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Mercedes Audi

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## der Vorgänger

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

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# A short drive down Memory Lane

A popular topic when car folks get together: "Don't I wish I had that (insert favorite car) that I, sadly, sold for a whole lot less than I'll have to pay to get it back." It never fails to bring back a lot of memories for everyone in the conversation.

Mine was a 1970 911T that was the most basic 911 ever sold in the state of Florida. It did have a radio, five-speed, plain steel wheels with hubcaps and a sunroof but not much else. It also had a bunch of rust in the rocker panels, which I, unfortunately didn't know was a "feature" until much later.

This was not long after college graduation, and I was enjoying the fruits of my first professional job. It was my first Porsche, hence its specialness, so I would spend time out in the garage lying beneath it "contemplating the valves," which I never got around to adjusting in my two years of ownership. Heaven only knows how the little car made it that far, but it was running like a champ when I sold it. (See *valve adjusting article on Pages 10-11.*)

The previous owner had installed some annoyingly loud exhaust, which I traded to someone straight up for a stock muffler. I remember adding cocoa floor mats but not much else. I learned a little bit about the car mechanically by changing the spark plugs and doing just a few other odds and ends, but mostly I just drove it, which is why we all buy these cars.

I sold it for a song, just to be shed of the rust worries. A long-hood like that one would be worth a lot today, don't you think?

Next on my list of cars I wish I had back were two Olds 442s. One was a '65 that I eventually kept for seven years. Great car, I put over 100,000

miles on it when 100K was a LOT of miles. The other was a '66 that I ordered new just weeks before I got a New Year's Eve invitation from Uncle Sam to join him in the fight against Communist aggression. I canceled it before joining Uncle Sam. My daughter gave me a model of the '66 for Christmas last year, so I'll finally own one.

Then there was an '85 Mustang GT, the last of those cars with a carburetor. I kept it five years, babied it, kept it always garaged and tuned. That thing ran like stink, despite only having a pretty-stout-at-that-time 225 hp. You now can buy a Ford Focus ST with more horsepower. Hmmm.

I was lucky enough to have owned the following, too, and in some perverse way, I wish I still owned:

- '50 Buick four-door, built like a bank vault. Trains would stop at crossings to ensure it wasn't coming.

- '90 Ford Taurus SHO that could pull a go-kart trailer, return decent fuel mileage when it wasn't screaming to redline—which it would do easily—and seat four in leathery comfort. Traded it for my '95 Ranger pickup, which still sits in our driveway with 200,000 miles on the odometer.

- Two early '60s Corvairs, one automatic and one four-speed. I'd want them both again just to remind me of those high school years!

In this issue, I recommend **Andrew Goodnight's** description of a professional valve adjustment on Pages 10-11; **Linda Gifford's** getaway trip to Deep Creek Lake, Page 14; and **Bob Williams' visit** to Danville, Calif.'s Blackhawk Museum on Pages 15-18.



Richard Curtis



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# Friendship and Potomac

I just sent an email to a friend of mine in which I wrote: "If only the rest of my life were as fun as PCA." This friend is James Henry, and we are trying to find time to meet with another mutual PCA friend, Jay Obst. James lives in Rockville and works at the Pentagon. Jay lives in Winchester and works at Dulles, and I live in Alexandria and work for a software company. Normally, our lives wouldn't cross, but we all share a love for Porsches and have been lucky to become friends through the club.

We all got to meet each other at Drive 'n Dines and on the track and have become fast friends, friends who I know I would never want to be without. They are good men and I know that I can count on them any time I need help.

If you have one or two people in your life like that, you should count yourself lucky. As it turns out I have almost 2,300 of them, and so do you.

The members of PCA Potomac take care of each other like no group of people I have ever met. They will help you fix your car, pick you up if you're stranded, loan you their truck and trailer if you need to bring your wrecked car home (it does happen from time to time. Thanks, Roger McLeod!). They behave the way we sometimes wish our family members and co-workers did. They are our friends.

Your fellow Potomac members are there for you, not just when your car breaks down but also in those moments when your life breaks down, too. You are standing there, your life looks like an engine rebuild gone wrong, and you are wondering to yourself "how am I going to put THIS back to-

gether again?" In moments like this, your friends in Potomac show up and just start to help out. You don't have to doubt them for a second. I have had the joy of receiving this help from other Potomac members and the honor of giving it in turn.

In this issue of *der Vorgänger* is a special story about just this kind of help.

Bruce Dobbs has always been a good friend to me, to Potomac and to many in the club. Recently, Bruce had the courage to decide to take on one of his personal demons. What's more, Bruce had the courage to talk about it in *dV* on Page 19.

Bruce's story shows what you can expect from your Potomac brothers and sisters when the chips are down. Read this article and you will learn about what it means to be a member of Potomac, beyond just car shows, winning races and driving fast.

Many of you don't know Bruce personally and apart from a name on the web site and a slightly preachy column in *dV*, many of you don't know me personally either.

But if you ever need help, Bruce, myself, and 2,300 other best friends are only a phone call or email away. Better yet, come see us sometime. We have a lot of DEs, concours, rallies, autocrosses, tech sessions, and breakfasts coming up where you can get to know some of your fellow members a little better and have a lot of fun into the bargain.

You never know who you may end up standing shoulder to shoulder with sometime. As James Taylor sings, "you've got a friend."

I am a lucky man, indeed.



John Eberhardt

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# Potomac's 2013 calendar

The information below is accurate as of date of publication. However, circumstances may change through the year. You're advised to check Potomac's website — [www.pcapotomac.org](http://www.pcapotomac.org) >

Calendar > Potomac Calendar and/or [www.pcapotomac.org](http://www.pcapotomac.org) > Programs for further information and the most up-to-date information. This calendar in *der Vorgänger* will be updated

each month through 2013. Details on the monthly brunches and event contacts are listed below. A listing of Program Chairs is below.

## March

30: Driver Education tech inspection and open board meeting, 9 a.m.–2 p.m. Open board meeting begins at 2. Porsche of Rockville, 1125 Rockville Pike, Rockville, Md.\*

## April

5: Instructor track training day, Summit Point (W.Va.) Raceway.

6: Centreville, Va. brunch.  
6–7: DE, Summit Point (W.Va.) Raceway. Main course.

13: Arlington, Va. brunch.  
13: Autocross No. 2, Bowie (Md.) Baysox Stadium.  
20: Glen Echo, Md. brunch.

27: DE tech inspection. 9 a.m.–2 p.m. SportsCar Shop, 45759 Elmwood Court, #150, Sterling, Va.\*

## May

4: Centreville, Va. brunch.  
5: Deutsch Marque Concours, Nottoway Park, Vienna, Va. 10–3 p.m.

10–12: DE, Mid-Ohio Sports Car Course, Lexington, Ohio.

11: Arlington, Va. brunch.  
18: Glen Echo, Md. brunch.

18: Driver Education tech inspection. 9 a.m.–2 p.m. AutoThority/Pitstop, 25358 Pleasant Valley Road #125 Chantilly, Va.

19: Drive 'n Dine, Spring brunch.

23: Autocross No. 3, Bowie (Md.) Baysox Stadium.

## June

1: Centreville, Va. brunch.  
1–2: DE, Summit Point (W.Va.) Raceway. Shenandoah Course.

8: DE tech inspection day. 9 a.m.–2 p.m. Intersport, 1524 Spring Hill Road, McLean, Va.\*

8: Open board meeting. 2 p.m., Intersport, 1524 Spring Hill Road, McLean, Va..

8: Arlington, Va. brunch.  
15: Glen Echo, Md. brunch.

14–16: Drive 'n Dine, overnight trip to Fallingwater, Pennsylvania.

21–23: DE, Summit Point (W.Va.) Raceway. Main course.

## July

6: Centreville, Va. brunch.  
4: Drive 'n Dine, Wine & Pie.

7: Autocross No. 4, Bowie (Md.) Baysox Stadium.

13: Arlington, Va. brunch.  
20: Glen Echo, Md. brunch.

13: Driver Education tech inspection day. 9 a.m.–2 p.m. Autobahn, 3158-A, Spring St., Fairfax, Va.

19–21: DE, Summit Point Raceway. Main course.

## August

3: Centreville, Va. brunch.  
3: Driver Education tech inspection day. 9 a.m.–2 p.m. Location TBA.\*

9–11: PorscheFest, DE + Autocross No. 5 on July 10 + Rally, Summit Point (W.Va.) Raceway.

10: Arlington, Va. brunch.  
17: Glen Echo, Md. brunch.

17: DE tech inspection day. 9 a.m.–2 p.m. Chapman Auto Werks, 22854 Bryant Court, #103, Sterling, Va.\*

24: Drive 'n Dine drive-in movie, Stephens City, Va.  
30–Sept. 1: DE, VIR, Alton, Va.

## September

Aug. 30–Sept. 1: DE, Virginia International Raceway, Alton, Va.

6–8: Drive 'n Dine, The Homestead, Va.

7: Concours, Gathering of the Faithful, Reston Town Center, Va.

7: Centreville, Va. brunch.  
14: Fall High Performance

Driving Clinic, Summit Point (W.Va.) Raceway, Jefferson Circuit.

14: Arlington, Va. brunch.  
21: Glen Echo, Md. brunch.

21: Club picnic, open board meeting. Location TBA.

28: Octoberfest, Lovettsville, Va. Drive 'n

Dine, concours, rally.  
27–29: PCA Club Race, Summit Point Raceway.  
28: Wings & Wheels, Leesburg (Va.) Airport.

## October

5: Centreville, Va. brunch.  
5: Drive 'n Dine, winery.  
6: Autocross No. 6, Bowie (Md.) Baysox Stadium.

12: Arlington, Va. brunch.  
19: Glen Echo, Md. brunch.

12–13: N.C. Museum of Art, Raleigh, N.C. Special historic Porsche exhibit.

19: DE tech inspection day. 9 a.m.–2 p.m. Auto Sportsystems Group, 2810-F Dorr Ave., Fairfax, Va.\*

19: Drive 'n Dine Fall Foliage trip  
19: Gold Cup.

25: Volunteer Appreciation Day. Summit Point (W.Va.) Raceway. Main course.

26–27: DE, Summit Point (W.Va.) Raceway. Main course.

## November

2: Centreville, Va. brunch.  
3: Autocross No. 7, Bowie

**Potomac breakfasts and/or brunches** are an excellent way to (a) have a meal; and (b) make new Porsche friends or renew friendships with old friends. Meetings are low-key with no agenda.

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

**Virginia: second Saturday of each month**, 10–Noon. Thirsty Bernie Sports Bar & Grill, 2163 N. Glebe Road, Arlington, Va. 22207.

**The Maryland breakfast is the third Saturday each month** from 11 a.m. to 1 p.m. at the Irish Inn, 6119 Tulane

(Md.) Baysox Stadium.  
9: Arlington, Va. brunch.  
16: Glen Echo brunch.

