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der Vorgänger

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of the Founders' Region, Potomac,
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Feedback Requested

During this season of gift giving and thanks, all I really want is April – or March even. I like taking a boat out on the Potomac or driving a Porsche on some of the more obscure backroads in Potomac. As you read this, neither is much fun and won't be again for at least three months. So what to do? I don't have a garage and moreover I don't have the tools, equipment, skills or knowledge to undertake a DIY project. I already read a bunch of auto and boat publications and, despite co-editing *dV*, reading isn't doing.

So I'm thinking that I need to spend the next weeks contacting many of our readers to recruit you to write a piece for your club magazine. Michael Sherman and I write some of *dV* but most of our stories and photographs come from our readers. I'm thinking that almost every one of you has some story, knowledge, experience, photograph about you and a Porsche. For those of you who have written for us in the past, no good deed goes unpunished – you will be hearing from us again. If you don't hear from us and want to write about you and your car – send it in!

Even if you don't want to write but have an opinion about *dV* we would really like to know. This edition marks two years of our stewardship. It has gone by quickly, as so much in life, but things recurring monthly tend to be like that – think mortgage, lease, in-



Glenn Cowan



Michael Sherman

surance, rent. Our only real complaint is that we have essentially no idea whether we are hitting the mark. We promote Letters but receive none – I'd say in 19 of the 22 months we have published, we have received not a single comment. So we are thinking to force the issue by actively recruiting letter writers to address a subject as they see fit. We'll try it and see.

Have a great Holiday and a nice New Year. Be it manual or PDK we'll be gearing up for March before we know it!

–Glenn

If you're not aware, *dV* takes a break for a month and does not produce a January issue. The PCA Potomac calendar winds down, (some of) our cars are tucked away, and the roads are covered with salt. As we take a month break, I hope you all take the opportunity to submit those pictures you've been holding on to, that story you've always wanted to share, or the feedback on the magazine that you need to send us to set us straight.

Please drop us an email at dveditor@pcapotomac.org.

–Michael

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End Of The Year

As this year comes to a close, I will take this opportunity to send a shout-out to our dV Editors, Glenn Cowan and Michael Sherman who are among the many unsung heroes of our Club. Month after month they oversee the production of this terrific magazine. To call it a newsletter would grossly understate the elegance and depth of this publication. I would be remiss not to mention and to thank Past President Tony Kelly for his many years of service and unwavering commitment as our Publisher.

For those of you who do not already know, our Zone is comprised of 10 Regions covering the Mid-Atlantic area, including Delaware, District of Columbia, Maryland, Pennsylvania, Virginia and West Virginia. Following the Zone 2 Presidents Meeting on November 14th, I feel compelled to express utmost appreciation to Past President Tuffy von Briesen for his tireless efforts on behalf of our Region (in many different capacities), on behalf of our Zone (as Zone 2 Secretary) and on behalf of PCA National (as Porscheplatz Coordinator). Thank you, Tuffy, for all of your dedicated service to the Club. With Tuffy moving out of this area before the end of this year, Sherry Westfall (Past President of Shenandoah Region) was elected to serve as our new Zone 2 Secretary, effective immediately. Congratulations, Sherry!

The Zone 2 Presidents Meeting was aptly led by our Zone 2 Representative Cheryl Taylor. It was held in Columbia, MD only



Howard Hill

a short walk from PCA Headquarters. The Friday night social was hosted by PCA Executive Director Vu Nguyen at PCA Headquarters where many of us congregated for a tour of the premises followed by an evening of fellowship, fun and music at the neighboring hotel. The next day we met for the entire day in order to address various Zone business matters.

As the New Year approaches, it is time for us to start thinking about our New Year's resolutions. Whatever your resolutions end up being, it is certainly time to start thinking about them. One of mine is to be more timely in submitting my monthly column to the aforementioned editors. Another is to seek out additional members of our Region who would like to volunteer in the day-to-day operations of the Club. Even if you only think that you might be interested in serving as a volunteer, please let your voice be heard. We members of exec welcome all inquiries and indications of interest.

Finally, please mark your calendars with the following two year-end events: first, our annual holiday party will be held at Clyde's in Chevy Chase, MD on December 5th; and second, our final open board meeting and new member meeting of the year will be held at Euro Pros Collision Center in Gaithersburg, MD on December 12th. Registration for both of these events can be found on www.motorsportsreg.com. Best wishes to all for a Happy New Year.

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Potomac's 2015 calendar

The information below is accurate as of date of publication. However, you're advised to check Potomac's website at pcapotomac.org for further information and the most up-to-date information.

December

5 Virginia Brunch at City Grille in Manassas on Saturday, 11am – 1pm.

5 Potomac's Holiday party, 6pm – 9pm. Clyde's of Chevy Chase.

12 Second Saturday Virginia Breakfast, Silver Diner, Merrifield, Virginia, 8am – 10am.

12 Open Board meeting & 2016 Elections, Euro Pros in Gaithersburg, MD. Breakfast provided! 9.45am.

19 Potomac's Maryland Brunch at The Irish Inn, Glen Echo, 11am – 1pm.



Potomac Monthly Brunches

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

Virginia: first Saturday of each month, 11am at the City Grille, 10701 Balls Ford Road, Manassas, VA, 20109.

