

# der Vorgänger



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**Cover photo by Richard Curtis:** Betty and Gary Church, long-time Potomac members who have held several positions within the club, pose for their cover photo with Betty's 993.



Photo by Michael Madrid

Just who are those guys in white in the corners at Summit Point? Bruce Mackliet, above, is a newly minted corner worker. He writes of his experience in this issue, beginning on page 22.

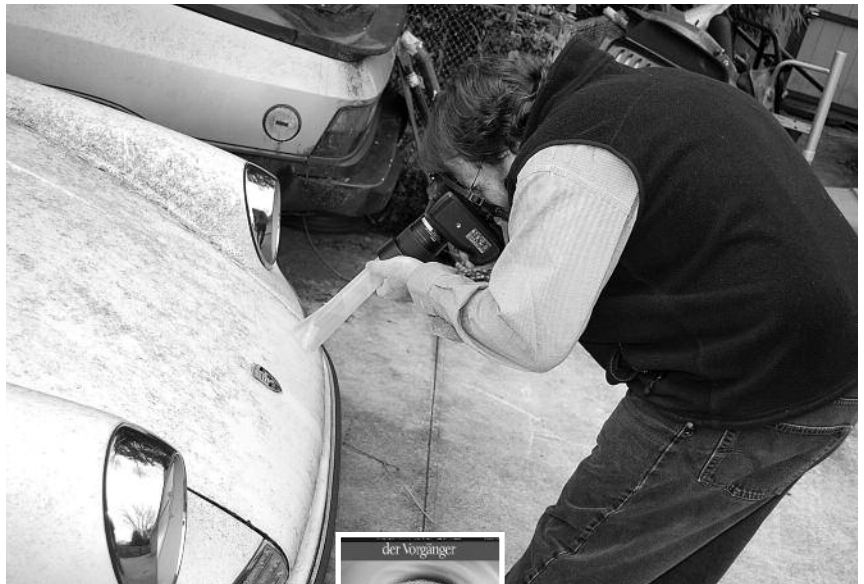


Photo by Richard Curtis

Some readers were probably intrigued by the cover photograph of the Feb. '09 *derVorgänger*, so Photographer Michael Madrid offers this description of how he got the shot:

"I learned this simple technique from a colleague many, many years ago—before Photoshop was even imagined—as a way to add some pizzazz to an otherwise plain image. It's not something I would do often; in fact it's been almost 20 years



since I last used it and will not likely use it again for another 20.

"Simply roll up a piece of translucent acetate into a conical tube and place it between the lens and object to be photographed. You can move the tube around to adjust the swirls to your liking. A colored acetate will introduce that color to the image.

"Just an idea for your photography tool-kit."



Photo by Richard Curtis

## Readers and their cars: Pages 28-31

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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.**

## Ads support your passion



Micheal Langshaw, *dV*'s advertising manager, is a name that should be familiar to Potomac members. As an artist, he's following in his father's footsteps working, as he puts it, to hone his craft. He's also following in Dad's footsteps in his choice of cars: His 2007 Cayman S is the same choice of marque as his father's. Michael's first Porsche was a 1975 914. 1.8 liter. "Two things in life that still bring me solace," he says, "are my passion for Porsches and my passion

for art. To me, they are one and the same." His personal motto? "Speed, passion, vision." Michael's first illustration for *dV* wonderfully illustrates our story on the "Care and Feeding of Instructors," on page 18.

**We still need editorial help:** Although several Potomac members have stepped up and offered their services to *dV*, we still could use a few more. We have assignments for writers and photographers, so contact us. If you're looking for a great challenge in the all-volunteer magazine industry, and would like to gain experience in this field and be the envy of everyone, please drop me a line. Some previous experience in desktop publishing would be a big plus but not absolutely necessary as I'm willing to teach. It's also not too soon for us to be looking for the next editor of *dV*. Let us know if you're interested.

Richard Curtis, editor  
dveditor@pcapotomac.org

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## Potomac activities begin to heat up

It's a slow day today as I sit home recovering from arthroscopic surgery three days ago. The February edition of *der Vorgänger* had arrived and as I was looking through the magazine, I was struck by just how our magazine has evolved. The previous *dV* was quite a magazine and Mark, KJ and Ahnie did a heck of a job putting it together. However, the real difference is in the amount of color and new publishing techniques we now use in the current magazine.

And as I read my president's column about the volunteers that make Potomac what it is, I thought we needed to recognize one more volunteer. Richard Curtis has been directly responsible for the new changes in the magazine. Richard has done one heck of a job getting *dV* up and running after the magazine was not published for several months. It is something we can all be proud of. I wanted to recognize Richard because one the primary themes he brings to *dV* is writing about the members of Potomac. And it seemed appropriate to recognize Richard for his service.

As I mentioned in a previous column, we will start to review our bylaws. The bylaws were revised in 2005, and they need to be looked at again. Dick Seltzer, our vice president will coordinate a group that includes Past President Pete Kauffman, Historian George Whitmore and Todd Daubert, our legal advisor, to review and revise the bylaws if needed. The group has already started to look at the existing bylaws. Their goal is to have a draft ready by some time this summer to submit to the Executive Committee. After the draft is approved by the Executive Committee, as required by the bylaws, we will publish the revision in *der Vorgänger* and on our website for review by the Potomac membership. After a 30-day review period, the membership will vote on whether or not to adopt the revisions. We want to have any new revisions approved by our December elections meeting.

Also, this month, as required by our bylaws, I'll name the Long Range Planning Committee (LRPC). According to the bylaws, the LRPC is composed as follows: The chair is the current club president. The other members are the vice president/president-elect, the current treasurer, the immediate past-treasurer, a current officer appointed by the president, a former Executive Committee member appointed by the president, and an at-large member to be appointed by the then current president. The former Executive Committee member and the at-large member are appointed for two years.

The mission of the LRPC is to help establish year-to-year continuity and leadership, to estab-

lish and monitor progress in the implementation of long-range goals, to provide solutions to long-range problems, to be an institutionalized corporate memory, to provide advice and counsel to the Executive Board, to assist in the management of the long-range affairs of the club, to provide for contingency planning, to help budget for capital expenditures and to assist in the continuing development and implementation of the club's philosophy and policies.

In all of these respects, the LRPC shall be serving in an advisory function with the decision-making authority remaining with elected members of the Executive Board.

Our club activities begin in earnest as we move into March. The tentative 2009 calendar was published in the February issue of *dV* and is updated in this issue. Thanks to Alan Herod, Charlie Clark, Gary Brindle, Tony Pagonis, Ron Davis, Scott Mayster, Kevin Oyler and John

Eberhardt for putting the schedule together.

Kermit Kidwell has again taken on the daunting task of posting the schedule on the website. At our scheduling meeting, Kermit looked a little dazed at all the events and said that he had a heck of a job ahead of him. John has nominated himself as the schedule guru, and he and Kermit will be the people to contact for any scheduled additions, changes or revisions. As you can see, Potomac has a robust schedule for this year with activities that should appeal to all members.

In the past, Potomac has worked with Zone 2 to coordinate events and this year we want to continue and expand this effort. This year, Potomac intends to host three events that we hope will be attended by members from across the zone. These events are Porsches and BiWings (May 16-17), Drive and Dine to the Frank Lloyd Wright gem at Fallingwater (June 13-14) and Porsches at the International Gold Cup (Oct. 17-18).

I am also talking with Andrew Toth, Chesapeake Region president, about Chesapeake and Potomac co-hosting a yet-to-be determined event.

