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THE MAGAZINE OF THE FOUNDERS' REGION • POTOMAC, PORSCHE CLUB OF AMERICA • 8.20



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THE MAGAZINE OF THE
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POTOMAC, PORSCHE CLUB
OF AMERICA

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Glenn Cowan

Porsches Without People

A friend of some years (and DV contributor) called last week to relay the exciting news that he had just taken delivery of a new Porsche. He wanted to show me his car and suggested we go for a drive. So yesterday on a blisteringly hot July day he came by my home. We hemmed and hawed a bit about masks and determined that we could have coffee on my outdoor porch without face coverings if we maintained social distancing.

We discussed comparative features between my Cab and his Coupe, sport exhaust vs four exhaust pipes, sound system upgrades, summer vs performance tires, lowered suspensions and other such. Color was (to borrow a term from My Cousin Vinny) Identical!

Coffee done—comparing (bragging) done—it was time for a drive. Temperature was now closing 100—hmmm...windows open, air conditioning on full with masks. That's what we opted for. Where

to go? It was going to take 20 minutes to get to any road worth driving (and 20 minutes back) so we opted for a few "fun" blocks nearby including in the "twistys" of a road through a well-known rocky creek. What's a few bikes and joggers in the face of twin turbos?

With the windows open and the conditioned air on high and masks making conversation difficult, particularly over the "sound test" of the Burmester and the Sport Plus roar of the exhaust, the "drive" didn't last long. Good thing for the folks we were "sharing" the road with and the reputation of Porsche drivers everywhere.

We went back to my house, had a "distanced" cold drink and went our separate ways. It was good to see him, the car was familiar and although familiar, still a wonder but the actual ride and time together were constrained to the point of disappointment.

My car is 7 months old. I have 2,020 miles on it (not really but close!) essentially all of them by myself. Even Porsches are not much fun if always alone.

As it turns out, I miss the people more than the car. I would rather go to a Potomac event in a friend's car and be with folks than drive someplace alone in my own almost new car. My wife won't go for a two hour drive to nowhere but will gladly navigate a five hour Rally to a nice lunch with PCAers whom we might not know well but have much in common with.

Slowly those times are coming back. Potomac has held a corona circumscribed DE at Pitt Race and our first of the season Autocross event - the next few months seem hopeful for the addition of Drive and Dines, Concours, a Rally and our annual Club Race. I surely look forward to seeing you. I will have my car with me! DV



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We're Back but IT'S Still Here

My editor texts "You're late with your column!" and the graphic designer emails "Where are the pictures?" and I should be stressed out. But I am not; just the opposite, in fact. Right now, a breeze passes over my Alpinestars racing shoes (offering no relief from the heat) and the roar of Porsche engines echoes in my ears from the Summit Point Main circuit next to me. I couldn't be happier!

In the past three weeks, we have held two High Performance Drivers' Education events (page 10) and an Autocross event (pages 8-9). The number of bulleted lists, instructional photographs, participant emails, committee texts, Zoom calls, bags and envelope stuffing sessions and follow-up, follow-up, follow-up which our PCA Potomac volunteers completed to enable these events to take place is mind-boggling. Thank you ALL from the bottom of my heart.

Our geographic Capital-District region has done a reasonable job of keeping COVID-19 hospitalizations down as of mid-July, but COVID-19 positive rates in much of the south and west United States are still growing exponentially. It is with this concern that our event planning teams are taking many steps to ensure that mask-wearing, social distancing and hand-sanitizing are part of our now-regular routine. We initiated temperature-checking and on-line bagged-lunch pre-orders at the Summit Point DE, as well as continued with contactless registration, contactless tech-inspection, and mandatory COVID-19 protocol ZOOM meetings (with 140 people on the call 4 days before the event!). Goodie bags with KN95 masks and locally sourced hand-sanitizers were distributed to instructors and volunteers and Potomac-branded face masks were available for

purchase so everyone could look cool in the paddock!

We will continue to limit our Summit Point & VIR HPDE events to drivers and essential-crew only to minimize contact-points and population density in the paddock area. We also are postponing all our happy hours and tented dinners to a time when it is safer to do so.

While family members and friends (and all our race fans!) are clearly absent this weekend, the camaraderie of the drivers is still evident, and we realized immediately how much we missed seeing each other during the pandemic quarantine. And we REALLY MISSED seeing our Porsche cars happily playing together.

