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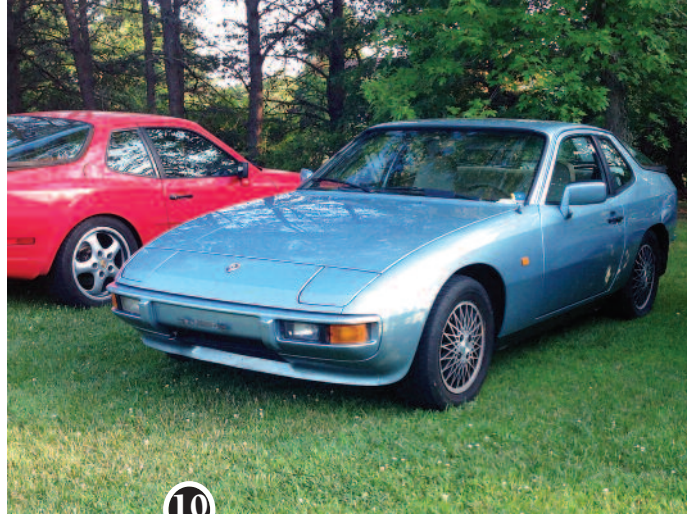
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Cover photo: A Boxster waits patiently for Spring protected by a covering of frozen Dihydrogen Monoxide. Photo by Glenn Cowan.



der Vorgänger

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Thanks John

Some years ago at a PCA Potomac Autocross event I reversed my car into and over the contents of another car which were neatly laid out behind me. The other driver's stuff was where it was permitted to be and I should have pulled forward instead of backing up. The stupidity was entirely mine. I did negligible damage to a helmet carry bag or some such. Nevertheless, I was mortified. The other driver was John Eberhardt. Now John had several options: anger, scorn, outrage come to mind. Not John, no, he opted for a wry smile, some slight ridicule and a friendly handshake – and he recruited me to a Drive and Dine event! Oh, and he has reminded me of the incident for years whenever I am parked in close proximity.

I have watched and listened to John over those years and have marveled at his energy, good humor and dedication. My wife and I wonder where he finds the time to seemingly be at everything. This, given that we know he has a dynamic professional career and a vibrant personal life as well.

I have seen him at Drive and Dine events, rallies, Autocross, HPDC and know further that he has been to club races and DE all over the country. On top of all this activity, every month John submits his President's



Carrie Albee



Glenn Cowan



Michael Sherman

Column to dV at the last possible instant but always just on time! His columns have been thoughtful and have covered a wide range of Potomac PCA subjects and events. His draft for one such piece bothered us a bit because it seemed a little angry and we were concerned that readers would take exception to the tone. John was convinced that he wanted to make his point the way he had written it and we acceded. In the event, the piece worked just fine – John knew his readers.

Whenever voluntary organizations face changes in a respected leadership it is not unusual for some to think that longer executive tenure might not be a bad thing. But change is a dynamic force and as much as we have been well served by John, we will be enriched by Howard Hill and his co-leaders who will bring their own energy and ideas to our club.

So thanks John. Your many friends, and members you haven't even met, had a better experience with PCA Potomac because you were President the last two years. I expect you will continue to play an active role and be an important voice as we all keep trying to find the correct line. BEST!

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Welcome Aboard

With utmost gratitude and unbridled enthusiasm, I write this column – gratitude for this opportunity not only to serve but also to lead such a terrific constituency and enthusiasm about the things we as a Club have in store for the coming year (our 60th anniversary). On December 6, 2014, the board recommended to the members and the members unanimously elected the following new slate of officers: yours truly as President; David Dean as Vice President; Michael Handelman as Treasurer; Mia Walsh as Secretary; and John Eberhardt as Past President. Please join me in congratulating these members on their new officer positions and, perhaps more importantly, in thanking them for accepting their new duties appurtenant thereto. STOP! I have been recently instructed to write without the use of legalese (in accordance with the New and Improved Plain English Doctrine for Lawyers). Furthermore, I already know not to write with contractions (as I learned somewhere along the way); therefore, let's "keep it real" henceforth. How's that?

Over the next 12 months, I hope to see us members of Potomac, The Founders' Region of Porsche Club of America, accomplish three not-so-simple goals: first, to increase in our membership by at least sixty percent (60%); second, to increase significantly the number of those among us who volunteer in one way or another; and, third, to crystalize a long-term (i.e., five-year) plan for the Club with the help of (you guessed it!) volunteers who I know will bring a wealth of experience to this formidable but worthy endeavor. By



Howard Hill

the time we get around to next month's column, I sincerely hope to receive letters and e-mail about how to accomplish these goals, although there are a number of good ideas already in the works.

From my introduction to this Club, it has been not just about the cars but about the people. One of our long-time members, Club Racer Extrodinaire, DE Instructor (my first instructor) and, most recently, Rally Champ with the Wounded Warriors, Howard Kympton said that I really should consider replacing my totalled 1997 Ford Escort Sport with a Porsche. While not even trying to hold back my laughter out loud, I noticed the license plate on his Denali (which had the inscription "Porsche Club of America" on it), and inquired, "What's up with the tag?" I will never forget his reply, "There's a lot about me you don't know, Howard." My response was something like, "I'm really not into clubs." With a tender smile, Howard assured me, "It's not like that." No other words could have rang any clearer. It has been almost a decade since we had that conversation, and I will always remember it as my introduction to PCA.

I am truly grateful to have been elected your President. Please do not hesitate to write. Get your kicks... in a Porsche Flat Six!

Very truly yours,

Howard

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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.

February

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

7 Potomac Awards Dinner. Maggiano's Little Italy, Tysons Corner, Va. 7pm - 10pm.

14 Potomac's Second Saturday breakfast at the Silver Diner, Merrifield, Va. 8am - 10am.

21 New Member's Meeting and Open Board Meeting. Porsche of Silver Spring. 10am - 12pm.

21 Potomac's Maryland Brunch at Glen Echo, Md. 11am - 1pm.

March

7 Tech Session. 9am - 1pm.

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

8 AutoCross School. Bowie Baysox Baseball Club, Bowie, MD. 7am - 5pm.

March (continued)

14 Potomac's Second Saturday breakfast at the Silver Diner, Merrifield, Va. 8am - 10am.

21 HPDC and IC Training. Jefferson Circuit, Summit Point.

21 Potomac's Maryland Brunch at Glen Echo, Md. 11am - 1pm.

22 IC Training and Instructor Day. Jefferson Circuit, Summit Point.

28-30 Potomac Club Race Novice Flag School. Summit Point.