## December

7: Centreville, Va. brunch.  
7: Annual officer election + open board meeting. 11 a.m.–1 p.m. Location TBA.

7: Holiday party, Clyde's, Bethesda, Md. 6 p.m.  
14: Arlington, Va. brunch.  
21: Glen Echo brunch.

## \*Tech inspection open to all members

Free DE tech inspections are designed to accommodate DE participants. Participants' cars in the Green, Blue and White groups must have a tech inspection by an approved inspector prior to every event.

However, tech days are also available to non-DE participants on a first-come, first-served basis. You car will be put on a lift and inspectors will look over your car, inspect the brakes, steering and other suspension components. It's an excellent opportunity to inspect a part of your car you don't normally see.

Ave., Glen Echo, Md.

For more information, contact John Magistro or Mia Walsh at [membership@pcapotomac.org](mailto:membership@pcapotomac.org)

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**Rally:** Linda and Craig Davidson, [rally@pcapotomac.org](mailto:rally@pcapotomac.org)

## Cars 'n coffee gatherings

### Hunt Valley, Md.

Saturdays, 8–10 a.m., Hunt Valley Towne Centre @ Joe's Crab Shack, 118 Shawan Road, Hunt Valley, Md. Many, many cars of all types.

### Great Falls, Va.

Saturdays, 7–9 a.m., Katie's Cars & Coffee in Great Falls, Va., 760 Walker Road, Great Falls, Va. This is perhaps the premier gathering of interesting cars in

the D.C. area, but be there early, like 7 a.m. If you're much later than that, parking can be difficult. Literally dozens and dozens of interesting cars. The coffee and food at Katie's are also tasty. Don't look for many cars if the weather is inclement.

### Fair Lakes, Va.

Sundays, roughly 8:30–10:30 a.m., Fair Lakes (Va.) Starbucks for coffee and cars is the site, 12599 Fair

Lakes Circle, Fairfax, Va., just off Interstate 66 at exit 55B. Don't look for many cars if the weather is inclement.

### Burtonsville, Md.

Sundays, 7:30–10 a.m., "Church of the Holy Donut," Dunkin' Donuts, corner of Routes 29 & 198, Burtonsville, Md.

## New Potomac members & anniversaries

### April 2013 anniversaries

#### 40 years

Dale & Rose Carlsen  
David & Dianne Holloway

#### 30 years

Richard & Veronica Tobin

#### 25 years

Steven & Lydia Timmins

#### 20 years

Richard & Tina Chitwood  
Gary & Betty Church  
James Mcleod &  
James Mcleod, Jr.

#### 15 years

Allen Chin  
Michael De Crespigny  
Walter Hamilton &  
Carolyn Davis  
Ken & Betty Hollander  
Bob & Nancy Leins  
Thomas Wilson &  
Dan Jourabchi

#### 10 years

Hunting Davis &  
Hunting Davis III  
Michael Gelling  
Brent & Katie Johnson  
Peter & Jacqueline Pickard

#### 5 years

James & Terry Harrell  
Dennis & Fortuna Kemery  
John Lueders &  
Beth Larson  
Carl & Angie Marchetto  
Len & Grace Sese  
Alan Slepian & Don Cahill  
Charles & Brenda Swisher  
Phillip Winterfeldt &  
Patrick Byrne  
Brian Wodarski &  
Heather Welsh

### March 2013

#### new members and transfers

Bill & Taylor Creighton -  
2004 Cayenne S  
Jeff Duncan - 1997 993  
David Evans - 2010  
Cayman S  
Steve Fraser - 1983 928S  
Jason Friedman - 2005  
Boxster S  
Eddie & Jessica Gray -  
2002 Boxster S  
John & Keira Hornyak -  
1983 911 cabriolet  
Richard Horton - 2006  
Carrera 911  
Van & Eric Hovanky -  
2007 Boxster  
Alec Hunsaker - family  
member of Chris Hun-  
saker  
Scott & Stephanie Jackels  
- 2006 911  
Steve & Jonathan Karr -  
2010 Boxster  
Ron Klar - 2003 911 GT2

Kurt Languirand - 1971  
911

Steve & Cheryl Lucky -  
1999 Carrera cabriolet  
Chris Markwood - 2007  
Type 997

Canni McVay - family  
member of John Me-  
unch

Larry & Andrea Palsha -  
1983 911

Gregory &  
Maira Pellegrino -  
1988 Carrera

Tyler Petrie & Desiree  
Brungard - 2008  
Cayman S

Michael Regen - 2003  
911

Mark Richardson -  
family member of  
Bruce Richardson

Dave & Na-Young Shin -  
2001 911 cabriolet

Eric Upton &  
Valerie Gonzalez -  
1985 944

Paul Wight - 2013 911

C4S cabriolet  
James Williams - 2013  
Cayenne  
James Wood &  
Christopher - 1990  
911 cabriolet  
Mike Yost - 1991 964

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# How Porsche valves are adjusted

Photos and story by Richard Curtis  
for *der Vorgänger*

Air-cooled 911 Porsches from the earliest model through the 964 models of 1993-94 require regular adjustment of their valves at the recommended interval of 15,000 miles or every major service, according to Porsche technician Andrew Goodnight of Chapman Auto Werks of Sterling, Va.

Beginning with the 993 models in 1994, Porsche engines all had hydraulic valves that did not require periodic adjustment.

Valves sometimes require adjusting between major service intervals. For example, “Valves should be adjusted whenever they’re noticeably loud—they’ll make a ticking sound,” says Goodnight.

“Some customers ask me to ‘listen’ to their valves and advise if they need adjustment,” says shop owner Taylor Chapman. “It’s not the ones I hear I worry about; it’s the ones I can’t hear that’s the problem. If a valve is too tight it does the most damage, and you typically cannot hear them when they are tight.”

“A potential problem is adjusting the valves incorrectly or not tightening them correctly,” says Goodnight. “If incorrectly adjusted, you’ll notice a loss of



Goodnight poses with a air-cooled engine out of the car used to illustrate this article.

power,” he says. “It’s better to be slightly loose on exhaust valves because they heat up more once the engine is running.”

If you track your Porsche, Goodnight strongly suggests a valve adjustment at least once a season regardless of the mileage interval.

The most difficult thing about doing a valve adjustment for an experienced person, he says, is getting to the valves. Removing exhaust and tinwork, which got more complex in the latter years, involves a lot of work and time. Depending on the model, the valve-adjusting procedure can take 3-4 hours. “3.2 engines and SCs, are easier,” Goodnight says. “964s (with their more complex exhaust and tinware) take the longest.”

“If the engine is out of the car, the task becomes much, much easier,” says Goodnight, “usually

taking 1–1.5 hours.” Worth noting is that these times are with the car on a lift in a professional garage with adequate lighting. Doing the same adjustment in your home garage with the car on jackstands will take considerably longer.

The first task is getting adequate access to the valves, a task that is easier for the early models with their simpler exhausts, less tinwork, no power steering, air conditioning, etc.

You have to remove:

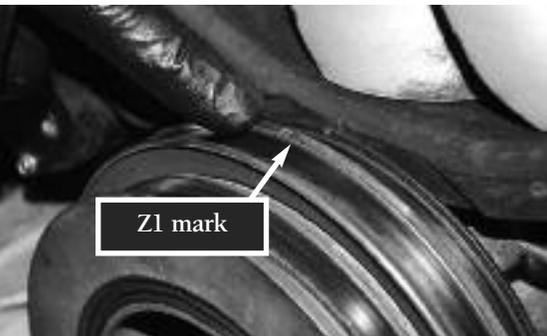
- muffler(s), catalytic converters, etc.
- any tinwork prohibiting easy access to the valve covers.
- valve covers; use new valve cover gaskets.
- drain the oil from the case unless you’re planning to change the oil anyway, in which case go ahead and drain all the oil.

Do not remove the spark plugs. Doing so before you adjust the valves might cause a small piece of debris—such as carbon—falling onto the valve seat. This later could cause a misreading on the gap itself. Better to remove and re-

## Tech tip

*An explanation of Porsche maintenance items and repairs as described by professionals.*

*Have a suggestion for a Tech tip feature? Please email [dveditor@pcapotomac.org](mailto:dveditor@pcapotomac.org)*



Above: To begin, turn the crank to TDC for cylinder No. 1 by turning the crank clockwise until the Z1 spot on the pulley aligns with the split in the engine case. Valves are adjusted in this sequence: 1-6-2-4-3-5. For cylinder No. 6, turn the crank 120 degrees to the next mark on the pulley. For cylinder No. 2, turn the crank another 120 degrees.



Left: Turn engine using crank pulley nut as photographed or, says Goodnight, by using the fan pulley nut while applying tension to the fan belt. Above: Special feeler gauge to adjust valves.



Far left: Valves can be adjusted using a 13mm boxed end wrench and a screwdriver. Goodnight prefers to use this two-in-one tool made by Hazet used specifically for valve adjustments.

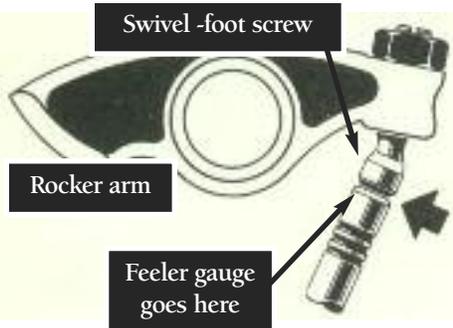
Left: The feeler gauge must be slipped between the valve tip and the swivel-screw foot. Also see diagram below.

place the plugs afterwards, says Goodnight.

Tools you'll need for the actual adjustment are just a screwdriver or two to turn the valve-adjusting screw, a 13mm deep-offset box wrench to loosen/tighten the 13mm nut that secures the valve-adjusting screw, and the correct size feeler gauge (0.10 mm or 0.004 inches). You'll also need a torque wrench, an assortment of other sockets, ratchets, extensions and wrenches.

Instead of a screwdriver/wrench combination to do the actual adjustment, some mechanics use a special valve-adjusting tool made specifically for this task, such as the one Goodnight used for this article. Goodnight's Hazet 2568-1 VW/Porsche valve adjusting tool is the tool pictured in the accompanying photographs.

Mistakes to avoid: "Not being patient," says



Goodnight. This is a job where you need to take your time and double-check everything, he says. Also, "Overtightening the valve cover nuts when reinstalling the valve covers is a common mistake. Use a torque wrench." Be careful when removing the valve covers, too; clean them thoroughly beforehand, and don't use a screwdriver to pry them off!

Should valve cover gaskets be reused? No. Should the oil be drained? Theoretically, you just need to drain the case.

