa  
Kevin L. Egolf  
Erik M. Severeid & Jan  
Severeid

**25 years**  
D. Scott Robinson &  
Susan Robertson  
Eugene P. Russo & Vo-  
jislava C. Russo

**20 years**  
Roger Harold  
Noel L. Hinrichs & Kira  
Hinrichs  
Doyle J. Weishar &  
Joanne P. Weishar

**15 years**  
Jack D. Francis & Mark  
D. Francis  
Bob Miller & Gabrielle  
Von Rabenstein  
Donald A. Zelm & Pat  
Quinn

**10 years**  
Alan S. Helfer & Clau-  
dio M. Lind  
Brian Schmergel & Sean  
Schmergel  
Novell B. Sullivan

John A. Wallace & Linda  
Wallace

**5 years**  
Charles T. Akre  
Walter W. Boyd & Karen  
Jorgensen  
Richard A. Curtis & Jane  
Cromley Curtis  
Paul Domson & Kelly  
Domson  
Emery W. Freeman &  
Jessica Freeman  
Michael Gray  
John S. Kulesza  
Gary W. Lawson & San-  
dra Lawson  
Charles L. Meyers &  
Regina M. Meyers  
Archie Mitchell  
Neil M. Peterman & Matt  
Peterman  
Craig J. Schuck &  
Kathryn Schuck  
Will Zachmann

## How you can help Potomac grow

You can help our region grow. Photocopy the application on Page 22 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 to become No. 1.

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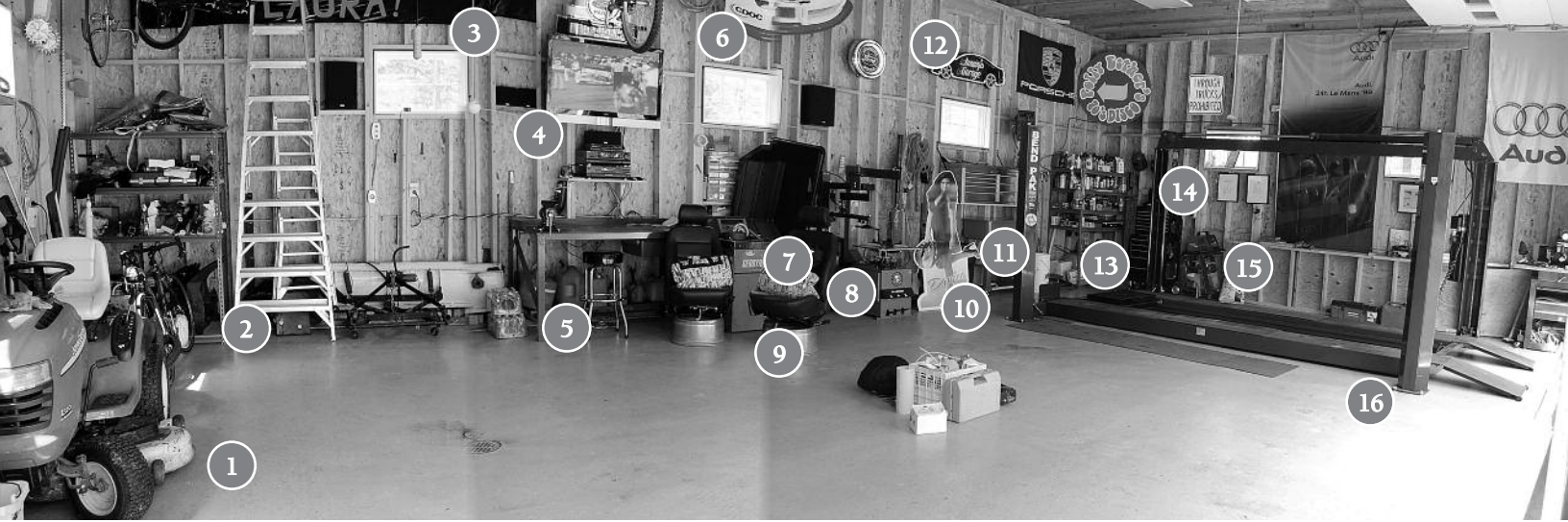
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## An enthusiast's profile

# Newcomer to the Porsche community

Composite photo by Richard Curtis

1. John Deere lawn tractor.
2. 170k BTU space heater.
3. Electric wench in rafters for lifting karts.
4. 47" HDTV.
5. Metal workbench.
6. GT3 front clip (found in trashcan at VIR).
7. wheel balancer.
8. tire changer.
9. comfortable chairs.
10. Danica Patrick.
11. parts washer.
12. "Jimmy's Garage" neon sign.
13. air compressor.
14. ASE certification.
15. welder.
16. lift.

**Name:** Jim Kulbaski.

**Occupation:** Patent attorney.

**Lives in:** Fairfax Station, Va.

**What got you started in Porsches?** After doing driver education events for four years in my Audi A6, I was looking for a better handling car. I was not thrilled with the general reputation of people who drive BMWs, so Porsche was the clear answer for me.

**Describe your current Porsche(s).** 1986 Porsche 944 Turbo, fully track/race prepared, not street legal. My current Porsche, bought two and a half years ago, is the only one I've owned.

**What attracted you to your first Porsche?** I knew five Audi club people who drove 944s. The 944 is a relatively inexpensive purchase but handles well. I was attracted to the 944 turbo that I ultimately purchased because it had just been rebuilt by Stienel in Ohio, and I was hoping it would be a low maintenance car (yeah right).

I also wanted a fully prepared track car with a cage so that I could participate in the Giants Despair Hill Climb. This race occurs each year in my hometown in Northeastern Pennsylvania, not too far from the house in which I was reared (more of which later).

**Do you own any non-Porsches, say, a daily non-car driver?** My daily driver is a twin turbo, six cylinder 2002 A6 with manual transmission. I also have a 2002 F-350 crew cab as my tow vehicle. My wife has a 2004 Mini Cooper S that I autocrossed for a few years.

**What do you like best about Porsches? Least?** I like the way a Porsche performs. What I like least? That's easy, oil leaks. I find truth in the saying about old Porsches; if it's not leaking oil, you're probably out of oil.

**You do a lot of DIY car stuff. Describe your most recent project.** Unfortunately, between my job and family, time is pretty limited, so I purchased the 951 in its current state, needing no upgrades or modifications. The one thing that I have done to it is to add a Racepak IQ3 digital dash/data logger. I added a sensor for brake pressure, and also tapped into existing sensors on the car to monitor engine temperature, boost and throttle position. I enjoy using Trackvision software to create track videos

showing speed, g-forces, throttle, brake, etc. to see where I can improve.

I often have garage parties where friends get together, talk about all sorts of car issues and work on their cars. The bigger projects include an engine pull on an Audi S4 to upgrade turbos and change the clutch (yes an engine pull is necessary to get at the turbos), adding a supercharger to an Audi A4, suspension upgrade on an Audi S4 and changing a clutch on a supercharged Audi A4.

**Could you walk us through your thinking in designing, building and equipping garage?**

In early 2003, I decided it was time for a detached 3-car garage. The primary requirement was a tall ceiling so that I could put in a lift and raise a full size truck. The garage was built without hiring an architect, which caused me big headaches in the long run. The garage is 26' by 42' and has a large second floor, accessible by a recently added exterior staircase.

The building process was an absolute nightmare. It took the builder about seven months from when he started to dig the foundation footers until the concrete was poured. These delays were primarily due to several months of heavy rain and a builder who had other priorities.

The main piece of equipment in the garage is the BendPak BP-12FW four-post lift. This lift has scissor lifts in the ramps that allow the lift to raise the car off of its wheels for brake and tire work. My favorite thing in the garage is a neon sign my wife surprised me with on my birthday that says "Jimmy's Garage." Another surprise from my wife was a 170,000 BTU kerosene/diesel torpedo heater that was a Christmas present. I picked up a used-tire balancer for next to nothing from a local VW shop that was upgrading their equipment. The tire changer is from Greg Smith equipment in Delaware. Finally, the center of attraction has recently become a 47" HDTV hanging on the wall.

