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Photo by Richard Curtis

Cover photo by Ken Marks of a Porsche Carrera GT taken at a recent Katie's Cars & Coffee event in Great Falls, Va. The gathering of interesting cars is held every Saturday, 7 a.m. until around 9 a.m., but come early if you want to see the nice ones!

Above: Potomac DE participants Steve Vetter, Eddy Davis and Larry Stroup inspect the oiled-down track at Summit Point (W.Va.) Motorsports Park. The oily track was closed for an afternoon, and the DE continued the next day.



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der Vorgänger

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Publisher: Tony Kelly
6726 Lucy Lane
McLean, Va. 22101 dvpublisher@pcapotomac.org

Editor, designer: Richard Curtis
6032 Makely Drive
Fairfax Station, Va. 22039
703-239-1678 dveditor@pcapotomac.org

Contributing photographers: John Bailey, Michael Madrid, Ken Marks, Tony Pagonis, John Vrankovich, Mia Walsh.

Contributing writers: Tuffy von Briesen, Gary Brindle, Sydney Butler, John Eberhardt, Rich Franco, Margaret Kauffman, Tony Kelly, John Magistro, Tony Pagonis, Starla Phelps, Steve Vetter, Mia Walsh.

Proofreader: George Soodoo

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To subscribe: You must join the Porsche Club of America. Details at www.pca.org

Editor's column

Shadetree ramblings

As you read this, the dog days of August should be behind us, the summer almost over, a zillion opportunities for you to hang around with your like-minded Porsche buddies at Drive 'n Dine trips, Driver Education events, rallies, autocrosses and concour events. Still, despite those multiple opportunities, there remain many other events left before the snows fly and most Porsches begin their long winter hibernation.

Among these remaining events, I call your attention to the revival of the Potomac **Porsche Picnic** planned by **Michael Budinski**. It is planned for Fort Hunt Park south of Old Town Alexandria, on Sunday, Oct. 14 (see details on Page 12). Fort Hunt is a beautiful location; there will be lots of tasty food, a chance to show off your car in a wash-and-shine car show and lots of shoulder rubbing with Porsche friends both old and new. Come out and join us, especially if you haven't taken advantage of the over 100 Potomac activities this year.

Potomac member and detail-shop owner **Darryl Nichols** has stepped up with an article on the hows and whys of cleaning a Porsche's engine bay. There's good advice there for all of us, not just the concours participants. As Darryl points out, a clean engine bay makes your mechanic happier, a potentially higher resale value and—it's his observation and mine, too—that a Porsche just seems to run better when the engine is clean. Darryl's article begins on Page 10.

I'd like to give some public praise again to photographer **Ken Marks**, who steps up once again. While wandering among the many and beautiful cars that frequent Katie's Cars & Coffee Saturday morning gatherings in downtown Great Falls, Va., Ken spotted three gorgeous 356s whose owners had interesting stories to tell about their passion for the marque. Not only did Ken shoot the photos (pages 15–17 plus this month's cover), he coerced the owners—**Larry Frazier**, **Charles Taylor** and **David Grant**—into writing their own stories. Superlative efforts like this by Ken make producing this magazine easier and readers' lives more enriched. Thanks, Ken.

Richard Curtis
Editor

Correction: In the July 2012 issue on page 30, we incorrectly identified the driver of the car (photo repeated below). The driver is **Ron Susser**, right, shown with instructor **Cindy Pagonis** in Susser's 2002 Boxster S. The editor regrets the error.



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I'm back home after 6,500 miles on the road

As I mentioned in my column last month, in early July I was heading out on my road trip. A month later, I would like to report that I just finished it. All told, over 6,500 miles through 14 different states (including driving through seven states twice). It was fun.

My first destination was Salt Lake City to attend the 2012 PCA Parade. Parade was great. Over 700 Porsches and approximately 1,500 PCA members attended with lots of great drives through some beautiful mountains.

What was interesting to me was the number of Panameras and Cayennes that were there (I was in my Cayenne). As I mentioned in an article earlier this year, through this spring over 60 percent of Porsches sold were either Panameras or Cayennes. While the 911 still rules, PCA has adapted well to welcoming those who drive "other" Porsches. In fact, at Parade, there were several Panamera-only and Cayenne-only tours.

I went on two of the Cayenne tours. Both were over mountain summits with beautiful views (and lots of dust). The last one included a three-mile drive over probably the roughest dirt (and big rocks) road I have ever driven. (A Parade report is on Pages 18–20).

All 15 Cayennes made it and everyone agreed it was great fun. After Parade, I took back roads to Phoenix to spend 10 days there doing family stuff (I was born in Tucson so Arizona is sort of my home).

From Phoenix, I again took back roads to Kansas where both my children (and more important, my grandkids) live. After a few days there, it was a long (and semi-boring) drive back to D.C.

As reported in the August *dV*, Potomac did well at Parade. *Der Vorgänger* received third place in the newsletter contest and Potomac's website also received third place.

Potomac was also recognized as first runner up for the Region of the Year award. My thanks to Richard Curtis (*dV*) and Michael Handelman and Ken Harwood (website) for their great contributions. I also would like to thank all the Potomac members and volunteers who contributed to the region's programs that allowed us to place as we did in the Region of the Year competition. As they say, there always is next year.

I would like to note that Potomac also submitted a nomination for the PCA Family of the Year award. While we did not win the national award, I think everyone would agree that Starla and Fred Phelps deserve to be recognized as the Potomac Family of the Year. Thanks to both Starla and Fred for all you have done and continue to do for Potomac!

As things are starting to get cooler, hopefully, September is packed with a wide variety of opportunities to join your fellow Potomac PCAers and have some Porsche fun including the Gathering of the Faithful 356 show, the Drive 'n Dine to Charlottesville, Porsches and Polo, an autoCross, the High Performance Driving Clinic and Potomac's 21st Club Race. Check Page 8 for exact dates and Potomac's website for details.

As always, I thank you for your support and welcome your comments or questions. Please contact me at president@pcapotomac.org.



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Treasurer: Evan Close treasurer@pcapotomac.org 703-887-2978
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703-980-4839

Drivers' Education

Drivers' Ed: Alan Herod dechair@pcapotomac.org
Registrar: Sally Herod deregistrar@pcapotomac.org
Cashier: Skip Close decashier@pcapotomac.org
Track coordinator: Tuffy von Briesen trackrentals@pcapotomac.org
Chief instructors: Bob Mulligan (703) 709-8400,
Dirk Dekker 410-819-6789 chiefinstructor@pcapotomac.org
Tech chairs: David Riley, Dave Diquollo tech@pcapotomac.org

Programs

Autocross: Tony Pagonis autocross@pcapotomac.org
Drive 'n Dine: Andrew Fort driveanddine@pcapotomac.org
Club Race: Fred Pfeiffer, Starla Phelps: 703-354-5833
clubrace@pcapotomac.org
Concours: Ron Davis, 703-409-0513 concours@pcapotomac.org
Historians: Fred Phelps, George Whitmore
historian@pcapotomac.org
Legal officer: Howard Hill legal@pcapotomac.org
Membership: John Magistro membership@pcapotomac.org
301-907-8031
Public relations: Scott Mayster publicrelations@pcapotomac.org
202.258.0902

Rally: Craig and Linda Davidson rally@pcapotomac.org
301-706-5776 (Craig) and 301-233-1530 (Linda)
Safety: Dan Dazzo safety@pcapotomac.org 410-608-3440
Social, meetings: Mia Walsh, Jody Lagioia social@pcapotomac.org
Sponsor: Jody Lagioia sponsor@pcapotomac.org
Volunteer coordinator: John Eberhardt volunteers@pcapotomac.org
Zone 2 Rep: Tom Zaffarano zone2rep@pcapotomac.org
484-678-7746
Webmaster: Michael Handelman and Ken Harwood
webmaster@pcapotomac.org 301-652-0575

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Publisher: Tony Kelly dvpublisher@pcapotomac.org
Editor: Richard Curtis deditor@pcapotomac.org; 703-239-1678
Advertising: Tony Kelly advertising@pcapotomac.org

Model experts

Cayenne: OPEN cayenne@pcapotomac.org
Cayman: Chad Todd chad_todd@msn.com
356 & 912: Tim Berardelli 356@pcapotomac.org
911 (older): George Whitmore 911@pcapotomac.org
930: Roger Bratter 930@pcapotomac.org
964: C2 & C4: Roger Bratter 930@pcapotomac.org
986 (Boxster): John Eberhardt boxster@pcapotomac.org
914 & 914/6: Ray Plewacki 914@pcapotomac.org
944 & 968: Charlie Murphy intsptperf@aol.com
924: John Brown 924@pcapotomac.org
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Potomac's 2012 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 > Calendar > Potomac Calendar and/or www.pcapotomac.org > Programs for the most up-to-date information. This calendar in *der Vorgänger* will be updated each month through 2012. Details on the monthly brunches and event contacts are listed at right.

September:

Aug. 31–Sept. 2: DE @ VIR.
1: Manassas, Va. brunch.
1: Gathering of the Faithful, Reston (Va.) Town Centre. 10 a.m.–2 p.m.
8: Arlington, Va. breakfast.
8: Open board meeting.
8 or 15: Drive 'n Dine to Charlottesville, Va.
8: Porsches and Polo.
15: Glen Echo, Md. brunch.
16: Autocross #6.
22: HPDC @ Summit Point.
28–30: PCA Club Race @ Summit Point with Advanced DE.
29: Octoberfest Drive 'n Dine to Lovettsville, Va. with concurrent Rally No. 4 and car show.

October:

6: Manassas, Va. brunch.
7: Autocross #7, Potomac swap meet (tentative).

13: Arlington, Va. breakfast.
20: Glen Echo, Md. brunch.
20: DE Tech for Summit Point at Auto Sportsystems Group, Fairfax, Va.
26–28: DE @ Summit Point to include Volunteer Appreciation Day.
21 or 27: Drive 'n Dine Fall Foliage.