Speaking of Zone 2 activities, Tom Zaffarano, the new Zone 2 representative, held our first Zone 2 region president's conference call in late January. This is the first of several meetings; we set our regional president's meeting for April 4 in Charleston, W.Va. Tom reported that National is reviewing some of the DE procedures and might propose some revisions in the near future.

In closing, as I usually do, I want to thank all the volunteers and sponsors who make Potomac's activities possible. Thanks again.



Tuffy von Briesen

## New members, anniversaries

### March 2009 anniversaries

#### 35 years

Edwin T. Oliver  
& Marilyn T. Oliver

#### 30 years

Richard D. Steiber  
& Edith P. Steiber

#### 25 years

Ray D. Crossley  
& Oliver Kinter  
Peter Garahan & Maneli  
Khodai Garahan  
James D. Kent  
& John B. Kent  
Kathleen M. La Vigne  
& Michael LaVigne  
John A. White

#### 20 years

Anil Bhargava  
& Taru Bhargava

#### 15 years

Steve Lynch  
& Lauren Lynch

#### 10 years

Dan Ancona  
& Margaret Ancona  
John L. Forrest  
& Mary J. Morris  
William B. Garber  
& Marion Garber  
Trip Harrison  
Roger N. McLeod  
& Susan P. McLeod  
Kurt Mickelwait  
& Teresa Mattick  
Bob Pihlaja  
& Gus Mohammadi  
Rodolfo T. Ramirez &  
Gretchen G. Ramirez  
Joe Tagliareni  
& Felicity Tagliareni  
Addison Yeaman  
& James Yeaman

#### 5 years

Chris L. Coulter  
Stuart M. Fain  
& Mira Jarvinen  
Stan Harder  
& Stacey Harder  
Gary Johnson & Svetlana  
Negroustroueva  
Sander Lee & Steven Lee  
Naoko Slack  
& Michael Slack  
Randy M. Staudinger  
& Victoria Staudinger  
Tony Zelones  
& Amanda Smith

#### New members

William S. Boykin  
& Arlene S. Boykin  
Michael Budinski  
& Linda Budinski  
Steven V. Carter  
& Michele Carter  
Walter L. Crowder  
& Lisa Crowder  
Robert D'Amico  
James M. Denaro

James R. Derry  
& Bruce Jan  
Steve Ege  
& Steve Veneziani  
Nader Fotouhi &  
Carolyn Hill-Fotouhi  
Cindy R. Haimowitz  
Kenneth G. Hills  
Roderick K. Hosang  
John D. Hyman  
Charles E. Keegan  
& Maureen Keegan  
Robert M. Korzen  
& Jacqueline Morrow  
Martin P. Kuffel  
Christopher LaBaw  
& Michelle Ng  
Douglas G. Lamb  
& Diane Lamb  
Russell E. Lee  
& Michelle Lee  
John R. Lyon  
Ravi Maewall  
& Snigdha Maewall  
Cynthia S. Marker  
& Jon Marker  
Kenneth H. Marks

Timothy S. McConnell  
& Christopher S.  
McConnell  
Ed R. Mendez  
David J. Meyer  
& Anita Meyer  
Linh N. Nguyen  
Tim Overbo  
& Renda Overbo  
Richard K. Owens  
Melissa B. Panek  
& Thomas Panek  
Andrew S. Pathwick  
Jim Pauli & Dana Pauli  
Mary C. Rouse  
Gregory Shepard  
Mari C. Simpson  
& William Simpson  
Ron Snyder  
& Stephanie Snyder  
David Stone  
Myrson S. Watson



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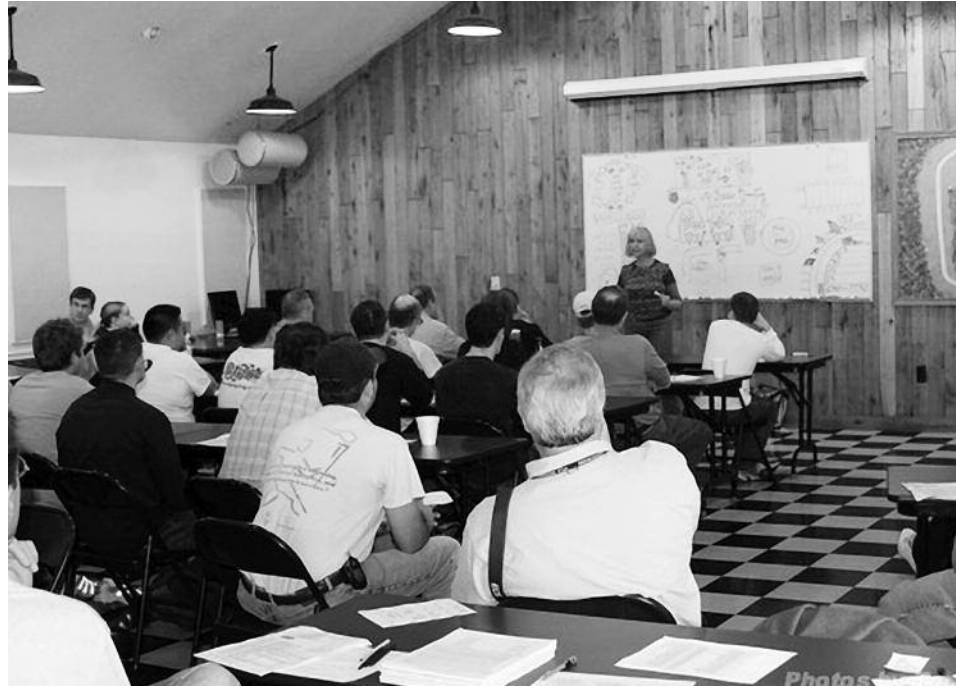
# Two dates set for High Performance Driving Clinic

Registration is now open for the Potomac Region's High Performance Driving Clinic scheduled for Saturday April 4th. This is a great opportunity for you, your spouse or even your children at least 18 years of age to participate in an event where you will learn car-control skills.

High Performance Driving Clinics (HPDC) are instructional sessions tailored to members with no previous driving experience beyond the "normal" daily commute. HPDC provides a safe, controlled environment to learn and practice advanced defensive driving techniques and car control. Drivers can practice car control on a skid pad and many participants say that experience alone is worth the day!

The HPDC is designed to enhance members driving knowledge so they feel safer in all driving situations. The

HPDC improves driving skills and increases awareness of how the car handles in different situations. The HPDC provides the ideal start for those who may want to participate in Drivers' Education (DE) events.



## High Performance Driving Clinic

**When:** Saturday, April 4 and Saturday, Sept. 26. Arrive by 6:30 a.m.

**Where:** Jefferson Circuit, Summit Point (W.Va.) Raceway Park

**How long:** all day  
**How much:** \$200, includes pastries, coffee, lunch.

**Details:** Must be 18, licensed and have a car. Helmets required (can be rented)



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There are no special requirements to participate in a HPDC. As for all Potomac driving events, you must possess a valid unrestricted driver's license, be at least 18 years young and a PCA member (or associate). You will need a car, but unlike other Porsche club events, HPDC allows any make or model automobile. Trucks, SUVs or other unsuitable vehicles are prohibited. The only exception to this rule is a Porsche Cayenne is permitted in a HPDC but not in a Driver's Education event.