Virginia: second Saturday of each month, 8am. Silver Diner, Rt 50 in Merrifield, VA.

Maryland: third Saturday each month, 11am – 1pm at the Irish Inn, 6119 Tulane Ave., Glen Echo, MD.

Cars & Coffee

Hunt Valley, MD

Saturdays, 8 – 10am, Hunt Valley Towne Centre at Joe's Crab Shack, 118 Shawan Road, Hunt Valley, MD. Many cars of all types.

Burtonsville, MD

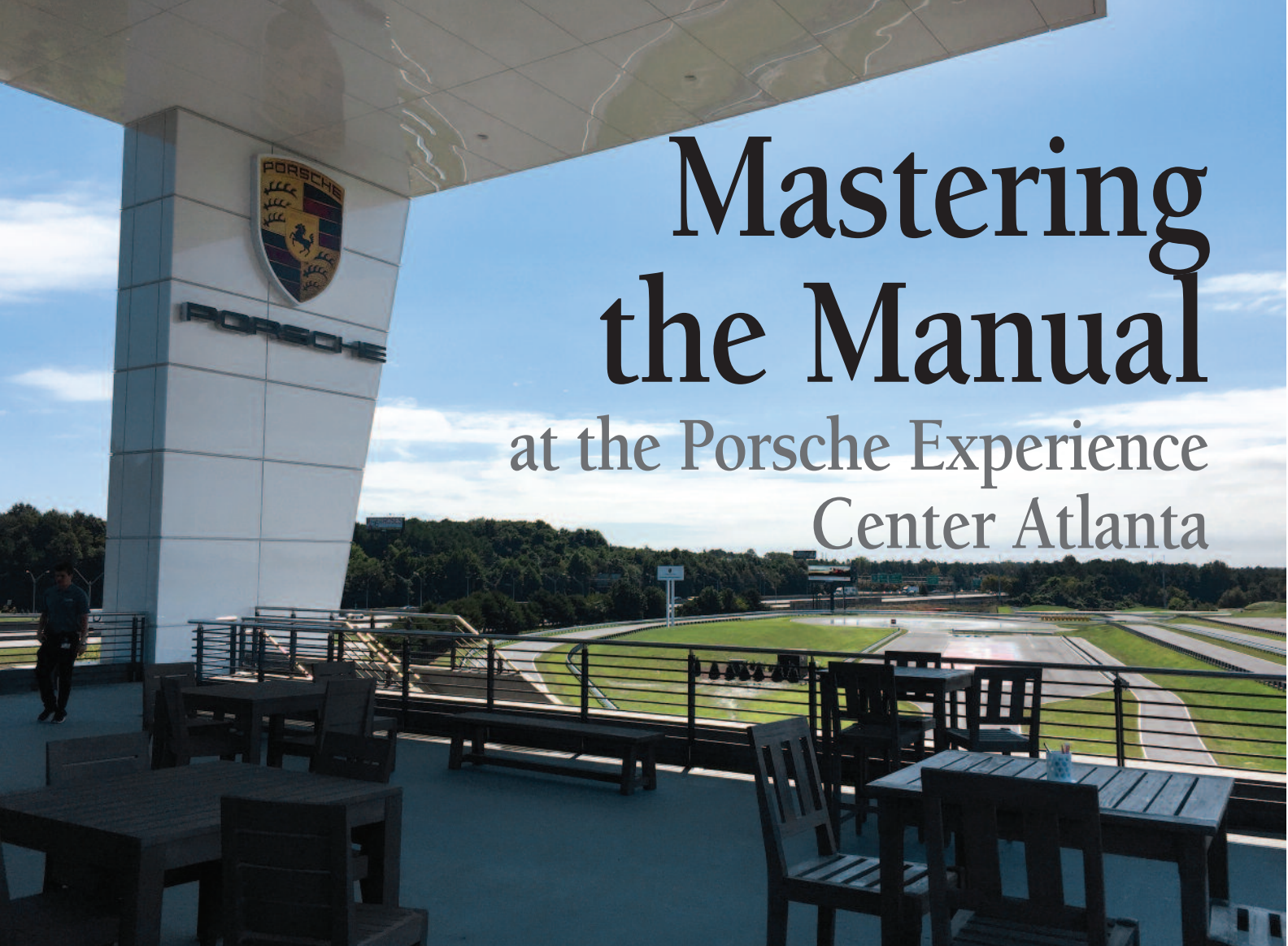
Sundays, 7:30 – 10am, "Church of the Holy Donut," Dunkin' Donuts, Route 29 & 198, Burtonsville, MD.

Great Falls, VA

Saturdays, 7 – 9am, Katie's Cars & Coffee located at 760 Walker Road, Great Falls, VA. This is perhaps the premier gathering of interesting cars in the D.C. area. Don't look for many cars if the weather is inclement.

Bethesda, MD

Saturdays, 8 – 10am, Corner Bakery Cafe, 10327 Westlake Dr., Bethesda, MD, Westfield Montgomery Shopping Mall.



Mastering the Manual

at the Porsche Experience Center Atlanta

*Story and photos by Bill
Liberti*

In 2013, I purchased a new base Boxster with the 6 speed manual transmission. While I had heard all of the virtues of the PDK, I just felt that I had to get the manual transmission with my proper mid-engine sports car. Despite a few frustrating times in bumper-to-bumper traffic on the DC Beltway, I have not been disappointed with the 6MT. It is a fantastic car that fits me and my driving style very well.