28 Potomac's Drive & Dine to Wine Bootcamp at Little Washington Wintery.

28 Tech Session. 9am - 1pm.

29 Potomac Autocross #1. Bowie Baysox Stadium. 7am - 2:30pm.

Starting in 2015 we have a new monthly breakfast at the Silver Diner in Merrifield, Va in addition to our monthly brunches in Manassas, Va, and Glen Echo, Md. This will be in place of Thirsty Bernie's Sports Bar & Grill.

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

Fair Lakes, VA

Sundays, roughly 8:30 – 10:30am, Fair Lakes (VA) Starbucks for coffee and cars is the site located at 12599 Fair Lakes Circle, Fairfax, VA, just off Interstate 66 at exit 55B.

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.



James Henry's 924 Rebuild

Part II

Story and photos by Jay Obst and Ryan Waits



To the uninformed the Porsche 924 is most often viewed as the unappreciated, unloved offspring of an ill-fated Volkswagen experiment.

The 924 was developed at time when the world's energy crisis placed the future of Porsche's iconic 911 in uncertain standing. The 924 also marked the beginning of the water-cooled, front engine, four-cylinder model family which accounted for nearly one-third of Porsche's all-time production total. Eventually the 924 and its offspring, the 944 and 968, accounted for nearly 325,000 units built and brought Porsche ownership within reach of many who would not otherwise been able to afford it.

Regardless of how one views the 924, it was a huge sales success, and its impact on Porsche's finances are beyond debate – It is no exaggeration to say that when Porsche's future looked gloomy, the 924 helped to save the company by enabling capital investment growth for Porsche.

As time passes and the significance of the 924 continues to grow it becomes increasingly more

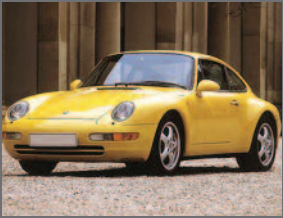
difficult for their owners to resist the temptation and submit to alternative solutions when the supplies of replacement parts continues to diminish. Maintaining the 924's originality is a testament to a devoted owner's aspiration to preserve a piece of Porsche history.

James Henry is such a 924 owner. James's dad purchased this Porsche brand new, while stationed in Germany in 1982. It was passed onto James, and he has lovingly maintained it. The time has come for an engine rebuild, from the start of this project all indications were that it would be a just another routine engine rebuild. The reality of our project has been an unexpected and often exasperating challenge.

At that time several parts suppliers advertised abundant supply of all the necessary engine parts. However, when we were ready to purchase the necessary parts it was quite a different story.



Shortly after it was introduced in 1975, Excellence, (a long-running Porsche enthusiast's magazine) praised the 924 as "the best handling Porsche in stock form".



To the more knowledgeable, the Porsche 924 was a significant car in the company's history. The 924's designer was Harm Lagaay who would eventually be responsible for the creation of the 993 and Carrera GT, among others.

Time and again our search for several critical engine parts proved to be exhaustingly difficult. During our worldwide search we discovered the supply of 924 2.0L engine main bearings, one of the most important parts in the rebuild, had been completely exhausted.

The ongoing bad news on engine parts only raised the question of "where do we go from here?" Do we concede defeat and move on-to a different engine platform?

Fortunately, during a conversation with Troy at EBS, Engine Builders Supply of Reno, Nevada, we learned that EBS had a source that could manufacture the 2.0L main bearings to original Porsche specifications. Once produced we still were delayed while these parts went through EBS's quality control before we could make the actual purchase.

Even more hurdles were encountered when the difficult decision was reached to machine the block to the next piston over-size, only to learn that the required pistons also were unavailable. These are just a few of the "bumps in the road", and were not to be the end of our parts dilemma.

A call to Jeremy at JE Pistons in Irvine, California would lead to a custom set of first "over-size", Euro Spec pistons manufactured to Porsche factory dimensions patterned from one of our existing sample pistons.

With parts help from Troy at EBS and Jeremy at JE Pistons we could start to believe there was hope to save James' original engine, as our engine parts shortcomings began to materialize.

As more essential parts were successfully acquired, the engine machining work would also

continue. Simon Brown at Tyson Machine performed the necessary engine block and cylinder head work. The 924's engine block was re-bored and honed to accept the custom JE pistons.

As our 924 engine rebuild project slowly began to take shape the ancillary items could also begin their transformation.