No special tires or brakes or other car modifications are suggested. Learn more about your car just as it sits! Simply make sure the existing tires and brakes and other mechanical equipment are in good condition. HPDC does not require a tech inspection prior to the event but we will perform an inspection at the track in the morning of the event.

The HPDC day begins with an EARLY arrival at Summit Point, WVa. Try to arrive by 6:30 a.m. We hold our HPDCs at the Jefferson Circuit, and the gate worker will direct you to the correct track.

When you arrive at the paddock, find an empty parking space and unload all loose items (floor mats, coats, coolers, etc.). Bring a tarp or some other type of cover and place what you remove from your car on the cover to protect them from the elements. Then go to registration at the only building in sight. Get your schedule, name tag, car number and place a lunch order. Now drive your car to the tech inspection line; just follow the signs or the line in the paddock. After tech inspection, park your car out of the way and go to the classroom for some coffee and pastries.

fee and pastries.

The HPDC proper begins with a classroom briefing on the day's activities. Following the briefing and until lunch, you will rotate between classroom, driving exercises and skid pad driving exercises. No special clothing besides closed-toe, rubber-soled shoes is required for the morning portion of the HPDC. No helmet is required for the morning exercises.

The afternoon is devoted to lapping sessions where you can apply the skills you learned earlier in the day. This is often the most exciting and rewarding part of the event, but it is optional. The lapping sessions are similar to a Drivers' Education event, and to participate you must have a helmet. Helmet rentals are not available at the track, but several vendors who support Potomac events do rent helmets. You must also dress in accordance with DE requirements, which means long pants and long sleeves of natural fibers.

Potomac Region has scheduled HPDC events for April 4 and Sept. 26. Each event is one day in duration. You can register using the same online Internet system used for Drivers' Education at

<http://pcapotomac.us/>

Registration preference is given to those who have NOT previously driven on a track or those novice drivers who have not had the opportunity to attend a HPDC.

For more information, contact Alan Herod, DE Chair at [dechair@pcapotomac.org](mailto:dechair@pcapotomac.org) or Charlie Clark, DE Registrar at [deregistrar@pcapotomac.org](mailto:deregistrar@pcapotomac.org) or visit the Potomac website at [www.pcapotomac.org](http://www.pcapotomac.org)




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# 2009 track event schedule

By Doug Nickel  
PCA Potomac track coordinator

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

## Highlights in the schedule:

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

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

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

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

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

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

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

\* By invitation only  
SPR = Summit Point Raceway HPDC = High Performance Drivers' Clinic DE=Drivers' Education  
\* Zone 2's VIR DE is scheduled for March 6-8, 2009  
\*\* Zone 2's VIR Club Race is scheduled for June 26-28, 2009  
\*\*\* Please note that track dates are considered firm but are subject to change.

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

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

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# PCA Potomac 2009 calendar

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

## Drivers' Education

DE and track schedule, facing page

## Tech inspections

Saturday, March 28 at Porsche of Arlington

Saturday, May 2 at Autobahn

Saturday, May 30 at IMA Motorsport

Saturday, June 20 at Intersport

Sunday, July 5 at HBL-Porsche of Tysons

Saturday, Aug. 8 at Tischer Auto Park

Saturday, Aug. 29 at AutoTherapy

Saturday, Oct. 24 at Auto Sportsystems

Group

## Autocross

Sunday, April 5 Autocross School at Summit

Point "Triple Skid Pad"

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

Sunday, May 24 Autocross #2 at Baysox

Sunday, June 21 Autocross #3 at Washington Circuit

Sunday, July 19th: Autocross #4 at Baysox

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

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

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

## Drive 'n Dine

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

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

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

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

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

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

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

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

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

Saturday, Aug. 29—Drive 'n and Dine \*

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

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

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

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

Saturday, Oct. 24—Fall Foliage Run

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

\* Registration preferred to guarantee a spot

\*\* Registration required

## Rally

Saturday, May 2—Spring Fling Rally

Saturday, June 20—Summer Fun Rally

Sunday, Aug. 2—Camp Friendship Rally

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

## Concours

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

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

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

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

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

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

## Community service

Saturday, March 28, Lifts for Charity

Saturday, July 11, Laps for Charity

Sunday, Aug. 2, Camp Friendship

## Monthly breakfasts

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

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

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

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# The 'grey zone' for track enthusiasts

The place where cars exist somewhere between track and street

By Kerrigan Smith  
for *der Vorgänger*

The one constant call I get on a daily basis is one for upgrades. All of Synergy Racing's upgrades are designed and built for track use only; although we do upgrades for many street cars the intention is for those cars to be on the track 80 percent of the time and on the street 20 percent. If you purchase one of our Synergy Competition 997s, its designation is 100 percent track with no street use.

The most popular request for upgrades are suspension, transmission upgrades, brakes and more power.

For the sake of this article, let's say that a car solely dedicated to the street represents the "White Zone" and a car solely dedicated to the track represents the "Black Zone." I would say a majority of our customer work and phone calls are from those who exist and struggle in the "Grey Zone."

This grey zone represents the idea of harmony and customized perfection for most track enthusiasts. As they try to achieve this euphoria it often translates into purgatory, frustration and mistakes, all at a cost greater than putting their children through college. My opinion of

how car owners get to this point: a lack of consultation; taking the advice of everyone in the paddock who has an opinion; your own lack of product research; and, lastly, testing each product on an individual basis.

As for consultation, don't hesitate to call up a well known race team to ask their advice on upgrades. Synergy Racing does not have all the answers, and while there are many products out there that we have not tried, we are confident in the ones we have tried.

No race team charges for conversation, especially if they believe that you could become a potential customer. If you leave a message and they do not return your call in a week, guess what? They are not interested and do not have a solution for you.

If you think they might be at a race or on the road testing, give them a little more time and then move onto the next team on your call list. The most valuable thing a race team has is its reputation, so realize that we are not going to modify your car with some random component and hope it performs. The only components that Synergy will put on your car will be ones we have proven to perform in racing conditions.

I love the comradery and community feeling that exists on any given weekend in the paddock at VIR. There



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is a great group that assembles on VIR Membership Days and every D.E. or P.C.A. event that rolls through town. There is some great experience, hot cars and a whole lot of vocal opinions. Be careful of falling into habit of believing everything you here in the paddock. Do not just adjust something on your car or go buy an upgrade to slap on your car because everyone else is talking about it, what often works for them may not work for you.

Remember, track weekends are about driving your car, not working on your car; work should be performed in a controlled environment when ever possible. And that work should be performed when you are not trying to get your money's worth and make every run session. Some poor decisions have resulted from the desperate desire to be on the track.

You should research the products everybody is talking. Call the manufacturer of the product and ask them the important questions: What kind of car was this tested on? How was it tested. Where was it tested? And ask if any current teams are actively using the product in question.

It is easy to just read an advertisement that tells you if you use their product you will gain an extra 50 hp. What is not easy is to call them up and ask if you were to purchase their product and do your own dyno test would you see the same increase in performance? If you did not, would they completely refund your money?

Last but not least, test the product for yourself. If you want race-team results, then do what they do. When doing an upgrade, modification or performance enhancement to your car be smart and only do one upgrade

at a time.

If you believe this was a step in the wrong direction, you can go back to the original equipment and start again. When people do, say, six major upgrades on their car, then go to the track, feel like they might die on the track and then sit in the paddock trying to think what might have been the bad change, now, that's sad. You could be lost for a year searching for the problem and you have now taken a car you enjoyed and made it into something you fear.