November:

3: Manassas, Va. brunch.
10: Arlington, Va. breakfast.
10: Autocross #8.
17: Glen Echo, Md. brunch.

December:

1: Manassas, Va. brunch.
1: Drive 'n Dine to Antietam, Md.
1: 2013 planning meeting
8: Arlington, Va. breakfast.
8: Open board meeting and general membership and elections.
8: Holiday party in Bethesda, Md.
15: Glen Echo, Md. brunch.

2012 autocross schedule

All events are held at Baysox (Bowie, Md.) Stadium.

Sept. 16: Autocross #6.

Oct. 7: Autocross #7, Potomac swap meet (tentative).

Nov. 10: Autocross #8.

2012 DE events

September:

22: High Performance Driving Clinic at Summit Point's Jefferson circuit.

28–30: PCA Club Race and Advanced DE at Summit Point.

October:

20: DE Tech at Auto Sportsystems Group, 2810-F Dorr Ave., Fairfax, Va. 9 a.m. - 2 p.m.

26–28: Volunteer Day/DE at Summit Point.

928 Frenzy set for Oct. 6

The 16th annual 928 Frenzy will take place Saturday, Oct. 6 beginning at 9 a.m. at Odds and Ends Detailing, 201 Davis Drive,

Suite LL, Sterling, Va. Join dozens of Porsche 928 enthusiasts as they gather for camaraderie and technical discussions.

Registration information can be found at www.928frenzy.org

Detail clinic

A car detailing clinic for Porsche enthusiasts will be held Sunday, Sept. 16 at Odds and Ends Detailing, 201 Davis Drive, Suite LL, Sterling, Va.

Cars 'n coffee gatherings

Hunt Valley, Md.

Saturdays, 7:30–9:30 a.m., Hunt Valley Towne Centre, 118 Shawan Road, Hunt Valley, Md.

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.

Fair Lakes, Va.

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



Photo by Bob Williams

Each Sunday morning, cars and drivers gather at the Fair Lakes, Va., Starbucks.

the site, 12599 Fair Lakes Circle, Fairfax, Va.

Burtonsville, Md.

Sundays, 7:30–10 a.m., "Church of the Holy

Donut," Dunkin' Donuts, corner of Routes 29 & 198, Burtonsville, Md.

Potomac monthly brunch locations

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, no agenda and often are followed by impromptu drives through the countryside.

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

Virginia: second Saturday of each month, 9–11 a.m. Thirsty Bernie Sports Bar & Grill, 2163 N. Glebe Road, Arlington, Va. 22207. Plenty of parking, good food.

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

• • •

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

Program chairs

Autocross: Tony Pagonis, autocross@pcapotomac.org

Club Race: Starla Phelps, Fred Pfeiffer, clubrace@pcapotomac.org

Concours: Ron Davis, concours@pcapotomac.org

Drive 'n Dine: John Eberhardt, driveanddine@pcapotomac.org

Driver Education: Alan Herod, dechair@pcapotomac.org

DE Tech: David Diquollo, tech@pcapotomac.org

Rally: Linda or Craig Davidson, rally@pcapotomac.org

New Potomac members & anniversaries

September 2012 anniversaries

30 years

Joseph E. Mayberry &
Lynda Mayberry

25 years

W. Morgan Adams &
Monica L. Adams
George E. McDonald &
Tina McDonald
John P. Sullivan &
Melonie Sullivan

20 years

Ivan Arzola &
Jennifer A. Arzola
Tony B. Joe &
Sharon Green Joe
Jon Krogsund &
Nancy Lehw

15 years

Ralph J. Doudera &
Scott Doudera
Chris A. Goda &
Kara E. Green

Raymond E. Kozen &
Dorothy Kozen
Patrick Marsden &
Shari Marsden
Kenneth M. Maynor &
Kyle Krueger-Maynor
Leho Poldmae &
Lilia Poldmae
Richard E. Seltzer &
Kathryn Seltzer

10 years

Greg DuPertuis
Noel J. Nudelman
Christopher S. Osborne
& Jane Osborne
Brian J. Peters &
Shannon Peters
Gillian Price & Mike Belz
Michael Shah &
Faith Pettit-Shah
Bill Wannisky &
Kathy Wannisky

5 years

Trevor S. Albro &
Trevor S. Albro
Jason P. Angerosa &
Eve Angerosa

Roberta E. Breden
David M. Cattler
Victor Chambers &
Christian Chambers
Gene DeLancey
Scott Dole & Greg Dole
William G. Dubose
Richard Elder &
Pam Elder
King W. Gillespie &
Judi Gillespie
Bob Hammond
Milton E. Hill &
Kevin E. Hill
Michael E. Jackson
Paul I. Kravetz
Dan Kunsman &
Isabel Kunsman
Scott W. McDermott &
Terri McDermott
Andrew D. Meston
Darren Morrell &
David Morrell
Hans C. Mulberg
Richard Y. Pineda &
Kathryn Pineda
Daryl Savage
Donald W. Utley &
Susan Utley

Henry F. Villarama
Eric A. Widra &
Patricia Widra
Eric M. Zagin &
Deanna Zagin

August 2012 new members

Robert Boxleyan – 1990
Carrera C coupe
Chuck Brownstein –
2013 Carrera S coupe
Pat Carney – 1987 930
cabriolet
Geoff Davis – 1972 911T
Arvid J. Engdahl &
Patrick McNulty –
2001 Boxster
Jeff Geozeff &
Tara Geozeff – 2011
Boxster
Chris Healey &
Richard Healey – 2006
997 C2S coupe
Mark Hogan &
Jackie Taladay – 2002
996 C4 cabriolet
William Jones – 1968
911 coupe

Tom Kaufman – 2009
911 coupe
Bob Lam – 2002 911
cabriolet
Michael Lisse – 1983
911SC Targa
Larry Ray & Tammy Ray
– 2012 Carrera
cabriolet
Chris Regan &
Melanie Regan – 2005
Carrera S coupe
Glenn Rodriguez – 2001
911 coupe
Que Smith – 2013
Panamera
Frank J. Spiegelberg &
Diane Spiegelberg –
2008 Boxster
Greg Strimbu – 2009
Cayman S
Ari Taherzadeh – 2006
Cayman S
Brian G. Wachter &
Rochelle M. Wachter –
1977 911 Targa

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The Forest Green over tan interior of Fairfax, Va.'s Gregory Bob's Porsche was the subject of this engine-bay detailing project. The '90 C2 Targa has only 23,000 miles on the odometer.

How and why to clean engine bay

Photos and story by Darryl Nichols
for *der Vorgänger*

We all know it is necessary to wash and clean the exterior and interior of our vehicles to maintain the finish of the paint and trim, leather and carpets respectively, but what about the engine? It gets dirty too, not only from dust and dirt while driving but also from leaks, spills, dirty mechanics and other factors.

How should you clean these areas? In this article, I'll provide some general advice as well as some "how-tos" to clean up your engine bays.

First and foremost, some common sense and care should be taken when cleaning the engine and surrounding components since certain chemicals and even plain water can find their way into cracks and crevices, quickly turning your clean and shiny motor into a paperweight. Cover any computer modules or sensitive areas with a plastic bag and rubber band. For older cars, do the same for carburetors or open air intakes.

Even when things are covered up, take care not to spray water directly at or into these areas, and don't send a blast of water from your hose into your alternator.

Before getting started, make sure your engine is cool. Not necessarily completely cold as some heat will help loosen the sludge we're attempting to remove, but cool enough so you don't get nasty burns on your forearms and so the aforementioned plastic bags won't melt!

Now that everything is covered up as necessary, we

can start cleaning.

Use a degreaser appropriate to the level of dirt and dust. Why a degreaser? Because oil, power steering fluid and other fluids attract dust and what you may think is just dirty and dusty is actually a multi-layer coating of slime.

Simple Green and some of the over-the-counter products can do an adequate job, but you may need a professional strength product. One of my personal favorites is Adam's All Purpose Cleaner. Meguiars Super Degreaser D108 also works well.

Most of these products are concentrated and caution should be exercised when using these products full strength. In most cases, a diluted solution will be sufficient. Follow any manufacturers guidelines for proper dilution ratios.

Spray the degreaser liberally over the entire area. More on dirtier parts; less on the not-so-dirty areas. Letting it soak for a few minutes is fine but do not let these degreasers dry on the surfaces. Many will permanently stain aluminum, so if in doubt, you may want to test the product in an inconspicuous area before proceeding.

Dirtier areas may need to be agitated with a brush. I use lots of different styles of brushes: some with long handles, some short; some with stiff bristles; some soft. Old toothbrushes are perfect for getting the caked-on dust from around the raised lettering on the brake fluid reservoir and similar areas, for example.

Once everything is loosened up, it's time to rinse. If

DIY

Working on your car should be approached with all due caution and with safety foremost in mind.

Share your own do-it-yourself stories with dV readers by sending an email to dveditor@pcapotomac.org. A high-resolution photo will be necessary also.

you have a firehose-style nozzle, set it to a “wide fan” setting and decrease the water pressure at the spigot. Rinse everything thoroughly, being careful not to get water into any sensitive areas. Put some plain water in a spray bottle and use that to rinse hard-to-reach areas or other spots where you feel the hose will exert too much pressure.

When you’re done, it’s also a good idea to dry everything much the same way you dry the exterior. This will prevent spotting and staining. A compressor is handy for this step, but a leaf blower or a small “detailers vacuum” is also excellent for drying. Be sure to blow out any standing water in or around wiring and electrical connectors.

Once everything is clean and dry, it’s time to dress and protect things. Rubber hoses, weather stripping, bare metals and painted surfaces can all benefit from application of an appropriate product.

Painted surfaces, both metal and plastic can be waxed just like you would do on the exterior. Metal should be treated with a metal polish appropriate for the type of metal and then can be sealed or waxed.

All rubber pieces and parts will benefit from a nice coat of dressing such as Adam’s Super VRT, which is specifically formulated to keep Vinyl, Rubber and Tires soft and looking new. This product is water based so it will not attract dust, which is helpful in the engine bay, but once dry, becomes water repellant, helping to keep moisture from accumulating in these areas.