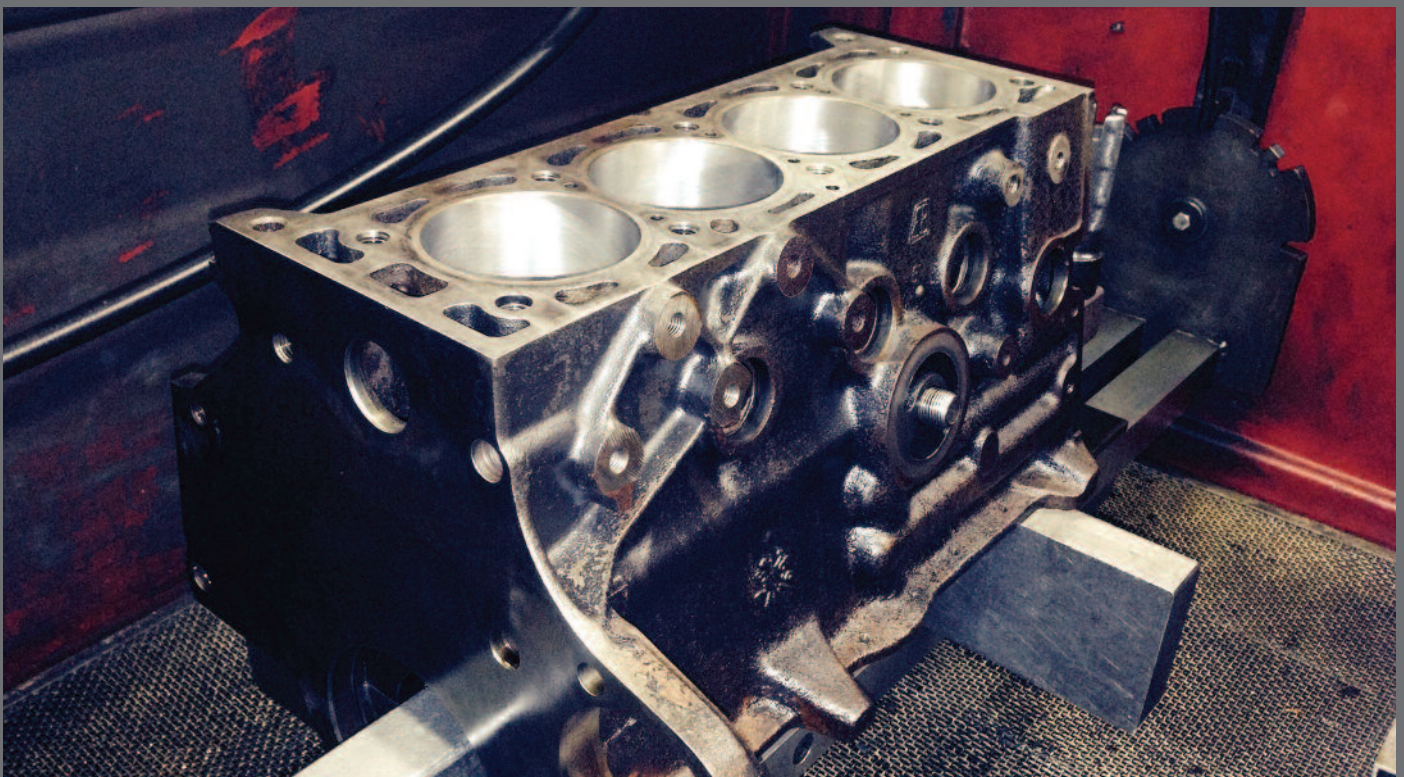
While others might suggest simply inserting a more ubiquitous Porsche 2.5L engine as the solution, James Henry is committed to maintaining and honoring this significant piece of Porsche history in original Euro-spec form. Additionally, it is an investment in his family, as he plans to pass this 924 on to his daughter when the time comes.

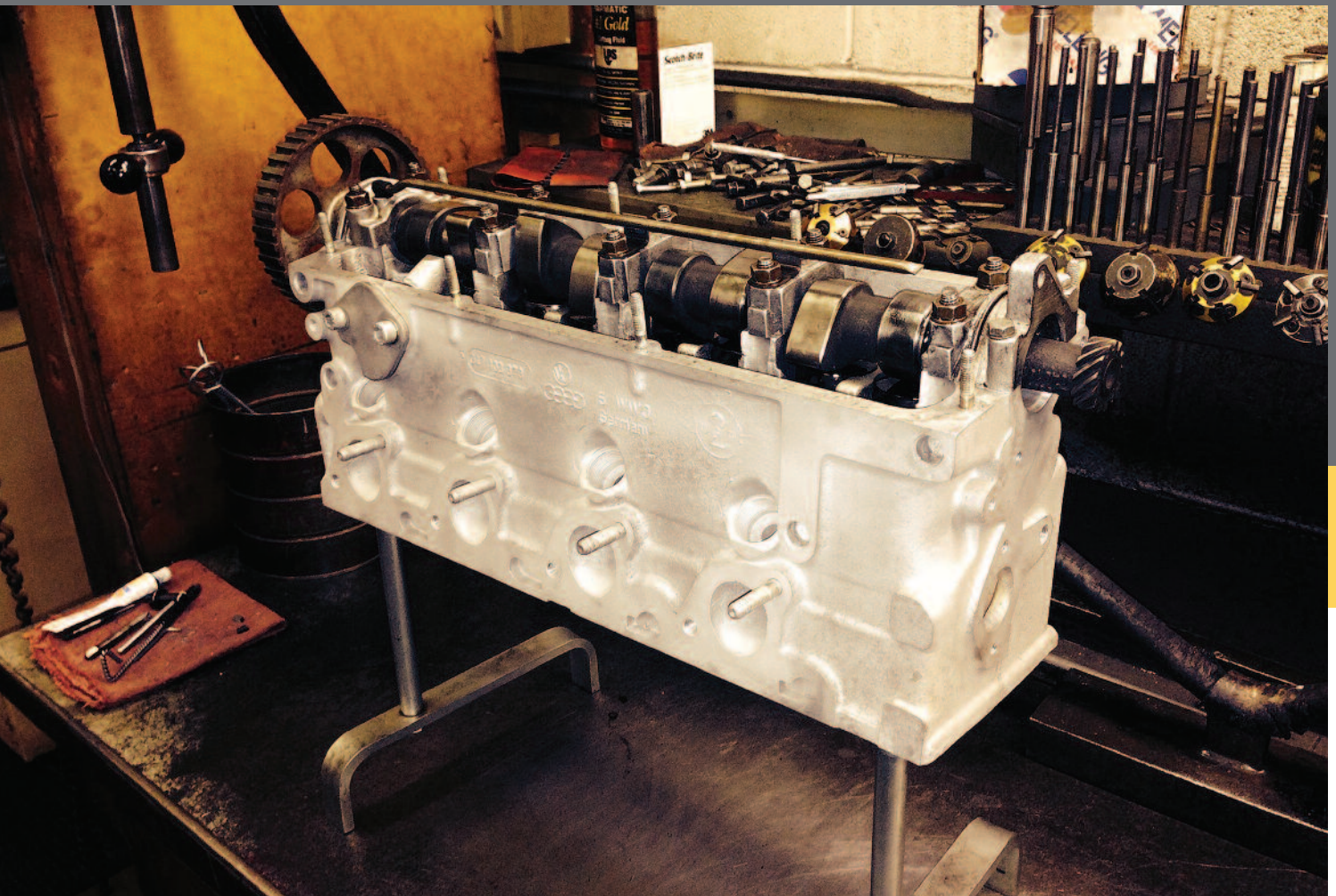


924 engine parts supplied by EBS Racing



Euro Spec 924 Pistons by JE Pistons





Top: Cylinder head work at Tyson Machine.

Above: Restored 924 valve cover.