The garage now is a significant contribution to my social life. It is enjoyable to have people stopping by and talking about cars. I have recently thrown two band parties in the garage, and have a stage that can be quickly set up on the lift.





**What's your background...where did you grow up, go to school, etc.?** I grew up in Northeastern, Pennsylvania. I received an electrical engineering degree from Rensselaer Polytechnic Institute, which is near Albany, N.Y. From engineering school, I went to work as a patent examiner at the U.S. Patent and Trademark Office in Northern Virginia. I went on to get a law degree from Catholic University.

**What do you do for a living?** I'm a patent attorney in Alexandria, Va. and concentrate on obtaining patents for large corporations. A technical degree is required to be a patent attorney, and a technical understanding of the invention is often more difficult than any legal issue.

**Could you talk about your love of on-track driving, competition?** I started out participating in auto sports autocrossing my A6 in 2002. I did pretty well autocrossing, picking up some trophies including two trophies for the fastest time of the day driving my wife's Mini Cooper. However, I was disappointed that autocrossing is an all-day event, with only five minutes of actual driving. Driving on the track gives more seat time and therefore much more enjoyment for me than autocrossing. I did an SCCA road-race school last year, and had a blast.

As for the Giants Despair Hill climb that is one of the reasons I bought a race-prepared car, I did run that hill climb the first year I had the Porsche. The hill climb is exactly one mile, and Carroll Shelby was the first person to break one minute. My goals for this climb were to beat Carroll Shelby and not to crash. I did beat Shelby's time (and he was driving a Ferrari), and I didn't crash.

**How long a PCA member? What do you like about PCA and/or PCA Potomac?** I joined the Porsche Club when I got my 951 around February of 2007. Honestly, I joined the club because they have the best DE schedule and events. What I like best about the local Porsche Club is the guys on Dorki forum ([www.dorkiphus.net](http://www.dorkiphus.net)). These guys tell it like it is, and don't sugar coat things. They take a little while to get used to, but once you get to know them, you realize that they are helpful and giving people. I hate to admit this, but my personality fits in pretty well with this group.

**I believe you're also an Audi Club member. Could you talk about that?** The first car club I joined was the Washington D.C. area Audi Club, and I continue to be active in this club. While I enjoy being a member of the Porsche Club, there is something about the local Audi Club that is inviting. The younger demographics and

openness to other car manufacturers on the track creates a friendly and diverse environment. If you are a beginner looking to go to a DE, I find the Audi Club DEs extremely open and inviting to new people.

**What aspects of Porsche-club membership interest you? What activities are you involved in?** I enjoy the Porsche Club DEs. Unfortunately, it looks like I'll be doing fewer Porsche Club DEs in the future. The racing group NASA(National Auto Sport Association) will let you do DEs at age 14, whereas I believe the minimum age for DEs with the Porsche Club is 18. I'm hoping to get my daughters into DEs this year. I enjoy instructing at Porsche Club DEs, and have had good students. I was selected to be a skid-pad instructor with the Porsche Club last year and received training last fall. I hope to spend more time on the skid pad with the Porsche Club this year.

**Both your daughters compete in kart racing. Could you talk a bit about that, how they got interested, etc.?** I bought my girls their first kart five years ago, so they were 9 and 10 years old when they started. My girls regularly participate in SCCA junior autocrossing schools that give them tons of seat time. At their last race, my daughters finished first and second out of around six people in their class, so I'm hoping they'll be a force on the track when they transition to cars.

This year, both daughters have shown a lot of enthusiasm for racing. They will attend a racing camp called Camp Motorsports summer camp at Virginia International Raceway this summer.

My older daughter, Molly, turns 16 in November, and the plan is for her to obtain an age waiver from NASA and start doing DEs this summer.

**What is on your to-do list, car-wise, for this summer?** My A6 needs a new timing belt, and while I have seen many Audi timing belts replaced in my garage, I was never the primary wrench turner. I look forward to this job and assistance from my friends who have extensive experience with this task.

**Favorite Speed Channel program?** Almost any speed channel program is interesting. I like the SCCA World Challenge GT races for two reasons: First, they run at a number of East Coast tracks where I've driven; and second, Randy Pobst drives in this series. Pobst has attended a number of Audi Club DEs, and has showed me how drive my A6 at two different VIR events. He really does a lot for developing enthusiasm for auto racing.

The Kulbaski family: from left: Anna, Molly, Jim and Laura along with Jim's 944 Turbo dedicated track car, his daughters' 100cc sprint karts that they use in SCCA autocrosses, and the Kulbaski 3-bay garage. Jim has owned the 944 since early 2007.

# 2009 track-event schedule

By Doug Nickel  
PCA Potomac track coordinator

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

## Highlights in the schedule:

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 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 October.

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

\*Check Founders' website for information [www.pca@potomac.org](http://www.pca@potomac.org).

Event	Date	Days	Track
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  
\* 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.

## 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 (W.Va.) Motorsports Park. 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.

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](mailto: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.

## Upcoming PCA Potomac events

You are invited to get involved in the many fun, interesting, and exciting events coming up in the near future. Please take note of the events listed below and check our web site [www.pcapotomac.org](http://www.pcapotomac.org) for more details. If you have any questions, please contact the chair for the event you are interested in.

Tech sessions, although designed specifically to inspect cars slated for upcoming Drivers Education events, also are wonderful opportunities for ALL PCA members to meet other Porsche enthusiasts. Experienced tech people are available to answer your questions, provide advice and guidance on maintenance, repairs, etc. With the exception of Lifts for Charity tech days, a lift is available either for minor repairs/maintenance or for you to have your own car inspected regardless of your interest in DEs. Coffee and pastries are almost always available also.

**May 30** — Tech Session at IMA Motorsport, contact [tech@pcapotomac.org](mailto:tech@pcapotomac.org). See note above about attendance by non-DE participants.

**May 30** — Lifts for Charity IMA Motorsport, contact [publicservice@pcapotomac.org](mailto:publicservice@pcapotomac.org). At a "Lifts for Charity" event, one lift is made available for \$35/hour for your use for oil changes or minor repairs. The money raised goes to Potomac's charities.

**June 6** — Virginia Breakfast gathering (see notes on next page) [johne@pcapotomac.org](mailto:johne@pcapotomac.org)

**6-7** — DE Shenandoah Circuit [dechair@pcapotomac.org](mailto:dechair@pcapotomac.org)

**13-14** — Fallingwater Trip (awesome event), [johne@pcapotomac.org](mailto:johne@pcapotomac.org)

**20** — Maryland Brunch gathering (see notes on next page)

[johne@pcapotomac.org](mailto:johne@pcapotomac.org)

**20** — Tech at Intersport, [tech@pcapotomac.org](mailto:tech@pcapotomac.org)

**20** — Summer fun Rally, [garyb@pcapotomac.org](mailto:garyb@pcapotomac.org)

**21** — Autocross #3 at Washington Circuit at Summit Point,

[tonyp@pcapotomac.org](mailto:tonyp@pcapotomac.org)

**26-28** — DE at Watkins Glen [dechair@pcapotomac.org](mailto:dechair@pcapotomac.org)

**26-28** — Zone 2 Club Race at VIR

**July 4** — Country Drive after the Virginia Breakfast. No registration needed.

**July 17-19** — Pittsburgh Vintage Grand Prix. Registration required by July 12.

**August 1** — Country Drive after the Virginia breakfast.

**August 15** — PorscheFest Fun Run. Registration required by July 26.

**August 23** — Fun Run to Porsche Cup Polo. Registration requested.

**August 29** — Drive 'n Dine. Registration Requested.

**Sept. 13** — Horses and Horsepower. Registration requested.

**Sept. 26** — Lovettsville Oktoberfest Fun Run. Registration Requested.

**Oct. 3** — Fan Drive to Club Race.

**Oct. 16-18** — Virginia Gold Cup Weekend. Registration required by Sept. 30, 2009.

**Oct. 25** — Fall Foliage Run.

# 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, 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, 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/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. 13—Horses & Horsepower, Charles Town (W.Va.) Races & Slots. See story of April visit to Charles Town on page 19. \*

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

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

Saturday, Oct. 3—Fan Drive to Club Race at Summit Point

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

Saturday, Oct. 25—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, June 20—The Summer Fun Rally will be held on 20 June. The drivers meeting is 12:30 at the Sears parking lot in Warrenton Va. (US Route 29 Business). This Rally will have

something for everyone. Photos, questions and a little bit of time-and-distance, but not at the same time. This will be a multi-stage rally so it will be great for beginners or the more experienced. There will also be some extras to add to the fun. Cost will be \$30 and there will be ice cream. Register online or by email to rally@pcapotomac.org. Check the web site for more details and bring a digital camera.