Why should you clean the engine bay?

Even if you’re not entering your local car show, periodic cleaning of the engine bay yields a couple of benefits. First, it helps resale value as a clean engine bay shows prospective buyers that this particular car was cared for over and above just a weekend wash and wax.

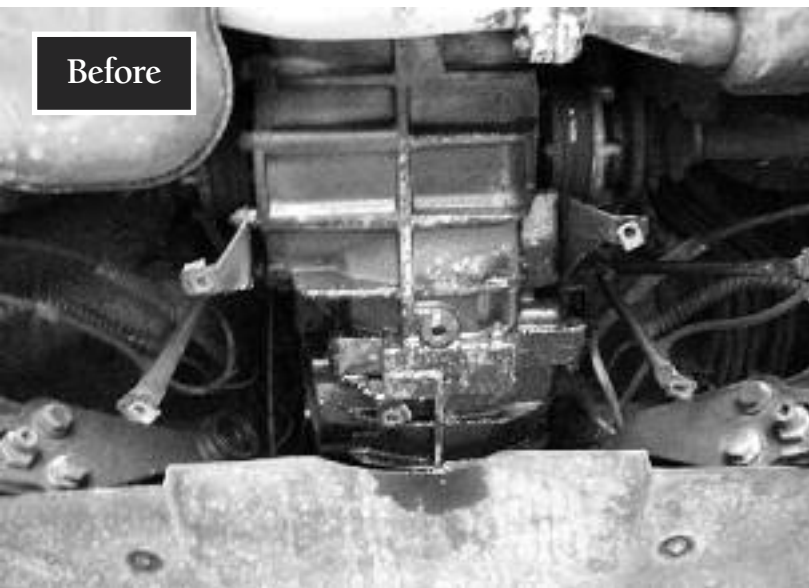
Second, having a clean engine bay can help avoid costly damage and repairs by enabling you to spot small leaks and little problems before they become large leaks and bigger problems.

A clean engine is much easier to work on, so if you do things yourself, you’ll stay cleaner, or if you are not so mechanically inclined your trusty mechanic will thank you. And last, although there is no scientific evidence, it is my personal opinion that a car with a clean engine simply runs better and is overall a “happier” car.

For detailing questions relating to engine bays or any other areas of your vehicle, please feel free to contact me via e-mail



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Potomac schedules club picnic for Oct. 14

By Michael Budinski
for *der Vorgänger*

After several years hiatus, the Founder's Region, Potomac picnic is back. The picnic will be held at Fort Hunt Park on the George Washington Parkway about six miles south of Old Town Alexandria, Va. near Mount Vernon. Fort Hunt was originally part of George Washington's Mount Vernon estate.

The menu will feature grilled Nüremberger-style artisanal Bratwurst sausage, burgers, sides and desserts. Local micro-brewed beer and sodas will also be available.

The sausages are hand made by chef-butcher-charcutier Julien Shapiro at Society Fair in Old Town Alexandria. We are asking that participants bring a small dessert to share. For any competitive bakers in the club, there will be a dessert contest with a prize for first place.

Besides the food, participants may park their car in the "wash-and-shine" car show in the private parking lot. There will also be games and diversions.

The picnic will be held on Sunday, Oct. 14, 2012 from 11 a.m. to 5 p.m.

Located at the Fort Hunt Park, Picnic Area B, there will be Porsche-only parking and a covered shelter. Payments may be made through the Potomac PCA on-line reservations www.pcapotomac.org>Programs>Drive and Dine>Registration.

Adults are \$18, kids under 12 are \$5. Registration is required by Oct. 9. Coordinator: Mike Budinski, 202-596-0437.

Historic Porsche exhibit slated for 2013-2014

"Porsche by Design: Seducing Speed" surveys some of the most refined and celebrated automotive creations of our modern era, envisioned by one of the world's most iconic car manufacturers.

Organized by the North Carolina Museum of Art in Raleigh and curated by automotive historian Ken Gross, this exhibit of notable Porsche cars will be on display Oct. 13, 2013 through January 2014.

Over time, Porsche has offered generations of road enthusiasts a consistency of aerodynamic form, while seeking to perfect its vehicles through hallmark stylistic and engineering modifications.

The exhibition will showcase approximately 24 superlative machines beginning in 1900,

when Dr. Ferdinand Porsche designed the world's first hybrid, up to a conceptual race car powered with hybrid technology. From the 1938/39 Typ 64 Berlin-Rome racer to the James Dean-era 550 Spyder, from Steve McQueen's Porsche Speedster to the stunning 918 Spyder hybrid, there's a virtually unbroken lineage that defines the marque. We celebrate over 100 years of exceptional Porsche design and the machinery inspired by this remarkable family.

With the support of Porsche and individual collectors, Gross is bringing together cars from around the globe to tell the Porsche story with the rarest of prototypes, the fastest groundbreaking race cars and an intriguing history of hybrid technology. In discussion now with lenders such as Chad McQueen, the Ingram Collection and the Porsche Museum in Stuttgart, NCMA will present the compelling design story of Porsche.

The exhibition affords the opportunity to partner with local universities, such as the N.C. State College of Design, to develop innovative programs including design workshops and symposia; other programs will include a road film series, and college and high school design and video projects.



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Not your typical PCA rally

By Linda and Craig Davidson
for *der Vorgänger*

Craig and I got into rallying in 2007 after he bought his Porsche. After three years of competing, we took over as rallymasters of PCA Potomac. It's a job we thoroughly enjoy, but we miss the competition. So when another car club stages a rally we often participate, not just with hopes of winning but of getting some new ideas that we can use for our rallies.

This was the case on Sunday, July 15 when we competed in a "Shortest Distance Rally" with the local chapter of the Sports Car Club of America (SCCA). We had never heard of this type of rally, and it sounded like fun.

The object of the rally was to answer gimmick-style questions while driving the shortest route possible. We were not given driving instructions, but instead were given a map of Frederick County, Md. Each question included the map grid number where the answer could be located, but the clues didn't tell you exactly where or what you were looking for.

We arrived at registration in Urbana, Md. around 11:15 a.m. The drivers meeting wasn't until 11:45 a.m., so we went over to Foster's Grille to sit in the a/c and locate all the destinations. Half were south of Frederick, the other half north.

Our task was to get to all these locations, find the answers to the questions (which often required some math) and reach the finish line in Mt. Airy by 4:30. It sounded like a lot of time, but it turns out that the time was necessary.

Rally news

While we were able to plot a preliminary route (we chose the southern destinations first), the map wasn't a completely detailed one with all the streets, just major highways and arteries. Some local knowledge of the roads came in handy, but once we got to the northern sites, we were, quite literally, lost.

With every car taking a different route, we were constantly passing other ralliers going in the opposite direction, and that makes you second guess every turn you make. Occasionally, we wound up following another car, but then when they made a mistake so do we!

There were lots of U-turns and lots of yelling between driver and navigator, but we managed to find all the locations and the answers to the questions. Plus, we arrived at the final destination with 15 minutes to spare. We had driven 96.1 miles, and we're still married.

Scoring was based on the total number of miles driven, plus the answers, with penalties for missing locations, not recording certain mileage requirements and getting to the finish line late.

While we were the fourth car out at the start (out of 15 participants), we were almost the last to finish. One car got so frustrated they quit in the middle!

So how'd we do? There were only six teams who answered all the questions correctly (we were one), and with no penalty points we actually came in second place. You could've knocked us over with a feather!

This rally was a lot of fun, but very challenging. We like to make our rallies more about the drive, so unless we can figure out a way to make this kind of endeavor a little less stressful, don't look for a "Shortest Distance Rally" on the PCA schedule anytime soon.

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As if a wet track wasn't bad enough

Photos and story by
Richard Curtis
for *der Vorgänger*

Driving Education participants are used to the occasional rain shower at their track events. Drivers just put on some rain tires and keep on keeping on. But an oil-down of the track is something new for most, and no one makes

an "oil" tire.

The oil down occurred late in the day of the Saturday of the three-day event at Summit Point (W.Va.) Motorsports Park July 20–22 when an oil line on a Porsche started leaking.

The remainder of the day was canceled. After the track was cleaned, it was reopened for Sunday's schedule.

Above: From left, Mike Smalley, George Drewyer, Rick Feldman, Susan Kimmitt, Dave McMahon and Rick Gal-
loway rest and gab between sessions.

Right: The oil was spread right down the middle of the track.

Below left: Jeff Storey, left, and Peter Kaufman escape the rain.

Below right: Flagger Brandon Michael of Martinsburg, W.Va., has been flagging since 2006.



356 passion strikes thrice

Owners discover strong, mutual Porsche attraction yields new friendships

der Vorgänger photographer Ken Marks recently was browsing through the many cars that grace the parking lot at Katie's Cars & Coffee gathering on a beautiful early Saturday morning looking for photographs for the magazine, when he spotted three timeless Porsche 356s. He talked their owners into posing for photos and telling their stories of how they found their cars and each other.