Right: Powder-coated engine hardware.

Left: Engine block work at Tyson Machine.



Nemacolin for Newbies

Story and Photos by Glenn Havinoviski

Above: The valets were kind enough to let us display our wares in front of the resort.

Below: A gratuitous selfie.

On the July 25-27, 2014 weekend, over 90 people traveled in some 50 Porsches to Nemacolin Woodlands Resort, as part of Potomac's annual excursion into deepest, darkest Southern Pennsylvania. The trip always included an awesome drive up to the resort (stopping for pies along the way), along with dramatic runs up to the famous Frank Lloyd Wright houses at Kentucky Knob and Fallingwater.

the inevitable IMS scare occurs on my 1st-generation 987 model. This time we were aggressive in booking the trip for the two of us plus our beloved beagle who, when we were out playing, got some doggie day care plus playtime in the evening at nearby "Nemacolin Wooflands" (probably the best pet resort I've ever seen). The humans were well taken care of as well, with massive rooms, big beds and awesome views.

In 6 years with PCA, Nancie and I always managed to miss out on the trip, usually because we were doing something else or we were some place far, far away. Well, upon returning back to America after 2 years living in Dubai, my Porsche Cayman was waiting for me fresh out of storage, beckoning me to drive it as much as possible before

Friday night was time for drinks on the terrace and dinner at Mulligans, where all of us were challenged to wear as much Porsche-themed clothing as possible. Having left my Porsche Design underwear at home, I made do with shirt and hat, while others came with jacket, socks, pants, lanyards, shoes, and just about anything else Porsche.

Saturday we took a trip to Kentucky Knob to see one of Wright's last "Usarian" houses, Kentucky Knob, produced for the Hagan dairy family, a stunning house representing a lost argument





Above: Happy Hour at Mulligan's.

between the architect and the stubborn Mrs. Hagan, who always wanted larger rooms and more lavish trim than Mr. Wright would have liked to give her. No matter, the result was unique, and the views of sheer nothingness for miles highly memorable.

After everyone spent Saturday either golfing, shooting, sunning by the pool while drinking “special beverages” (as they called them in Dubai), working out at the gym, or jumping in the car for a fun run which I heard went amuck when the group made a wrong turn somewhere.

I did not hear of anyone losing their shirts (or their Porsche) at the casino, however. Maybe next trip.

Saturday night we enjoyed dinner on a rainy night at Falling Rock. The whole group was dressed in their Saturday evening casual yet formal best, and John Eberhardt acted as the cordial master of ceremonies, inviting all the participants to recall their favorite car adventures (Porsche or not). John recited his famous New York car registration bureaucracy story, many

others had some kind of police story (mine was a cop pulling me over for speeding while delivering an enema that was urgently needed back home). Too many brilliant stories to recite here – perhaps a future article could be filled with them.

On Sunday, we took a drive to Fallingwater, in slightly damp conditions, following an awesome back road. Fallingwater was considered one of Wright's greatest houses, designed for the Kauffman department store family of Pittsburgh, and built atop a waterfall on the edge of a hillside. Constant preservation and maintenance have kept the house as a masterpiece of naturalistic architecture (but don't try to imitate it today).

After a few gratuitous selfies (ostensibly to demonstrate my selfie stick), it was time for a few of us to head back home (after picking up the dog first), while many stragglers enjoyed barbecue at Highwater's Grill.

Yes, we'll be back next year. Great place, great time, great cars and great people. Can't do better than that.



Top: Dinner at Falling Rock.

Left: A visit to Fallingwater.

Above: A passal o' Porsches park near Kentuck Knob.

Below: John Eberhardt plays toastmaster.



The 2014 Holiday Party

By Glenn Cowan

By January it is easy to forget the numerous run-of-the-mill Holiday parties you attended just a few weeks ago. Not so the PCA Potomac party which goes on the books as the largest and classiest to date! Many members and guests commented on how wonderful it was seeing all the old faces and so many new ones at Clyde's in Chevy Chase.

Almost 150 members registered in advance, and it seemed that they all showed up despite the rain. It is nice to see that in the 7th year of this event the attendance continues to grow.

We were fortunate this year to have a corporate sponsor, The Lauren Luxury Residences a new condo currently under construction in the heart of Bethesda. Thanks to this sponsorship the first drink was complimentary. The Lauren also sponsored the buffet and provided a nice gift to all that attended.

The event was held in the Race Bar on the lower level. The Race Bar is home to a vintage Jaguar XKSS valued at over \$1,000,000.00, a 3 wheeled Morgan and a 1950's vintage Hillegas midget race car as well as a vast collection of auto and race art and model cars. \$7,000,000.00 was spent on the restaurant interior alone. It is a car nut's fantasy come true.

To learn more about The Lauren please visit: www.thelaurenresidences.com. You will never have to mow the lawn again, or cook, or park your own car.



The Clyde's in Chevy Chase features many car-related decorations, including a few actual cars. Photos by Glenn Havinoviski.



Los Angeles Auto Show 2014

Porsche Debuts GTS Models While Industry Experts Predict the Fantastic Future of Connected Cars

Story and photos by Sydney Butler.

I'm a Porsche guy. Love 'em, always have. The no frills types appeal the most—my 1961 Roadster has three gauges, no radio, four gears, an accelerator and brake pedal. In my Cayenne, I make some phone calls, fiddle with the FM tuner and temperature buttons, but that's about it. I love control, simplicity and power—the other stuff freaks me out.

And destined, within the next few years, to be as obsolete as the hand crank Model T. At least that's the impression I had as I recalled presentations a day earlier during the "Connected Car Expo" held in the same Convention Center where the GTS models were now displayed. At that Expo, industry and city leaders from IBM, Microsoft, Google, Cisco, GM, Volvo, JD Power, Los Angeles, etc., had astounded me with current and future information about the changing automotive world. As one leader put it:

"We will soon look back at driving the way people look back at horses. Will there still be people going out to ride horses? Yes...but they won't be using horses as transportation."

This guy, to put it bluntly, was insulting my Porsche GTS horse. Proclaiming it would be obsolete, or at least kept in a small corral. That "fried my bacon" and I was spoiling for a fight. Like a cowboy said in a 1950's movie, "you can insult me pod'nah, but not my ride."