Sunday, Aug. 2—Camp Friendship Rally  
Saturday, Sept. 26—Oktoberfest Rally (multiple clubs)

## Concours

May 31—PCA Picnic/People's Choice car show at J.R.'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, 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. There is a parking lot with plenty of space for displaying cars.

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# Hershey Porsche swap meet

By Rich Franco and Richard Curtis  
for *der Vorgänger*

Photo by Steve Carter

**Above:** The People's Choice concurs event was only a smattering of the Porsches present..

Photos right by Richard Curtis

**Right, top:** Superbly turned out '73 914 with a 2-liter turbocharged belonged to John Innaurato of Philadelphia. He's owned the car for 15 years.

**Right, below:** Raul Hernandez of New Jersey brought his restored 1957 Bug. The car was perfectly restored including a slightly modified 1,600 cc engine. Asking price: \$40,000.

We left right after sun up for the drive from Northern Virginia for the 33rd annual Porsche-only swap-meet trip to Hershey Park, Pa. Stopping in Tysons Corner to meet up with fellow PCAer Bruce Mackliet and, later, along Interstate 270 in Montgomery County to pick up Peter ("not Pete") Kauffman, we clicked off the miles through the rolling Maryland and Pennsylvania countryside to arrive at the park by 9:15. That then left us sitting in a backup to get into the actual site of the swap meet; at least we were in the comfort of Rich's yellow (and need it be said, air conditioned) Boxster as we inched closer to the actual swap-meet entrance.

The 2009 Porsche-Only Swap Meet was hosted by the Central Pennsylvania region of the Porsche Club of America. The region has hosted this event for a number of years, and without exaggeration, this must be the largest gathering of Porsches anywhere each year. After paying a small per-car entrance fee (\$10), we found a parking spot among what eventually grew to hundreds and hundreds of Porsches of all colors, models and conditions. Then we started the slow, head-down meandering through about a dozen rows of vendors offering everything from the smallest, most-obscure Porsche part to complete cars.

The swap meet typically brings hundreds of vendors and thousands of visitors together. With the spectacular late-spring weather, this year was no exception. There were cars from all along the Eastern seaboard plus several from Canada. This year's event featured parts vendors, a Porsche-only corral, a People's Choice concurs event and food vendors typically found at any large car show.

"We have been going to the Hershey Swap meet for the last seven years; usually it is rainy, cold, cold and rainy but the weather yesterday was great," says Potomac member Michele Carter of Warrenton. "It brought out more porsches and people then I have ever seen there. It was GREAT."

The old adage about one man's junk is another's gold



definitely rings true at this event. The vendor aisles seemed to contain new and recycled Porsche parts from the most common to the most obscure. Some typical examples: a thoroughly rusted out 356 coupe; a 964 steering wheel; wheels and tires of all descriptions; fenders; lights; trim work; logos; window glass; cleaning supplies and tools; roll-bar padding; driving shoes, gloves and helmets; several vendors selling Porsche model cars; and so on.

We ran into a nice 1957 Volkswagen bug for sale for \$40,000. Built by Raul Hernandez of New Jersey, the Mango Green bug had been perfectly restored, had a



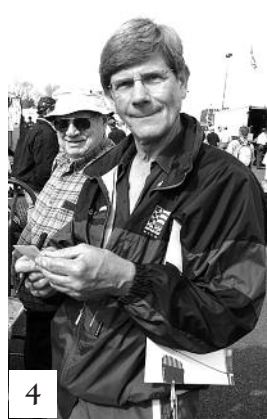
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2



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4



5



6

slightly hotted-up 1600 cc engine, new upholstery and was simply gorgeous. If we only had won the lottery that week ... Also bumped into Bob Rizzotto of Hingham, Mass., who reported that he'd been to most, if not all, of the past swap meets. He had driven his '67 green 912 the 500 miles from home; it had 88,000 miles on the odometer. He's owned it for 18 years.

Over in the People's Choice concours area, we chatted with John Innaurato of Philadelphia, who had driven in from Philadelphia in his 1973 914 Turbo GT that he's owned for five years. The turbocharged 2 liter makes 180

hp running 14 lbs of boost.

There were several reasonably priced food vendors offering such things as Philly steak and cheese sandwiches, crab sandwiches, hamburgers, pizza and, of course, soft drinks and lemonade. There were substantial lines of people waiting to use the porta-potties. The weather was absolutely perfect.

The cars on display in the Porsche-only corral included excellent examples of nearly every Porsche model, from early 356s to at least one Carrera GT.

Photo by Steve Carter

**No. 1:** There were several 356s for sale, either in parts or in whole, as with this Speedster.

Photo by Richard Curtis

**No. 2:** A rare right-hand drive '73 RS.

Photo by Richard Curtis

**No. 3:** A nicely turned out 356 track car.

Photo by Richard Curtis

**No. 4:** Many Potomac region members looked for bargains, including John Lewis, left, and club historian George Whitmore.

Photo by Steve Carter

**No. 5:** The parking lot was stuffed with Porsches of all types and colors. In the foreground is a Guards Red 1978 Targa SC owned by Potomac members Steve and Michele Carter. They've owned the car since 2003 and have done a ground-up restoration.

Photo by Richard Curtis

**No. 6:** The line to get into the showfield.

# Fallingwater tour set for June 13-14

Photo by Tony Pagonis  
Some of the Potomac members who toured the Frank Lloyd Wright house, Fallingwater, during the Drive 'n Dine tour in 2008.



The weekend of June 13-14, PCA Potomac will be heading to the beautiful Laurel Highlands of Pennsylvania to visit Frank Lloyd Wright's Fallingwater — one of the great architectural treasures of the 20th century. And the news gets better: The only way to get there is on beautiful, twisty country roads. To top it off, Potomac has negotiated a special rate with the acclaimed Nemaocolin Woodlands Resort of \$180 for Saturday night (half the normal rate). The registration cost for the trip is \$65 per person, and you can register by emailing John Eberhardt at [john@pcapotomac.org](mailto:john@pcapotomac.org).

So what should you expect for your \$65? Here's what happened last year.

First, we met in Germantown, Md. at 10 a.m. and enjoyed some great roads on our way to Cumberland, Md. for lunch.

Cumberland is an old railroad and mining town nestled in the beauty of the Allegheny mountains. There is a lot of beautiful brick architecture from the 19th cen-

tury and a lively downtown with great restaurants.

From Cumberland, we took some great country roads through Pennsylvania's Laurel Highlands.

We finally arrived at the Seven Springs Resort where we had a great steak dinner!

The next morning greeted us with stormy weather for our tour — but it made for a great visit to Fallingwater, since the normally docile stream that runs under the house was raging torrent — and emphasized how the house was integrated into the surrounding landscape.

Kept in largely the same condition apart from structural renovations as when it was built in 1939, the house is an amazing example of Wright's innovative architecture, with the house cantilevered over the water.