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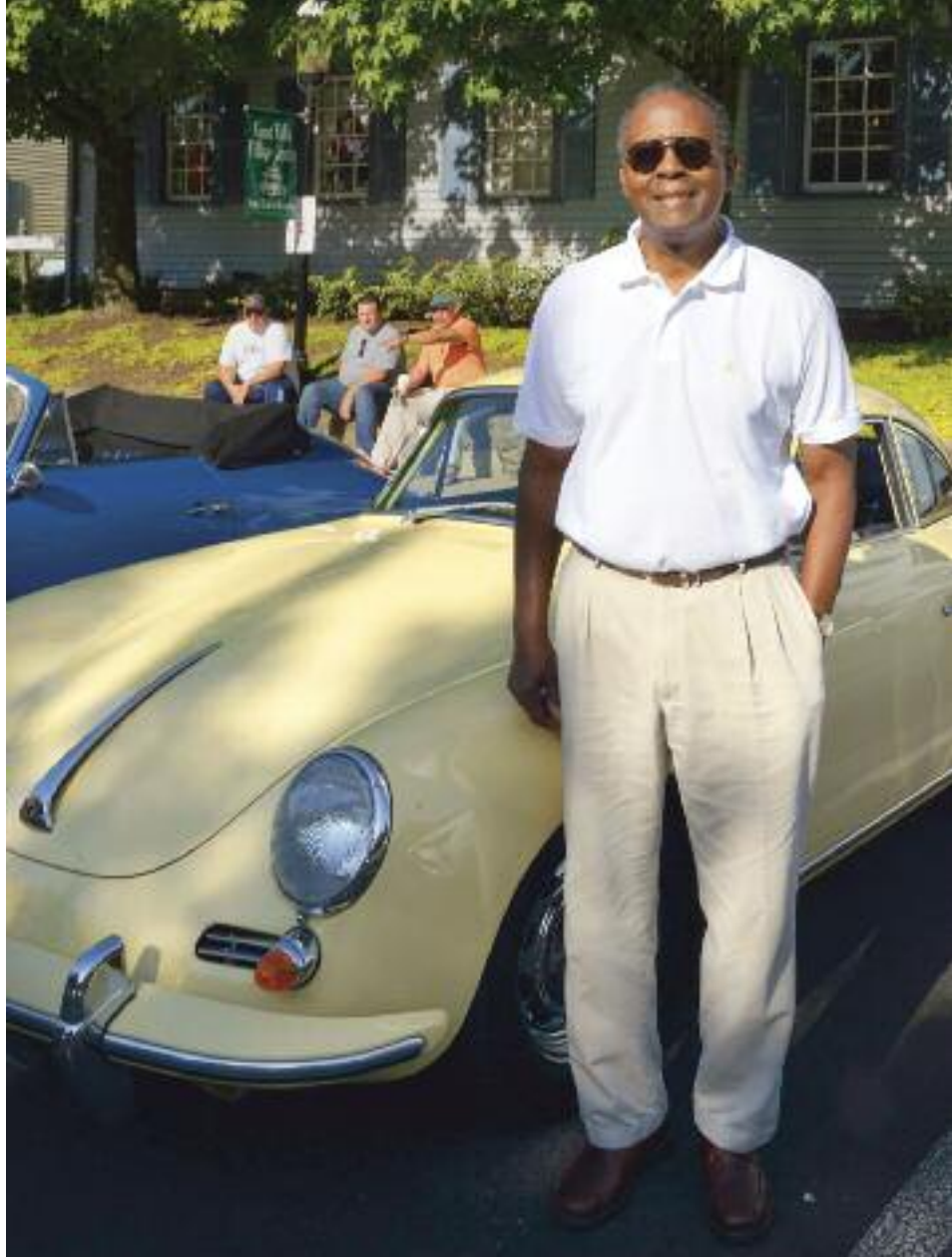
David Grant: This is my first Porsche purchased two years ago from California Porsche Restoration, a company just outside San Diego. The car has never been restored and is all original except for the two front seats. There were 57,000 miles on the odometer when purchased.

My fascination with the 356 goes back to 1969 when I was in the Air Force in Chicopee, Mass. and saw for the first time a 356 grey coupe being driven by an officer on the base.

He eventually sold the 356, and when I later saw it on the downtown VW dealer lot I inquired about a possible purchase. The problem was the used 356 was more expensive than a new VW bug, which I, of course, purchased instead.

My next encounter with the 356 occurred in Cleveland while attending medical school in the early '70s. I occasionally made visits to the Stoddard Porsche dealership there observing restoration projects on the 356.

Some 30-odd years later, I informed a friend of mine, Frank Spellman, the owner of a '63 Mercedes SL, of my continued interest in the 356. He suggested I become a member of the 356 Registry, an organization dedicated to 356 enthusiasts.



The 356 Registry web site advertised the East Coast Holiday, a gathering of 356 Porsche owners, held two years ago in, of all places, Cleveland. I attended and met some great people who loved their cars and sat in on a technical session hosted by Stoddard himself.

A tremendous amount of information was obtained from that session. The most important advice from Stoddard was to have a knowledgeable 356 person inspect the car for me before buying a 356.

A note was placed on a classified ad that appeared in the 356 Registry web site from Alex Mestas, a 30-year 356 owner who had seen a car at the California shop where he knew the owners and had previous work on his car.

Mestas informed the readership of a great looking original 356 and suggested to anyone interested that they should come and take a look. My wife, Lynn, and I made the trip from D.C. there and indeed liked what we saw. We made the purchase.

After the purchase, a golfing friend of mine, Thom Leonard, who owns a 1986 911, introduced me to Larry Frazier who introduced me to another 356 owner, Charles Taylor. Their stories are on the next pages.

The rest is history.

Recent 356 owner David Grant stands in front of his coupe at a recent Cars & Coffee gathering at Katie's in Great Falls, Va.

Why I love my Porsche

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



Charles Taylor's '58 356A cabriolet sports a rare option—over-ride bumpers. Taylor has owned 15 Porsches, including the four he currently owns.

Why I love my Porsche

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

Charles Taylor: The car is a 1958 356 Cabriolet. The story: A few years ago during the Deutsche Marque Concours d'Elegance at Nottaway Park in Vienna, Va. a friend driving a 2009 911 realized that the 1961 356 Cabriolet I was sporting had tremendous power.

As he dusted his shiny new 911, he could not understand the commotion surrounding the old Porsches. As a result, he asked me to help him find a 356 cabriolet.

So, within three months I discovered this jewel for sale in Baton Rouge. The car was being sold by estate buyers but was actually traceable to an individual in Illinois.

While others were discussing whether the car was in fact a real 356 A because the Vehicle Identification Number didn't match any of the 356 guide books, I concluded that there were some states that actually listed the engine number as the VIN and not the number off of the body of the car.

After confirming that Illinois was subject to this unusual practice, I instructed my buddy to purchase the car immediately. It was a beautiful find.

With cashier's check in hand, he provided an offer that was quickly accepted and drove off with the car to his parent's home in New Orleans.

Knowing of my admiration for this particular model, when he decided to sell the car, he called me. So now I am the proud owner of a wonderful automobile.

The 1958 356A with the over-ride bumpers is a unique animal. It was among the last of the over-ride bumper cars, a feature that was discontinued in mid 1959.

This is not a normal 1958 356A Cabriolet. The engine has been enhanced to provide a little more power, and it has the desired 12-volt electrical system. From 10 feet away, it looks almost flawless. A closer examination, though, reveals its rough exterior. This car is truly a show stopper that all would envy.

For me this is Porsche number 15. Over the past four years alone, I have owned a 1961 Cabriolet, two 1964 coupes, a 1963 coupe, a 1961 coupe, a 1959 coupe, a 1968 912, a 2005 Cayenne, a 1999 911 and a 2008 Porsche 911. Today, I have four cars remaining...the Cayenne, the 911, the 912 and the '58 cab. I am always looking for another project.



Larry Frazier with his '65 356 cabriolet. The car is now Carib Blue, although it originally was Ruby Red.

Larry Frazier: My car is a 1965C cabriolet in Carib Blue. It was originally Ruby Red. I purchased the car from Heinz Wahl after having seen it in his garage over the years since our relationship began in 1972.

I had told Wahl that if he ever decided to sell that I would be interested. He had the car for about 30 years before he decided to sell it to me. A friend of his from Germany had first rights but bowed out.

Heinz purchased the car in 1970 from a former customer who worked as a doctor for the National Institutes of Health in Bethesda, Md. The doctor had purchased it new and was moving back to Texas. At the time Heinz got it, only two of the cylinders had compression.

Heinz began the rotisserie restoration in 2001 and completed it in the summer of 2004. He stripped the car to bare metal and rebuilt the engine with a big bore kit, including new 1750 cc pistons and a new SC crankshaft with counterweights.

We replaced the Zenith carburetors with Solex. We waited the last four months to get a stainless-steel muf-

fler from a company in Germany that we found out about at the Hershey Swap Meet that same year. After the restoration, I had the car appraised by Dave Kinney, and he gave it a very high rating.

My wife and I have driven it to the East Coast Holiday in Williamsburg, Va., Mystic, Conn., Lancaster, Pa. and to the Porsche Parade in Charlotte.

We have also driven it as far south as Hilton Head/Savannah and as far north as Falmouth, Maine. During the good weather months, we do weekend drives, and I have participated in some of the local car shows. We try to take at least one major trip a year with the top down!

I became interested in Porsches in 1970 when I met a friend in Philadelphia who had a 1961 356B. After driving that car on the return from Washington to Philadelphia, I was hooked.

My first Porsche was a 1966 912 that I purchased in 1972. That car is presently in a delayed restoration state. In addition, I have a 1972 911T that I also purchased from Wahl in 2006. He had the T for about 20 years. My daily driver is a 1989 VW Vanagon.

Why I love my Porsche

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



While the trend seems to be toward newer Porsche models at Parade, the concours featured several eye-popping 356s.

Why I love a Parade in Salt Lake City

Photos and story by Tuffy von Briesen
for *der Vorgänger*

I'm late comer to PCA Parades but I remember my first one well. The highlight was locking my car keys in the boot of my 997. Getting them out taught us that all those devices Porsche talks about for getting into your boot, don't necessarily work.

I didn't let that deter me and since have attended Parades in 2011 and now the one in Salt Lake City 2012.

Salt Lake City is a long way, and this time I decided to fly. The decision was also influenced since now I actually work at the Parades. Volunteering on steroids. After Parade 2010, I signed my name on one of those innocuous forms that always float around that asked are you willing to volunteer for Parade.

I volunteered to manage PCA's National Awards that are presented during Parade.

I hadn't been to Salt Lake in many years, but flying in on Saturday, it was just as I remembered. All those big brown mountains to the east and a big body of saltwater to the west.

Saturday was spent getting the lay of the land. Part of my new job with PCA is helping Parade Trophy Chair Carole Kjellsen manage 600 trophies that are handed out during the various banquets. Parade has competitions in concours, autocross, rally and a tech/history contest.