Beginning in August, my job responsibilities dictated that I travel from the DC area to Atlanta, GA at least once a month. At about the same time, the Porsche Experience Center Atlanta opened for business. I looked at this coincidence as an opportunity...

Knowing that I would be heading to Atlanta the first week of October, I went to the Porsche Experience Center Atlanta website to reserve a driving session. I wanted to visit the center and take the opportunity to drive a new Porsche on the track.

After looking at the possibilities, I was intrigued by the "Master the Manual" course description on their website: "The manual transmission. Some see it as a challenge, others as an opportunity. We see it as a celebration of the unity of man and machine. As your hands and feet work in parallel, you can hear the engine sing mere inches behind your head. And your smile widens, because you know that it is you and you alone who is conducting the symphony."

I was confident that I would learn how to drive my manual Boxster better after getting some coaching and closed course experience. However, the real draw to this particular course was the mix of vehicles I would be driving; the Cayman S, the Cayman GTS and the Cayman GT4. I couldn't pass up this opportunity to drive the GT4...

So, I reserved a time on Tuesday afternoon and looked forward to going. However, the forecast was for Hurricane Joaquin to hammer the coast



hour to spare, I took the opportunity to see what the center was all about.

I stopped by the Carrera Café to get a drink and went through doors to the outside viewing area. Here I could see the track and the vehicles queued up for the 2pm sessions. In the middle of the rows, I saw a blue Cayman S, a red Cayman GTS and a yellow Cayman GT4. (Yup, those were for me.)

I then went back inside and visited the Heritage Center. The Heritage Center is a collection of vintage Porsche road and race cars (and one Porsche farm tractor). I saw everything from a beautifully restored, rare Speedster to Alan McNish's 911 GT1. I peeked into the Classic Porsche Vehicle Restoration Center and looked through the merchandise store.

I was told to report to the main desk 15 minutes before my driving session. I then met John, my driver coach and we went to the café to chat about my driving background and talk

and mainland, right around the time of my reservation. Luckily for me, the hurricane went in a different direction and the rain stayed in South Carolina instead of Georgia. By Tuesday afternoon, the sun was shining brightly.

I arrived at the Porsche Experience Center Atlanta about an hour early for my reservation. As I drove up, a number of brightly colored Lamborghinis were being loaded onto an enclosed carrier; I later learned that there had been a Lamborghini Squadra Corse demonstration in the morning. I entered the facility and parked my lame and rather anemic Chrysler 200 rental car in the garage.

Once inside, I walked past a 918 Spyder to get to the main desk. I signed my release papers and received my entrance badge. Because I had an

about the upcoming driving session. John, a former racer, was very enthusiastic about our session, the cars and the Porsche brand. We walked down to the track area and headed for my first ride, a Cayman S.

John took me through the Dynamics Area, “to test speed, agility and lane-change performance on a large asphalt pad; the Handling Circuit, “a one-mile handling course that mimics winding country roads with a number of corners and undulations”; the Low-Friction Circle, “to experience the over-steer capabilities of a Porsche at the low-friction circle with its uniform inward slope and polished concrete surface”; the Low-Friction Handling Circuit, “a polished concrete surface a series of unique, tight curves, with a mixture of various radius types on-and-off camber corners”;



and the Kick Plate, “a flush-mounted, hydraulically actuated plate placed before a wetted epoxy surface.”

I started out by driving the Cayman S much like I drive my Boxster on DC area roads; with spirit, but somewhat restrained. Once John reminded me that I did not have to worry about speed limits, buying new tires, brakes or clutches, I quickly developed a new driving style, without restraint. The only time I had to back off a bit was when I had to let a faster GT3 pass.

We moved on to the Cayman GTS next and I was able to see the enhancements it has beyond the Cayman S. (I would have to say that I much prefer the leather interior of the S and GT4 to the Alcantara interior of the GTS). With each lap of the track, I was able to improve my line and feel more confident driving over the rumble strips, inches from the guardrails.



Lastly, we moved on to the Cayman GT4. With the larger engine, tighter suspension and closer to slick tires, it was much different from the S and GTS. I had to get used to the nylon door pulls, as well as the power band and the shorter throw manual shifter. John had me use launch control, to test the limits of acceleration and had me apply the brakes in a way that tested their limits. I succeeded in drifting on the Low Friction Circle and did a number of fast laps on the handling circuit. It was an exhilarating drive that I was sorry to see end.

As we left the track area, I thanked John for a fantastic session. He was a great coach who represents Porsche and the Porsche Experience Center Atlanta very well.





Above: Bill stands proudly next to a yellow GT4.

After my session was over, I took the opportunity to grab a late lunch in the Carrera Café; it was a tasty and relaxing way to finish my experience for the day. After that, I took a short drive to the airport and flew back to DC.

The next day, I drove my Boxster (mostly on the beltway and on Virginia roads). While I did not drive it at its limits, I definitely drove it differently. I explored the territory above 4000 RPMs more, I cornered faster and braked a little harder. Now if I can keep from getting speeding tickets, I'll be in good shape.