Keep a log on your car; note the mileage of the car at the time of the upgrade. Write down who performed the work, at what track the car was driven and whether you either liked or disliked the car. All of these things will help a race team or tuner shop if it comes to the point where you need them to help dial in the car or correct a step that was taken in the wrong direction.

Get a feel for what the car does each time you improve it. If you are not sure about what you are feeling, ask an instructor you know and trust to drive it and give you some feedback.

Hopefully, these things will help you live in the Grey Zone a little more harmoniously and forge ahead to the Black Zone with more confidence. I will say the happier people at the track are the ones who live in either the Black or the White. We are all just a little nuts being hooked and addicted to a sport that requires so much money and so few mistakes.

Hope everyone has a great 2009 season, and if you are at VIR please feel free to stop by Synergy Racing as our guest.

*Kerrigan Smith has been with Synergy Racing for the past six years. Currently, he is the acting 997 program director. Kerrigan has either designed and/or built all 14 of the Synergy Competition cars, now starting on #15 for the 2009 season. Highlights include the 2005 Rolex GT Championship in the #80 GT Porsche with David Murry and Craig Stanton, and the run for the Grand American Cup (now Koni Challenge) Championship in 2006 with the #81 Synergy Competition Wheel Enhancement car with Patrick Long and Brent Martini.*



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# New 2010 GT3 debuts

Porsche will launch the fastest, most powerful 911 GT3 to-date at the Geneva Motor Show on March 3.

The 2010 GT3's engine increases to 3.8 liters with VarioCam technology now on both the intake and exhaust. The naturally aspirated six-cylinder boxer engine develops 435 bhp, 20 bhp more than its predecessor.

The new GT3 accelerates to 60 mph in 4.0 seconds and reaches a top track speed of 194 mph.

The new car offers Porsche Active Suspension Management (PASM) along with stiffer the springs and anti-roll bars, yielding more precise handling in sport mode, while retaining a level of comfort suitable for everyday use in normal mode. For the first time, the GT3 comes standard with Porsche Stability Management. The driver can disengage both stability control and traction control in separate steps.

At high speeds, aerodynamic improvements have increased downforce at both the front and rear, more than doubling the effect of the previous GT3. The exterior is accentuated by standard bi-xenon headlights, LED rear light clusters and modified air intakes and outlets. The new GT3 will be available with new dynamic engine mounts. Utilizing magnetic fluid, these mounts automatically stiffen to create a more solid coupling between



the engine and chassis when the car is driven energetically. This provides a sporting, rigid assembly on fast bends and winding racetracks yet allows for engine isolation and increased comfort while driving in everyday traffic. Traction is also improved when accelerating from a standstill

Brake discs are larger, have aluminum hubs to reduce weight and have increased brake ventilation. The GT3 can also be equipped with PCCB ceramic brakes.

A new lift system for the front axle is also available. By utilizing an on-board air compressor, the front of the car can be raised for steep driveways or inclines. The touch of a button raises the front ride height by 1.18 inches and at speeds up to approximately 30 mph.

The 2010 Porsche 911 GT3 will be available in the fall of 2009, manufacturer's suggested retail price is \$112,200.

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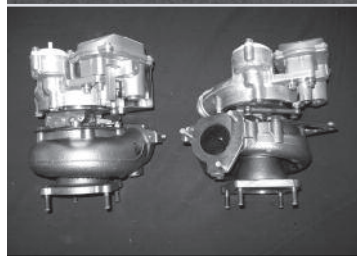
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# A burning passion for Porsches

The Churches have done it all for Potomac and great fun in the doing

**Above:** Betty and Gary Church in their dream car garage. They have a serious Porsche habit, not to mention dabbling in motorcycles, scuba diving and flying.

By Richard Curtis  
for *der Vorgänger*

You'd think that 385 hp in a Ruf 911 would be enough for just about anyone. But, no, not for Potomac's Gary Church. This former chief instructor for Potomac went and upped the horse power in his 2001 yellow track car to, ah, an eye-popping 700. Hmm, that ought to be enough.

Not to be outdone, Betty Church, also an instructor and a person with no small interest in things Porsche, drives an in-your-face bright green 914 as her track car. Like the 700 hp Ruf, her 914 is far from subtle, stuffed with a 250 hp 3.2 liter engine supported by a tube-framed rear chassis with coil over shocks, and stopped with Boxster brakes. At Summit Point DE events and other tracks, both are seriously quick cars driven by seriously quick drivers.

They are a study in contrasts. She is lively and vivacious. He is studious and quiet. But together, though,

they share an obvious passion for Porsches. That passion extends to events outside of competition. For one, there are all the other Porsches they've owned, the Porsche-related trips and adventures, the events in which they've participated or the roles within Potomac that they've filled. With the Churches, we have a dreamy Porsche marriage.

If that's not enough for marital harmony, they have a home garage to die for, clean as a pin with sparkling paint, tools neatly arranged, a four-post lift on which resides a dark blue 993 cabriolet (hers) next to a Harley-Davidson Sportster (his). The walls are decorated with, what else?, Porsche posters. You could live here.

This Porsche frenzy started in 1992 when Betty bought her first Porsche, a 968. She didn't even know about the Porsche Club of America until she visited Summit Point Raceway to watch her brother race his Corvette. While at the track, someone stuffed a PCA membership application beneath her 968's windshield wiper.

Betty started with autocrosses for a couple of years



**Left:** Gary Church on-board his 2001 Ruf 911 R Turbo. Gary picked up the car in Germany, drove it for two weeks in Europe, including a stop at the Imola Formula 1 race, then shipped it home. The car has 700 hp and is still street legal.

**Below:** Betty's 914 that weighs about 1,900 lbs. The 666 door number evolved from Betty's license plate on her 993 (SPDEMON). "No one else seemed to want it," she says. The car is also known as the Patrick car so named because the paint colors match Patrick the Starfish from Sponge Bob Squarepants.



involved by becoming a driving instructor, getting involved in Club racing with her second but hot-tempered 968. She raced just enough in it, she says, to know that a 968 wasn't her dream track car. Along the way, she became the editor of *der Vorgänger* in 1997.

"Betty could be the editor," Gary remembers saying. "It's not that difficult. You can do it. It'll be fine." For her part, Betty quickly appointed Gary as copy editor of the magazine to illustrate how "not that difficult" it was. Later, she assumed several leadership roles within Potomac: membership chair in 2000, vice president in 2001, president in 2002 and past president in 2003. She and Gary have even served a couple of years as turn flag marshals, and Gary has been working flags in the corners and

(this is where she and Gary first crossed paths). Next, she entered a Drivers Education event at Mid-Ohio with other autocross friends. By her own admission, she quickly became "a track junkie" heavily influenced by being reared in a family of three brothers, a father and a mother who never told her she couldn't do something just because she was a girl. "All of (the males) were motorheads," she says. Later, she became even more deeply

heard as the Club Race announcer.

Along the way, she and Gary got a little more serious about track events and racing, buying a 993 Cup car for Club racing events. By now, the hook was firmly planted.

"We do this stuff because it's fun," says Betty, who also admits "I just didn't enjoy club racing that much; I'm not that competitive." She also says, though, that when supporting Gary at club races, "It's painful to go to





Family photo  
**Left:** Paul Amico sitting in a 993 Cup car while Gary looks on. Gary and Paul were co-driving in the Mosport Club race endurance while Betty Church and Donna Amico drove Donna's 964 Cup car at the event.