There is a PCA board meeting that is open to all on Sunday, which I attended with our Zone 2 Representative Tom Zaffarano.

Zaffarano did another great job in providing the Zone 2 Parade attendees with a nice way to start Parade. Had a glass of wine with Potomac President Dick Seltzer and Potomac member Fred and Starla Phelps. After the reception, there was a welcome dinner in the atrium of the hotel, a



The concours was on the grounds of the Utah state capitol.

nice setting with about 500 of your new best Parade friends.

Concours at Parade on Monday is a serious event and includes judging by actual concours



The city of Salt Lake City is at the foot of the Wasatch mountains in eastern Utah, not far from the Great Salt Lake.

standards. I didn't see any white gloves, but I did see a lot of judges on the ground looking at the undercarriages and in the wheel wells.

The venue for concours was the Utah State Capitol grounds, an awesome setting with a fantastic view of the mountains. The capitol is situated above the city and has some of the most beautiful green lawns I have ever seen. All the cars were parked on the grass.

There were some unique cars parked right beneath the capitol itself. For you 356 lovers, there was an exquisite 356.

While there were a lot of older P-cars, it seems that the trend is to newer cars. There were lots of 996s, 997s, Boxsters, Caymans and Cayennes. There were also several vintage race cars that were great looking. Between the actual concours and the concours corral, there were over 200 cars.

The first autocross on Tuesday has become one of the most popular events at Parade. There were over 200 entrants divided into two days. Potomac was well represented in autocross by Starla Phelps who won second in her class.

The concours banquet was that night with the major PCA national awards being presented then. Included are Enthusiast of the Year, Region of the Year, Family of the Year and Zone Representatives Award.

The highlight of this Parade for me was being able to go up with Region President Dick Seltzer and longtime Potomac members Starla and Fred Phelps to receive First Runner Up in the PCA Region-of-the-Year competition won by First Settlers Region. This is the first time since 1970 that Potomac has received this type of national recognition

Potomac also nominated Fred and Starla Phelps for Family of the Year. Unfortunately, they didn't receive the award, instead going to a family from California. Any of you who know Fred and Starla and are familiar with their support to Potomac, know that they are deserving of the award.

Bob Gutjahr, Chesapeake, received the Zone Representative Award. Bob is well known to many of us as he and his wife, Ellen Beck, are regular participants in many Potomac events. Zone representatives decide who will receive this award for exceptional service to PCA.

There were two types of rallies: a time and distance (TSD) rally and a gimmick rally.

The TSD is competitive and had over 100 participants. Ellen Beck coordinates the gimmick rally for PCA. Wednesday evening is the rally banquet. The rally awards are presented as well as the national newsletter and national website contest winners.

Potomac's website again claimed third place in Class V for regions over 1,000 members. Congratulations to Webmasters Michael Handelman and Ken Harwood.

Not to be outdone, *der Vorgänger* also won third place in class in the newsletter contest. Congratulations to Editor Richard Curtis.

One of the ways Parade is changing, even in the short time I have attended, is the plethora of Panameras and Cayennes that are in attendance. PCA is developing events that cater to these models.

Dick Seltzer drove his 2006 Cayenne from Virginia to Salt Lake City. While at Parade, Seltzer attended several drives and tours designed just for Cayennes (see Seltzer's column

on Page 6).

There were plenty of Panamera's in attendance as well. Fred and Starla Phelps drove their new Panamera from Virginia to Salt Lake City as well. That was the start of a 6,000 mile trip that took them to Salt Lake City and then back home to Virginia.

Friday is when Parade begins to wind down but is also another banquet, the autocross banquet where more national awards were handed out. Upper Canada won actual growth (the actual number of new members) and Everglades won factored growth. Factored growth uses a formula based on the size of the region and the number of new members to determine the winner.

Potomac was recognized several times for becoming the largest Region in PCA. Late in 2011, we overtook Northern New Jersey for this distinction; unfortunately there is no award for this.

Saturday, the last day of Parade, highlighted the Parade of Porsches through town. It is always mind boggling to see about 100 or more Porsches winding their way through the city streets, and Salt Lake City was no exception.

I attended the Parade Committee Hot Wash on Saturday. This is a recap of the Parade from the perspective of those who volunteer to make it happen. There are 13 standing committee chairs but also about 10-15 more committee chairs who devote hours both before and during Parade to make the event happen.

The Hot Wash underscored three things for me. It really takes about 200 volunteers to put on Parade. There are quite a few of national vol-

Continued on next page

'Wounded Warrior Rally' attracts 34 teams

By John Eberhart
for *der Vorgänger*

Potomac Rally Chairs did a fantastic job on yet another rally, organizing the first annual Wounded Warrior Rally on July 28, 2012. With 34 cars, each having a PCA driver and wounded warrior, 68 Americans had themselves a fantastic time!

As many of you know, we have had to discontinue our popular Vets-on-Track program during our PorscheFest weekend because insurance rules no longer allow non-participant ride-alongs at DEs. But Craig and Linda stepped up and came up with a fantastic alternative—the Wounded Warrior Rally.

The rally uses an "All About the Speed" format, a format Craig and Linda invented that is spreading like wildfire across PCA regions. In this format, the driver and navigator have to count speed signs, adding up the numbers on black-and-white signs and subtracting the numbers on yellow-and-black signs. It makes for a rally that is both easy and hard at the same time. Easy because spotting the landmarks is (relatively) straightforward, hard because you have to keep track of things.

Luckily, I had a sharp navigator: Matt Castillo del Muro. Apart from his awesome name—it means "fortress wall"—fitting, eh?—Matt, as an infantryman, has a keen eye for detail. During the rally we missed only one speed-limit sign out of the total! And there were many, many signs as we drove 77 miles from Bethesda, Md. to Gaithersburg, Md. in the most circuitous route possible!

We started at 8:30 with a coordinating meeting at the Pooks Hill Marriott. We then caravanned to Walter Reed National Military Medical Center. There, gate security had no idea how to deal with a line of 34 Porsches.

After making our way across campus to the residential halls, PCA drivers were paired off with veterans as navigators. Craig Davidson led the drivers meeting with his own personal flair that has helped the rally program really grow in the past two years.

Among the PCA drivers, there was a mix of both rally regulars as well as first timers, and among the navigators were representatives of Army, Navy, Air Force and the Marine Corps. I think most of the PCA drivers would agree with me that these were some of the best navigators we ever had.

After leaving Walter Reed, we caravanned over to the

Human Genome Sciences building in Rockville, Md. where the company was gracious enough to let us block off the entire entrance to the building for a fantastic group photo (more about this later).

We then left on our 77-mile rally course through the amazing back roads in unlikely places that Craig and Linda had managed to find. Along the way we found speed-limit signs, night-speed limits, truck-speed limits, speed-warning signs, and speed-limits-within-warning signs.

We also stopped along the way at Worthington Manor Golf Club, which was kind enough to treat drivers and navigators alike to free drinks, cookies and brownies at their beautiful clubhouse. The rally ended at the Branded '72 restaurant in Gaithersburg, with great BBQ and brisket for the participants, compliments of Potomac.

At the restaurant, the winners were determined and prizes handed out.

When the results were totalled, two teams had tied for the lead. The tie was broken by the highest blackjack hand picked up at Worthington Manor Golf Club.

The first-place navigator won \$1,000 cash, while \$500 went to the closest guess of the total (3,630) before the rally began. Another \$250 was awarded to a person with a blackjack hand. There were six of them; we decided the winner by a roll of four dice, the lowest number winning.

Craig had arranged for a crate of pies to be sent to every service member. Also, each participant received tote bags, hats and shirts. Porsche of Tysons donated lanyards for everyone.

Tony Pagonis had arranged to have the group photo, with an inset photo, printed and framed while the rally was in progress, so each driver and navigator got to take home a memento.

A few more words about my navigator, Matt Castillo del Muro. Matt is a 24-year-old infantryman from Albuquerque, N.M. We had a great time talking about his wife, Kailin, and new baby, Connor. We also shared thoughts on parenting, life, what we like in a church and, of course, cars. We also found time to trade a few jokes.

We had a terrific time becoming friends in the Porsche with the top down and the air conditioning on because that's how we roll in the USA. We made sure to obey all those speed limits we wrote down. If a red blur hauled ass past you on River Road on Saturday, July 28, it wasn't us. I don't know what you're talking about.

We had a terrific time becoming friends in the Porsche with the top down and the air conditioning on because that's how we roll in the USA.

Continued from previous page

unteers, but the host region also provides lots of manpower. The second is how smoothly things ran. The third is the emphasis placed by all volunteers to make sure those PCA members who attend have a good time.

Saturday is also the final Parade banquet. Our Zone 2 Region to the south, First Settlers, won third place in the Public Service awards. The President's Long Distance Award was won by Alaska Region for the second year in a row.

Mike Holtzclaw, the Alaska president is the perennial winner of the Michelin Long Distance Award. He won another set of Michels for driving the longest distance to Parade on Michelin tires.

The Parade Long Distance Award went to Chris and Mary Williams for driving 3,852 miles from St Johns, Newfoundland.

Thinking back over these three Parades I have attended, you meet a diverse group of PCA members from all over North America.

You meet lots of people who have been involved with PCA for many years. One couple was recognized for attending their 53rd Parade (Salt Lake City was the 57th). Attending Parade also gives you an opportunity to see what other regions are doing. I also gained a greater appreciation for the effort that goes into making our region so successful.

Future Parades will be in Traverse City, Mich. in 2013. Parade 2014 will be in Monterey, Calif. I think I'll hang around for those.



2011 photo by Bob Hofmeckler
The 2011 Gathering of the Faithful show attracted 65 cars. The show is held on the Pavilion in Reston (Va.) Town Centre.

‘Gathering of Faithful’ set for Sept. 1

By Ron Davis
for *der Vorgänger*

Wow, another Labor Day weekend is coming up fast! That means it's time to get out the wash bucket, polish and wax and begin working on those 356s, 912s, 914s, 911s and other Porsches. Then on Saturday, Sept. 1, head for Reston, Va.'s classy Town Center pavilion for the annual "Gathering of the Faithful."