## At a glance:

**When:** June 13-14

**Where:** To Mill Run, Pa.

**How long:** Direct route is under 4 hours.

**How much:** \$65 per person, includes admission.

**Lodging:** Nemaocolin Resort, Farmington, Pa., \$180/night.

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## 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., June 1 for the issue dated July. 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 and contact information.



## An enthusiast's profile

# How preparation leads to performance

**Name:** Eric Stratton

**Occupation:** President and CEO, Vaxcom Services, Inc., an employee-owned professional services company that provides secure IT, threat management and protective intelligence anti-terrorism services.

**Lifes in:** I've lived in the D.C.-metro area for 20 years, including Columbia, Md. and the last 10 years in Fairfax, Va.; but Lincoln, Neb. will always be home to me.

**Tell us about your first Porsche:** A black 1992 911 C2 Targa; purchased on April 1, 2000. I called the owner in Raleigh, N.C., and it was just what I was looking for; we negotiated terms on the spot, and I flew down that same morning to close the deal.

When the owner picked me up at the airport, I knew instantly that it was the right car. I flew back the following weekend to pick it up, but the owner was out of town, so he literally left the keys under a potted plant; we also made arrangements for me to use his garden hose so that I could detail the car (slippery slope No.1).

Potomac happened to be holding a DE event at VIR that weekend, so I drove directly from Raleigh to VIR to show it off to my friends at the track. Everyone loved it, but ultimately suggested that I'd need to get another one because it was "too nice" to put on the track!

I participated in a 2-day HPDC two weeks after I bought it and was instantly hooked on driving my Porsche in the environment it was designed for — the race track (slippery slope No. 2).

**Tell us about your current Porsche:** 1993 911 RS America, Guards Red. Knowing that I wanted a performance-oriented track car, I searched for over a year to find the perfect RSA in terms of condition and options: LSD



Photo by Sideline Sports Photography '09

**Above:** Stratton at speed during a 2007 event at Virginia International Raceway.

Photo by Richard Curtis

**Left:** Porsche enthusiast and DE participant Stratton searched for over a year for just the RS America he wanted. Although licensed for the street, Eric uses the car exclusively for DEs.

only, no sunroof, no A/C and no radio. Of the 701 RSAs made, few were ultimately optioned this way. Not that I would recommend it, but I actually bought this car sight unseen and had it shipped from Beverly Hills to Fairfax; the first time I saw it in person was coming off the transport. A photo of my car has been featured on the home page of the PCA RS America Registry [www.rsamerica.net](http://www.rsamerica.net) for the past several years.

**Other vehicles:** My tow vehicle is a 2005 GMC 2500



Photo by Richard Curtis

**Left:** Eric works on his RSA between track sessions recently at Summit Point (W.Va.) Raceway. When he bought his enclosed trailer, he specifically ordered a rare driver's side awning in order to increase the socializing space during track weekends.

HD with Duramax diesel and Allison transmission. It is a fantastic rig with lots of torque, and it is comforting to know that it isn't straining to get the job done. In 2008, I added a 24 ft. enclosed trailer that has added significantly to my pleasure at the track.

Photo by Willy Straubhaar

**Right:** Master Sergeant John Souza, gives a thumbs up before his laps around Summit Point Raceway in Stratton's RSA. One of the highlights of last year's DE season, says Stratton, was the opportunity to participate in the club's Vets on Track program.

**What do you like best about your current Porsche?**

I absolutely love my car and it is a total blast to drive. The set-up has been developed and refined over the past eight years to where it consistently provides high performance on the track. I know precisely what to expect from the car, and that permits me to drive at a high level while still maintaining a margin of safety. The car instills the confidence that allows me to drive close to other drivers I know and trust.

One relatively obscure fact about RSAs is that they do not have power steering; while not well suited for street driving, it is ideal for high-speed track driving.

**What modifications have you done to your Porsche?**

Slippery slope No. 3...Starting with a stock RSA, it has been a gradual and ongoing process with the big improvements taking place over a period of years and timed to match my development as a driver. I believe that seat time is more important than car upgrades; the investment sequence I follow is safety equipment first, then trailer, then performance. The major upgrades include safety equipment such as custom-fitted racing seats, roll bar, harnesses, HANS device and bigger brakes with racing pads; handling enhancements feature dual-adjustable



remote reservoir shocks and full monoball suspension, adjustable sway bars and two matching sets of track wheels and tires. Due to the intensity of track driving the conventional definition of "consumables" is expanded and accelerated; averaging 25 track days per year, I go through several sets of track tires and always keep a spares package of new filters, rotors, pads, axles and wheel bearings on hand. The engine was rebuilt to factory specs in 2005; in addition, it has a lightweight flywheel, racing clutch — and for a little cachet — a ring & pinion once driven by two-time F1 champion Mika Hakkinen. One of the most satisfying experiences has been refining the set-up by performing custom alignments myself, including ride heights and corner balancing. The latest and most useful enhancement has been a data logger that allows lap-by-lap, and segment-by-segment, comparison with other drivers; we've all learned and improved from discussing the differences revealed by the data.





**How long a PCA member and in which roles have you contributed?** I joined PCA in April 2000. My primary passion is DE, so most of my contributions have been associated with the DE program. I supported the tech team for a few years, and then I was Potomac track coordinator from 2002-2008. As track coordinator, I arranged the track schedule, negotiated the track-rental contracts and managed track-event logistics.

**What do you find compelling about DE?** It provides the opportunity to develop advanced driver skills in a safe, controlled environment. I am an adrenaline junkie at heart; when starting out I recall that I was not only thrilled while driving on track, but I could feel the buzz the entire next day; the one exception was my first trip to Watkins Glen — that buzz literally lasted a week.

The best way to describe the experience of a race track such as Watkins Glen is that it's like driving a roller coaster. My favorite tracks are fast and have flowing high speed corners with lots of elevation change.

One exciting dimension of DE is the opportunity to learn new circuits, especially when they have reputations as professional racer's favorite tracks. I've coordinated many road trips over the years, including to tracks such as Road Atlanta, Mont Tremblant and Mosport.

A scheduling goal is to find consecutive events with enough track time to justify the drive; this year, we're driving two events at Road America followed by an event at Mid-Ohio!

From car preparation to loading/unloading and track maintenance, the logistics associated with DE can be intensive; even if you treat each event as a mini-vacation, you don't get much rest. One key benefit is the mental separation from the stresses of work; even if only 60 miles away at Summit Point the level of concentration, commitment and excitement is so high that work is the last

thing on your mind. While DE is not a competition, it is internally competitive; in the Red run group my competitor is my best lap time given the conditions, and my challenge is overcoming performance plateaus to reach new levels. As an instructor, you have the opportunity to share passions and experiences with students, and it is gratifying to watch them learn and improve.

Thanks to an idea from a club member and the work of many volunteers, the past two years we featured Vets on Track where we had the honor of hosting wounded warriors from Walter Reed Medical Center. For those interested and capable of getting into a race car, we even provided some hot laps on track in a specially designated run session. In 2008, Master Sergeant John P. Souza rode with me and afterwards he proclaimed it was "better than riding in a Black Hawk helicopter!" He asked that I sign his journal, but the best parts were his disbelief when I asked *him* to sign *my* hat, and then his wife, Deb, thanking me for putting a smile on his face; a smile she hadn't seen in a long time. Personally, I found this to be the highlight of the DE season.

**Anything else?** One of the best features of the club is meeting so many wonderful people. The social aspect of the DE experience is compelling; from seeing familiar faces in the paddock to making life-long friends. If work or a broken car prevents me from attending track events, I certainly miss the driving, but as much as anything I miss being with my friends. There is a genuine *esprit de corps* in the paddock; for virtually every situation that can come up there is someone who has already experienced it and will generously share their knowledge. This social dimension is why my new trailer was designed with the awning and access door on the left side: so that I can park parallel to a friend's trailer and create a comfortable paddock gathering place.

Photo by Glenn Virgin, 2009  
GPVirginphoto.com

**Above:** Eric's RS America is one of 701 of that model made in 1993. It is optioned with a limited-slip differential but has no sunroof, air conditioning, or radio.