I am looking forward to my next visit to Atlanta and visiting the Porsche Experience Center again. I highly recommend it...



The Worst Car Story Ever



*Story and photos by
John Truban*

We all hear stories about the greatest Porsche deals ever found. We have all stood around in a circle while one of us tells the story about the guy who bought the 911 right before they doubled in price, or the man that stumbled upon the very first prototype of its kind in a barn– “you know . . . that guy.”

Who knows if that guy is really out there or we are just listening to a tall tale passed down from one club member to another – like fishing stories or football tales, these feats of glory continue to grow with time.

What about the Porsche horror stories? The stories of lemons, rust buckets, all held to-

gether by chewing gum and a string? The stories that make us shake our head in disbelief? “That will never happen to me,” we all say.

Well I have a once in a lifetime horror story that involves many twists and turns and great injustices surrounding a 97 Porsche Turbo S.

This story began about 5 years ago when I discovered that a rare 1997 Turbo S was coming up for sale at a major auction. The 1997 Turbo S is a rare edition of only 182 Turbo’s produced at the very end of the line with additional horsepower and special trim. This particular car was Forest Green Metallic with Beige interior and about 29,000 miles on the odometer.

I will not mention the auction house's name out of respect, for which they deserve very little. So, I obtained the auction house's contact information and called to find out more details on the car. Basic information such as, "has the car ever been dropped out of an airplane?"

After a cordial call with the "expert" on the other line, who knew just enough information to not come off as a complete idiot, I felt comfortable enough to bid on the automobile via an on-line live feed. Using the VIN number, I obtained a Carfax that showed everything was clean. So

Exxon Valdez all over the shop floor and smokes like Keith Richards. We tell ourselves, "Some oil leakage is expected and smoking is normal for a turbo that has sat for a while – these cars need to be driven. Or it could just be the beginning of a nightmare and that this car is a total piece of junk."

After a week or so these matters were all remedied and the car drove great. It looked stunning. The vehicle was then shipped to my dealership and cleaned up for sale. The vehicle was sporting an aftermarket three piece wheel that likely ended up on the car due to someone's lack of taste. No



the day of the auction arrived and my excitement was rising. The bidding started low at about \$65,000. You must recall that five years ago, a 1997 Turbo S was selling for about \$150,000 for a collector car. This being a higher mileage driver in green, the bidding was not too far off. The bidding continued to rise and the car appeared nicely on my computer screen. As the bidding slowed I swooped in for a sneak attack and won the bidding at \$92,000. I felt good about my purchase. Payment was wired and shipping was arranged. I received a clean and clear vehicle title in the mail.

We had the car shipped to a shop we use for service work. The car arrived and after a day or so I was notified that this car leaked oil like the

problem, I happen to have access to correct wheels. The paint looked good and the interior was very nice and clean. My paint meter, which tests paint thickness and tells whether a panel has been repainted showed great consistent results, leading me to believe the car is all original paint.

Being a dealer who is interested in learning more about the product and the history of vehicles, I began a study of the Turbo S – reminiscent of a CSI crime scene. I looked at every crevice, part number, trim piece, etc. Some curious questions began to arise that sparked my interest. The vehicle had the correct carbon fiber trim in the interior with Turbo S logos, but the door handles were lacking the carbon fiber turbo S logo. The

Above: Too good to be true? A 911 Turbo S in stunning Green Metallic.



rear tail pipes comprised of dual exhaust, while almost all Turbo S cars had a tapered quad-pipe exhaust system.

Often with these low production, special Porsches you find subtle differences. Sometimes you can convince yourself that what you are looking at could have been "factory" when in reality it is not.

The car became a mystery. It had the correct Turbo S badging and interior carpet, but lacked a few small details. I referred back to my Carfax that said it was a Turbo/Turbo S. Since so few Turbo S cars were produced, they show up as a Turbo in many systems – such as Carfax.

As a licensed dealer, I have to be very careful what I put out on the market for sale. Not only can your reputation be tarnished, but if you mess up you can lose your business. Given the situation, I needed to make certain what I had purchased. The clients who purchase these types of

Porsches tend to have high powered lawyers on speed dial.

I decide to call a Porsche dealership to run the VIN in their system to see what comes up. The service advisor on the phone tells me that the car I have should be a 1997 Black Turbo. "There must be a mistake – I am staring at a Forest Green Turbo S. The car shows as original paint and the internal body of the car is green for goodness sakes!"

It is at this point that red flags begin shooting up like a 1970's Disco Queen. I decide to run an AutoCheck on the vehicle also. Typically, a Carfax and an AutoCheck return virtually the same information, with the exception of one or the other missing a few oil changes or state inspection. However, this was not to be my lucky day. The exclamation mark followed by the dreaded words "Accident/Damage Reported" lay bare before my eyes. I feverishly scanned down the page to discover "Rhode Island Damage Report – Vehicle inspected after an accident or other incident. Damage due to natural disaster."

Now I have looked at hundreds upon hundreds of Carfax and Autocheck reports while working in new car dealerships – but what in the #\$%&! does that mean? A storm? A falling tree? A freaking meteor!

This is the point at which you get that sick feeling in your stomach where you think you may vomit. I had just spent about \$95,000 for a car that has suffered a "natural disaster" and is now likely worth much less. After recovering from a sudden case of nausea, my next stage of grieving arrived – anger.