As has become our tradition, this is a non-

competitive event featuring a lot of terrific cars, a lot of car talk and tons of door prizes. We will again reserve the pavilion for the 356s with other models parking along the main street centering on the fountain. Last year we had 65 cars!

Remember, there is lots of great shopping in the Town Center's many stores for those—yes, it's hard to believe—who would rather look at clothes, jewelry, etc. rather than at superb cars. Like last year, there will be a small

\$5 registration fee payable at the door to help cover the Reston Center's facility charges. Still, you cannot beat the price for such a great event.

We will begin parking cars at 9 a.m., but if you are an early bird, head over to the adjacent Panera Bread, or to La Madeline restaurant for a nice French breakfast.

So come on out, have a great time with a bunch of Porsche nuts. We will wrap up at 3 p.m.

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Left: The clutch kit is at top. From left to right are flywheel bolts, pressure plate bolts, rear main seal, clutch alignment tool, clutch inspection port cover, clutch fork needle bearings, pilot bearing and throwout bearing guide tube

Below: The old clutch.

How to replace a 944 clutch

Photos and story by Raffi Zarookian for *der Vorgänger*

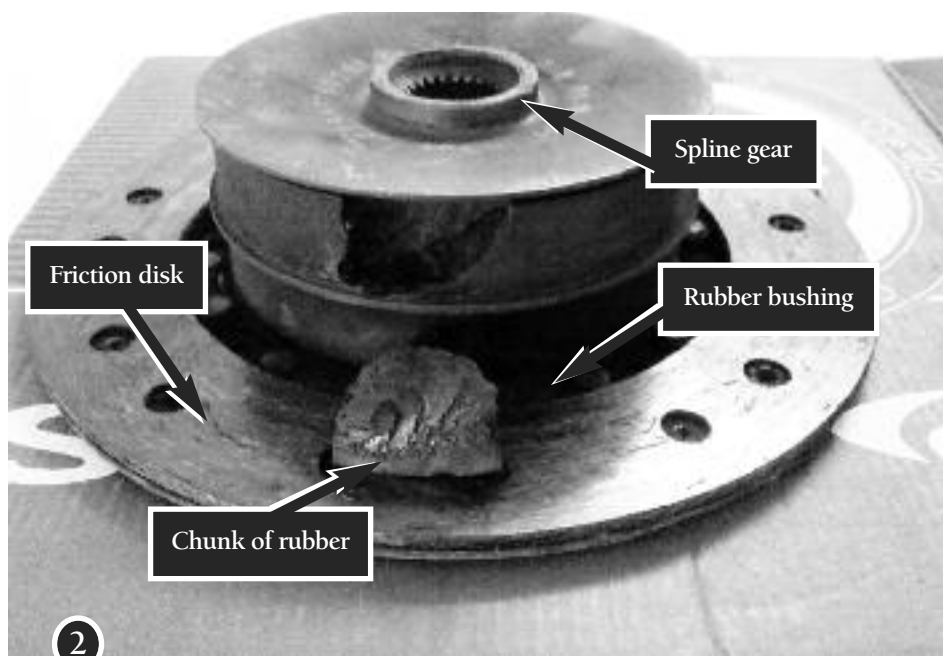
Replacing a clutch on a 944 is a big job. It may be one of the most time-consuming jobs a home mechanic can accomplish requiring the removal of the exhaust, transmission and torque tube to access the clutch housing.

Unfortunately, if your 944 still has a stock rubber-centered clutch you can be sure that a clutch replacement is in your future. I was able to tackle the job in around 24 hours with the help of some pretty knowledge friends with all the right tools. This guide should help you accomplish the same job in less time or convince you to seek professional help.

The stock clutch of a 944 utilizes a rubber bushing between the friction disk and the spline gear that can fail with time and use.

All the parts pictured in Photo 1, top, are required for this replacement. At the top is the clutch kit, which includes a pressure plate, clutch disk, throw-out bearing and all throw-out bearing clips and spacers.

The clutch disk is a modern, spring-dampened disk. The remaining required items from left to right are the



2

flywheel bolts, pressure plate bolts, rear main seal, clutch alignment tool, clutch inspection port cover, clutch fork needle bearings, pilot bearing and throwout bearing guide tube. Several online retailers sell these as a package.

The only parts within the clutch housing not pictured are the starter ring gear, release fork and flywheel. These parts are expensive and less prone to wear. Therefore, they should be inspected. Even though it is relatively inexpensive the clutch fork shaft should also be inspected before purchasing it. You may even wish to inspect the clutch fork shaft and before purchasing it as well, but it is relatively inexpensive.

Because access to the clutch requires removal of the exhaust it is highly recommended that you purchase the exhaust Y-pipe gaskets and Y-pipe nuts and bolts. Also highly recommended is a replacement fuel filter and re-

DIY

Working on your car should be approached with all due caution and with safety foremost in mind.

Share your own do-it-yourself stories with dV readers by sending an email to dveditor@pcapotomac.org. A high-resolution photo will be necessary also.

Make sure you have the right tools for the job

You will be spending a lot of time unbolting hard to reach and stubborn bolts... So a complement of metric wrench and socket sets are required. Stripping bolts is not an option on this job, so you may need several tools of the same size to reach every bolt and get a good fit onto the head. I would recommend socket sets from 8mm to 22mm, both long and short, and a ratcheting wrench set. Metric Allen-headed tools and 8mm and 12mm triple-square headed tools are also required (triple-square tools are also known as XZN). The rest of the tools are listed below.

Bentley, Haynes or shop manual

Two-post or four-post lift
Transmission jack
4 jackstands
2 scissors or bottle jacks
Wood blocks for jack support
Torque wrench
Slide hammer
Rubber mallet
Vise-Grip pliers
Snap-ring pliers with straight tips
Screwdrivers and pliers
Degreasers/brake cleaner
Moly grease
Lithium grease

Engine oil
Post or pipe to depress the clutch
Inspection mirror
Magnet on a stick
Gloves

Most 944 parts are not readily available at your local auto parts store, but there are several online retailers who specialize in 944s and who offer great customer service, wide parts selection and good prices. The required parts for a clutch replacement are pictured in Photo 1.

placement transmission mount.

The flywheel reference sensor may need to be replaced simply due to the age of the connectors. You will be removing the shifter so this is also a good time to make any shifter mods or at least replace the shifter bushing. A single M14 x 1.50 lug nut may also be required to cap an unused exhaust port.

The friction disk and the rubber bushing are still attached in my case. The failure is that the spline gear section and the rubber bushing are completely detached. The chunk of rubber that has torn off is indicative, but the true cause of the failure is a gap that developed running all the way around the bushing.

This type of failure, shown in Photo 2 at left, would normally allow zero power to transfer from the engine to the torque tube, but fortunately Porsche's design includes metal tabs that do allow the clutch to engage.

When operating a failed clutch, you will be subject to a strange lurching sensation when you let off the throttle to idle or get on the throttle from idle. This sensation is often accompanied by a clunk sound as the tabs touch.

Because replacing a clutch is such a time-consuming job it is wise to verify that the clutch is the cause of any symptoms you observed.

There is an inspection port on the clutch housing from which you can view the clutch. Be sure to have an assistant operate the clutch to get the best view. If a failure is not visible from the inspection port an alternative is to gain access to the torque tube shaft from the access panel on the transmission. Reaching into this panel you can check the shaft for play by attempting to twist it with your hand with the clutch engaged.

If the shaft twists your clutch has a rubber center failure, but there is a chance the play is elsewhere in the driveline. Of course, a diagnosis from an experienced Porsche mechanic is the best way to verify that the clutch is the problem.

Step-by-step

Replacing a clutch requires patience and attention to detail. Much of the time on this job is spent removing bolts and components to gain access to the clutch housing. Details such as removal order, bolt locations and facing will be difficult to remember, so carefully lay out

components and bolts as they are being removed.

This step-by-step attempts to be as complete as possible, but I'm not a qualified Porsche mechanic nor are these instructions the only way to complete the job successfully. Stay safe, use common sense and disconnect the battery before you start.

Remove the exhaust

The foreground of Photo 3 below shows the exhaust inspection tube now capped by a lug nut and the oxygen sensor. Following the exhaust, the Y-pipe bolts can be seen in the background of the image.

The easiest way to remove the exhaust on a naturally aspirated 8-valve 944 is to remove the entire exhaust from the Y-joints back. Only six bolts—three per joint—connect the Y-pipe to the exhaust headers.

In addition to the bolts, the oxygen sensor and emissions inspection tube must be detached from the exhaust pipe. The inspection tube is unused and can be capped with a Porsche M14 x 1.50 lug nut if the tube is broken.

Once these components are removed, the exhaust is now only secured by rubber hangers. Pry off the hangers and remove the exhaust. An assistant is required to help with the weight of the exhaust.

You will need to remove the exhaust mounting hardware from the torque tube and the heat shielding around

The exhaust inspection tube—no longer used—is capped by a Porsche lug nut if the tube is broken.





Above: The torque tube shaft-to-transmission input shaft coupler is accessed through two ports on the torque tube bell housing. Two Allen bolts securing the coupler must be removed.

Below: The shifter linkage boot can be seen in this photo. The shifter linkage and the protective plastic tube will be the major obstacle when removing the transmission.



the torque tube. Go ahead and do that now.

Disconnect the torque tube from the transmission

Once the exhaust has been removed you can now disconnect the transmission from the torque tube. The torque tube is a sturdy steel tube that runs from the clutch housing to the transmission. Inside the tube is the torque tube shaft that transfers power from the engine to the transmission.

A bell housing terminates the torque tube, which bolts to the transmission. The torque tube braces the engine and transmission keeping them in line. A support for the engine is necessary to maintain the proper alignment. Use a scissors jack with a wooden plank to spread the weight onto the oil pan to support the engine.

Locate the two access ports on the torque tube bell housing. Decouple the transmission input shaft from the torque tube shaft using the ports shown in Photo 4, left.