Photo by Richard Curtis  
**Below:** Betty Church, Sheri von Briesen and Chad Morrison trade Porsche stories at a Potomac event at Porsche of Arlington in January. The Churches have been involved in all aspects of Potomac's events.



the track and not drive.”  
 About PCA, Gary says “The Porsche club really, really offers more friendships than you could possibly imagine. We all share a common interest in cars, and we are not couch potatoes.” Indeed, the Churches are anything but couch potatoes, both exhibiting the personalities of successful and fulfilled people. Gary is the chief executive officer of his own company, an aviation consulting firm based in Alexandria, Va., and Betty is the company’s chief financial officer following an earlier career in banking. They are self-described spontaneous people, typical Type A personalities involved in everything from scuba diving to flying (Gary owns and flies his own plane, an SR22 Cirrus), and to high-performance driving of course.

Gary began his Porsche involvement with a new '93 964 cabriolet, which,

like Betty, he autocrossed at first. A trip (first of several) to the Bondurant driving school in Arizona followed, as did eventually a High Performance Driving Clinic that he originated at Summit Point in the late 1990s. “You sorta get sucked into it,” says Gary. The 964 was followed by the aforementioned 993 Cup car in 1999 and a 1995 996 C4S. Then the motorized howitzer of the Ruf rolled onto the scene.

He bought the Ruf in 2002, picking it up in Germany and then did every Porsche owner’s dream of driving the car in Europe for two weeks, including stints on the autobahn before flying into Dulles Airport. In 2003, Gary along with friend Paul Gerrard drove the Ruf in the One Lap of America event, finishing fourth overall with the original 385 hp engine. He also drove the Targa Newfoundland that same year with friend Bob Miller of At Speed Motorsports, again in the Ruf.

As for the immediate future? Gary says, “We’re doing the 24 Hours of Lemons at Carolina Motorsports Park in April.” “I recorded the (Lemons event) when it was televised back in December,” Gary says. He showed it to Betty, who said “We can do this.” Their weapon of choice? No, not the Ruf (for one thing, there’s a \$500 limit on how much you can spend on your Lemon), but a low-cost beater of a vehicle. It’s another example of the spontaneity the Churches seek.

Coming up also this year will be a couple of DEs for both Churches. They’re also investigating possibilities at new tracks, which both relish. Gary had driven one of the new tracks at New Jersey Motorsports Park last year and is looking forward to a first visit to the Monticello track in Upstate New York as well as other venues such as Bluegrass and Barber in the near future.

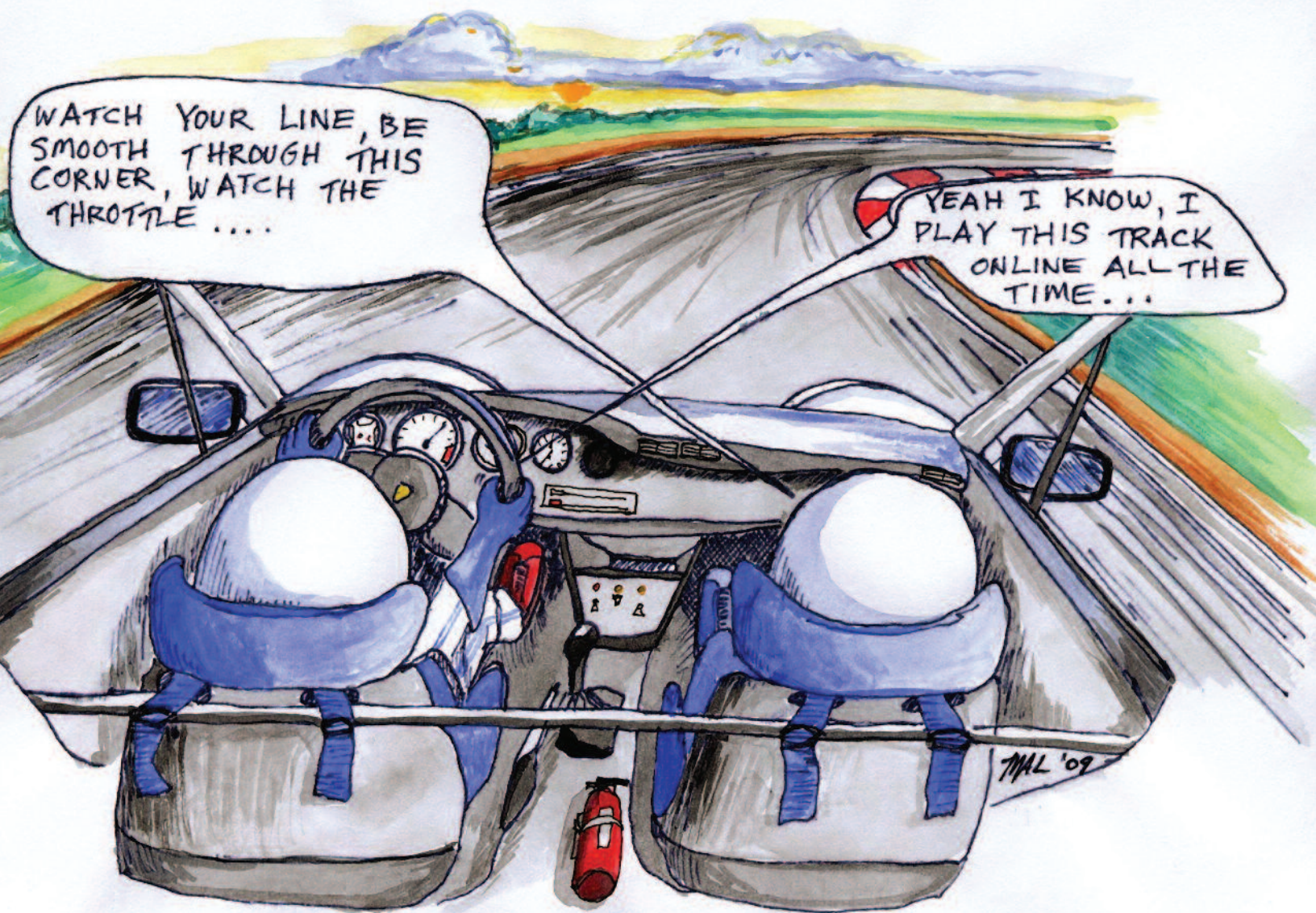


Illustration for *der Vorgänger* by Michael Langshaw

# Proper care and feeding of your instructor

By Larry Herman  
for *der Vorgänger*

You see us frantically running from car to car, and then disappearing into our own rocket ships from time to time. Occasionally, you might even catch us huddled amongst our own, gesticulating wildly and laughing about some driving interplay. We are the elusive instructors, talented, experienced and full of knowledge to be passed onto others, such as you. The problem is that we have a lot to do, but we don't have much time, and so we need to be managed, and cared for, and loved. What I would like to do here is explain to you novice and intermediate drivers exactly how you can get the best out of your instructor.

The first and foremost thing to do at the beginning of

an event is to seek out your instructor. Most clubs have assigned instructors and usually include that list as part of your registration package. Your instructor most likely will have towed their car there, and will be busy unloading and getting ready. If you get your stuff done right away, and seek them out, it will be one less thing for them to do. It's usually not a bad time to introduce yourself, review your track experience, and get to know them. If that is not convenient for them, they will probably suggest a time to meet before your first run. That time can set the entire tone for your weekend. It gives you the opportunity to discuss your abilities, deficiencies, and goals for the event. It also gives them time to discuss their instructing style, what they will be looking for, and how they can best teach you. It's a good way to understand each other.