After regaining my composure, I still had an issue. My paint meter tells me everything is right while a piece of paper tells me the opposite. The car Title is clean and has no brands. Carfax and Autocheck have been known to make mistakes. The only problem is that in order to fix an error with Carfax or Autocheck, you must spend an eternity in purgatory first! It is very difficult and likely the hardest task I have ever encountered in my life.

So I embark on finding out more information. Those of you who are familiar with Fletch, starring Chevy Chase, would have been proud of the operation I set up – after all, "it is all ball bearings these days." I was calling service facilities that

had serviced the car in the late 1990's, obtaining owner information and more. I was able to obtain the owner's name at the time of this "natural disaster." From there I randomly called insurance companies in Rhode Island to see if I could get lucky, because I just did not believe this car had been in an accident of any sort.

Some people are lucky enough to win millions with the lottery, while I specialize in luck of a different sort involving the worthless and mundane. Sure enough, I found the insurance company that covered the owner's car at the time. After much conversation and massaging of privacy laws, I was able to find out that the car I owned had been destroyed in a fire! And there were pictures to prove it.

I will not get into how a fire could be labeled a natural disaster . . .

To make matters even better the photos show a charred piece of scrap metal. How can this be the same car?

The beautiful Forest Green Metallic Turbo S that sat on my showroom floor defied logic. The paint meter says it is original paint. The title is not a salvage title and is clean and clear of any brands. All of the VIN stickers and plates are matching and in the right places. The car cannot possibly be the same car – this has got to be a mistake.

Come to find out, the charred car in the photo was a regular Black Turbo, not a green Turbo S. The Black Turbo with supposedly the same VIN as my car had been borrowed by a friend of the owner and "caught on fire" while driving down the road and was destroyed. The twist in the story comes when the owner of the Turbo declined to make an insurance claim on the car and the car was picked up from storage and disappeared into the night. So, the insurance company never paid out any money and therefore the Title was never branded.

If you are confused by now then you are normal.

It is at this point that I called the seller of the car – not the auction house but the owner who was selling the car through the auction. Out of courtesy, I wished to give the individual an opportunity to make the situation right by simply taking the vehicle back. Naturally, the individual



claimed they knew nothing about any of this and the whole reason they sent the Turbo S to auction was to avoid this exact type of situation. If that attitude does not cause you to distrust human beings, I do not know what would . . .

So my next call was to the auction house. They of course proceed to tell me that I had a certain number of days to lodge a complaint and that the time has expired. It was also my responsibility to do my due diligence and uncover the "natural disaster." We all know that when the @#\$\$! hits the fan, everyone runs for the hills, along with the auction house .

So the final call I made was to my high powered attorney on my speed dial. Never to miss a good challenge, the attorney takes my information and proceeds to convince the Auction House that if they do not take the car back then we will own their auction house and then proceed to grind their dirty little bones into the pavement



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with our Porsche until we have achieved a fine powdery substance.

So finally they relinquish and say they will take the car and have it looked at by an expert. I have found that experts are not that hard to come by these days – as they tend to be self-imposed titles. Come to find out their expert was also a retired State Police Officer. After being thoroughly perplexed for a few days, he ran a mirror under the back side of the hidden VIN plate in the front trunk and uncovered that the VIN plate had been improperly welded onto the frame.

We have an imposter!

So not only is the Forest Green Turbo S not the same car as the burned up black 993 Turbo. We have no idea what this car is, as the VIN's on the car are complete frauds and do not even go with the vehicle.

The wheels of justice grind very slowly. The auction house decides to give me all of my money back and expenses, along with hefty attorney's fees. It is one thing to buy a car and find out it was in an accident – it is a whole different matter when VIN fraud is involved and likely organized crime.

The auction house assured me that the FBI was brought in to investigate further and that the car was to be sent to the insurance company to be destroyed. "You have our word that this matter will be dealt with," the senior Vice President said on the phone. I received our check and we were made whole again. A sigh of relief and we are able to sleep again at night.

Several months passed and while looking at Cars.com our jaws dropped. There on the screen was the very same "Rare 1997 Turbo S in Forest Green Metallic" for sale at a high end Chicago exotic car dealership for a whopping \$185,000.

"Those crooks, I can't believe they passed this fraud along to someone else," we said to ourselves. I called our attorney and asked if I should notify the dealer that the car they have is a complete fraud.

"Welcome to the real world," the seasoned professional responded. He said that it is best to let

this one go. I could barely contain by sense of injustice, especially given the thought that some hard working individual would eventually spend a large sum of money on their dream car only to wake up later to a nightmare.

A few months later the car showed up at another well-known Auction House out west – in January if you catch my drift. I followed along to see what would happen and days before the auction the car was pulled from the listings and disappeared again. A few months later I received a phone call from the Illinois State Police asking for information on the vehicle and that they had possession of the car and were investigating.

Let's all hope the car ended up in a car crusher. However, if you are driving down the highway and see a 1997 Forest Green Metallic Turbo S in the rearview mirror – don't get excited!