But I have to admit publicly, even in this enthusiast- dedicated Porsche magazine, that those insulting leaders have some strong points. It could well be that our beloved automotive world is changing as fast as Apple iPhones are upgraded. We, Porsche, and other manufacturers will most likely watch in amazement as cars and the driving experience are absorbed into a digital landscape, an Internet of Things. This multi-dimensional, multi-reality landscape is as bewildering and futuristic as the latest video game.

The absorption will not be instantaneous, but



Above: A new Cayenne GTS makes a debut in Guards Red with black accents.

So the GTS models that Porsche presented at the LA Show rang my bell. Emblazoned in Guards Red, fitted with black rims, sport exhausts and propelled by growling 400+HP powerplants, these 991s and Cayennes sent me back to the 1960s and a world filled with Boss Mustangs, Hemi Cudas, Z28 Camaros and my heavily tuned 1969 911S. Damn, these GTS Porsches are cars with passion, created for the pure fierce thrill of driving.

those who deny it are frogs in slowly boiling water. This Big Show is going to happen and you better be in a front row. Put differently by one industry leader, “If you missed the muscle car revolution of the 1960’s, don’t miss the Connected Car Revolution now.”

Think I have gone crazy, that I have spent too much time in Colorado recently? Consider these real time, real life facts:

- By 2050, 80% of the world’s population will live in urban areas.
- The #1 problem in cities is traffic congestion.
- Each year in the U.S. alone, that congestion causes 5.5 billion hours of delay; wastes 3 billion gallons of fuel; and adds 56 billion lbs. of CO2 to our atmosphere.
- Americans spend over 21 hours/week in their cars.
- There are 5.6 million car crashes resulting in 33, 561 deaths each year. Auto accidents are the leading cause of death in age groups 4, 11-27. 97% of those accidents and deaths are caused by driver error.
- The #1 concern of all drivers is safety for themselves and their families.

- J.D. Power estimates that in 5 years, 47% of all car sales will be to Generation Y customers (ages 18 to 34). That generation wants automobile technology comparable to their current personal devices, and 41% of that generation is already intrigued by autonomous (self driving) cars!

Okay, okay, enough numbers. You are probably thinking, “Sure, I understand WHY there should be some big changes, but HOW and WHEN are they coming? The problems are so huge, and frankly the future predictions are too Sci-Fi-in-the-Sky for me. Give me some rational, fact based scenarios I can grasp.”

Valid request. So here’s what’s happening today—right now:

- Worldwide, auto manufacturers and suppliers are working as never before with technology, media and data security companies to design and test semi-autonomous and autonomous (self driving) vehicles.

The big players are involved—Google, IBM, Cisco, Microsoft, Apple, AT&T, DreamWorks, and dozens more—all striving to meet consumer demand to merge personal technology with automobile safety and usability. These players are well aware of and planning for increased security risks—as more “hackable” opportunities arise proliferate when more



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The new 911 Carrera GTS.



Above: A new 911 Carrera GTS cabriolet also made an appearance in in stunning Guards Red.

data is fed into a car's communication, media, performance and safety systems.

- Urban administrators and designers are building upon existing traffic monitoring networks and devising new “ecosystems” for semi autonomous and autonomous driving vehicles.

Los Angeles, whose chief innovative technology officer is a former vice-president of Qualcomm, is using its 64,000 road sensors to establish distinct zones for controlled, semi-autonomous vehicle movement, traffic avoidance and parking. Ann Arbor, Michigan, plans to put 9000 technology-connected cars on its streets in three years, followed by a connected road network for 20,000 vehicles in southeastern Michigan. Florida, Texas and Nevada have similar plans and projects for semi-autonomous and eventually autonomous vehicles.

- The U.S. Department of Transportation is collecting and analyzing huge amounts of U.S. and worldwide data, all directed to safety, infrastructure improvement and congestion relief—and all pointing to and supportive of greater

reliance on semi and wholly autonomous vehicles.

- Major auto manufacturers have for some time offered products such as adaptive cruise control, lane change assist, lane departure warning, and rear view cameras. New products—now far along in the design and production process—will make these current products seem like wooden building blocks.

This year GM will offer self contained 4GLite Wi-Fi systems in its cars. By 2016, Audi will sell a semi-autonomous A8 sedan in Europe. IBM is developing sensors that will prevent starting a car if the driver is intoxicated, or his voice or face is not recognized. Microsoft is crafting technology to read drivers' moods and adjusting music or other media to increase awareness and reduce stress. Gaming and conferencing companies already have technology to bring outside points of interest into a car's media displays at the wave of a hand or wand. One company now builds a car chassis over the weekend using a 3D printer!

- Leading automobile dealers like Lexus are al-

tering their sales and service practices, realizing that customers expect something akin to the Apple “genius bar”.

Customers are greeted, assigned to designated experts trained to explain technologies and solve problems for confused and frustrated customers. Sophisticated monitoring systems are linking dealers with cars on the street, diagnosing and solving service issues remotely.

Whew! One’s head can spin from all of this excitement and change. So let’s ease back and talk about what all this means for you and your Porsche. Here’s the take-away. Semi-autonomous and even fully autonomous cars are here and part of an exciting and inevitable revolution. Manufacturers, technology giants, city planners, federal agencies and cyber security firms are all converging to change how we all drive and experience the world around us.

We will likely be traveling, sooner than you imagine, in unique vehicles adapted to unique situations. There will be performance cars for those who love them. There will be driverless cars for those who want only safe and distraction-free passage through congested and dangerous areas. And there will be countless semi-autonomous cars in between, all containing technology and benefits that we can hardly imagine now.

But wherefore Porsche, wherefore the GTs, the pure and powerful sports machines? They will survive, evolve and provide unique satisfaction for enthusiasts who crave a personal driving experience. That driving experience will be more and more surrounded by other—and I must say exciting and gratifying—vehicles and experiences.

So let yourself fall into the dizzying and unknown digital world, with yet to be designed cars of all types weaving through various dimensions and realms. Cities with driverless cars on assigned grids; beltways with drivers—in passenger seats—enjoying their 20-inch iPhone 100 screens; kids waving their hands and bringing outside realms into backseat media displays.

And smile when a red Porsche GTs streaks through that world like a flaming laser through Deep Space...