Some students like a lot of chatter, and some don't. Same with instructors, some talk a lot, and others spoon feed information as it's needed. This helps to put you both on the same page.

Pick up your instructor for your run session where they are setup and be early. It gives them time to talk to you. If they are involved with something, it helps as a reminder that it's time to go out, and once again they do not have to search for you. The few minutes you spend directly before and after your sessions are where a tremendous amount of timely information can be exchanged. Alternatively, you might spend lunch with them discussing the whole morning, but do not be put off if they politely decline. After all, it is their weekend, too, and many like to spend time with friends and family.

First time out in the car, take it easy! Impress your instructor with your smoothness, knowledge of the line and self control. Don't think or act like you are the next Fernando Alonso, you are not. Nothing can start you out on the wrong foot more than charging headlong into the first turn with cold tires and an instructor who does not yet know your abilities. Show me how you can be smooth, and I'll show you how to go fast. If you are ragged and inconsistent, don't expect me to work on advanced techniques that require precise control and have a

*“It is more embarrassing to slide off the track and crash your car than it is to ask the same question a dozen times until you understand the answer.”*

small margin of safety. You will spend the weekend plodding around on the line until I feel comfortable with you. Comfort really is the issue. Drive within your comfort zone and I will be comfortable too, and probably more receptive to you going faster. Here is the real truth: We go as fast as we do because we feel comfortable with what we are doing, not because we are scaring ourselves to death. I don't like my student scaring me either.

Do not be afraid to ask questions. Your driving skills need to be built upon a solid foundation of knowledge and repetition. If your instructor assumes that you understand a particular skill, but you do not, it may well impact all of what they are trying to teach you. Remember that it is more embarrassing to slide off the track and crash your car than it is to ask the same question a dozen times until you understand the answer.

Be patient with your instructor. Just like not everyone can be a great driver, not everyone can be a great instructor. The difference is that one has to have a prerequisite amount of driving knowledge, skill, and seat time in order to be an instructor, and so they have much more experience than you do. Even if you may not agree with everything that they tell you, there are things that you still may learn. I still try different lines and techniques because I never know when I will find something just a little better than what I have been doing for years. Be receptive to different ideas. Just like you always hope to get an instructor that you really click with, we hope for the same in a student.

Finally, remember that your instructor is doing this for you because of their love for the sport, and their desire to help other similarly inclined drivers feel the same way. So, at the end of the event show them that you appreciate what they have done for you. Thank them, profusely. Buy them a beer, or if they are really good, a set of Pirelli P Zero slicks (in sizes 245 & 305 x 18 for me, please).

*Larry Herman is the technical chairperson for Riesentoter Region PCA. He started autocrossing in 1972, has been instructing for DEs since 1985 and has club raced since 1995.*

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in PCA. Help your club to become No. 1.

## 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 a subscription to *Panorama*, PCA's monthly magazine. You will also have access to these additional benefits:

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## Membership eligibility

Membership is open to all Porsche owners, co-owners or lessees, who are 18 years or age or older.

### PCA Membership Application

Please type or print neatly. You must own (co-own) or lease a Porsche and be 18 years of age or over to apply for membership.

Prefix  Mr.  Mrs.  Ms.  Miss

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#### Region Designation

Region \_\_\_\_\_

**Some regions also require additional membership fees/ application fees. These are assessed directly by the regions.**

Regions will be assigned based on where you live, however you can specifically designate to belong to any one of our PCA regions.

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

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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 \_\_\_\_\_

*Note: If you have more than two Porsches you can attach additional pages with your car information.*

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

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

# Replacing a 944's cam chain tensioner pads

Story and photos by Steve Vetter  
for *der Vorgänger*

Anyone that owns a 944 variant knows that you must replace the water pump, belts and seals on a regular basis.

Moving up to a 944 with a 16 valve cylinder head adds more power, but additional maintenance items. Within the head is a mechanical device that places tension on the timing chain. Within this device are two pads that require replacement. A broken pad will cause the chain to jump time and damage the head similar to the timing belt breaking. The specific maintenance interval on these items is in dispute.

The subject car for this article is my recently acquired 1990 944 S2. It's a Canadian model and I'm the sixth owner. Since I had no evidence that it had been done in its 175,000 km (110,000 mile) life, I figured it would be a good afternoon project. The chain is also a wear item, but I chose to leave that until the next time I do the water pump and belts.

There are upper and lower pads that need to be replaced. Some folks replace only the top pad since that sees the pressure from the tensioner, and the lower is fixed in place. Replacing just the top is much cheaper, but since I didn't know what I would find, I did both. According to [clarks-garage.com](http://clarks-garage.com), three parts are needed: a top pad (928.105.509.01), a bottom pad (928.105.347.01) and the gasket (928.104.447.09). This is one of those projects where the pricing makes no sense. The top pad is about \$15. I wasn't able to get the bottom pad by itself, so I bought the full kit for \$106 from Paragon Products (part number PP-105.049.KIT-RAIL). The "kit" contains both pads and two tiny screws. Wow.

The work is pretty straightforward:

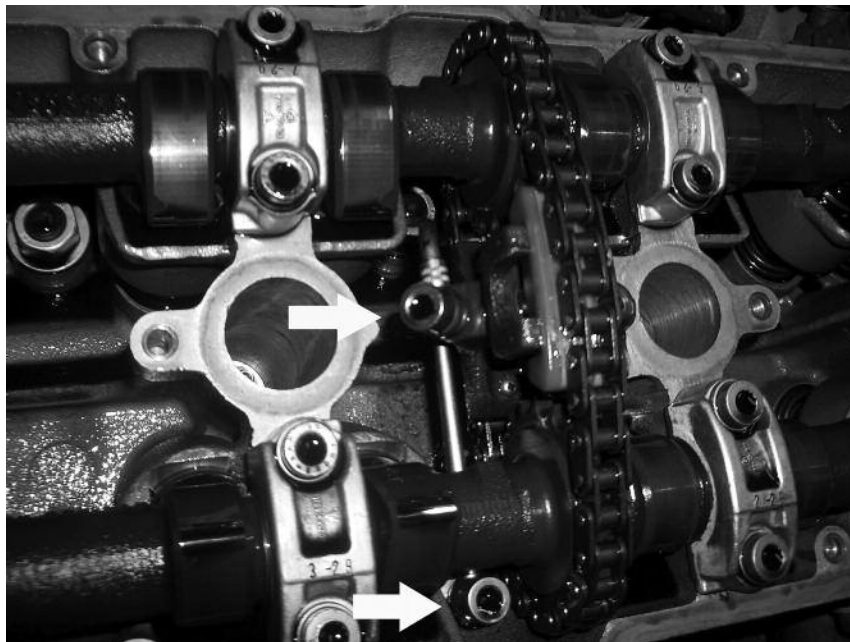
Remove the spark plug wires and spark plugs.

Remove the 13 5mm allen bolts that secure the cam cover to the head. They do not unscrew all the way, but they can be pulled through the rubber grommets in the cam cover.

The cam cover can be removed without removing the fuel rail hoses with just the right amount of twisting, lifting and turning. It's challenging, however.

Remove the two bolts that hold the "J-tube" onto the tensioner and head. There are four small copper "crush" washers that form a seal for the oil that feeds the tensioner, two on top of the J-tube and two on bottom. Carefully remove these after removing the bolts. Remove the J-tube and then remove the bottom two crush washers. The bottom washers may stick to the J-tube.