I always learn new things with every car I buy and every sale I complete. It is the hard lessons that stick with you the most:

1. Always run a Carfax and Autocheck for every car after 1981
2. Just because the car is at a well-known and "trusted" Auction house, they assume responsibility for jack diddly and only want your money.
3. Just because a car is rare, shiny and high priced does not mean it cannot be a total fake or basket case. Don't let your excitement get the best of you.
4. If someone is called an "expert" – be very careful because they likely know nothing and simply stayed at a Holiday Inn Express.
5. If true fraud is involved, you are likely not going to catch it until it is too late. So have a good attorney on speed dial.



A Newcomer

*Story and photos by
Tom Neel*

Life is funny. The most interesting good things can happen seemingly for no reason whatsoever. Serendipity!, and the story I'm about to share most certainly has to be one of the best examples of this fun, five syllable word.

PCA celebrates its 60 birthday this year. Congratulations PCA! Created in 1955, along with Kermit the Frog, and The Broadway musical Peter Pan. It seems 1955 also saw the LeMans disaster, where 83 were killed and a 100 injured, the death of James Dean in a Porsche, The Mickey Mouse Club debut, the war between South and North Vietnam Armies began, Rosa Parks refused to give up her seat, the Tappan Zee Bridge opened, GM became the first American company to make over a billion dollars in profit, and Kevin Costner, John

Roberts, Kelsey Grammer, Penn Jillete, Bruce Willis, Gary Sinise, Rowan Atkinson, Angus Young, Steve Jobs and little old me, were born.

So why is what I have just shared really Porsche significant? Well, along with both the PCA and myself both turning 60 and both Marylanders, though I now live in the countryside of Virginia. I have just taken delivery of my first Porsche, a 2016 black on black, Cayman GT4 no less.

As my wife Linda and I embark on our Porsche ownership, a good Porsche friend has introduced me to PCA and Linda and I are just becoming members on the eve of the PCA celebration. As you read this, both of those celebrations will of



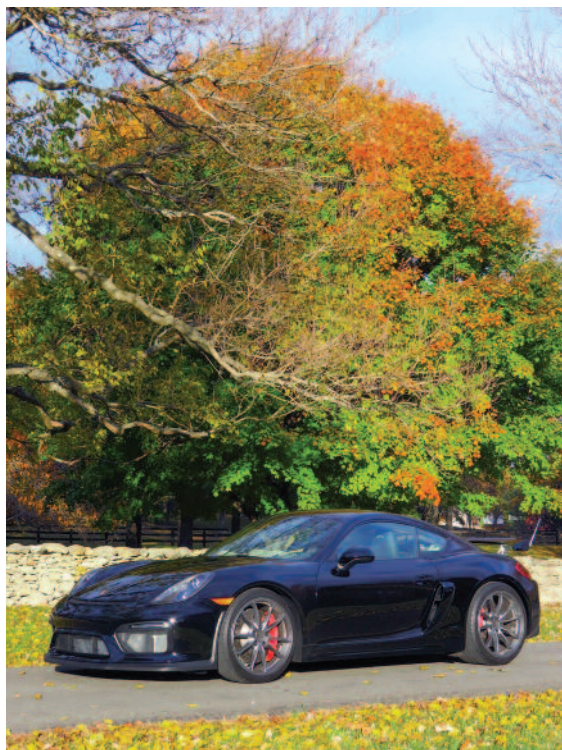
past and life as an enthusiastic Porsche owner will be well on its way.

I am an artist. I paint paintings for a living, which by the way, while I'm mostly known for my landscape paintings, I am just starting a 1967 Austin Healey commission for a good client. Other such subject matter such as the F-35 and F-22 for Lockheed Martin, yachts, Wells Fargo stagecoach and such, pack my portfolio of the last 27 years of this career.

But I actually began my working life with automobiles. Well, that's actually an understatement, as in 1974 I was helping take care of one of the finest assembled Ferrari collection anywhere. I won't bore Porsche fans with the long list of cars that one can only count with multi-million dollar price tags today, but the list is

impressive. We also were top fuel drag racers and certainly other goodies visited the shop. One client brought his white 911 to us to convert to a Carrera RS replica. This was a long time ago, but I can recall adding a new front nose lower and rear fiberglass spoiler.

Throughout the years, Porsches haven't been far from reach, with a number of friends having them, but six decades of life is long enough to go without one, don't you think? Well, that's been fixed now and the GT4 is a fitting place to begin, manual transmission and all! Linda and I truly look forward to meeting many of you and spending time together catching up on the years we've missed of ownership of this iconic marque.

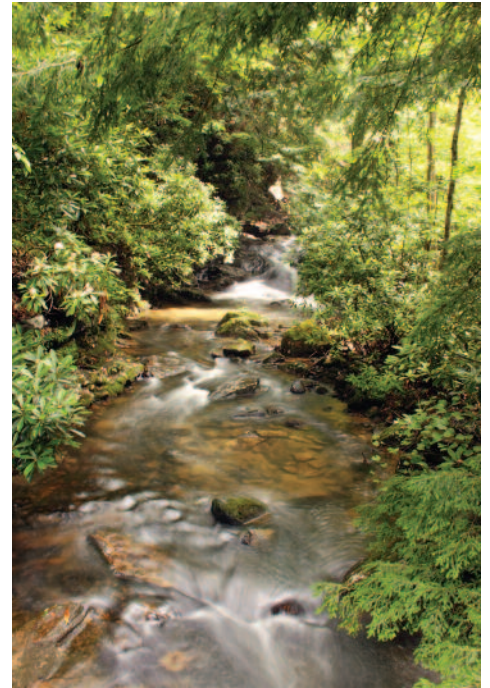


Nemacolin Woodlands Resort and Fallingwater

Photos by Bill Schwinn



“My wife and I participated in the recent PCA Potomac trip to the Nemaquin Woodlands Resort and Fallingwater. It was a great trip with a lot of Porsche-related memories! We hope to do it again next year. Wonderful people and some beautiful Porsches!”