Are there things I should do "While I'm In There"? "Mostly, just adjust the valves and install new valve-cover gaskets," says Goodnight. "You might consider changing the oxygen sensor and maybe installing new rocker shaft O-rings. You can inspect the cam to ensure there's no pitting. If there is pitting, we recommend replacing the cams. And if you find pitting, you have to check the corresponding rockers to make sure they're not damaged, too. Also, change the fuel filter every 15,000 miles." It's an excellent time to look for the source of oil leaks, replace questionable hoses, vacuum lines, gaskets, etc.

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Left: The July/August 1991 newsletter of the local BMW club reported on the results of the 1991 Deutsch Marque. The show was held at the German embassy in D.C.

# Spring is here! Time for car prep for 30th Deutsch Marque Concours

1991 photo by Ron Davis

**Above: For the Deutsch Marque Concours in 1991, each participating club—BMW, Mercedes-Benz and Porsche—were limited to 15 cars each. Here the Porsche contingent, including Ron Davis' "Nifty64" leading the way, are lined up at the German embassy in D.C. Davis still has that car and that license plate.**

By Ron Davis  
for *der Vorgänger*

Porsche owners all around the area are chaffing at the bit to get to Vienna, Va.'s Nottoway Park for the 30th annual Deutsche Marque Concours on Sunday, May 5 (rain date, May 19). They want to look their best, of course, to show up those Mercedes and Bimmer beauties. But that means preparation is going to take some car washing, waxing, vacuuming and lots of elbow grease, so let's get hot!

As is our tradition, we will have two major show categories. We will have a good number of classes for 356s, early 911s and 914s, late 911s, Boxsters/Caymans and 928s/924s/944s.

Cars in the "judged" class will be judged by a three-man team and scores will be based on cleanliness and overall appearance of exterior, interior, trunk compartment and engine (excluding Boxsters and Caymans).

This is a "top-only" concours, meaning no one will be checking your fender wells or tranny. Cars in the "Wash and Shine" (people's choice) category will be voted on by participants and spectators.

With these choices, there is no reason to be on the side lines. The exact classes will be determined by how many models of each year register, so register ahead, but we expect classes to be the same as last year.

Cars can enter the showfield at 8:30 a.m. Judging begins at 11 a.m. We will present the trophies at the wine/beer/soda and cheese reception at about 3 p.m. in the garden of the adjacent Hunter House.

The registration fee for this event is \$30 per car regardless of class. Registration fee includes one ticket to the reception; additional reception tickets are \$10 each. Kids under 12 attend free. Spectators admitted free to the concours.

We are looking for judges and helpers, so let us know if you are interested. Last year's terrific judges and helpers made the event run like a charm. If you would like to help judge, place cars, work the reception, etc, please contact Concours Chair Ron Davis at [concours@pcapotomac.org](mailto:concours@pcapotomac.org) or at cell (703) 409-0513.

• • •

**You, too, can be a concours judge.  
Concours judging school, story Page 28**



Above: The 1991  
Deutsch Marque at the  
German embassy.

Photos by Michael Madrid  
and Ken Marks

Far right and right:  
Deutsch Marque is not  
just for 356s. Here is a  
lineup from the 2012  
concourts that includes  
928, 944s, a 914 and  
several 911s.



## 30th Deutsch Marque registration form

For further information please contact: [concourts@pcapotomac.org](mailto:concourts@pcapotomac.org) or  
call Potomac Concourts Program Chair Ron Davis at (703) 409-0513.  
For BMWs, contact BMW Car Club of America, National Capital Chap-

ter <http://www.nccbmwcca.org/>  
For Mercedes-Benz, contact Mercedes-Benz Club of North America,  
Greater Washington Section <http://www.gws-mbca.org/>

**Event Date:** Sunday, May 5, 2013

Cars enter field between 8:30–11:00 a.m.

**Location:** Nottoway Park, Vienna, Va.

Entrant name : \_\_\_\_\_

Porsche year \_\_\_\_\_ Model \_\_\_\_\_

Address: \_\_\_\_\_ City \_\_\_\_\_ Zip \_\_\_\_\_

Phone: (H) \_\_\_\_\_ (W) \_\_\_\_\_

EMAIL: \_\_\_\_\_

Judged: \_\_\_\_\_ Wash & Shine: \_\_\_\_\_

Registration fee, all classes: \$30  
(includes one reception ticket)  
Reception: \$10 for each additional person  
Children under 12 are free

**Registration fee:** \_\_\_\_\_  
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8508 Browning Court  
Annandale, Va. 22003

# Deep Creek Lake quiet getaway

Even on a recent, snowy weekend, Garrett County in western Maryland makes for a serenely beautiful getaway from the hustle and bustle of the metro area. Every sort of activity is available from snow skiing in the winter to watersports in the summer or just doing nothing regardless of the season.

Photo and story by Linda Gifford for *der Vorgänger*

Have you been looking for a getaway from Washington that is less than three hours away? Do you like to visit areas with little traffic and friendly people? Perhaps you would like to visit Deep Creek Lake, Md.

The day after the PCA Volunteer Awards dinner on February 9, my husband, Steve, and I packed our new Porsche Panamera and headed to Deep Creek Lake in Garrett County, which is the westernmost county in Maryland. The county is nearly surrounded by West Virginia and Pennsylvania, with only a small section bordering its neighboring county in Maryland.

About halfway to our destination, we stopped at a gas station at a small crossroads. Coming outside after purchasing snacks, we noticed two men looking at our car. They loved it, and one of them said, "That's not a car—that's an AU-TO-MO-BILE!" The other gentleman opened the passenger's side door for me. After a few more pleasant exchanges, we were on our way again.

Our favorite place to stay at Deep Creek is the Lake Pointe Inn, right on the water. The inn was originally a farmhouse built in the late 1800s. The large great room, part of the original building, is paneled in wormy chestnut, a wood that was nearly wiped out during the chestnut blight that swept the United States in the first part of the 1900s. A fire in the huge stone fireplace welcomed us upon arrival.

The inn's public rooms and its 10 guest rooms and suites are decorated in Arts and Crafts style; the wooden furniture has comfortable cushions, and the deep pastel colors used in the wall colors, upholstery and bedding provide a relaxing atmosphere. Friendly staff members greet you and ensure that your stay will be a wonderful one. Every morning a different and delicious breakfast, made with fresh, local ingredients, is served to each guest. Chocolate chip cookies, banana nut bread and a variety of drinks are available around the clock. At 5 p.m., wine and hors d'oeuvres are served.

If you need more space than a bed-and-breakfast inn can provide, condos, townhouses and individual houses are available for rent. There are some lovely options from which to choose; some places have mountain views, some have lake views. One of our favorite houses (not for rent) features an exterior built from reclaimed barn wood and stone. Rental prices vary depending upon the season.

The Deep Creek Lake area has an abundance of activities year-round. One can swim, boat or fish on the lake, ski and snowboard at nearby Wisp Resort, go whitewater rafting on the Youghiogheny River, hike at several nearby state parks and play golf. Non-sport activities include visiting



Amish and Mennonite farms and businesses, browsing in stores with items made by local crafts people and driving through the countryside.

We enjoy going to the town of Oakland, Md. about 10 miles away, to look for antiques and to shop in small boutiques. Steve believes that the finest men's store in the eastern United States is Marvin's, housed in an old bank building, complete with safe. Englander's, just across the street, was a five-and-dime store in its past life; it has retained its lunch counter and booths, but now the merchandise sold is antiques. The restaurant is usually filled with locals catching up on the latest news. Order a grilled cheese sandwich for lunch—it costs \$2.40!

On the other hand, you can do little and just relax. Enjoy your getaway from the Washington area; cell phones and GPS systems do not work well in Garrett County. If you decide to take a ride, you can drive and look at the scenery at the same time.

A village near Oakland is Mountain Lake Park. It's filled with beautiful Victorian houses that remind me of those in Cape May, N.J. Another village in the county is Deer Park, where the Deer Park brand of bottled water originated. These two villages, along with Loch Lynn Heights and Oakland, used to have big hotels and summer houses where people rode by train to escape the heat of D.C. and Baltimore a hundred years ago.

Other places include Accident and Grantsville in the same county, and two Frank Lloyd Wright houses—Fallingwater and Kentuck Knob—nearby in Pennsylvania. Last June after staying at the Nemaocolin Woodlands Resort on a Potomac Drive 'n Dine prior to our visit to Fallingwater, we drove about 40 miles south to the Lake Pointe Inn to extend our vacation another few days.

We enjoy our visits to Deep Creek Lake. The worst part is leaving, but we always look forward to the next time.

For info on Deep Creek Lake: [www.visitdeepcreek.com](http://www.visitdeepcreek.com)

*Linda and Steve Gifford joined PCA in October 2011. For her birthday in 2011, Steve gave Linda a silver with a black top 911 cabriolet. He purchased his Panamera in December 2012. They live in Annandale, Va. and recently were named Potomac's Enthusiasts of the Year.*



# Blackhawk Museum offers visual treats

Photos and story by Bob Williams  
for *der Vorgänger*

Over the past few years, work has me travelling frequently. I find myself on the Left Coast several times a month and occasionally try to combine business with a little pleasure. One of my favorite car spots (other than the great race tracks in California where I love to thrash my brother's GT4 911) is the Blackhawk Museum in Danville, Calif.

The Blackhawk Museum has been around since 1988. It offers an incredible architectural style that showcases the cars and features some of the most amazing machines I have ever seen. Typically, there are about 90 vehicles on display; many of the cars are one-of-a-kind or the last known example in existence. Since the vehicles on the first floor are regularly rotated to other venues, you are likely to see something different on each visit. The second floor houses rare, historically significant and "last-of-its-kind" machines that are magnificent.

On my most recent visit, Ferrari was featured on the first floor in colors and models that I had never seen. Another treat was a display of vintage racing cars including an early example of a 911 RSR, the famous "X-Ray" 935 and two racing Jaguar XKEs.

Since I am also partial to a certain British machine (the monstrous Lister-Jaguars), I was amazed to see the Jaguar that inspired the creation of the Lister: the rare Jaguar SS. Even more amazing was that they had two Jaguar SSs—



one of the few remaining race cars and one of the race cars converted to street duty for sale to customers.