The torque tube shaft-to-transmission input shaft coupler is accessed through two ports on the torque tube bell housing (Photo 4, above). Two Allen bolts securing the coupler must be removed. The ports are protected by rubber covers that have been removed for this image.

The two Allen bolts secure the coupler. One bolt can be removed from the round access port and the other from the trapezoidal access port. The bolts heads are 180 degrees opposed so you must turn the shaft to access both Allen bolts that secure the coupler.

The best way to turn the shaft is to disengage the clutch and turn it by hand. Each bolt can only be tightened from one side during reassembly, so mark each side of the coupler from which you removed each bolt.

Once you've removed both bolts, slide the coupler back towards the transmission. The coupler may be difficult to slide, so use leverage by placing a bar against the lip of the access port to pry the coupler back.

There is no need to mark the coupler position on the shafts for reassembly, because the coupler can be properly placed by viewing a gap in the splines that line up with the bolt holes.

Now unbolt the torque tube bell housing from the transmission. All of these bolts are unique so don't get them mixed up.

Detach the shifter linkage from the transmission

Pull back the rubber boot on top of the transmission to expose the shifter linkage bolt and unbolt the shifter linkage underneath the rubber boot. Pulling back the boot is difficult, but can be achieved without damaging it with the right mix of aggression and patience. The bolt has a safety wire threaded through the head that you need to remove. I recommend cutting the copper wire and replacing it to save time.

The shifter linkage boot can be seen in Photo 5, below left. To the left of the boot is the protective plastic tubing for the shifter linkage. The shiny metal trapezoidal bracket above and behind the boot is part of the transmission mount.

The shifter linkage and the protective plastic tube will be the major obstacle when removing the transmission. To alleviate this obstacle, the linkage needs to be pulled as far out of the transmission housing as possible.

Enter the cabin and remove minimal parts of the console and the shifter cover. The shifter is attached to the linkage by a pin that is locked into place by a retaining clip. You may have to pound the lever pin out of the linkage once the pin is removed.

Once the lever is detached from the shifter, pull the linkage up and into the cabin.

Detach the drive shafts from the transmission

Using the 8mm triple-square tool, remove the bolts to disconnect the driveshaft from the transmission. There will likely be grit and grease on the bolt heads so clean the heads to allow the 12-pointed tool to seat properly.

I chose to leave the drive shafts on the wheels, but it is advised to remove the shafts completely and set them aside. Protect the constant-velocity joints by covering them with Ziploc bags.

Disconnect the fuel filter and transmission electrical

Disconnect the fuel filter on the passenger side of the vehicle. Using zip ties, secure the fuel lines against the body of the car out of the way of the transmission and transmission cross member.

Disconnect the electrical connection on the driver side and two wires on the passenger side. Be aware that there will be residual fuel in the filter and fuel lines.

Remove the transmission

Your transmission is now unencumbered and completely supported by the transmission mount. Take the weight of the transmission onto a transmission jack. The balance point is a bit hard to find, but it is near the back of the flat surface of the transmission.

Initially leave the transmission mounted to the crossmember, and loosen but do not remove the crossmember bolts. If the transmission shifts unsafely it will be caught by the crossmember bolts, and at this point you can readjust the jack.

After you have adjusted the transmission jack to your satisfaction unbolt the mount from the transmission. Late model 944s have a single mount with two bolts right above the transmission.

Photo 6, right, of a late model 944 transmission mount was taken from the driver's side. The mount is difficult to locate, but if you follow the crossmember from above the driveshaft to the top of the transmission, you will spot the mount attaching the crossmember to the transmission.

To remove the mount, undo the pictured nuts.

Now that the transmission is completely unbolted you need not one, but two assistants. One person will be managing the jack while the other two will be guiding the transmission. Go slow.

Observe all angles and guide the transmission both lower and rearward working the shifter linkage and plastic linkage housing out of the transmission housing. Take care to avoid crushing fuel lines. Don't be afraid to bend any heat shielding though, shielding can be bent back with ease. Be extremely careful and smooth when working the transmission down; the transmission may shift crushing anything in its path.

Now is a good time to inspect the transmission mount. Age and miles will likely warrant the replacement of the mount, but a popular option is to modify the mount by filling the mount with polyurethane. If you do chose to remove the mount from the crossbar, mark and take pictures of the mount before removal to ensure proper reinstallation.

Congratulations! You've just dropped a transmission on a Porsche. Now you can continue gaining access to the clutch housing. Start by finishing the removal of the torque tube.

Remove the torque tube from the clutch housing

Remove the clutch slave cylinder and starter, which are restricting access to the torque tube bolts. The top two torque tube bolts are difficult to access and should be removed first. As you unbolt the final two bolts have one or two assistants support the torque tube. Work the torque tube back to provide clearance between the tube and clutch housing.

Working the torque tube back is quite tricky. Remember that inside the tube is the actual shaft whose splines may be bound to the clutch splines. You will need to muscle the shaft out of the clutch housing while working the tube back.

The tube has fins that tend to get caught on the underbody so you have to rotate the tube and adjust its height to slide it back the full distance. Station an assistant to guide the front side of the shaft to avoid damag-



ing the splines throughout this process.

At its final resting place you can let the heavy tube sit on support members and the torsion bar, but stands are preferred to avoid damage to the torsion bar.

Remove the clutch housing

Two reference sensors must be removed from the top of the clutch housing. Before you remove the sensors mark the sensors and the connectors. They must be reinstalled in the same position as they were removed or the engine will not start.

The best way to access these sensors is from the engine bay standing at the driver's side. A socket with an extender and universal joint is required to reach each of the two sensor bolts.

While under the hood remove two clips that route the starter wire along the clutch housing. One of these clips is easily accessible and can be unbolted, the other clip is not. I resorted to cutting the inaccessible clip to free the wire.

Back underneath the car, the next step is to remove the clutch fork shaft. The clutch fork shaft is accessible from outside of the clutch housing and is threaded. The fork shaft is held into place by a retaining bolt, and the shaft threads will accept an exhaust bolt to create a handle.

Thread a bolt into the shaft then remove the small retaining bolt. Grab the threaded bolt with Vise-grip pliers and work the shaft out. It shouldn't take too much force, but might require some twisting and determination.

Now you are ready to remove the four bolts securing the clutch housing. I recommend removing the top left bolt first, followed by the top right, then the bottom bolts. Be sure to support the housing as you remove the final bolts.

Now is a good time to inspect the fork for damage. If your fork or fork shaft shows signs of damage replace them with new items. A new fork can be ordered with needle bearings already install.

If you choose to reuse the fork, the best way to replace the needle bearings is to get them professionally pressed. Alternatively you can fashion a removal tool out of bolts and washers. Use a hammer with the tool to gently pound out the old bearing and gently pound in the new bearing.

Transmission mount as seen from the driver's side. Late model 944 transmission mounts have a single mount with two bolts right above the transmission.

*Always handle
the new parts
with clean hands.
You will be disap-
pointed if your
new clutch slips
due to oil or
grease contami-
nation on the
disk or flywheel.*

The new needle bearing should come already greased with lithium grease, some moly grease should be applied to the fork tips and inside the ball socket. Replace the throwout bearing guide tube that is bolted to the clutch housing. Lightly grease the new guide tube.

Congratulations your clutch housing was removed and now it is time to remove you old clutch components before installing the new clutch.

Remove old clutch components

The first thing you will see looking into the open clutch housing is the pressure plate. Unbolt and remove the pressure plate. Set aside the pressure plate because it will be needed as a reference to assemble the new pressure plate. Inspect the starter ring gear for worn or missing teeth and replace the gear if needed.

Removing the pilot bearing requires a puller or slide hammer. A homemade tool consisting of a threaded rod with a nut on one end acts sufficiently as a puller. Use Vise-Grip pliers as a handle for the threaded rod or construct a slide hammer with a heavy socket and a nut on the opposite end. Using whichever pulling tool you decide on, evenly and forcefully work out the pilot bearing.

Remove the flywheel. Before removal, observe the location of the three studs on the outer ring of the flywheel. One of the studs should be offset from the other two pointing straight down. The flywheel needs to be reinstalled with the studs in the same position.

The flywheel is an optional replacement item. Inspect the flywheel for cracks, heat damage or unevenness. An expert can recommend whether to replace, resurface or reuse the flywheel without resurfacing.

Removing the rear main seal is somewhat difficult. There is a notch at the bottom left of the seal that can be used. It is tempting to use a flat head screw driver to work the seal out starting from the notch, but instead use a tool that is softer than aluminum to prevent scratching the housing. A pair of needle nose pliers or Vise-Grip pliers is also helpful in the removal.

The rear main seal was the last part you needed to remove. Now it's time for the installation.

Install new clutch components

Always handle the new parts with clean hands. You will be disappointed if your new clutch slips due to oil or grease contamination on the disk or flywheel. Use brake cleaner to clean the contact surfaces on the flywheel, clutch disk and pressure plate.

The installation process is the reverse of removal. Start with the rear main seal. Coat the seal with oil and evenly push it into the recess. The best way to ensure even pressure onto the seal is to find a short pipe or socket of the same circumference to use as a pressing tool.

When properly inserted, the seal will be flush with the housing.

Once the seal is in place replace the flywheel and pilot bearing. Recall the location of the studs on the outer ring of the flywheel. Bolt the flywheel into place with the stud facing down. Make sure to install the flywheel with even pressure by tightening the new bolts in a triangular pattern. Tighten the bolts incrementally, and adhere to the torque spec.

Next, replace the pilot bearing using a socket, pressing it into place evenly. Lubricating the bearing with a small amount of oil may help with the installation. Apply

a small amount of moly grease to the engine output spline gear.

The new throwout bearing needs to be installed onto the new pressure plate before installation. A clutch kit includes a variable number of spacers to install with the bearing. The only way to know the correct number of spaces is to remove the old throwout bearing and count the old spacers.

To remove the old throwout bearing, place the old pressure plate on its back, bearing side down. Find the gap in the snap ring and use a pair of snap-ring pliers on the gap. Pressing down on the pressure plate as you spread the ring will release the ring from the recess.