Safe Use of Powered Impact Drivers and Wrenches

Article by Scott Hoffman

Although use of powered impact drivers and wrenches is common among Porsche owners there are some inherent safety risks associated with powered impact tool use that everyone should be aware of.

Powered impact drivers and wrenches, whether electric powered of the corded or cordless type, or air compressor powered, provide considerable assistance in performing some common tasks. Awareness of the potential risks is necessary to gain the fullest advantage of powered impact drivers and wrenches. Powered impact tools are power tools that spin, hammer, and vibrate and therefore they are a power tool that presents hazards to our eyes, hands, arms, and other body parts.

The vibration aspect of the use of powered impact tools for long periods can lead to disorders such as Vibration Syndrome, Vibration-Induced White Finger, and even Carpal Tunnel Syndrome. These effects are the result of the vibration affecting muscles, tendons and nerves in the hands and arms. Avoidance of long-term use of these tools is generally the best prevention method but some manufacturers have also developed and are selling tools with lower vibrations that lessen the harmful results of vibration.

As power tools that combine both hammer and spinning motions their potential for causing eye injuries is elevated. ANSI Z78 certified safety glasses should be worn when using these tools to help prevent damage to your eye when the hardware you are rotating or the sockets you use with the tool break and shatter.

The best way to ensure that the sockets, extensions or hardware you are manipulating don't shatter and send parts back in your face is to use the proper type. Never use common chrome-plated sockets and extensions with your impact tool. Although a very common practice it often results in broken sockets and damaged hardware but could easily result in eye damage if you also aren't wearing eye protection. Common chrome-plated sockets and tools are meant to be powered with your own muscle strength and won't withstand the high frequency hammering and torque that powered impact tools create. Their brittleness will cause them to shatter. Impact wrench sockets on the other hand are made of softer, more flexible materials meant to absorb the shock created by the high torque hammering and spinning created by a powered impact driver.

The cordless battery powered type of impact driver is very popular amongst Porsche drivers at the racetrack. The distinctive sound they make is often heard in the paddock during a typical event. Often they are used to remove or reinstall wheel lug bolts or lug nuts. They are powerful and make the task of wheel removal or installation easy and fast. If you use an impact driver to install lug bolts or lug nuts get in the habit of hand starting and then hand tightening the bolt or nut prior to the final tightening using the impact driver. By making this process a habit you'll avoid cross threading the nut or bolt using the very high torque the impact driver creates. A cross-threaded lug nut or lug bolt has serious consequences if not known and corrected before driving. If your car leaves the grid and enters the track and gets up to high speed the cross-threaded lug nut or lug bolt can result in vibration, heat and perhaps lead

to a stress fracture of the hardware or even culminate in the loss of the entire hub and wheel. If that happens you'll surely be hearing Darrell Waltrip singing "You Picked a Fine Time to Leave Me Loose Wheel". And to add insult to injury (or damage) the wheel will probably outrun your car as you both head swiftly toward the wall.

Those of us using battery powered impact drivers also risk encountering dangerous damage to the battery used to power the tool. Some battery powered impact drivers use the old style nickel cadmium batteries but by now you've probably discovered the advantages of the added torque and battery life that the newer Lithium Ion type batteries possess. Many of us toss the tool and a spare charged battery in our toolbox or bin with our other tools when we head to the track. Lithium Ion batteries are known for their ability to suffer from catastrophic failure when the battery is shorted at its terminals or if the case is penetrated and the layers inside are shorted. When shorted these batteries will suffer from thermal run-away that leads to a very intense fire that is difficult to extinguish. To avoid damage and the subsequent fire properly protect the battery by capping the terminals and separating the battery from any heavy or sharp metal tools that could penetrate the case. If used and stored properly these tools and their batteries will last a long time.

Although powered impact drivers and wrenches do have some safety risks involved with their use these risks will be mitigated if you follow proper procedures and wear eye protection. Be safe and enjoy your Porsche!





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Preparing For Winter

Article by Michael Sherman

We come to that time again. That time, as Porsche owners, we are faced with a decision. Do I keep my beloved Porsche automobile the fair-weather Garage Queen? Or do I free its practical German heritage by embracing the bad weather as well as the good? Soon we'll see the usual freezing rain, icy roads, and literal tons of salt on the asphalt, making us cringe as we think of what corrosion is instantly happening somewhere in the undercarriage.

The choice many of us make is to store the car away for the Winter. That's a fine choice, but be sure Dr. Ferdinand is laughing at you from beyond the grave. After all, he did proclaim "Our cars are meant to be driven, not polished".