# Porsche's 914 celebrates 40th anniversary

File photos by Richard Curtis

**Above:** Potomac historian George Whitmore surveys a rare 1970 914-6 for sale during a DE event at Summit Point in 2008. The 914-6 model, of which around 3,338 examples were built, was produced from 1970-72.

**Right:** Bob Roche's 1973 914 as displayed at last year's "Gathering of the Faithful" in Reston, Va.. All 914s were four-cylinder cars; around 115,631 were built between 1969 and 1976.

Stuttgart—The establishment in 1969 of the VW-Porsche Sales Company marked the beginning of a true story of success – and the fortunate end of a dramatic development.

In the mid-60s, Volkswagen was looking for a successor to its then rather outdated Karmann Ghia. At the same time, Porsche was striving to expand in the market with a lower-cost sports car.

Ferry Porsche and VW's Chief Executive Officer Heinrich Nordhoff agreed in the spring of 1966 on a joint venture destined to benefit both parties: Porsche was given the assignment by Volkswagen to develop a low-cost, mid-engined sports car intended to enter the market as a Volkswagen with four cylinders and also as a Porsche with a six-cylinder boxer engine.

Heinrich Nordhoff died unexpectedly in 1968 and Kurt Lotz was appointed the new chief executive officer. Lotz rescinded the contract that had been agreed to verbally and insisted on Volkswagen receiving the exclusive sales rights for the car being developed by Porsche.

After long and tough struggles, the two companies agreed in a compromise to call the new car the "VW-Porsche" and to market this new model through a joint sales network.

The VW-Porsche 914 was presented at the Frankfurt Motor Show on Sept. 11, 1969.

The combination of the two brand names, Volkswagen and Porsche, nevertheless turned out to be an image problem for the new model series commonly referred to by the press as the "Volksporsche" or "People's Porsche."

This was a particular disadvantage for the 914/6 powered by the two-liter flat-six carried over from the 911T. Despite its outstanding performance, the 914/6 was hardly accepted by most of Porsche's existing customers. The four-cylinder VW-Porsche 914,

on the other hand, became a genuine success, with a total build of around 115,631.

Most of the cars built were exported to the USA, where the 914 was marketed as a genuine, fully fledged Porsche without the VW prefix.

Today, the 914 is acknowledged as a popular classic supported by numerous 914 clubs. Particularly the 914/6, produced in only 3,338 copies, is a sought-after collector car from Porsche. Two Porsche 914/8s, with a 300-bhp eight-cylinder racing engine, were built. One was presented to Ferry Porsche in 1969 as a special gift for his 60th birthday.



# Potomac mixes p-car horsepower with the real deal

Special for *derVorgänger*

A sunny Sunday greeted 35 members of Potomac, Founders' Region with a picture-perfect spring day to make the trip to Charles Town Races and Slots in Charles Town, W.Va. Five Porsches and one antique Mercedes Benz left from Chevy Chase, Md., while 10 Porsches started in Leesburg, Va., for a scenic drive to the track. Upon arriving, Porsches had the Level 5 parking deck all to themselves where the two groups met up with a few solo drivers.

For brunch, Potomac members were seated in the Skyline Terrace dining room with a panoramic view of the racetrack. "I couldn't think of a better way to experience the thrill of live thoroughbred racing," said Potomac's John Magistro. The buffet brunch seemed to stretch endlessly across the room, and the food and service were exceptional. The surroundings, cuisine and thrill of video slots along with thoroughbred racing made for a special occasion.

Race No. 6 was named for Potomac Region PCA with



Photo by Mike Walgren

The race track ownership was kind enough to reserve an entire floor of the parking garage for Potomac's Porsches.

the club name prominently displayed in the racing program. After the race, the Potomac group was led to the winner's circle to have their picture taken with the winning jockey who weighed 111 pounds. Judging from the smiles everyone had a great time. This is the second running of what is now a semi-annual event. If you were not able to make it or would like to come back you have another chance on Sunday, Sept. 13, 2009.

The idea for this event came from a similar event last summer at Pimlico Race Course in Baltimore organized by Jerry Trone of the Central Pennsylvania Region. Potomac chose Charles Town for its proximity to the Founders' Region.

"Thanks go to Mike Walgren for leading the Virginia group," said Magistro, "and for acting as the event photographer."



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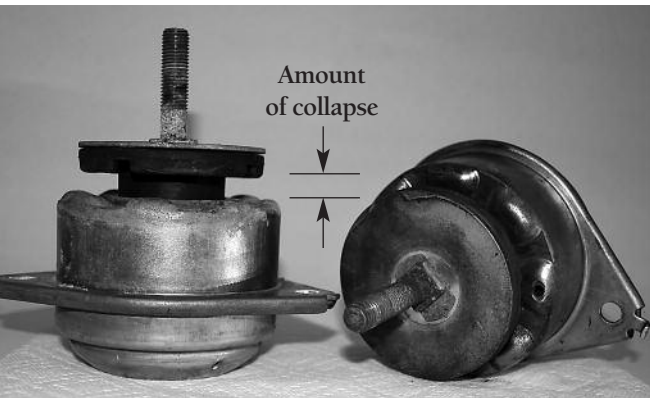
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# How to replace engine mounts in a 964/993



Engine mounts that have served beyond their prime will look something like those above. The rubber insulator should be tight to the metal body of the mount. A failed engine mount will also be evidenced by a sagging exhaust tip, vibration when under power, and transmission shifting problems.

For the few of you who own a 964 or a 993, replacing the engine mounts is a relatively straightforward procedure and differs only minutely from the DIY for earlier cars written by Rick Karlton in last month's *der Vorgänger*. He replaced the stock engine mounts in his '84 911

coupe with Wevo mounts. I replaced my stock mounts with slightly used RS America mounts.

The engine mounts in my 1993 964 were original, and I was pretty sure they had collapsed. You can't tell that for sure until you've removed the mount (see photo).

As with Rick's 1984 911, faulty engine mounts can cause shifting problems, can cause the engine to drop noticeably (evidenced by the exhaust tip hanging lower) and vibration.

**Time:** The procedure, start to finish, took me an hour.

**Tools:** You'll need a ratchet (I used a 1/2" and a 3/8" drive although in hindsight, you could easily just need one or the other), 10, 13 and 18mm sockets, a lengthy extension, a breaker bar, a 19mm boxed-end wrench, and

a torque wrench.

**Procedure:** Place a block of wood on your floor jack, place the jack's saddle beneath the engine centerline and jack up the engine a little. You do not need to lift the wheels off the ground, just take a bit of weight off the engine mounts.

I started with the passenger-side mount. You can access the 18mm nut from beneath the car. There is an access hole that makes this easy. The 18mm nut came off with only a little exertion on the breaker bar.

Next, remove the two top M8 bolts (13mm).

Remove the mount itself. I had to jiggle the passenger-side mount considerably to get it out past the air conditioning compressor, plus use a few special words, to remove the mount. (Removing or just moving the compressor slightly, of course, would make this incredibly easier.)

Installation is the reverse of disassembly except you use different special words in different places. Torque values are 63 lb.-ft. on the 18mm nut and 17 lb.-ft. on the M8 13mm bolts.

The left mount presented no clearance problems except you need to remove a muffler shield.

After a test drive, recheck the torque on the nuts/bolts.

As you can see from the accompanying photo, the original mount had collapsed considerably, about 3/8" (the rubber should be firm against the metal, instead of showing the visible gap).

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# Maryland breakfast = large turnout, free food

On a delightfully sunny and warm April Saturday morning, the monthly breakfast gathering in Maryland included the quarterly Open Board Meeting. The board's first visit to the Irish Inn in Glen Echo, Md., proved to be more than satisfactory in every respect.

Potomac members were the first patrons to arrive; the cluster of Porsches (mostly) sparkling in the morning sun presented an informal concours for passers-by.