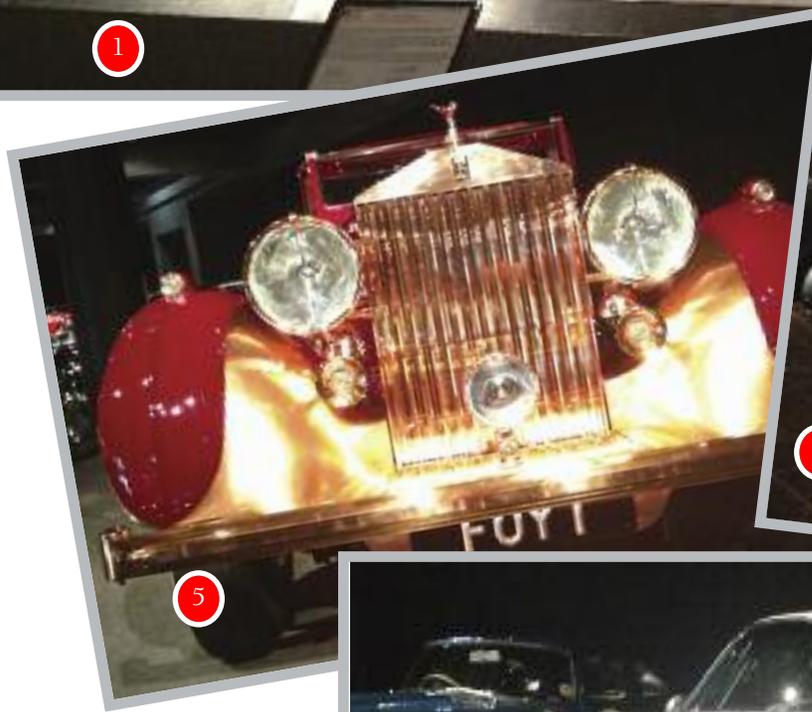
Another astounding fact about the machines on display is that all are in working order and can be driven! The museum believes these vehicles should be preserved not only for viewing but for what they were created—driving.

This doesn't mean you can hop into any one of these cars and drive it away, but each one is mechanically sound and can be made operational in a few hours or days at the museum's maintenance facility. These cars have been driven at events such as the Pebble Beach and Amelia Island Concours. Imagine the privilege of piloting one of

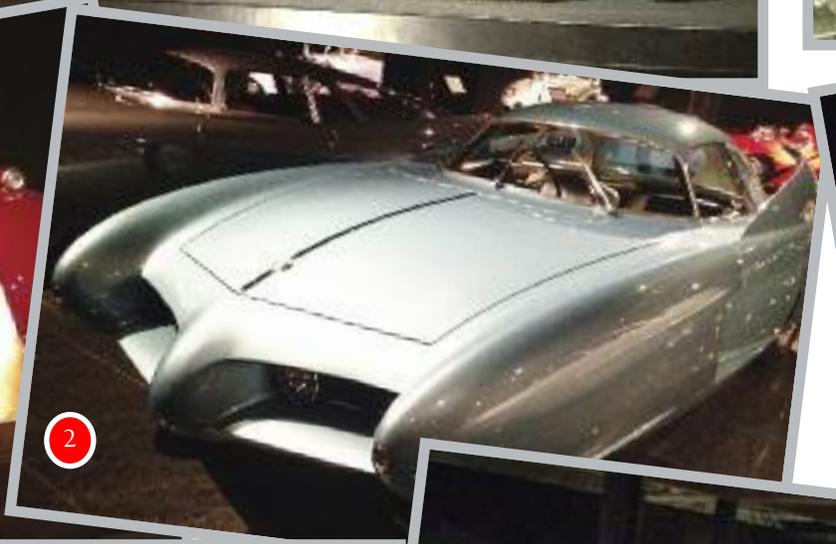
**Top:** The 70,000 square foot Blackhawk Museum is situated in a stylish shopping center in Danville, Calif. The museum displays around 90 cars at a time, including the 1977 Porsche "X-Ray" 935, above, a twin-turbo 2.8 liter making 590 hp that won its class at Le Mans in 1977.



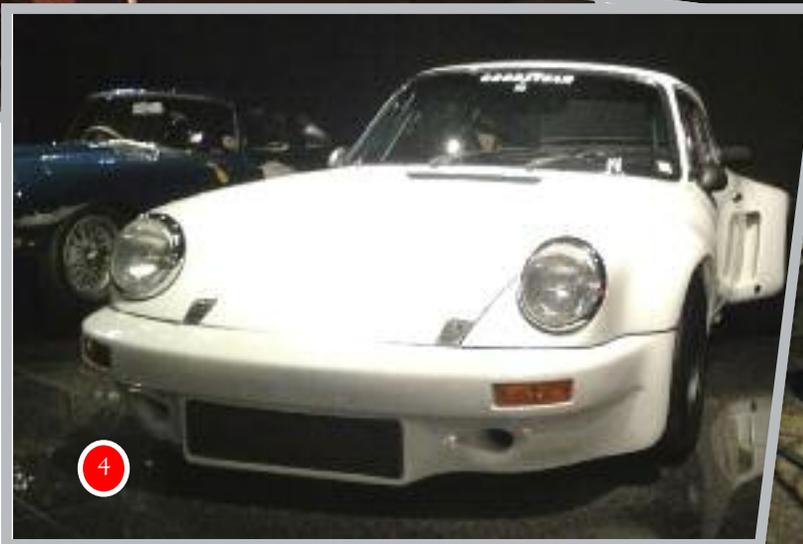
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Clockwise from top:

1. '37 Cadillac V-16 with body by Hartmann.

2. '55 B.A.T. 9 Alfa Romeo, one of three B.A.T. cars on display.

3. '26 Daimler 45 Salon Cabriolet with body by Banker and Company built for the Maharajah of Rewa of India.

4. '74 Porsche Carrera RSR, which was lighter than the standard '74 Carrera, had a rear duck-tail spoiler, wider rear wheels, improved suspension and was equipped with a 2.7-liter engine making 230 hp.

This car was completely restored in 1996.

5. The "Copper Kettle" '37 Rolls-Royce Phantom III was bodied originally as a limousine. In 1947, it was rebodied using a double skin of copper over steel for the fenders.

these machines, something worthy of any car person's "bucket list"!

Should you plan a visit, allocate four to six hours to tour the museum. While that sounds like a lot of time to look at 90 cars (you could easily breeze through both floors in under two hours), you will gain so much more from your visit if you spend time with the volunteer docents.

The docents possess a wealth of knowledge and are available to answer questions. On each visit, we have approached a docent with questions and, before we knew it, we were getting a personal, guided tour of the museum.

What you learn from these folks is much more than the information on the placards at each vehicle, and you will be

amazed by the history of these machines and will appreciate this collection even more.

One of the docents talked about an early, gorgeous blue Ferrari coupe. It had a bizarre ownership history that included owners who came to an untimely and suspicious demise. The car was said to be haunted, and several members of the janitorial staff have reported hearing the horn beep and seeing the high-beam headlights flash on several occasions after the museum closed.

Perhaps just a bad headlight switch, right? Sure, except all cars in the museum are stored without a battery! In fact, one of their janitors resigned after one of these late night experiences.



Clockwise from top:

**6.** '30 Bucciali Roadster. The first Bucciali was a super-charged, 2-cycle, V-4 prototype built in 1922. This—the only car ever completed by Bucciali—was rebodied with a Bugatti body but has been completely restored. It is FWD and has a Voisin V12 sleeve-valved engine.

**7** '30 Ruxton 5-passenger Sedan 2 front-wheel drive. While most Ruxtons were painted black, this one was painted in an 8-color scheme of overlapping colors designed by Josef Urban, a N.Y. City theater designer. Only 298 Ruxtons were built and fewer than 20 are thought to exist.

**8.** '24 Hispano-Suiza H6C 'Tulipwood' Torpedo built by the Nieuport Aviation Company. A frame of wooden ribs was covered by 0.125-inch strips of wood. These were covered by strips of mahogany (earlier thought to be tulipwood) of uneven thicknesses fastened with thousands of brass rivets. When fully equipped, the body was to have weighed approximately 160 lbs. This car was sixth in class in the Targa Florio.

**9.** '61 Jaguar E-type semi-lightweight coupe. Only eight lightweights raced at LeMans in the '60s. This car disappeared in the '60s and was discovered in a field in the Channel Islands in the mid-1990s.



10



11



13



12

Clockwise from top:

10. '37 Mercedes-Benz 540-K.

11. '56 Jaguar D-Type.

12. '66 Ferrari 500 Superfast Coupe, the culmination of the Ferrari America series that began in 1950. The car has a front-mounted V-12 engine and worm-and-sector steering. Thirty-seven examples were built; the Shah of Iran owned two.

13. '38 Bugatti Type 57SC Vanden Plas Tourer, one of one built. The "S" did not stand for sport but for *surbaisse*, French for "lower." The rear axle was mounted through the frame, and it was the first production Bug with an underslung chassis configuration. The supercharged eight DOHC developed 170 hp.

If you take the time to walk with a docent, you will learn a lot, be amazed by the history of these machines, and will appreciate this collection even more.

When you find yourself in the San Francisco Bay Area and have access to a car, get directions to the Blackhawk Museum and go for a drive! The museum is about 30 miles from either downtown San Francisco or the Oakland airport, slightly farther from San Jose. There are restaurants and a nice shopping center at the museum's location.

So, rather than endlessly pontificating about the vehicles and extolling the many virtues of this amazing facility (not bad for a car-guy, eh?) here are some of my photos of these awesome vehicles.

• • •

Bob Williams, a frequent contributor to dV, is a past president of Potomac and an avid participant in all things Porsche and Lister-Jaguars. He owns several Porsches that have been featured in dV.

# Bruce Dobbs talks about the Potomac brotherhood

By John Eberhardt  
for *der Vorgänger*

I recently sat down with long-time Potomac member and DE track steward, 72-year-old Bruce Dobbs.

Bruce is an avid Porsche guy who has held every position except vice president and president in the club. "I've enjoyed it all," he says. "I may not be the fastest guy, but I love driving my car." He wants to share his thoughts about some problems he's having, the lessons he's learned and how his friends in the Porsche brotherhood are helping him through rough times. The following are his words:

"If you want to define me, I like having fun. My feeling is that if I'm not having fun, I'm not doing something right. I love volunteer activities such as being a docent at the Smithsonian National Air and Space Museum. I also volunteer at Fairfax (Va.) County's Frasier Preserve and at Inova Fair Oaks Hospital, also in Fairfax County. I enjoy interacting with people. As a Potomac race steward, I get to do a lot of interacting."

**How I got into Porsches.** "(My wife) Becky once gave me an anniversary present: three days at the Jim Russell Racing School at Laguna Seca Raceway in California driving open-wheel Formula Fords.

"Shortly thereafter I went from driving a VW Diesel Rabbit to my Porsche 993, the same car I still have. After I got the 993, it sat unused in the garage for so long that the battery ran down, so I joined the club in order to drive it.

"We're having this interview for a couple reasons. Foremost, I need to reach out and thank all the people who have provided aid, comfort, verbal reassurance, phone calls and support and for me to recognize their unselfish contributions.

"Another reason, I hope beyond hope, is that it might deter him or her from making the same mistakes I have made. My primary purpose is to thank the Porsche brotherhood for their support. Finally, if one of us gets into trouble, they will know where to find unqualified support."