• • •

Sydney Butler is a longtime contributor to dV. A PCA member for almost fifty years, he has owned and loved Porsches since the 912 he purchased in 1966.



Winter Driving

By Scott Hoffman. Photo by Glenn Cowan.

Most of us PCA Potomac members have encountered harsh winter weather conditions on our region's roads and although our region doesn't typically suffer from severe snow and ice storms we sometimes do experience them and need to prepare accordingly. Not unlike motorsports, Proper preparation for winter driving requires a bit of knowledge as well as some experience and confidence. Luckily there are some valuable resources available in the knowledge department. One of the best is the American Automobile Association (AAA) and they provide some good tips for winter driving on their website <http://exchange.aaa.com/safety/roadway-safety/winter-driving-tips/>. The tips the AAA provides are ones we have all heard before for as long as we have been driving but they are nice tips to re-explore as winter is once again upon us.

An important fact about our Porsches is they were designed, engineered, and built by people that experience winter snow and ice on a regular basis where they live and work. Our Porsches are built with the goal of suitability for everyday, all-season driving and when equipped and driven properly will perform very well in the winter. The Owner's Manual for your Porsche is also a beneficial source of information for driving in the winter.

Probably the best advice about winter driving is simply to avoid it if possible. You may be the best winter driver in all the region but its likely you'll be sharing the roads and highways of our region with thousands of others that have no preparation, knowledge or experience in winter driving and they make the risks high for all of us. Listen to the local weather and traffic reports so you can plan your trip to avoid the roads that may be impassible or otherwise already clogged with accidents. Remember that icy conditions also lead to power outages and those outages may include traffic lights along your route. Treat these intersections as a four way stop unless a police officer is directing the traffic.

Before leaving the house ensure you and your car are prepared. Is your gas tank full or near full? A full tank helps alleviate issues of condensation in your tank that lead to fuel line freezing as well as adding some weight to aid your car's traction and balance. What tires are on the car? Hopefully not your summer performance or track tires. These types of tires are worthless in the winter. All season tires, sometimes referred to as "no season" tires, perform satisfactorily across a large range of weather conditions but are not great in snow and ice. Winter tires or snow tires are best for use in snow and ice conditions but in some cases your Porsche may need to be fitted with factory-approved chains.

When was the last time you checked your tire pressures? In the winter tire pressures will drop very fast so you must compensate by checking them and topping them off more frequently. Does your windshield washer fluid reservoir contain a full tank of the anti-freezing type of washer fluid? Are your wiper blades new and pliable? When was the last time you checked your brake lights, turn signals, headlights, and side markers? If your car is outside you'll obviously need to clean it of ice and snow. Don't be "that guy" or "that gal" that leaves the foot thick pile of snow on your roof that will come off onto the windshield of the car behind you on the highway. Please clean of all windows and body surfaces of your car. Make sure snow or ice are not blocking or disturbing intake areas of your car as well as areas that may need to move such as the actuators involved in moving your car's aerodynamic features. Also ensure there is nothing obscuring your headlights or taillights.

Now that we have a good idea of the condition of the visible top parts of the car we need to look at the under carriage. Check on the wheel wells first. Is there ice build up? If so clean it out. A large buildup can cause damage when turning and could impact your ability to turn or for your suspension to handle properly. Have you been washing the undercarriage regularly this winter to keep salt, sand and other corrosive or abrasive road dirt off of the underbody as well as off the brakes and suspension components? Check your tires. Is there any cracking of the sidewalls? What about the tread depth—did you wear too much off when you got stuck in your driveway and in frustration spun you tires?

Now that we have the car properly prepared lets consider the driver. During your daily travels you may be used to a commute that takes you from garage to garage and you typically don't dress for the weather outside. Prepare yourself for the real possibility that at some point you may get stuck and need to dig your car out, you may need to assist other drivers, or you may require exiting your vehicle for other safety reasons. Will you be warm in the clothes you are wearing? Maybe not—its best to carry additional outer wear, hats, and gloves to prepare you for those instances. Proper footwear will also be an issue. Pushing a car in slippery soled dress shoes is not always a fun way to get your exercise.

What else should you bring? Some suggestions are traction aids such as sand, cat litter, carpet remnants or even wood for when you get stuck. Just remember—those items will also shoot out from behind your rear tires and act as a projectile if you are not careful. A small folding or telescoping shovel works well but be careful not to scrape up you pretty car's paint with it so look for ones that have plastic and not metal

blades. Also have some sort of device(s) to notify others that you are stuck such as warning triangle, flares, cones, or similar devices. Of course a well charged cellular phone and the phone number to the AAA also adds confidence.

The South Dakota Office of Highway Safety recently finished a public safety campaign that instructed drivers to “Don’t Jerk and Drive”. Jerky inputs are amplified on ice and will likely cause you to lose control. The AAA recommends “threshold braking” and most importantly just like when learning to drive on the racetrack, get all of your braking accomplished before turning the wheel. No trail braking on ice.



Now its time to pull out of your driveway and onto the street. Oh look—the plow came down the street last night and blocked you in again. Do not even attempt to bust through that snow barrier with your car. It’s likely to have melted and refrozen and now has the consistency of a brick wall and may damage the front end of your Porsche. Do the right thing and shovel it all away again. Your spouse will thank you and you really don’t know what is hidden in that big wall of snow. It could hide your pet, your neighbor’s corvette parts, your trash can, or even your child’s bicycle that went missing before the snow started coming down.

This may be a bad time to learn that your parking brake cable has frozen up. It may be a good idea to avoid its use until the wintry weather has ended. If not then you’ve probably made it to the street already—now what? Note the conditions on your street by accelerating and then braking slowly and steadily. Ensure you test your braking before getting up to any speed and while no other cars are around. Temperature has a significant impact on stopping distances on ice. It takes approximately twice the distance to stop when its 0° Fahrenheit as when its 32° Fahrenheit.

Winter driving requires much the same discipline as driving on the racetrack. Just like our High Performance Driver Education (HPDE) instructors teach us, look up. Look as far down the road as you possibly can because you’ll see potential hazards well in advance in order to react properly. Give smooth inputs on throttle, brakes, and steering just like on the track.