Storing the car for winter means taking a few steps to make sure your storage is not actually detrimental to the car. First, clean the car thoroughly inside and out. You'll no doubt be putting a car cover on it (right?) so you don't want fine particles of dust or dirt behaving like sandpaper while between your car paint and the cover. Second, inflate your tires just a little more than usual. This will help avoid flat spots and tires lose a little pressure over time anyway. Third, think about draining the fuel or adding a fuel stabilizer. Fuel sitting anywhere for long periods begins to break down. Fourth, change the oil (and check other fluids while you're at it). Fifth, disconnect the battery (or use a trickle charger appropriate for your Porsche). Sixth and finally, cover carefully with your car cover and tuck her in for a long Winter's nap.

Now then. Are the Garage Queen readers gone and busy with all their steps? Ok, great. Now on to the fun stuff. Porsches are actually great all-weather cars. It's almost cheating with the

Cayenne and Macan, but then of course you have the all-wheel drive Carrera 4 helping grab some traction, and even the standard 2-wheel drive variants do well because the weight of the car is mostly over the drive wheels. But still, that doesn't mean your Summer performance tires will help in any way shape or form.

If you will be driving your Porsche in the Winter, you really need to have Winter tires. This is not just about traction with a more aggressive tread on ice and slush. You may not know, but it's more about the type of rubber in the tire. Summer tires get hard below 40 degrees Fahrenheit. They can lose grip not because of ice or snow, but even on clean asphalt because of the hardness of the rubber. Winter tires specifically retain a better grip at lower temperatures because of the rubber used. You can buy a set of tires and have them mounted every time you switch, or buy a whole set of tires and wheels together so you can just do it yourself in your own garage.

Driving in the Winter may mean some waterless washes are necessary to get the gunk and salt off. Google for "waterless wash" to find some solutions. I use a no-rinse solution that works well for me.

Another item to consider is your normal collection of tools may have to change in the Winter months. Keep a blanket, boots, gloves, extra food, and anything else you may need to survive a night in the car just in case.

I'm glad Porsche makes such practical sports cars. They can be enjoyed all year and we shouldn't be afraid of a little bad weather. Because hey, even a rainy or snowy day in a Porsche is a good day.

October 2015 new Potomac members

New members

Sultan Al-Sultan - 2008 911 Carrera - from McLean
 Wayne Beers - 2015 911 Carrera 4S - from McLean
 Michael Boateng - 2012 Panamera 4S - from Woodbridge
 Sean Carberry - 2007 Cayman - from Washington
 Emmanuel Ericta - 2008 911 Turbo Cabriolet - from Potomac
 Ron Espedido - 2008 Cayman - from Haymarket
 Peter Gambrell - 2016 Macan S - from Potomac
 Jim Gerock - 1977 911S Targa - from Alexandria
 Steven Hannes - 2014 911 Carrera 4S Cabriolet - from Bethesda
 Steven Henry - 1971 914 - from Bowie
 Andy Hoopengardner - 2016 Macan S - from Arlington
 Keith Kennebeck - 2013 911 Carrera - from Washington
 Alan Lee - 2012 Cayenne S - from Potomac
 Thomas Neely - 1988 911 Carrera Cabriolet - from Stafford

Andy Nguyen - 2006 Cayman S - from Fairfax Station
 Neil Roy - 2009 911 Turbo - from Rockville
 Craig Saunders - 1987 911 Carrera Cabriolet - from Annapolis
 Thomas Shirron - 2005 911 Carrera - from Alexandria
 Denys Vasquez-Welch - 2013 Boxster - from Temple Hills
 John Whisler - 2002 911 Carrera 4S - from Ashburn
 James York - 2005 911 Turbo S - from Leesburg

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10 Years

Gregory Brown

Paul Koenigsmark

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To join the PCA, visit <https://www.pca.org/user/join/membership>.

Your favorite Founders' Region monthly magazine can benefit from your experiences with your Porsche.

We are always in need of articles and photographs to help tell Porsche stories.

All around us are wonderful stories just waiting to be told. If you feel you don't have the time or expertise to tell those stories yourself, at least pass along your ideas or photos. Here are some ideas that resonate with readers:

- Travel stories that involve a Porsche. An example is Michael Sherman and his wife's trip to Europe for delivery of his new 991.

- Visits to car museums.

- DIY (Do-It-Yourself) articles on some small or large project that you've done. Examples abound, from rebuilding an engine to replacing hood struts.

- Interviews with interesting people who own interesting Porsches such as the one

on Sal Fanelli, who owns a Porsche *tractor*.

- My first experience with PCA Potomac, which could be what your High Performance Driving Clinic was like, or your first Drivers Education event or just an entertaining Drive 'n Dine.

- Why I Love My Porsche articles are always welcomed. Please include a photo of you with the car.

- Photographs of yourself or fellow Porsche owners enjoying their cars. No low-resolution photos, please; we simply can't use them. Send original sizes.

Write your stories, snap your photos, and send them to dveditor@pcapotomac.org. **All photos must be originals digital files; please do not re-size or crop them before submission.**

If you are old school, you may also send hardcopy materials to Carrie Albee at 216 Dill Ave, Frederick, MD 21701.

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Readers and Their Cars



Ready for Winter?
Sabina sure is judging
by these photos of
her new 911 Carrera
4S taken last Winter.
Photos by Sabina Malho-
tra.





PCA members have a good time at the HPDC at Summit Point, even with a little rain. *Photos by Mia Walsh*



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