**What were those mistakes?** "The biggest mistake was I started drinking. I knew this was stigmatized, so I went private and drank alone in my own hell on my own time. I started drinking clandestinely. And when you are alone, there is no governor.

"Had I drank publicly, my friends would have

taken me aside and made me seek help. But I didn't do that; I went into the closet, and no one could see what happened. I believe if I had been with my friends, my drinking never would have gone this far.

**How did people in the club support?** "By quiet reassurance, verbal support, cards, letters, phone calls and visits. People would come and keep me company; this helped the healing process."

**What does this mean to you?** "Their help encouraged me to complete the process of eliminating alcohol from my life. Their actions gave me determination. Now I know and everyone else should know that the Porsche club is a brotherhood. Everyone will help; you don't have to ask them."

Bruce would like to thank the following for their love and support: Becky, Alice, Bryon, Aaron, Rachel, Christine, Arlene, James, John, Fred, Starla, Tuffy, Sheri, Vince, Pat, Eleanor, Sally, Allan, Bobby, Karen, Jan, Joyce, Matt, Vicky, Betty, Gary, Marianne, Howard, Kurt, Sandy, Greg, Deborah, Karen, Bill, Dirk, Connie, Carolyn, Dave, Frank, Tony, Cindy, Mary, John, Peter, David, Bob, Yani, David, Dean, Michael, Mary, Tim, Kim, Richard, Dave, Gary, Dennis and Ray.



Bruce Dobbs

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# So, you want to drive in a DE event?

Photos by Richard Curtis

**This is the view of “pit out” at Summit Point (W.Va.) Motorsports Park’s main course. The “hot pits” are at the left on pit lane. DE cars will grid on the lane to the right before going out on track.**

**Below: Classroom instruction of a Blue run group at VIR in 2012. For the Green, Blue and White run groups, classroom sessions are held every track day. Check the track’s daily schedule to see when your class is meeting.**

By Bruce Dobbs and Richard Curtis  
for *der Vorgänger*

Oh, boy! You have finally qualified to drive at a Drivers Education event by attending one of two High Performance Driving Clinics sponsored by The Founders’ Region, Potomac, by attending three autocrosses or by having prior significant racing/driving experience. You’re now set to go to your first DE.

Potomac’s first DE of the 2013 season is set for the weekend of April 6–7 at Summit Point (W.Va.) Motorsports Park’s main circuit (see map).

## What do you do first?

Usually, either one week (for local DEs) or two weeks (for out-of-town DEs), the club will sponsor a DE Tech day at a Washington, D.C.-area independent repair shop or a Porsche dealership. You must have your car inspected before arriving at the track; you can have it done by an approved independent shop, or you can attend one of Potomac’s free DE Tech days. See the calendar on Page 8 for dates and locations and a related story on Page 25.

Plan to arrive early (9 a.m.) at the Tech day, sign a couple of forms and wait your turn. You’ll drive your car into

the garage and onto the ramps. Tech inspectors will guide you from there. They’ll test for working brake lights, windshield wipers, a secure battery, condition of the brake fluid and any obvious and dangerous leaks. They will also test for a proper throttle return.

They’ll check the windshield for cracks, the seat belts and any installed safety equipment such as racing seats and belts for compliance and for a firm brake pedal.

They’ll put your car on the lift (you can get out first!) and first raise it enough to inspect the condition of the brake pads and test your wheel bearings for any looseness.

Then, they’ll raise the car to full height and get under it to look for areas of concern in the brakes, exhaust and suspension. They’ll look for split constant-velocity joint boots and test for sufficient lubrication in the CV joints.

Assuming your car passes inspection, you’ll be given a stamped and signed Potomac inspection form that you’ll carry with you to the track.

## What to bring to the track

Some track junkies bring everything to the track, hence enclosed trailers ranging up to and including 18-wheelers, although most trailers are decidedly smaller. This is not a bad tactic. Usually, the one thing you wind up needing is the one thing you’ve left at home. However, you can get by with this minimal starter list:

- Signed and stamped Tech sheet
- Helmet
- Driving gloves, long-sleeve shirt, long pants (natural fibers are best), socks and shoes
- Some tools; the more the better
- Tarp
- Jack and jackstands
- Sunscreen, cooler with water, Gatorade, etc.
- Folding chair
- Extra quart of oil and funnel
- Torque wrench

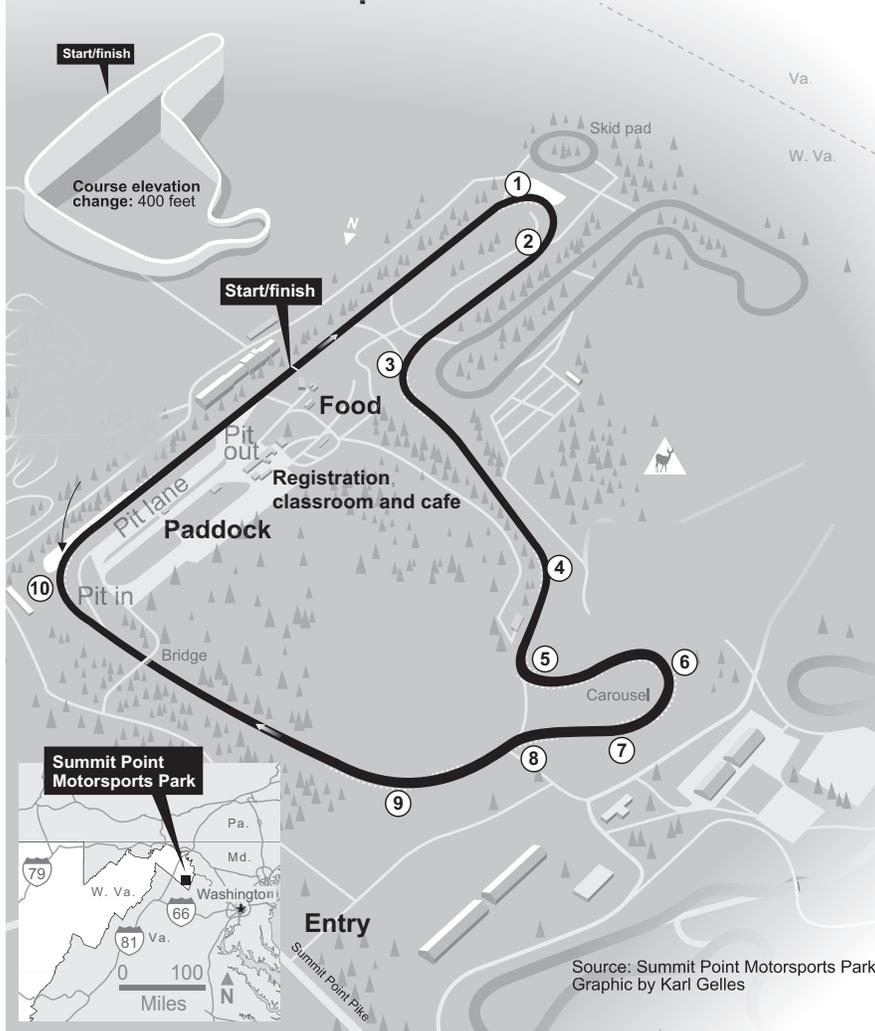
## At the track

Plan to arrive early (6 a.m. is good) because you will be surprised at how fast time flies once you’re at the track. You have to do several things.

First, before you can drive through the gate, you’ll sign the first of two insurance waivers. Sometimes there is a wait



## Summit Point Motorsports Park



Photos by Richard Curtis

Above: DE tech inspector George Soodoo inspects the rear suspension of a track car during a pre-tech session in 2008. Pre-tech inspections are required for all DE track events.

Below: Co-Chief Instructor Bob Mulligan speaks to the assembled gathering of drivers at a VIR DE in 2012. A morning drivers meeting is held each day of a track event.

at the track's main gate.

Second, you drive into the paddock (follow the signs and check out the map above) and find a place to park. You can park just about anywhere.

Third, you'll want to bring a tarp to spread on the ground near where you've parked. Empty your car of things such as floor mats, tools, jack stands, etc. onto the tarp and then cover that stuff up with the tarp to protect it from possible rain. You can't have anything loose inside the car.

Next, look for the line of cars — usually at Pit Out — lining up for Grid Tech. Get in that line; remember to bring your signed, stamped tech sheet and helmet.

### Grid tech is mandatory

You **MUST** attend Grid Tech, which usually is open from 7-7:30 or 7:45. Do **NOT** miss Grid Tech.

Grid tech inspection occurs prior to the drivers meeting, usually at 8 a.m. Each car must have been inspected one or two weeks prior to the event (depends on the venue) at an authorized shop or by a certified inspector. See related story, Page 25.

All cars should come to the grid tech line ready to go. All loose materials must be removed from the interior and the storage compartments. You must have a valid helmet.

The Grid Tech crew will inspect your car thoroughly to make sure it's safe to take on the track. The Grid Tech crew—all volunteers—will look for fluid leaks and ob-



serve/inspect the engine compartment with the engine running. In addition, they will observe brake lights and finally, check the tires and brake pads. Sometimes, wheel torque is checked at Grid Tech but not always. Grid Tech usually



Photo by Richard Curtis

The amount of stuff a DE participant carries to the track increases over time. At left is a basic amount of gear. At right, see how it grows!

moves pretty quickly.

If your car passes the inspection, the tech forms you've brought with you will be signed and a tech inspection sticker placed on the windshield.

You are then ready to go to Registration where you will present your inspection forms, a driver's license and sign yet another liability release form. You will be given an appropriate colored wristband (different colors for different run groups) and a corresponding run group "dot" that also goes on the windshield.

Before leaving Registration, pick up a copy of the day's schedule and keep it with you at all times.

You have to do all this BEFORE the drivers meeting at 8 a.m. See why it's important to arrive early?

At the drivers meeting the chief instructor will discuss track conditions, and the "rules of engagement" are explained in detail. Also, the meanings of the flags are explained plus the proper procedure the driver must take based on a particular flag. The smart DE participant will

have studied the flags and their various meanings prior to arriving at the track.

At the drivers meeting, the instructors are introduced to their students. You will meet briefly with your instructor; remember his or her name, and where his or her car is parked in the paddock. Discuss with your instructor your run group schedule and where to meet before your run group goes out on the track.

Line up for the track

Based on a public address announcement

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through inspection. Windows must be down for all occupied seats. Come to the grid with your helmet and seat belts on.

#### On the track

Now you're on the track, and safety is your Number One consideration!

The first lap of each run group's first session is usually under a standing yellow flag, and you should take this slow-lap opportunity to locate all the flag stations and observe track conditions.

During your session, if you spin or put four wheels off the track, you must come to the pits and talk with the track steward. The steward will want to talk to the driver—NOT the instructor—for a review of what went wrong and to look over your car for anything that might have come loose.