Carefully press down on the chain with your hand and compress the tensioner and insert a very small allen wrench into the hole in the metal tensioner tab and above the plastic ramp. This will hold the tensioner in the com-



The arrows point to the two allen-head bolts that hold the J-tube in place.



The tensioner after removal from the engine. Notice the obvious wear patterns (arrows).

pressed position for removal.

Remove the two allen bolts that hold the tensioner to the head. Once these bolts are removed the entire tensioner assembly can be removed.

Reverse the procedure to install. The principle of gravity and the clearance by the fuel lines will make it a challenge to get the cover back in place. This, truly, was the most difficult part of the project.

Torque the tensioner bolts to 7 lbs/ft and the valve cover bolts to 7 lbs/ft.

I found that both pads were pretty well worn with nice grooves worn into the plastic. I suspect, due to the color that these are the original parts. Some folks have found that the pads become brittle over time, contributing to failures. I was surprised that after nearly 20 years, the cold Canadian climate, six owners and track miles they were relatively strong.



# Just who are those guys in white?

They're all volunteers, have to go to school to learn how to do it, and enjoy it

Photo by Michael Madrid  
Potomac member Bruce Mackliet handling the yellow flag at Summit Point's Turn 1 during a 2008 event.

By Bruce Mackliet  
for *der Vorgänger*

It takes an incredible organization and effort to put on the annual Potomac Region Club Race.

The race organization includes stewards, registration, scrutineers, grid, pit, emergency services (e.g., fire, medical and course marshals), timing and scoring, starters, sound control, pace car and flagging and communication. Nothing beats flagging and communication for being close to the racing action.

Flagging and communication—the flaggers, or “corner workers,” who you see sporting white clothes at the turns of the race track—serve three important functions:

Flaggers are the driver's eyes and warn drivers, through the use of flags and hand signals, of important track conditions that drivers cannot otherwise see. Flaggers are first responders to emergencies that involve drivers and spectators. Flaggers also are the eyes and ears of the stewards.

A typical corner—or station—has a crew that includes: crew captain, communicator, yellow flagger, blue flagger and safety point.

The captain is chosen from among the most experienced and knowledgeable workers and has full responsibility for running the station.

The communicator uses a two-way radio to “race control” to communicate station conditions. The communicator informs race control of issues such as track

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blockage, conditions such as moisture or oil on the track, any metal-to-metal contact, passing under a yellow flag, blocking, car problems (window nets, hood latches, smoking or dripping, visible numbers, brake lights) and unauthorized spectators.

On occasion, the communicator may contact another station directly to request a certain flag be displayed. Depending on worker availability, the captain may also perform the role of communicator.

The yellow flagger watches downstream for incidents or conditions that must be communicated to drivers. The yellow flagger uses a yellow flag to communicate track conditions to oncoming drivers. As the saying goes, "waving on the paving and standing on the grass," which means that a waving yellow flag is shown when there is blockage on the track surface. If the hazard is off the track surface, the standing yellow is given.

The blue flagger has the primary responsibility of protecting the yellow flaggers since the yellow flagger has his or her back to oncoming traffic. Thus, the blue flagger is positioned so that he or she can get the yellow flagger out of harm's way if necessary. The blue flagger also displays the blue flag to drivers that are being overtaken. The blue flag says to drivers "check your mirrors."

During races, the blue flagger typically keeps mental notes on the top four or five cars and bottom four or five cars. When the blue flagger judges that a car will be overtaken between his or her station and the next station, the blue flag is displayed.

When an incident requires the display of a yellow flag, the yellow and blue flaggers swap their locations. The yellow flagger now faces the oncoming cars, and the blue flagger looks downstream and at the corner captain in order to signal condition changes to the yellow flagger.

At the direction of the captain, the blue flagger may display many other flags: white flag, debris flag, black flag, and red flag. The blue flagger is a challenging position for novices.

The safety point typically stands in locations that will make it easier to respond to incidents. This may be across the track from the station, or in a location that helps extend the eyes of the captain and yellow flagger.

The safety point must be able to communicate with the captain via a series of hand signals. The safety point—as well as other crew members—may be called upon to help put out car fires and will always carry a fire bottle when responding to any incident. Learning hand signals,

and being able to respond to incidents and communicate with drivers, is a challenge for new corner workers. Not all corners use safety points.

When an incident occurs that requires a flagger to respond, the responsibilities of the flagger are, in order: To protect him or herself; protect the rest of the corner crew; protect the drivers still racing; and protect the drivers involved in the incident.

Depending on the needs of the station, all corner workers may be called upon to restore the track to running conditions between sessions or during temporary race stoppages. Workers frequently are called on to rebuild tire walls and to get debris off the track.

In the past, the Potomac Region has conducted flagging schools for anyone interested in flagging at the Club Race. More recently, Potomac has taken advantage of training offered by the Washington D.C. Region of the Sports Car Club of America (WDCR-SCCA).

Not only has SCCA helped by making their Novice Flagging and Communications School accessible to PCA members, but in recent years the WDCR-SCCA has helped supplement the volunteer flaggers from PCA during our Club Race.

I first took the Potomac Region flagging school in 2004 and I have flagged each Club Race

since. However, I felt that flagging skills should ideally be applied more frequently than the once-a-year Club Race. So with this in mind, I took the SCCA Novice Flagging and Communications School last year.

The WDCR-SCCA approach to flagging is good for novices because the station crew rotates through all positions—yellow flagger, blue flagger, communicator and the safety points.

Some regions may insist on a greater degree of specialization in which, for example, one might be a blue flagger or a safety point. The WDCR-SCCA approach gives each crew member experience at each position. Special help may be provided to newer flaggers to help them progress. The station captain also may help novices by avoiding especially challenging assignments.

For example, the captain may work out a rotation schedule so that the novice is not the communicator during a race of 40 or 50 Spec Miatas.

The Potomac Club Race is nationally administered but regionally sponsored and organized. This year's volunteers will permit Potomac to stage the race for the 18th straight year (since PCA Club Racing began). Volunteering at the Club Race is a great way to meet other members. The dinner and door prizes aren't bad either.

### Interested in flagging?

If you are interested in attending the WDCR-SCCA Novice Flagging and Communications School at Summit Point over the March 28–29 weekend, please contact the Club Race Chair, Kevin Oyler at [clubrace@pcapotomac.org](mailto:clubrace@pcapotomac.org).

With the knowledge gained at the school, you have the option of adding experience through flagging at SCCA races. And, of course, you would be welcome to join the fun at this year's Potomac Club Race, scheduled for Oct. 3–4.

## New location for Md. b'fast

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

Instead of a 9 a.m. breakfast at Pralines, we are going to have a Third Saturday Brunch at the Irish Inn in Glen Echo, MD at 11AM on Saturday. We will have a private room upstairs, so just head upstairs. We will also have free American LeMans Series posters available.

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

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

## dV on the Internet

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

## Lap-top needed

The auto cross program is need of a lap-top computer. If you can donate a working computer please contact Tony Pagonis @ [autocross@pcapotomac.org](mailto:autocross@pcapotomac.org) .

## First rally of 2009 set

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

The rally route covers about 84 miles, starting at the Manassas (Va.) Battlefield Visitor's Center and ending at Barrel Oak Winery near Marshall, Va.

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

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

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

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

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Photos by Richard Curtis

Above: John Brady of Great Falls, Va., looks closely at a bright orange 2009 Cayman S Sport stickered at \$84,000.