Sometimes you’ll need to maintain momentum to keep from getting stuck but use a low steady speed to do this. Never use your cruise control in slippery conditions. Remember to increase your following distance behind other cars to at least double your normal and perhaps as much as eight to ten seconds. Expect the unexpected. Just because you have the green light at an intersection expect cars to lose traction and slide through it in to your path. Always define an escape route. Signal your intentions well in advance to let other drivers suitably prepare to deal with your actions. Sometimes you’ll find yourself in a skid. Keep your eyes up and look where you want to go and not where you are going.

Remember that four wheel and all wheel drive may allow for quicker acceleration in slippery conditions but the slowing down and turning parts will be just as difficult as with non four wheel drive vehicles.

Although you may be going well below the posted speed limit you can be cited by a law enforcement officer for exceeding the conditions. A friend that grew up driving in Michigan found that out the hard way when he passed a young Maryland State Trooper during what he described as ideal conditions. Never be in a hurry. If you need to leave the house early to clean the car and to compensate for the additional slowdowns that winter driving provides then just get up earlier. Rushing and getting a ticket or worse just aren’t worth it.

Do you want to become a hero of the highway, master of car control skills in slippery conditions? This is where I provide a plug for Potomac’s HPDE series and its talented instructors and especially its skid pad instructors. A few sessions on the wet skid pad at Summit Point Motorsports Park and you will gain a huge amount of confidence and experience. Sign up now for the Spring High Performance Driving Clinic (HPDC) March 21, 2015, and then for an HPDE or two and you’ll be surprised at what you and your Porsche can do at the lowest levels of adhesion. For those that want more adventure Porsche offers winter driving camps in Canada and Finland where you can really learn some advanced winter driving skills. However, never let confidence and experience trump judgment. When the winter weather gets bad, please stay off the roads unless it’s absolutely necessary for you to travel.

Snow or Winter Weather Tires

By Scott Hoffman

Porsche sports cars typically come equipped from the factory with "Summer Performance" radial tires. Although these tires provide tremendous grip in the summer months and even do well in rain, as the title describes these tires are not designed for use in the winter. Swapping out your tires for the winter weather is sensible but determining the proper tires to select can be confusing. Of course the best advice is to visit one of our PCA Potomac sponsoring local Porsche dealers or Radial Tire and ask those experts what they have to offer.

The confusion in choosing a proper tire for winter weather originates from the strange naming convention that the tire industry applies to some tire categories. The term "All Season" tires applies to tires versatile enough to work well in a great range of temperatures and perhaps in some limited mud and snow. These tires are marked with a M + S or M & S symbol.



Ben Rooney, in a November 14, 2013 blog "What is a Mud and Snow Tire" posted on Tিরerack.com (<http://blog.tirerack.com/blog/bens-blog/what-is-a-mud-and-snow-tire#sthash.uLQ3v6u.dpuf>) helps answer the questions about these so-called mud and snow ratings.

In the blog he states "The mud and snow branding is really a very general indication that a tire is built to handle some bad weather. Any tire conforming to some very basic requirements for void area and positioning of grooves in the tread pattern can be branded "M&S" at the manufacturers discretion".

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In other words this category of tire is not a winter specialist at all but has some limited capability based on some specific tread design features.

The next category we need to explore is the Snow or Winter tire. This type of tire is identified with a symbol of a snowflake on a mountain. These tires are specifically designed to work well in low winter temperatures as well as on snow and ice. Much of the traction magic comes as the result of the special compounds these tires are manufactured with. These compounds allow the tire surface to maintain softness and therefore grip no matter how low the temperature drops. The unique tread pattern provides the other half of the equation in maintaining grip on ice and snow. Some of these tires also come equipped or can be equipped with metal studs that add to the on-ice traction but these are not allowed in all states or countries.

The engineers at Edmunds.com published the results of a study they accomplished testing the performance differences between “Summer Performance”, “All Season”, and “Winter” tires. They performed these comparison tests using a single Honda Civic Si in a winter location, a wet surface test track, and in a dry and warm location. The differences in performance were dramatic.

Acceleration tests in the snow proved the “Winter” tires were significantly better than the “All Season” tires and the “Sum-

mer” tires were almost worthless. The braking tests showed similar dramatic differences.

At the wet test location the acceleration tests showed the “Summer” tires doing best with “Winter” tires doing well and the “All Season” tires lagging once again.

The warm and dry test location proved the “Summer” tires were best and the “Winter” tires worst with the “All Season” tires showing mixed results during the test.

The bottom line is that “All Season” tires are not particularly good for Winter or Summer driving. The best solution for driving your Porsche year round is to consider switching over all four tires to Winter tires during the cold weather months. Many use the simple rule of defining when to use “Winter” tires as the period between Thanksgiving and Easter. The compounds that Winter tires are formulated with will wear much faster during the warmer months so be sure to switch back to the Summer tires as soon as the cold weather threat is gone.

Choose your tires wisely but remember that there may be conditions that its best to stay parked no matter what tires you have installed.



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Porsche in the News

To mark the 50th anniversary of the 911 Targa, Porsche is offering this very popular model in the more powerful and dynamic GTS version for the first time. The targa concept of the 911 Targa 4 GTS delivers very safe driving enjoyment with all-wheel drive and a rollover protection bar; it also delivers open-air fun with a targa top that stows fully automatically.

Contributing to a boost in dynamic performance are the 430 hp (316 kW) GTS engine together with the standard Sport Chrono package, PASM chassis, 20-inch wheels and a sport exhaust system.

Despite its significantly extended features, the weight-to-power ratio with the 430-hp engine was improved from 3.9 kg to just 3.6 kg per horsepower compared to the S model. This lets the Targa 4 GTS reach a top speed of over 300 km/h (186 mph) with a PDK transmission, and the stopwatch records 4.3 seconds for the sprint from zero to 100 km/h (0 – 60mph in 4.1 seconds). Although the engine produces an additional 30 hp (22 kW), its combined fuel consumption – which ranges from 9.2 to 10.0 l/100 km, depending on the type of transmission – is exactly the same as for the 911 Targa 4 S.

The targa has been an established member of the 911 lineup since it made its debut back in 1965. Around one out of eight 911 cars ever sold was a targa. The market share of the latest generation of this exquisitely styled 911 with its characteristic rollover protection bar is 13 percent – and it is growing. With the 911 Targa 4 GTS, Porsche is extending its lineup of the modern classic by adding a top model whose extensive package of standard features and price are appealing.