While you're on the track the flaggers may observe something about your car or your driving that they don't like, such as aggressive passing, fluid leaks, windows rolled up, car smoking, etc. Any black flag you see is for you. Come into the pits and the steward will discuss the concern with you. After the driver-steward conversation, the steward can choose to send the driver back on the track or send the driver to the paddock. All drivers should observe and acknowledge all flags.

Proceed driving during your session until you see a checkered flag. Then drive to pit in.

#### Coming off the track

Your on-track session is now over. Display the "pit-in" signal no later than the flagman in Turn 9. Drive SLOWLY on pit road and through the paddock at 20 mph or slower. While on pit road, keep your belt and helmet on at least until you turn into the paddock.

#### What to do between run groups

Immediately after your run group, assuming you're with an instructor, you'll have a debriefing session with the instructor. Afterwards, check your car over by torquing the wheel nuts, checking the oil, cleaning the windshield, etc. Go to the restroom. Drink some water. Check the schedule to see when you're due in the classroom for more instruction.

Use your spare time wisely. You might walk over to trackside and observe other drivers as they take a variety of lines through corners; watch where they brake entering a turn and how hard they brake. Talk to other drivers about their experiences and techniques; you will be pleasantly surprised at how helpful other drivers can be.

#### During and after the event

Be sure to thank all the volunteers who make it possible for you to have fun at the track.

and/or at the appointed time, the first group is called to assemble on the grid. This is usually the White group; the Green and Blue group drivers will have classroom sessions before going onto the track.

The drivers will assemble in their cars associated with the appropriate run "dot" (Green, Blue, White, Black or Red) on the windshield. Get your instructor on board, if appropriate, and be ready to display your wristband to the Pit Out Crew.

The pit-out crew will check to ensure you are in the right group, and that your car made it

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# Slippin' and slidin' leads to better car control

Photo by Richard Curtis

John Vrankovich, with skidpad instructor Gordon Wilson riding shotgun, comes close to spinning out John's Cayman on the skidpad during an October 2012 DE.

By Bob Hopkins  
for *der Vorgänger*

There exists a place at the track where learning is accelerated, risks are reduced and fun is multiplied. By adding a layer of water to a circle of several hundred yards of polished asphalt, speeds are lowered by reducing grip. In this circular environment called the skidpad, car control can be dissected and lessons focused on specific inputs.

There is one negative. The cars get wet. But they don't have impacts down at the skidpad, and that allows their drivers to remove mental constraints such as fear. When drivers realize they won't hit anything, and that spinning is part of the learning, they explore what happens when they exaggerate specific inputs.

Instructors guide the students along a course that starts with understeer ad nauseum. Understeer gives birth to oversteer. That topic takes a few sessions to feel in all its variations. To polish and demonstrate car balance along the marriage of understeer and oversteer, drivers hold the tail out. And that is fun. And educational.

Vision is handsomely rewarded. Exercises focus on vision and evaluate how attention to variable focal points influences steering inputs.

So you wanna know how to drift? Accelerate to the point of understeering. Then go a tiny bit faster. Lift and wait for the nose to tuck in. When it crosses through your line of sight, add throttle. Now it's balance time. Look up and steer to control the front of the car and modulate the throttle to control the rear. Keep your eyes up.

Sliding with cones on the skidpad may be even more fun. Different cone placements create varied challenges. Aimed transfers from under- to oversteer with only cones at risk is a fun way to punt cones.

The final benefit of the skidpad is that the driver becomes a detailing maestro because the water does get on the cars, and they do get dirty.



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# Pre-tech inspections open to all

The tech dates and locations are all set for the 2013 Driver's Education (DE) season (Calendar, page 8). However we recommend that you check the Potomac website regularly as dates, times and locations are subject to change.

All tech sessions are open to all PCA members and individuals from other marquee clubs with approved vehicles. Even if you are not driving in a DE event you are encouraged to come out and meet fellow club members.

If you have a new, or new to you, Porsche bring it along. You can have a knowledgeable tech inspector put your car on a lift and look it over and answer any questions you might have about the care and maintenance of your car.

The inspection for the track will be performed free of charge at any Potomac-sponsored inspection event or at any authorized Porsche service shop. Some shops charge for this service, some do not.

## 2013 tech inspection form

You will need a 2013 Tech Inspection form (pages 26–27) completed for each inspection for each DE event. The forms are available online at [www.pcapotomac.org/techinspection](http://www.pcapotomac.org/techinspection).

All pre-event tech inspections begin at 9 a.m. and end at 2 p.m. If anyone arrives for a tech inspection after 1:30 p.m., there will be a \$20 charge, which is contributed to a PCA Potomac charitable organization.

After your car is inspected and the form is completed, we recommend that you put the form in the glove box. This way the form will not be at home when you are at the track trying unsuccessfully to register. If you have any questions about the tech requirements or tech inspections, please contact either of the co-chairs on the tech committee (pages 5 or 8).

Tech inspection is not required for the High Performance Driving Clinic (HPDC). However, your car will be inspected AT the event.

## Basic tech requirements for drivers education

All cars must have a tech inspection performed within two weeks of each Drivers Ed event. Inspections are done on a first-come, first-served basis.

There are two different inspections for Drivers Education. The first is the pre-event tech inspection. This is done prior to each event, and all participating cars are required to have a tech inspection. This is the inspection where the car is put up on a lift and the tech form is filled out front and half of the back.

Once you're at the track, DE drivers must undergo a daily tech inspection. Track inspections begin at 7 a.m. and end at 7:45 a.m. Anyone who arrives in the grid tech line after 7:45 for a tech inspection will be required to donate \$20 to PCA Potomac's charities.

This second, at-the-track inspection is performed first thing each morning during every DE event. Bring your Tech form to the grid tech the FIRST day. The inspector will inspect your car and fill out the second half on the back of the tech form at the grid tech. You then take the completed and signed tech form to registration. You must have a filled out tech form to register. Forms without car and driver information already filled out will not be accepted at grid tech.



Photos by Richard Curtis

**Above:** Hugh Arsenault places a grid-tech inspection sticker onto a DE competitor's windshield at a 2012 event at VIR. Grid tech is required every morning of every track day.

**Below:** Pre-tech inspections are often communal affairs and a good place to meet other PCA members.

## Helmets

The SA 1995 and SA 2000 helmets are no longer approved for DE. Helmets must be SA 2005 or SA 2010. SA stands for Special Applications and is made for use in cars and has fire resistance that M-rated helmets might not have. M-rated helmets are made for use with motorcycles and are not approved for DE for White, Black and Red run group drivers. M 2005 and M 2010 helmets are allowed for Green and Blue run group drivers, but SA-rated helmets are recommended.



## Concours judges school

We will be holding the 2013 Deutsche Marquee Concours judging class at Mercedes-Benz of Tysons Corner, 8545 Leesburg Pike, Vienna, Va., Saturday, May 4, the day before the Deutsche Marquee Concours. This one-day class will have you ready for this year of concours events.

How can you become a concours judge or just improve your skills? What does a judge look for when judging an automobile? This is your opportunity to find the answers.

This class is open to all members of the BMW, Porsche and Mercedes-Benz clubs who want to judge at the Deutsche Marquee. This class will teach you how to judge new, classic and customized cars for concours events. You will learn what judges look for when judging and what to ignore.

The class will be taught by Pete Lesler, Mercedes-Benz Club of America National Concours Chair and past MBCA president, who has been chief judge at a number of concours events.

The class will be held in the conference room of Mercedes-Benz of Tysons Corner, 9 a.m.–3 p.m. A light breakfast and lunch will be provided.

Cost will be \$15. Please reserve your spot early, as Lesler's classes always fill up quickly.

To register go to [gws-mbca.org](http://gws-mbca.org) and click on the Deutsche Marquee Concours Judging School. You can pay by credit card online or send a check.

For more information or to register, contact:  
Bill Hopper, MBCA  
Broad Branch Rd. N.W.  
Washington, D.C.  
20015

[whrestoraton@att.net](mailto:whrestoraton@att.net)  
202.365.0672



# 2013 PCA Potomac Driver's Ed Tech Inspection Form



This form must be completed for EVERY Vehicle registered.  
 Section-A must be completed no more than TWO-WEEKS prior to EACH DE EVENT.  
 Section-B will be completed at the track EACH MORNING of the DE.

Other Information - to be completed by owner/driver prior to inspection	
Driver Name(s): _____	Car#: _____
Model: _____	Color: _____
Year: _____	Modified: _____
Event date/Track: _____	Run Group (circle) Green Blue White Black Red

SECTION A (In the Shop) Authorized Inspector - Complete Section A Only	
This vehicle inspected by: (check only one) <input type="checkbox"/> FCA Potomac authorized tech inspector <input type="checkbox"/> PCA tech inspector approved by other region safety chair <input type="checkbox"/> Porsche or other dealership <input type="checkbox"/> Specialty repair shop or independent Porsche mechanic  NOTE: NO vehicles maybe inspected by a driver of the car  Inspector Name (print): _____  Inspector Signature: : _____	<b>Shop/Dealer or Region Stamp</b>  Shop Name: _____  Address: _____
	Inspection Date: _____

**Pre-Event Inspection** MUST be performed PRIOR to the event" these inspections WILL NOT be performed at the track and must be performed by an PCAP authorized inspector no more than two (2) weeks prior to each event