The Inn reserved a room for us, and after meeting and greeting, we sat down to a wide variety of offerings on the breakfast buffet. A second trip to the buffet table seemed to be the rule. The service was friendly and prompt. And it was all paid for by the Region. (The next Virginia breakfast meeting will be the first Saturday in June; the Maryland breakfast meetings are the third Saturday of each month. See Page 11 for details.)

The Open Board Meeting featured brief reports from the region officers and activity chairs. Some discussions followed.

Nick Monterastelli spoke of his autocross racing experiences in Potomac events and with other auto clubs. His recollections provided new insight in how autocrossing has evolved with each generation of cars, the difficulties in acquiring locations for autocross events and portraits of several of the other racers he has known. Nick has been a leading enthusiast in Potomac, and it was a pleasure to welcome him back to Potomac.

Finally, a visual treat in the form of a video of a speed

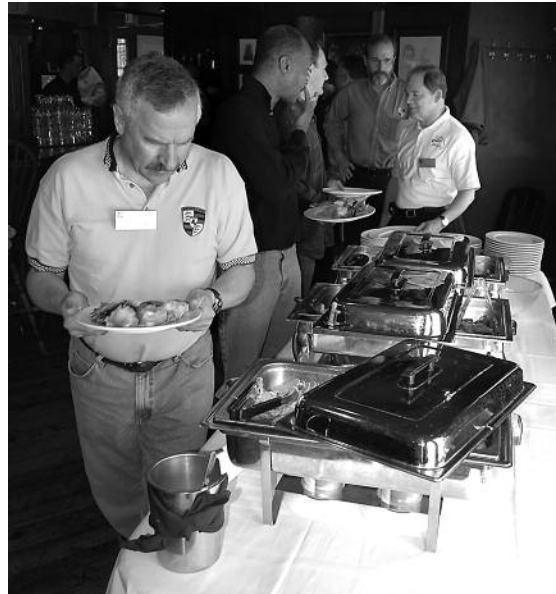


Photo by Richard Curtis  
Potomac's rally chair, Gary Brindle, leads the group through the Irish Inn's breakfast buffet line during the monthly club breakfast meeting in Maryland. An estimated two dozen members turned out for the meeting, breakfast and parking-lot banter that followed.

dash through the streets of Paris early one morning. While only eight minutes long, when you are driving as fast as this car, you can cover a lot of ground. With the engine screaming, tires squealing, pigeons leaping into flight to evade, and near misses of the few vehicles out that early, it was a heart-pounding experience to watch. The film, *C'était un Rendezvous*, is not one that is forgotten.

The two-hour gathering ended all too quickly. The monthly breakfasts are an excellent way to meet new Porsche friends, and the Open Board Meetings will keep you abreast of Regional plans and events. Make sure you put these relaxed and enjoyable events on your schedule.



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Technical publications: *Up-Fixin der Porsche* (11 volumes reprinting all technical articles to appear in *Panorama*).

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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 Used:  Daily  Pleasure

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

# How to paint a rim without dismounting tire

By Richard Curtis  
for *der Vorgänger*

First, let me say that if you want a concours-quality paint job on your old rims, or if you have severe curb rash, you need to go to a professional. Dismounting the tire will make the job infinitely easier and the results possibly better, so the best time to do this is when you're buying new tires.

However, if concours-quality isn't exactly what you're after, and your rims are in good shape, you can do a 10-foot respray easily (paint job looks okay from 10 feet away) without dismounting the tires.

## What's needed:

- A minimum of two cans of spray paint, but I'd strongly suggest buying three. In paint, you have several choices to match the original. My research has shown the following are noted as matching the original silver color:

- Würth Silver Lacquer, Part #WUS 892181
- Einszett Silver (Silver) Wheel Spray
- Premium Rust-Oleum Bright Coat Metallic
- Wet sandpaper (400, 320 and 220).

- Masking tape (I used a combination of plastic electrician's tape and regular auto masking tape plus newspaper or masking paper). Also recommended by at least one Porsche owner is a masking film that adheres to tires and is available at home improvement stores. However, I couldn't find it.

- Grease-and-wax remover.
- Sponge, brushes, cleaning rags.

## Procedure

- Jack up vehicle and remove wheel.
- Clean both sides of the rim. Be careful not to lay the rim down on the street side; you'll scratch the finish as the face of the rim protrudes beyond the face of the tire. I used some spray-on engine cleaning detergent, a brush and rags on the inside surfaces. Be sure to read the directions of the cleaner to ensure compatibility with aluminum surfaces.

- Wipe down the surfaces to be painted with grease-and-wax remover. Repeat this step several times. Also, using the grease and wax remover, wipe down the bead of the tire where you'll be attaching masking tape.

- Some scratches can be removed by sanding lightly (tip: use a sanding block to back the paper)(tip: when wet sanding, add a few drops of dishwashing detergent to a saucer of water). If you have severe curb rash, you'll have to fill the rash with body filler.

- Start wet sanding with the 220 or 320 grit depending on the condition of the rim. Finish wet sanding with 400 grit.

- Again, wash the wheels thoroughly.



Cleaning, prepping and masking took the majority of time in repainting the wheels. Apply several thin coats of paint rather than a thick one to avoid sags and runs.

- Knock out the center cap and mask off the Porsche emblem. Paint the center caps separately.

- Do one final pass with the grease-and-wax remover.

- Dry all surfaces thoroughly.
- Just before spraying the paint, use a tack cloth to remove any dust.

- Mask the tires and the valve stem. I found that the electrician's tape did a slightly better job of adhering to the rubber after I had cleaned the rubber using the grease-and-wax remover. The normal paper masking tape wouldn't adhere nearly as well, not that the electrician's tape was all that much better. Some people have had some success in coating the tire heavily beforehand with ArmorAll or somesuch that they say then makes removing overspray easier. I used newsprint to mask off the bulk of the tire.

- If you have wheel weights on the outside of the rim, you'll either have to mask them, which will create problems later on, remove them temporarily until after the respray, or move them to the back side of the wheel.

- Place the rim flat on the floor.
- Apply the paint in light coats, using smooth strokes from about six inches away. Note that lacquer will dry quickly.

- For subsequent coats, first read and follow the directions on the paint you're using. I applied three coats about 10 minutes apart.

- Apply clear coats in the same manner.

- Drying time will vary depending on ambient temperature and humidity, but I found that I could remount the wheel after about 30 minutes after the last coat, taking special care not to mar the surface or touch the wheel.

- For lugnuts, clean as above and paint with black satin-finish paint.

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## Drive 'n Dine trip to Pittsburgh Vintage Grand Prix

On the weekend of July 17-19, the Pittsburgh Vintage Grand Prix will run a series of classic races on the streets of Pittsburgh. This event lets you watch great classic race cars racing on the streets, like they would have done in their heyday.

PCA Allegheny Region will host a fun weekend for PCA members, including a car show, optional concours, prizes and two catered lunches. Of course, we also get to watch the races.

Registration cost for Saturday is \$60 for two people and \$50 for two people for Sunday; registration needs to be received by July 12. To learn more about this exciting event, visit the Pittsburgh Vintage Grand Prix web site ([www.pvgp.org/pvgp/site/default.asp](http://www.pvgp.org/pvgp/site/default.asp)) and to learn more about Allegheny Region's events, go to [www.arpc.com/events/forms/2009\\_social\\_pvgp.pdf](http://www.arpc.com/events/forms/2009_social_pvgp.pdf) or email Ken Jeremiah, Allegheny Region president, at [jeremiah@nauticom.com](mailto:jeremiah@nauticom.com). John Eberhardt, Potomac's Drive and Dine Chair, will be arranging a drive up on Friday the 17th for those interested in attending this event. You can email John at [driveanddine@pcapotomac.org](mailto:driveanddine@pcapotomac.org).