Lay out the parts exactly as they are removed. To remove the starter ring, use a hammer and block of wood to detach the starter ring from the pressure plate. It won't seem right at first, but just bang it out.

Take a break to clean your hands and prepare a clean, soft work environment to prevent contaminating or damaging the contact surfaces of the new parts. As previously mentioned, the new throwout bearing did not come attached to the pressure plate.

The throwout bearing needs to be installed on the pressure plate exactly the same as the old bearing. Follow the same steps you took to remove the old bearing but in reverse. Make sure the same number of spacers are used and that the retaining washer is installed concave up.

The spacers and rings are installed on one side of the pressure plate, while the thick ring and snap ring are installed on the other side of the pressure plate. Finally, seat the starter ring gear onto the new pressure plate. The ring should lock into place without any play.

The new pressure plate is now ready for installation.

Insert the clutch alignment tool into the engine output spline gear. Center the clutch disk and pressure plate onto the alignment tool. Bolt the pressure plate into place using a triangular pattern tightening the bolts evenly. Torque the bolts to spec and remove the alignment tool.

The installation process is nearly complete. Up to this point you've installed a new rear main seal, pilot bearing, pressure plate, throwout bearing and clutch with new bolts. The last part to go into the housing is the clutch fork.

The clutch fork is installed at the same time as the clutch housing. Using the clutch inspection port, adjust the fork so that the flat part of the fork tips rest against the throwout bearing.

The fork should be installed so that the fork ball socket recess is facing the clutch slave cylinder piston. At first the fork will feel loose with no discernable pivot point, but as the housing bolts are tightened the housing will hold the fork in place and provide a pivot point.

Once the housing is bolted to spec, reinstall the fork shaft; don't force it and don't forget the retaining bolt. The last step is to install the slave cylinder and check that the clutch fork moves unimpeded as the clutch pedal is pressed and release.

Well, you've done it! You've just installed a clutch on a 944. The difficult part is done and all that remains is the reassembly.

Reassembly

In general, reassembly is the reverse of disassembly, but there are a few gotchas to be aware of.

Start by reinstalling the reference sensors at the top of

the clutch housing. Ensure the sensors are installed in the same position as was indicated by your markings. If you reverse the sensors order your engine will not start.

The sensors are first because if any items fall into the sensor holes the clutch housing needs to be removed to retrieve the items. Once the sensors are reconnected finish up with the clutch housing and continue to reconnect the torque tube.

The torque tube reassembly can be tricky. Work the torque tube back into place with the help of an assistant, gently inserting the shaft splines into the splines of the clutch. The shaft may need a few taps with a mallet to insert it all the way. The outer tube will certainly need a few hits with the mallet. You might have to use the torque tube bolts to pull the torque tube into place the final quarter of an inch.

Continue reassembly until you are ready to reinstall the transmission. If you removed the crossbar, it must be installed before the transmission is raised. Some play in the crossbar bolts can help with lining up the transmission mount bolts, just be sure to tighten everything down to torque spec. As the transmission is raised into place, the shifter linkage and the shifter linkage housing will cause some trouble, but not nearly as much as during the removal process.

Continue bolting on housings and rewiring electrical in the reverse order as they were removed. Now is a good opportunity to replace the drive shafts or rebuild the CV joints. Torque the driveshaft bolts to spec. Don't forget the fuel filter.

Recoupling the torque tube shaft to the transmission input shaft requires some attention. The coupler must have its bolt holes lined up to a gap in the splines on each shaft. You will have to disengage the clutch to turn the shaft to view the bolt holes on the coupler. Using the bolt holes as a scope, find the gap in the splines. Reinstall the bolts; they should tighten easily by hand.

If undue resistance is felt, either the bolt is touching the splines or the bolt is in the wrong hole. Remember the coupler holes are 180 degrees opposed. Once the bolts are threaded by hand, tighten them to spec.

You can now reconnect the shifter linkage and reassemble the shifter inside the cabin. If the shifter slipped out of the shifter bushing go ahead and replace the bushing with a new one. Continue retracing your steps installing the exhaust using new bolts and gaskets.

The last step is to check the play of the clutch and checked for exhaust leaks. Once these are done, you've just completed one of the most time-consuming jobs on a Porsche 944.

Take her for a test drive and with every shift feel the satisfaction of a job well done.

Raffi Zarookian is not a mechanic just an engineer who enjoys cars. He has owned his 944 for less than a year and has been a PCA member since 2010. His previous Porsche is a much missed '00 Boxster. He lives in Germantown, Md.

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Drive 'n Dine tour heads for hills of Virginia highlands

By John Eberhardt
for *der Vorgänger*

This is our third trip to the Homestead and promises to be our best yet. We will leave Friday, Sept. 14 about 10 a.m. from Haymarket, Va. and drive mostly back roads to the Homestead by way of the Shenandoah National Park, Luray, Bridgewater and Churchville, all located in Virginia.

We will have a great lunch at the Depot Grill in Staunton, Va. Then two more hours of fun on Route 250 west over to McDowell, Va. and then a run south to link up to Route 39 for the run over Warm Springs Mountain.

We plan to arrive about 5 p.m. at the Homestead just in time for happy hour. We will plan a group dinner both nights for those who want to attend.

The Homestead in Warm Springs, Va. is absolutely fabulous with all kinds of ways to have fun: pools, tennis, world-renowned golf, horses and carriages, shooting, falconry (yes falconry), bowling and wonderful meals from casual to very dressy.

It's one of Virginia's finest properties and a place everyone should see, made even better with a group friends. It is also one of the best resorts in America for children, so feel free to bring them.

On Saturday, we are planning a group drive to one of two locations in West Virginia (I'll let the group decide) to see either:

—the world's largest movable radio telescope at the

National Radio Astronomy Observatory and museum; — or the Cass Scenic Railroad with its famous crawler-type locomotives.

We will then drive on my favorite road in the world to have lunch at the top of Snowshoe Mountain. We should return by 5 p.m. Those not wishing to go on the drive Saturday can always find fun things to do at the Homestead. Again, plan on happy hour and dinner for those who want to join in.

Sunday is a free day, so you may leave any time.

Now for the best part: We have secured a special rate for Porsche Potomac Club members starting at ONLY \$180/night (excluding a resort charge of 15%, taxes of 9% and meals). The resort charge covers gratuities for housekeeping staff, use of fitness center and pools, access to family pool complex, nightly movies, afternoon tea, wired and wireless connectivity and on-property transportation. Potomac only has 10 rooms reserved so please act fast, this trip is sure to sell out.

If you are interested in joining our third trip to the Homestead contact Alex Lunsford for information you need to reserve your room:

Alex Lunsford

Drive 'n Dine Committee, PCA Potomac
Homestead Trip Leader

Alex_lunsford@yahoo.com (note underscore between names) or 202.360.0599.

Drive 'n Dine 2012 schedule

Sept. 14: Overnight trip to the Homestead, Warm Springs, Va.

Sept. 29: Trip to conclude in Lovettsville, Va. during Octoberfest.

Oct. 21 or 27: Annual Fall Foliage trip.

Dec. 1: Antietam, Md.

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Back by popular demand: PCA Potomac Swap Meet

The PCA Swap Meet will return this year on Sunday, Oct. 7 at Baysox Stadium in the parking lot next to the autocross in Bowie, Md..

Time to clear out all of those old parts for the cars that you don't have anymore, the duplicates or what you know you will never actually put on your car.

If you have a car for sell you can bring it and park it there for free. No parts to sell? Come on

out and see what is there and watch the autocross crowd try and get the best times.

Spaces are only \$10 and the car corral is free. The Swap Meet will start at 8:30 a.m. and run until 2:30 p.m..

For further information, contact Gary Brindle at garyb@pcapotomac.org or e-mail to secretary@pcapotomac.org

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Join PCA the easy way

Just point your smartphone at the image at right. That will take you to the Porsche Club of America 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 Porsche dealers also recognize PCA membership with a 10% 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, rallies and quarterly open board meetings.



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Readers and their cars

Photo by Michael Madrid

Left: Concours judges peer into the engine bay of Daniel Blair's black '66 911 at the Deutsch Marque Concours in May. From left: Tom Coyle (hidden by engine cover), Bruce Bade and David Miller. Standing behind is Jim McLeod.



Photos (2) by Richard Curtis

Above: Dave McMahon, of Herndon, Va., jacks up his '73 911 GT4 at the March DE event at Summit Point (W.Va.) Motorsports Park. McMahon has owned the car for 13 years; he built it in 2000 to resemble a '73 RSR. It has a 3.3 liter engine.

Right: Randy Sese of Falls Church, Va., drove his '92 968 to one of Potomac's monthly breakfast meetings in June 2011. Sese previously owned a 944 for four years.



Readers and their cars

Photo by Richard Curtis

Bill Rudtner answers some questions for Potomac members Leila and Josh Vieira of South Riding, Va. during the July DE event at Summit Point (W.Va.) Motorsports Park. The Vieras have owned an '87 944 for three years that they're building into a track car. Rudtner, of Rudtners Racing Group on Long Island, N.Y., built the 935 look-alike from a '79 930 street car, now with a 3.8-liter engine with a single turbo putting out 740 hp in his dedicated track car.



Photo by John Vrankovich

Above: Carson Soule and Bernice Richmond, regulars at Potomac DEs, attended Potomac's DE event at Watkins Glen in July with their twin-turbo 911.

Photo by Richard Curtis

Left: From Lutherville, Md., Irfan and Annabelle Alvi, Blue and Green group drivers, respectively, share their 2012 Cayman R at track events. They attended the July DE event at Summit Point. Annabelle and Irfan are dual members in Potomac and Chesapeake. They have tried autocrossing as well, "I like it a lot," says Annabelle. "It helps you learn what your car can do, how hard you can apply the brakes, for example." They joined PCA in 2011.



Psychedelic interpretation via Photoshop of a Porsche 911's tail. Photo by Bob Wilkoff