- P F **Windshield & Wipers:** No cracks in front and rear screens in front of driver, or intersect two edges. If present wipers must be operational and blades in good condition.
- P F **Brake Lights:** Functioning Properly.
- P F **Mirrors:** At least one securely mounted rear view mirror. All rear side mirrors as per original spec must be in place. Recommended that right side mirrors be installed on cars not originally so equipped.
- P F **Pedals:** Free return and in good operating condition. Firm brake pedal.
- P F **Seats & Headrests:** Seats that do not include MANUFACTURED routing holes for both shoulder AND anti-submarine belts may NOT be combined with harness restraints and must be used ONLY with original 3-point seat belts. Porsche or aftermarket seats that contain the necessary holes may be used with approved 5, 6 or 7 point harnesses that have been properly installed, or with the factory 3-point type seat belts. All seats must include some type of headrest, either integral with the seat or separate, and it must extend above the midpoint of the back of the helmet on the vertical plane of the seatback. For all instructed groups, vehicles must have equivalent type seats and restraints for both driver and passenger, but they need not be matching in brand, model, etc.
- P F **Safety Restraints:** Safety restraints and factory seat belts of all types must be in good working condition with no visible fraying, fading, or other degradation regardless of age. Only vehicles with an approved seat (see above) may use 5, 6 or 7 point harnesses. All harness sets must be SFI or FIA certified, and must have at least one dated manufacturer label attached. Harnesses may be used for a period of 5 years from the month/year of manufacture for SFI sets OR until December 31st of the year of expiration as indicated on FIA approved sets. 4-point harnesses are not allowed unless they are in full compliance with strict PCA guidelines. In general 4-point harness must have been designed to work in a specific vehicle and that vehicle-tag must remain attached to the 4-point belt system. Harnesses should be routed and adjusted per the manufacturer's instructions or per the PCA Club Racing guidelines/diagrams. Shoulder straps MAY NOT be secured to a harness guide bar (only guided by the bar) unless such installation is approved by the manufacturer (written proof required). The angle of the shoulder harness going back from the driver's shoulders cannot be more than 30 degrees above nor more than 10 degrees below the horizontal plane of the shoulders, and must follow the manufacturer installation specs. Harnesses must be installed with appropriate graded hardware (metric 8.8 or SAE Grade-5 or better) and large backing washers where necessary. Clip-in style belts must have pins or safety wire installed through the release mechanism at each eye-bolt. It is recommended to keep harnesses as short as reasonably possible to minimize stretch under loading. Harnesses must remain secure on shoulders in all situations. 5 or 6 point harnesses and approved seats are required for all cars that exceed the modifications permitted for the "Stock", "Prepared", or "Spec" classes per PCA club race rules (i.e., cars that would be classified "Super Classes"). The Club Race rules may be found at: <http://www.pca.org/Activities/ClubRacing.aspx>. See page 2, Section B (at the track) for minimum helmet requirements.
- P F **Roll Bars:** Any make or model open car delivered with factory installed roll over protection meets the minimum standards for PCA DE events. In these cars the soft-top must be in the up position or the hard top installed. Any open car not fitted with factory installed roll over protection, must have a roll bar installed, which meets the "biometric" rule (the driver's helmeted head is below a bar placed on top of the roll bar and windshield). If installed, roll bars or cages and their installation must meet PCA Club Racing standards. All Targa tops must be installed unless there is additional roll over protection. All sunroofs must be in the closed position. The windshield alone is not considered to be factory roll over protection. All cars that exceed the modifications permitted for the "Stock", "Prepared", and "Spec" classes per PCA club race rules (i.e., would be classified "Super Classes") must have roll bars that meet PCA club race specs for materials, design, installation, and height. Top of the main hoop must be at least two inches above the driver/passenger's helmet when seated in the normal driving position. See details in Appendix A of Club Race rules. Note: some tracks may have additional roll over requirements for Boxsters and other open cars that supersede PCA's.
- P F **Fire Extinguishers:** Optional, but recommended. If installed, must be BC or ABC rated, 2.5 lb minimum, fully charged, and mounted securely metal-to-metal within reach of the driver.

- P F **Battery:** Check for corrosion or signs of leakage. Battery should remain securely fastened when wiggled vigorously.
- P F **Engine Compartment (general):** ANY LEAKAGE OF FUEL OR BRAKE FLUID IS UNACCEPTABLE. No excessive engine oil, coolant, or power steering fluid leaks. Hoses/wires must be in good cond. (no cracks/abrasions) and secured away from all moving parts. No unused or uncovered openings through firewall. Late model 944/944T check fuel supply rail for leaks (upgrade must be installed if not in place).
- P F **Engine & Transmission Mounts:** No cracks/distortion in metal or if newer style mounts no obvious fluid leaks. 911/912 check condition of rubber bushing in rear mount and for cracks in engine and transmission support bars.
- P F **Date of last brake fluid flush:** Fluid type: Brake Fluid: Level must be visible in reservoir. Must be DOT 3 or 4 and must have been flushed within 90 days of the event (Exception: Approved racing brake fluids can be used up to 180 days).
- P F **Engine Accessory Belts:** Properly tensioned and in good condition.
- P F **Body, Windows and Glass:** All body panels, spoilers, air dams etc. must be securely attached to the chassis. No cracked head, tail, running or fog lights. As part of a feasibility test suction cups to mount cameras, to windows will be allowed. Mountings are subject to approval at Grid Tech. It is recommended that all such mountings include a tether to some part of the chassis or dash. Suction cup mounting of anything to any external body panel is prohibited.

**Vehicle MUST be raised to complete the remaining inspections:**

- P F **Oil Lines:** All pressurized oil lines (scavenge or supply) must have threaded connections. NO push-on connections are allowed!
- P F **Wheel Bearings (front & rear):** Check for play – no discernable play on newer cars or minimal or within wear specs on earlier cars.
- P F **Tyres:** Check tyres for wear limits, NO cord showing, no off track bead damage, and no cracks or plugs in side wall. Remind driver to check tyre pressures and lug nut torque (90 ft/lbs or to factory specifications). Nuts engage on studs should be at least the diameter of the stud. Recommend that wheel weights be taped down. Check that tyres pairs (i.e., both fronts, both rears) are at least the same size and type. Minimum 3/32" tread depth on contact patch area of street tyres. Discernable tread on DOT approved competition tyres.
- P F **Brake System:** No cuts or abrasions in brake lines. NO LEAKS ARE PERMITTED. Rotors in good condition; surface tracks are acceptable as long as cracks DO NOT reach outer edge of the rotor or form an uneven surface. Additionally, for drilled rotors: no cracks connecting two or more holes. Calipers should be firmly attached. Brake pads must be at least the thickness of the backing plate at the start of each day. Rotate rotors and pads will be inspected each morning of the event.
- P F **Front Suspension:** No excessive looseness in steering or suspension. Lower trailing arm to radius arm tight. Axle and shock bolts tight. Tie rods secure. Boots, bushings, and oil seals in good condition. Shock absorbers firm without excessive leakage. Check ball joints under tension and compression on cars equipped with aluminum control arms (i.e. 944, 968 etc.) to insure that there is no play.
- P F **Rear Suspension & Axles:** No looseness. Check half-shaft belts and stub axle nuts. No or very minimal rotational play in half-shafts. CV joints not binding in axial direction and are not dry. CV boots in good condition with no tears. Shock absorbers firm with no leakage. All mounting points for sway bars are intact with no visible cracks.
- P F **Exhaust:** Securely fastened, good condition, no leaks.
- P F **Rust:** No excessive chassis rust or damage to suspension/chassis mounts or parts. All body panels should be attached firmly to chassis with no "flapping."
- P F **Additional Comments:** Note any other unsafe condition.

**Section B (at the track) Grid Tech (performed at the track EACH morning of event):** In addition to items below, grid tech inspectors WILL check that any deficiencies above have been corrected, and may at their discretion re-inspect any items above. Instructor's cars must also be inspected each day of the event. But instructors may opt to have another instructor conduct this inspection. Instructors CANNOT inspect their own car. AFTER completing Grid Tech take the SIGNED Tech form WITH your driver's license to registration.

- P F **Car Numbers:** Both sides and front of car (can be on windows not normally down while on track). Numbers must be clearly visible and at least 6" high.
- P F **Engine Compartment:** Check for unusual sounds, smoking, odors, or leaking fluids. Check tightness of all fluid caps, and that battery is secure.
- P F **Throttle Return:** With engine running, check for free operation and positive return to normal idle. Check return spring operation as appropriate.
- P F **Floor Mats & Other Loose Objects:** Car phones, radar detectors, EZ Pass etc. AND their non-permanent mounting brackets must be removed and stored. Remove all loose gear, tools, equipment, paper and supplies. Driver's removable side floor mat must be removed.
- P F **Gas Cap:** In place and secure; gasket intact.
- P F **Wheels/Tyres:** Check tyres for wear limits, NO cord showing, bead damage, and no cracks in sidewall or tyre repair plugs. Remind driver to check tyre pressures and lug nut torque (97 ft/lbs or to factory specifications). Nuts engage on studs by at least the diameter of the stud. Hub caps must be removed (does not apply to factory allowed center caps). Valve caps in place. Recommend that wheel weights be taped down. Tyres pairs (i.e., both fronts, both rears) should be same size and type. Minimum 3/32" tread depth on contact patch area of street tyres. No discernable cord showing on DOT approved competition tyres. Center lock wheels must be properly torqued and their center caps must be removed to allow checking locks during morning techs.
- P F **Brakes:** Check brake lights are working. Inspect wear limit of brake pads – EACH DAY. Check for excessive rotor cracking.
- P F **Sunroof & windows:** Sunroofs must remain completely closed. Remind the driver that windows must be fully down for each occupant.
- P F **Helmet & Driver Protective Equipment:** Helmet must be at least SA 2005 (includes Snell M2005 Motorcycle helmets). Note: Snell approved Motorcycle (MC) helmets will only be allowed for Green and Blue run group drivers in cars NOT equipped with any of the following: roll bars, cages, racing seats, 5 or 6 point harnesses. MC helmets of any type are NOT allowed for drivers in the White, Black or Red groups. Full coverage rubber soled shoes, long sleeved and long legged clothing and socks are required. Clothing made from natural fibers is highly recommended. Drivers' suits, gloves, shoes and neck brace made of Nomex or similar fire-resistant materials are recommended but not mandatory.
- P F **Arm Restraints and Face Shields:** Occupants in open cockpit cars must have approved arm restraints and full face helmets with the shield in place. Targa bodied cars, 914s, and cabriolets must run with the top in place unless the occupants have arm restraints and full face helmets with shield in place. (Note: In any vehicle running without a full top, the structure at the B-pillar is considered to be a roll bar and must meet the roll bar height requirement (at least two inches (2") above top of occupants' helmets).)

Car has PASSED all Section A & B checks Grind Ins. Name (print): \_\_\_\_\_ Sign: \_\_\_\_\_

Drivers License Expiration Date: Driver 1: \_\_\_\_\_ Driver 2: \_\_\_\_\_

# Getting ready for Parade 2013

By Porsche Club of America

Parade registration opened March 12. Here are some Q & As as you prepare to register.

## What is Parade?

Porsche Parade is the PCA's annual convention. It is a week-long extravaganza of car events, tech sessions, social events and fun. Whether you like to autocross, rally, tour or concours, there is plenty to do and see. Attendance is roughly 2,000 people, most of whom arrive in their Porsches. Parade also can be a family vacation. It provides you with the opportunity to visit a different area of the country each year, as well as the chance to catch up with your Parade-only friends.

In addition to the traditional car-related activities, you can enjoy a golf tournament, a 5K run/walk, radio-controlled car racing, a gimmick rally, kids events, the Tech Quiz and more.

## When can I book a room?

You can book your room at the Grand Traverse Resort after you have completed your online registration. Once you register for Parade you

will immediately receive an email with our discount codes.

## How much are the rooms going to be?

Hotel rates range from \$119-\$141/night plus resort fee/taxes. Condo rates are \$146-\$309/night plus resort fee/taxes.

There are other hotels in the area, but the Grand Traverse Resort is the official PCA hotel.