## Got an article or idea for *der Vorgänger*?

We're constantly searching for ideas for stories for your magazine. Have you taken a trip recently in your Porsche that might be of interest to other Porsche owners? Contemplating a do-it-yourself repair or maintenance that you're undertaking yourself? Know any interesting Porsche personalities that would make an interesting profile for dV? Been on a fun run in your car? We encourage you to write about them and take photographs as appropriate, and to share those experiences with your fellow Porsche nuts. Microsoft Word or Simple Text are good programs to use for stories; digital photographs (at highest resolution possible) are best but we'll take film negatives or transparencies also. Contact me at [dveditor@pcapotomac.org](mailto:dveditor@pcapotomac.org).

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# Porsche, BMW, Mercedes put on a detailing seminar



**Above:** Why are you looking at a BMW in a *der Vorgänger*? Because Alcía Lindo of Upper Marlboro, Md., was quick to volunteer her car for the detailing seminar. Seen here as it rolled out after the detailing.

Story and photos by Richard Curtis  
for *der Vorgänger*

There is an almost infinite number of ways to clean your car. Some of us never clean it. Some others just throw some soapy water on it, rub it around indiscriminately, rinse it off and call it done.

Some few, however, are a lot more specific about the materials, method and ritual. Regardless in which group you fall, the following observations and tips might be helpful. They were made during a detailing clinic sponsored jointly by the local BMW-Porsche-Mercedes clubs on a late March Saturday aimed at helping members prepare for the annual Deutsch Marque Concours in May.

The clinic was held at NAB Auto Appearance Salon in Alexandria, with the instructor being the shop's owner, Yomi Baruwa, who has been in business since 1984. About 50 people participated, including Alicia Lindo of Upper Marlboro, Md., whose BMW 645 Ci

was chosen as the "test" car.

## Washing

- Know your products. Have a full understanding of what the products will do and won't do. Learn especially if they'll react badly in some instances. For example, glass cleaners that contain ammonia shouldn't be used on car windows with aftermarket tinting. Another example are wheel cleaners, especially if your car wears aftermarket wheels. Use an appropriate cleaner for those.

- If you're not comfortable in using a rotary buffer, don't use one, Baruwa says. You can easily burn through paint. He noted that rotary buffers are for professionals

only; he speaks from over 25 years experience in detailing cars.

- Orbital buffers, though, are good for applying and removing wax.

- When washing, Baruwa began by wetting the car thoroughly. He strongly suggests using plenty of water.

- Baruwa said a sponge is best for washing dark-colored cars, but that all-cotton or microfiber cloths or a wash mitt were okay for lighter colors.

- Use one bucket and materials appropriate for the body and another for the wheels. [Some detailers suggest one bucket for cleaning material and another just for rinsing your sponge, cloth or wash mitt.]

- On extremely dirty vehicles, you might also use separate buckets and materials for the top half of the car, another for the usually grimmer bottom half.

- He said using a "grit guard bucket insert" will allow any grit in the water to sink to the bottom of your wash bucket and not contaminate your wash mitt or sponge.

- When using a detail shop, he suggests letting the shop know the material your rims are made of so they can use the appropriate product to clean the wheels.

- He begins by cleaning the wheels and muffler tips.

- Working inside out of the sunlight, he says you can wash one entire side at a time but you should still take care never to let the soap dry.

- He sometimes uses a soft brush on the body work for crevices around taillights, trim, etc.

- After cleaning the wheels, move the car just a bit to give the wheels a more thorough cleaning around their circumference.

- Squeegees are okay to remove excess water before drying the car.

- Dry the car using soft, all-cotton terry cloth or microfiber cloths. Inspect the cloths before using to ensure that labels, which are usually sewn into the cloths using nylon thread, are removed along with the nylon thread.

- When washing your car-cleaning cloths, don't use fabric softener, which inhibits water absorption.

## Polishing, waxing

- Protect crevices, rubber moldings, etc., with masking tape. Baruwa pointed out that it only takes a few min-



First rule of detailing: have the right tools and products and know how and when to use them.



NAB shop owner Yomi Baruwa begins the detailing process by first cleaning the car's wheels. He advises using specific products to clean after-market wheels, those made specifically for the wheels' metal. He uses a variety of brushes to reach all the difficult places..



utes to do this masking, and saves a lot of time afterwards in trying to remove the white "haze" left behind on rubber moldings, for example.

- Detailing clay can be used to remove contaminants from the paint surface. Clay barring your car will leave the surface squeaky clean. Clay will remove bugs, some overspray, bird droppings, etc., while not removing or harming the paint.

- When using a clay bar, know that there are two types. There is a medium clay, usually yellow; white clay is fine-textured and gentle enough for monthly use. Yellow clay is for those who clay their cars once or twice a year and generally is what is found in kits available at auto-parts stores.

- All clays need a lubricant. Lubricants made for this purpose are usually sold along with the clay in the kit. Baruwa says you can also use glass cleaner or liquid soap as a lubricant or just about anything that provides lubrication.

- When using a variable-speed buffer or polisher, Baruwa says always start with the slowest speed and work up to faster speeds. He says that orbitals don't have the speed for polishing but are excellent for applying and removing wax.

- Baruwa also stresses working with good light on the car, such as a halogen spotlight, the better to highlight imperfections and to monitor progress.

- Baruwa used some plastic "razor" blades that he said were available at auto-parts stores to remove bugs and other splatters along the sides of the car. Use plenty of lubricant when using these, he said.

- Baruwa used noticeably little wax on the orbital pad. And he applied the wax quickly, waxing one panel at a time, using a black pad.

- He says he always applies two coats of wax. The first coat is to polish the finish. The second coat is a polymer sealant.

- To remove the wax, Baruwa used a white pad on the orbital buffer, followed up by hand buffing with a microfiber towel.

- Most purists recommend a natural carnauba wax product, as it allows the paint to breathe. They claim it gives a warmer, deeper glow to the car's paint, but are



**Above:** Note that Baruwa's wash bucket has a grit guard to keep dirt and other material on the bottom of the bucket so that it can't contaminate the wash water and, even better, be picked up again in the wash mitt.

**Left:** Baruwa uses the clay bar to prepare the BMW for polishing and waxing. He advises using a lubricant and not much pressure on the clay. The clay will clean the paint's surface of contaminants.



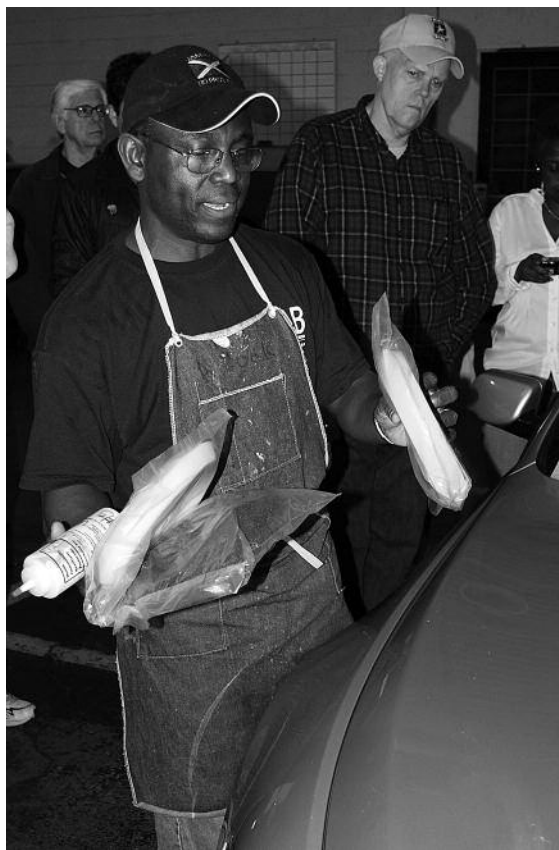
**Left:** Using a plastic blade Baruwa says you can pick up at local auto-parts stores, he cleans the area behind the wheel wells of bits of stuck-on rubber and other road debris. First, though, he wets down the bodywork with spray lubricant.