Above right: Rich and Chris Franco, of Burke, Va., investigate the inside of black Cayenne (with "Sold" sticker in the window).



## Dealership fun night

Porsche of Arlington (Va.) invited Potomac members to a preview sale to purchase some of their excess inventory in a one-night only event in late January. Items available were clothing, models, key chains, books, golf, travel, watches, sunglasses, kids pedal cars, toys, accessories, car care products, wheel and tire sets, vehicle accessories and more. An estimated dozen folks showed up, several walking away with some nice merchandise. This also offered an opportunity to look at new Porsches up close.

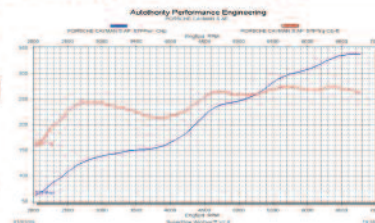


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# How to fit a HANS device

By Richard Curtis  
for *der Vorgänger*

If you can operate a measuring tape, drill two holes in a Fiberglas helmet and have a modicum of patience plus about 20 minutes, you, too, can mount a HANS device to your helmet.

These safety devices, HANS (Head And Neck Support), although not required currently for Porsche Drivers' Education events, are strongly suggested. If you're going racing of any sort, you would be well advised to buy and wear one in conjunction with a roll cage (or roll bar) and safety harnesses. They're basic insurance against possible catastrophic injuries.

Dave Riley, Dave DiQuollo and I gathered one cold January Sunday afternoon to install these devices in Dave's and Linda Riley's helmets. The first device took about 45 minutes to install; the second, 20 minutes.

One note: If you have a helmet with side vents, be extra careful that the 6-inch point at which you need to drill the holes doesn't fall within the vent. One of Riley's older helmets (a Bell Mag 4), presented this problem.

Directions are also included with the HANS device when you purchase it. If you're an online-only animal, you can find step-by-step directions and complete with illustrative photos, here:

[www.rs25.com/forums/showthread.php?t=57907](http://www.rs25.com/forums/showthread.php?t=57907).

## Here's what we did:

Find the helmet's centerline and mark it near the helmet's base (see photo 2, next page)

Apply masking tape (or similar) around the perimeter of the helmet.

Mark a point 1.5 inches above the bottom edge of the helmet and six inches to either side of the centerline.

Drill a quarter-inch hole through the helmet at each of these points (photo 3), taking care to place something between the helmet liner and the outside shell so as not to drill through the liner. The wrench that accompanies the HANS device is well suited for this or any small piece of metal. Drill slowly. You might start with a smaller drill bit and work up to the final 1/4-inch size.

Remove the tape and deburr the holes.

Insert the large nut-washer between the helmet liner and the helmet shell.

Apply a drop of blue thread-locker (supplied with the device) to the post anchor bolts.

Insert the post anchor bolt and its associated hardware as shown in the diagram.

Tighten the post anchor bolt with a screwdriver, pliers or wrench. The pointy end of the post anchor bolt points toward the helmet's rear.

Try on the helmet with the HANS device attached. (Photo 4).

## To install, you'll need:

- Helmet
- HANS device
- HANS anchor kit (comes with the device)
- Drill with 1/32 inch and 1/4 inch bits
- Sharpie pen
- Masking tape (or similar)
- Flexible ruler (cloth tape)
- Several helpers (optional but could be helpful, especially when it comes to the simple arithmetic)

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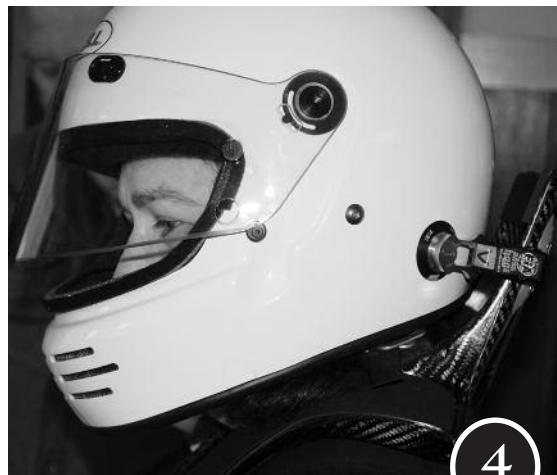
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(featured in April 2007 *Excellence*)



#### About HANS devices

Helmet should meet current requirements (any current SNELL-approved helmet)

**Material** (carbon fiber, Kevlar); each device is SFI and FIA certified.

**Maintenance:** Keep out of sunlight; clean with warm water and mild soap

**Cost:** about \$600 to about \$1,100 depending on model and size

**Weight:** 1, 1.25 and 2.25 pounds depending on model and size.

**Sizes:** X-small, small, medium and large

## Contact information for PCA Potomac Founder's Region officers and chairs

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 928: John Lewis [928@pcapotomac.org](mailto:928@pcapotomac.org)



## Readers and their cars

**Above:** John Bailey was one of a large crowd that turned out for the February breakfast meeting in Tysons Corner, Va. The Sterling, Va. resident is shown here admiring the 400 hp (at the rear wheels!) 3.3 liter engine in his 930 Turbo. He's owned the car for nine years.

**Right:** A beautiful black 1989 Turbo owned by Dave Buchinski who attended the Tysons breakfast with his friend Tyler Shields, both from Herndon, Va.. He's owned the car for five years and knew the doctor who owned it before him.

Photos by Richard Curtis





**Above:** The Saturday breakfast meeting was blessed with warm, sunny weather, which brought out a much larger than usual crowd of Porsche owners. Among many interesting cars was a 4-cam Spyder (not shown), at least one Cayenne, and several late-model turbos.



Photos by Richard Curtis

**Top:** Glenn and Nancie Havinoviski of Reston made the short drive in their Ruby Red 2008 Cayman to Tysons for the February breakfast meeting.

**Above:** Lee Hamilton, right, who seems to be setting some sort of record by getting his photo in just about every issue of *der Vorgänger*, makes a new acquaintance with Chuck Bush. Chuck's dark blue 993 C4S (back), which he's owned for a year, is the same color as Lee's 993 Targa (foreground) and is Chuck's second Porsche. He also has a metallic blue 1970 911S.



Photo by Richard Curtis

A last-minute coffee meet-up was held on a beautiful Sunday morning in Bristow, Va. on Feb. 1 with nine cars showing up, including Al Leung's yellow Carrera RSR clone (see more of his car at right).



Photos by Willy Straubhaar

The Maryland breakfast meeting was held Jan. 17 with several cars posting (below). **Above:** Club members enjoy coffee and breakfast at the restaurant. **Right:** Todd Boyer plans to try a DE with his Boxster S.





## Al's new toy

Photos by Richard Curtis

Following some research on eBay, Al Leung of Springfield, Va., found a dream car: a self-described “mutt” consisting of a 1971 911 body, a 3.2 engine from an '89 with suspension, brakes and fender flares from a 930 Turbo. Al drove his beauty, an RSR clone, to a coffee get-together in Bristow, Va. on Feb. 1 with the Kentucky plates still gracing the car's rear. Al says the car

was built by Dave White Racing in Florida. The interior is finished with drop-dead gorgeous natural colored leather (even the dash!), with a Wevo shifter, upgraded steering wheel and aluminum pedals. Al also owns a 2007 C4S.



Photo by Richard Curtis

Ron Davis has one of the niftiest (and cleanest) 1964 356 SCs around. Ron is also the concours chair for Potomac.