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November - December 2014 new Potomac members

New members

Mohammed Ali – 2010 911 GT3 - from Moorestown, NJ - transfer from Schattensbaum
 Arsalan Azarsa - 1998 Boxster - from Gaithersburg
 Clyde Beatty - 2002 911 Carrera 4 Cabriolet - from Woodbridge
 Dywane Boyd - 2010 Panamera 4S - from Upper Marlboro
 Dave Brownell - 2010 911 Carrera - from Fairfax
 Tim Cahill - 1978 911 SC Targa - from McLean
 Scott Cain - 2001 911 Turbo - from Purcellville
 Alex Chapin - 2011 911 Carrera GTS - from Ashburn
 Tom Chan - 1999 911 Carrera - from Catonsville - transfer from Chesapeake
 Ben Chang - 1999 911 Carrera - from Windham, NH - transfer from Niagara

David Collett - 2014 911 Carrera 4S - from Bethesda
 Erskine Cook - 2009 911 Carrera S - from Rockville
 Richard Furno - 2012 Cayman - from Silver Spring
 Steven Hahn - 2008 Boxster S - from Reston
 Hashim Hamandi - 2011 911 Carrera Cabriolet - from McLean
 Richard Henderson - 2010 Cayenne - from Bethesda
 Len Hickey - 2015 Boxster - from Winchester
 Brad Hite - 2004 Boxster S - from Lynchburg
 Ralph Ichter - 1982 911 SC - from Washington
 Gene Irisari - 2008 911 Carrera S - from Vienna
 Wes Johnston - 2010 911 Carrera - from Potomac
 Stephen Kaye - 2015 Cayman - from Annandale
 John Kenworthy – 2008 Cayman S – from Charlotte, NC - transfer from Carolinas

William Kirten - 1987 928 S4 - from Fairfax
 Robert Kish - 2011 911 Carrera - from Frederick
 Yon-Joo Lee - 2014 Cayenne - from Vienna
 Michael Lerner - 1984 944 - from Alexandria - transfer from Schattenbaum
 Robert Lewis – 2006 Boxster S - from Prince Frederick - transfer from Florida Crown
 James Lindner - 2014 Cayman S - from Alexandria
 Naeem Mahmood - 2001 911 Carrera - from Fairfax
 Sabina Malhotra - 2015 911 Carrera 4S - from McLean
 Bruce Malson - 1984 944 - from Mitchellville
 Adil Marghub - 2014 Cayenne - from Vienna
 Christopher McGill - 2003 Boxster S - from Sterling
 Jerry Meholic - 2001 911 Turbo - from Springfield
 John Michael - 2002 911 Carrera Cabriolet - from

Mount Airy
 Lloyd Mitchell - 1996 911 Carrera 4 - from Bethesda
 Charlie Murphy - 1962 356 Cabriolet - from McLean
 Al Navidi - 2009 911 Turbo Cabriolet - from Rockville
 Michael O'Brien - 2014 911 Carrera 4S - from Haymarket
 Sloan Palitti - 1989 944 S2 - from Parkville
 Louis Pang - 2014 Cayman S - from Sandy Spring
 Brandon Park - 2012 911 Carrera 4 GTS Cabriolet - from McLean
 Jeffrey Quinlan - 2015 911 Carrera Cabriolet - from Alexandria
 Robert Rhodes - 2006 Cayman S - from Annandale
 Mike Roller - 2014 Cayman S - from Bethesda
 Peter Sever - 1990 911 Carrera 4 - from Arlington
 Peter Shortsleeves - 2004 911 Carrera 4S - from Manassas

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Gary Sidell - 2013 Boxster S - from McLean
 RJ Sidhu - 2014 911 GT3 - from Ellicott City
 Jeff Solinger - 1985 944 Coupe - from Bumpass
 Allana Strong - 2009 Cayenne S - from Washington
 Clarence Stukes - 2001 911 Carrera Cabriolet - from Arlington
 Nav Swamy - 2004 911 Carrera 4S Cabriolet - from Olney
 Ralph Terkowitz - 2015 Panamera GTS - from McLean
 Jimmie Terry - 1987 911 Turbo - from Silver Spring
 John Thomas - 2001 Boxster - from Fredericksburg
 Philip Tupper - 1986 944 Turbo - from Baltimore - transfer from Chesapeake
 Max Villagra - 2003 Boxster - from Washington
 Adam Waltman - 2007 911 Carrera Cabriolet Cabriolet - from Brambleton
 Jian Zhang - 2008 Cayenne S - from Vienna
 David Zuck - 2006 911 Carrera - from Lovettsville

Anniversaries

40 Years

Steve & Sue Douglas
 Russell Kessler

25 Years

David & Tracy Stoesser

20 Years

Richard & Peggy Forbes
 Paul & Beth Martino
 H & Alexa Minners
 Maria Recio

15 Years

Paul & Katherine Armstrong
 Chris & Madeline Chulumovich
 Ed & Chrissie Devinney
 Gregory Rehak & Beth Nelson
 Dave & Cathy Zatloukal

10 Years

Craig & Patti Bond
 Thomas Bowes & Sarah Bonner
 Justin Cordesman & Serena Garrett
 John Garland Lewis & Cheryl Hauser
 Michael & Megan Scheidt

5 Years

Harvey & Arlene Cherner
 John & Laura Dean
 Hugo Dryland & Sandra Richardson
 Craig Estey
 Heather & Jeffrey Fitter
 Charles & Sybil Hayes
 Chris & Suzanne Kopp
 Andrew Kowalevicz
 Dale Lazar
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The Founders' Region, Potomac is the founding region of PCA. The club offers over 100 events each year, including Driver Ed events and free Tech days for all members, Drive 'n Dine and other social events, autocrosses and rallies.

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 resize 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



Left: A meal is shared at a German restaurant after the Fall Foliage drive.

Below: Parking before the Fall Foliage drive. Photos by Glenn Havinovski.



Right: John Bendovich thinking of great things for the next Autocross. Photo by Mi Jee Song.

Below: A nice 911 SC parked to gather pumpkins during the Fall Foliage drive. Photo by Glenn Havinoviski.





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