**Above:** Baruwa wields a polisher to remove swirls and tiny scratches from the BMW's hood. He says to start with the buffer's slowest speed and use the appropriate pad. Note the masking tape around the hood emblem and grill and the masking paper over the windshield.

**Above right and right:** Pads for both orbital and polishers come in a variety of types (applying wax, removing wax, applying polishing compound, etc.).

**Below right:** Seminar participants feel the hood after Baruwa polished it. The hood not only was noticeably smoother but warm to the touch, as evidence that you should take great care when use a high-powered polisher that can easily burn through the paint.



more time consuming to apply and need to be renewed every four to six weeks. Alternatively, paint sealant is man-made of various polymers. A polymer sealant's advantages are durability—they tend to last much longer than carnauba waxes—along with ease of application.

### Interiors

- On vinyl interiors and rubber engine parts, Baruwa suggests using silicone because it dries quickly and doesn't attract dust. It also helps prevent dry rot.

- Begin by using a new paint brush or detailing brush to clean all the cracks and crevices, around knobs, controls, etc. [A little spritz of EnDust on the brush will do wonders at getting out ALL the dust.]

- Wipe down the interior with a damp cloth. Be sure to clean door edges, door sills, kick panels, pedals, etc.

- There is a variety of available glass-cleaning products available. Be careful to avoid those that contain ammonia, some experts say. Spray the cleaner on the glass liberally and wipe it off, being careful to get along the edges and in the corners. Roll down the side windows slightly to clean the edge of the glass that's usually buried in the felt lining of the window frame. Dry windows with lint-free cloths (microfibers are fine) or clean newsprint to polish and dry the glass. [I've found that cleaning interior windows twice is more effective than just cleaning them once; doing it just once always seems to leave marks.]

- Carpets and floor mats should first be vacuumed. Again, various carpet cleaning products are available for tough stains.

- Baruwa suggest a leather-cleaning and conditioning product for leather interiors, specifically mentioning Lexol. He says to apply the leather cleaner-conditioner twice a year.

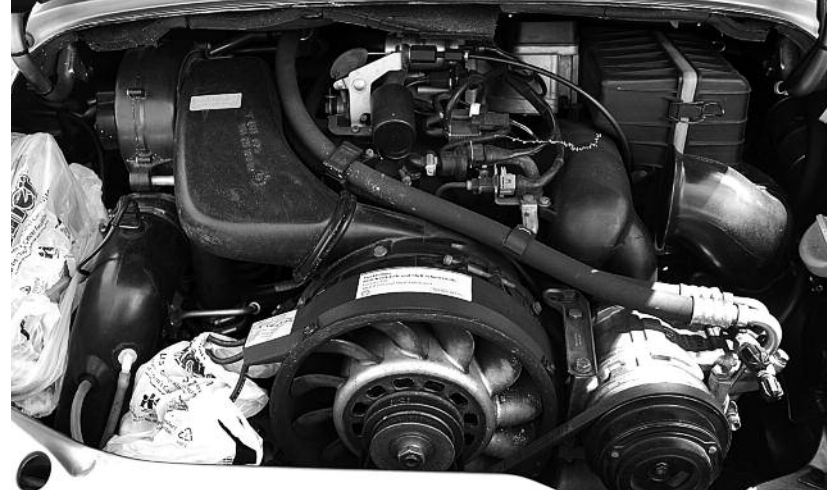
- On headliners, Baruwa says his shop uses a steam cleaner, although you can use some all-purpose cleaner in a sponge that is squeezed dry.

- Wax your rims to help them stay cleaner longer, to make cleaning them easier and to inhibit brake dust buildup. There are wax products made specifically for rims.

- Dressing your tires: Here you have a lot of choices. Some argue against silicone-based tire dressings, saying that the silicone turns brown over time and diminishes the rubber's natural protectants. Other products claim to nourish the rubber, provide ultraviolet protection and prevent drying, fading and cracking. Do your own research and use your own best judgment. [One tip, though, is to apply your chosen dressing, let it soak in and then buff off any residual dressing. Ideally, you want the tires to look new and not terribly shiny.]



Before



During

# How to clean a 911's engine compartment

Story and photos by Richard Curtis  
for *der Vorgänger*

There probably are many different ways to clean an engine. Before the advent of modern electronics, I used to drive into one of those road-side car washes, drape some plastic or a rag over the distributor and coil, spray some degreaser around and fire away with the high-pressure wand.

Now, I'm a bit more gentle in the process.

Only once in nearly 40 years have I had trouble with water in the distributor, and then merely removing the distributor cap and drying it out with compressed air cleared up the problem.

The following is a process that works for me:

- Engine should be cool, not hot.
- If your car has a lot of loose debris – leaves, pine needles, small dead rodents – in it, you might try either compressed air or a leaf blower to blow out the majority. You can use a variety of brushes to get rid of the remainder.
- Protect electronic components (fuse box, distributor, etc.) with plastic bags or aluminum foil. Clean those parts by hand afterwards.
- Read and follow the directions on the degreaser. Most advocate cleaning the engine while it's cool.
- Mask or protect the exterior of the car. Ditto for the air intake to the throttle body, carburetor or whatever.
- Apply degreaser liberally to the engine area and allow to soak. Do not let it dry.
- Use a small brush(es), such as a parts brush, or a variety of small brushes, rags, etc. on stubborn or extraordinarily dirty spots.



After

**Above left:** A fairly dirty engine compartment prior to cleaning.

**Above right:** Note plastic bags protecting distributors and fuse box. I took care not to spray the coils. Cleaning the fan blades was the most difficult chore. I used variety of brushes, including a flexible-head toothbrush.

**Above:** Certainly not concours quality but much cleaner than it began.

- Wash off all the degreaser using a light to medium spray of water. Do not use heavy water pressure.
- Repeat as necessary.
- Wipe up excess water.
- Start the engine to ensure you haven't soaked anything important.
- Once all the water is dried up, wipe down everything with a cloth saturated with your favorite vinyl/plastic protective dressing. The plastic and rubber parts tend to look nice afterwards, but don't over do it. Best to let it soak for a 5-10 minutes, then wipe off the excess and buff to a nice, satin-like shine.

The only downside is that your engine will smell like the degreaser for awhile. There are probably some nicer smelling, citrus-based degreasers available.



Above: Good advice.

Left: George Whitmore, right, with supervision from Tech Chair Marvin Jennings (obscured) fixes a muffler hanger on the '86 911 of J. Andrew Fort's of Fairfax. Holly Bridges drove Fort's car to the tech day.



Photos by Richard Curtis

Above: Andy Clements, left, helps 944 John Peerenboom, right, check a set of replacement wheels for John's 944 during the tech inspection day at Autobahn while Autobahn owner, Jose Herceg, rear, observes.



Above: Kenny Grubbs, left, of Reston, who brought in his 2006 Cayman S for the tech inspection day, talks to Tech chair Marvin Jennings. Kenny has participated in two previous DEs at Summit Point and an autocross day in April

Right: Owner of the black '93 RS is Chantilly's Jim Evans, as he prepares to roll the car out of the Autobahn shop after his tech inspection.





**Left:** Potomac's treasurer Bruce Dobbs, of Burke, Va., arrives in his black 993 for the quarterly board meeting held in April in conjunction with the monthly Maryland breakfast meeting in Glen Echo, Md.



Photos by Richard Curtis

**Above:** German Auto Group's owner, Sami Fakhouri, left, and noted Porsche mechanic, Taylor Chapman, pose with Sami's '97 996 Carrera S.

**Left:** Potomac's social chair Scott Mayster with 3-year-old son, Sam, as they stood in the buffet line at the Old Irish Inn during the April Maryland breakfast meeting.



File photo by Richard Curtis

Dave Miller's stunning blue 1972 911E Targa (foreground) graces a line of early 911s at last September's "Gathering of the Faithful" car show at Reston Town Center. As always, this year's Gathering is scheduled for the Saturday of Labor Day Weekend, Sept. 5.