## How do I register?

Register online at [pca.org](http://pca.org). Your e-mail address must be up to date in the system. All pre-Parade materials are sent to you via e-mail and are posted on the Parade website. If you do not have access to the online system, call Kathleen Behrens, Parade registrar, at 503-579-3423, and you can register over the phone.

## How much does it cost?

Everyone signing up for Parade must pay an entrant fee of \$159, which covers the entrant and co-entrant. There are additional fees for the four major competitive events; \$15 per person or \$30 per car depending on the event. Entrant fees for guests are additional. Additional fees

apply for banquet/meal tickets and for selected other activities, such as the tours, golf outing, etc.

## What is a co-entrant?

Entrants and co-entrants must be PCA members, but they need not be family or affiliate members. This means that entrants and co-entrants must have their own membership numbers. Check your profile online or with your local membership chair if you are not sure if you have a family/affiliate member. You can change your family member/affiliate member by contacting National at [admin@pca.org](mailto:admin@pca.org) or 410.381.0911

## Can older children participate in the events?

Yes. Junior Participant Program (JPP) entrants are children, grandchildren, nieces and nephews of PCA members who are 16 or 17 years old. College-Aged Family Program (CAFP) entrants are children, grandchildren, nieces and nephews of PCA members who are 18-25 years old. JPP and CAFP entrants are required to drive the same vehicle and in the same respective mens and womens classes as the PCA member hosting them.

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Photo by Traverse City Convention and Visitors Bureau

**The site of the 2013 Parade will be in Traverse City, Mich., on the shores of a bay on Lake Michigan.**

lations made after that time. You may make changes any time before June 15.

**When should I plan to arrive?**

Entrants should check in for Parade on Sunday, June 23 between 9 a.m. and 5 p.m. This is the only time when the event chairpersons will be all together in one place to check you in, answer questions and make sure you have the banquet seats you want, pick up your meal tickets and are classified properly for the competitive events you've entered. That's when you get your Parade goodie-bags and volunteer t-shirts.

**Can I come if I don't register?**

Only registered participants may participate in Parade activities. Events that are in public areas, i.e., concours, are open for viewing only, to non participants. Additionally, access to the Parade Goodie Store is available with your PCA membership card.

**I still have questions. Who can I contact?**

Start with the Parade 2013 website <http://parade2013.pca.org>. There is a link to all of the chairpersons for the event with their contact in-

**How about people who are not members?**

Yes. There are additional fees for this and restrictions. Other guests are welcome; however, only the entrant, co-entrant and JPP/CAFP entrants may enter the competitive events (exception: children ages 13-15 may register for the Technical/Historical Quiz).

**What about children?**

Parade is a family event and there are activities for all ages, both individually and as a family.

**Does my car have to be a Porsche?**

Automobile eligibility for the autocross, con-

cours and TSD rally is outlined in the Parade Competition Rules (PCRs). Entrants may participate in events such as tours or gimmick rally in any automobile.

**Do I have to pre-register?**

Yes. Advance registration is mandatory—there is no on-site registration. Registrations are not transferable.

**What if I register and then cannot come?**

Fifty percent of your registration fee and 100 percent of your banquet fees will be refunded if your e-mailed cancellation request is received on or before June 15. There is no refund for cancel-

At times like these, it's particularly important to know who services your Porsche.

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2012 photo by Steve Vetter

Deals by sometimes desperate sellers are available at the annual Porsche swap meet in Hershey, Pa.

## Annual swap meet, April 20 in Hershey

The Central Pennsylvania Region of the Porsche Club of America is once again bringing its world-famous Porsche-Only Swap Meet to Hershey, Pa., on Saturday, April 20. This is without exaggeration the largest event of its kind on the planet. It typically brings nearly 650 vendors, around 1,000 Porsches and over 6,000 visitors from all over the world together in the HersheyPark parking lot every year.

If you're seeking an obscure Porsche or an obscure part for your Porsche, this is your best chance to find it. Dealers and Porsche packrats in a 250-mile radius will be bringing their odds and ends for sale or swap.

You'll see exotic Porsches found nowhere this side of

## Hershey opens Porsche exhibit

The Antique Automobile Club of America (AACA) Museum is celebrating its 10th anniversary in 2013. The first exhibit of the New Year will be Porsche Style & Design, which runs through April 28.

This display will highlight a vast number of Porsche road and race cars, including variants of the 356, 911, 914 models, as well as some more modern cars, as part of an exhibit that encompasses the full history of Porsche and kicks off the 50th anniversary of the 911.

The show will include examples of both air and water-cooled production models, prototypes and famous racing versions.

This exhibit will display numerous products from

Stuttgart and Porsche personalities ranging from PCA muckety-mucks to (sometimes) celebrities like Jerry Seinfeld. As always, we'll feature a People's Choice Concours on Saturday and an autocross on Sunday.

There will be reserved Porsche-only parking for over 900 cars. Admission is free but parking is \$15 per car. Gates open at 7:30 a.m. and close at 4 p.m. Food and portable toilets will be available on site. Pets are not allowed on the grounds.

Vending spaces are \$100 on the day of the event and include two spaces. Each additional space is \$50 plus a \$25 township fee. Each space is approximately 9 x 18. Gates open for vendors at 6:30 a.m. Contact [cpa-pca.org](http://cpa-pca.org) for further information.

Porsche Corral is available for private sales at \$25 per car. Preregistration of the Corral is not necessary. Event is held rain or shine.

Porsche the design firm and Porsche the sports car manufacturer.

As a special program in conjunction with this exhibit, the AACA museum is proud to feature "An Evening with Karl Ludvigsen," on Friday evening, April 19. Ludvigsen is the automotive author who recently won the Dean Batchelor Award for his book "Porsche: Origin of the Species." This will be a special ticketed event with more details and tickets available in early 2013.

Regular admission is \$10; seniors 61 and older, \$9; juniors, 4-12, \$7; and children age 3 and under are free. During 2013, special admissions are offered two guests (ages 4 & older) admission for just \$10, which is half the regular admission price. For further information, call 717-566-7100 or visit [www.aacamuseum.org](http://www.aacamuseum.org).

## Join PCA the easy way

Just point your smartphone with a QR app at the image at below. That will take you to the PCA website where you can find the form for joining.

Membership entitles you to receive not only *der Vorgänger* every month (except January) but also monthly issues of PCA's official national magazine, *Panorama*. Some dealers recognize membership with a discount on parts.

The Founders' Region, Potomac is the founding region of PCA. The club offers over 100 events each year, including Driver Education events—including free Tech days for all members—Drive 'n Dine and other social events, autocrosses and rallies.



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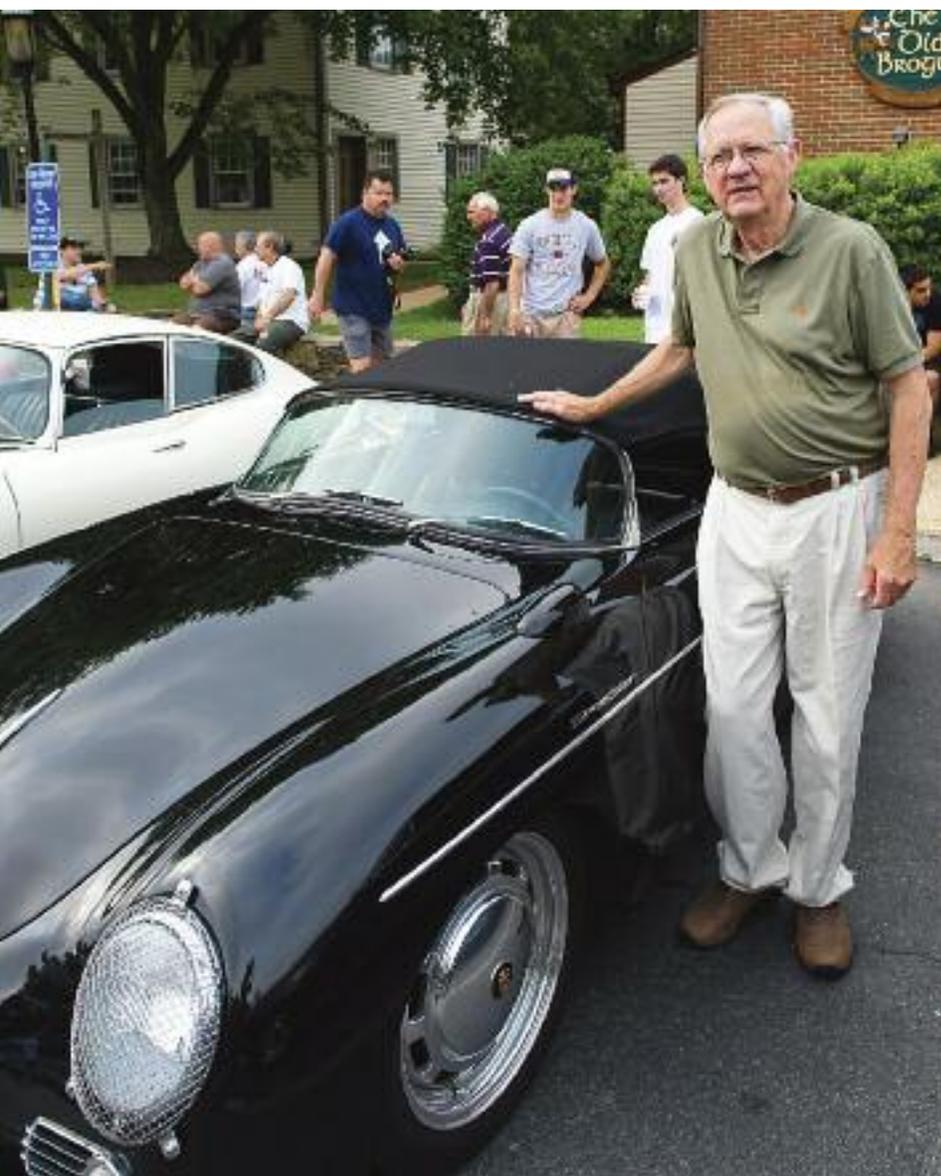
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## Readers and their cars

Photo by Pzul Vessels

Left: Potomac's Dirk Dekker, left, and Fred Phelps, right, flank former Chesapeake Region President Laurie Parsia at a Porsche of Tyson's introduction of the new Porsche 991 on Feb. 12, 2012.



Photos by Ken Marks

Above: *der Vorgänger* photographer Syd Imtiaz rolls through the parking lot at a February Katie's Cars & Coffee in Great Falls, Va.

Left: Also at Katie's that weekend was long-time Potomac member and past club president Dan Rowzie, from Charles Town, W.Va. in his 356 Speedster Outlaw.



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Model of a 1973 911 Carrera RSR, one of the most desirable of 911s, on display at Porsche of Tysons. Photo by Michael Madrid