Though our earnest ear-to-ear smiles are hidden behind the masks, the "happy eyes" of our dear friends, old and new, can still be seen and laughter can be heard all over the paddock. DV



Mia Walsh

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2020 CALENDAR OF EVENTS

The information below is accurate as of date of publication. Check Potomac's website at pcapotomac.org for further information and the most up-to-date information.

AUGUST

- 1**
PorscheFest Autocross
- 1-2**
PorscheFest Drivers' Education
- 8**
Drive & Dine—Porsches, Planes and Crabs
- 14-16**
Drive & Dine—Piedmont Region Tour
- 15**
High Performance Driving Clinic—Summit
- 28-30**
Drivers' Education at Virginia International Raceway
- 29**
Summer Rally

SEPTEMBER

- 5**
Gathering of the Faithful
Concours & Drive & Dine
- 18-20**
Club Race at Summit Point
- 27**
Autocross at Summit Point

CARS & Coffee

DUE TO COVID-19 RESTRICTIONS—PLEASE CONTACT THE LOCATION DIRECTLY TO CHECK ON CANCELLATIONS OF CARS & COFFEE EVENTS.

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
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.

DULLES, VA SUNDAYS, 7-9AM

Dunkin' Donuts at Dulles Landing Shopping Center
on Loudoun County Parkway north of US 50

LEESBURG, VA SUNDAY, 9AM

Dog Money Restaurant
50 Catoctin Circle, NE, Leesburg, VA 20176

BETHESDA, MD SATURDAYS, 8-10AM

Corner Bakery Cafe
10327 Westlake Dr., Bethesda, MD
Westfield Montgomery Shopping Mall

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

Canceled Until Further Notice

Maryland

Canceled Until Further Notice

JOIN PCA

Membership entitles you to receive **DER VORGÄNGER** but also monthly issues of PCA's magazine, *Panorama*. Porsche dealers also recognize PCA membership with a 10% parts discount.

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 pca.org/user/join/membership



Potomac Program Highlights

Autocross Returns to Summit Point

STORY BY BILL SCHWINN



It was a gorgeous summer Saturday for PCA Potomac's return to autocross this season with a full grid of eager drivers and beautiful cars. Autocross is a timed competition where drivers safely and quickly navigate a series of cones on a closed course. On June 13th, many of our regular PCA Potomac autocrossers joined other veteran drivers, along with a few newcomers, to enjoy a great day of racing at the Potomac Circuit at Summit Point Motorsports Park, in West Virginia. Over 70 drivers registered for this event. If you have never experienced autocross before, it is a fantastic way to explore the limits of your car and improve your driving skills, in a very safe environment.

This autocross season has been especially challenging with several events canceled due to the COVID-19 pandemic. PCA Potomac members have sadly experienced the loss of family and friends to COVID-19 and our hearts go out to

them for their losses. Autocross co-chairs Steve Bobbitt and Jeff Braun implemented new protocols and requirements to mitigate the risk associated with the outbreak and keep our participants safe, including online, contactless registration.

While the wearing of masks and six-foot social distancing was extensively enforced, participants still experienced the thrill of competition, the roar of flat-six engines across the circuit, and the welcome sight of Boxsters, Caymans, 911s and other great Porsches as they raced around the cones.

Volunteers conducted technical inspections of vehicles with minimal contact. Other changes included skipping the normal breakfast and implementing a grab-and-go lunch to minimize group gatherings. Disposable protective gloves and ample amounts of hand sanitizer were also made available to participants. Unfortunately, due to social distancing requirements, no passengers (including instructors) were



allowed in cars and no spectators or guests were permitted.

In spite of these restrictions, driving our German-designed machines to their limit was a welcome break from the past few months of pandemic-related closures in the PCA Potomac Region. Ironically, Mark Shrivastava drove away with the fastest time of the day and overall first place in his Mazda Miata. In the “improved” class (I), Jeff Braun won in his Cayman S, closely followed by Steve Bobbit in his Cayman S and Mark Hubley in his 911 Carrera. In the “production” class, Vu Nguyen won “P3” in his 911 and Chris Nolan won “P5” in his Cayman GT4 with a remarkably quick time that was just a fraction of a second behind the fastest time of the day, for second place overall.

In the showroom stock classes, Jon Bendekovic emerged victorious in “S3” in his 911 Carrera followed by Eric Nelson in his Porsche Cayman and Bao Le in his Boxster S. In the “S4” class, Rafael Graces prevailed in his Boxster S, with Greg Hartke in second place with his Cayman S and William McIntosh in third place with his Boxster S. Gary Baker took “S5” in Tessa’s Cayman GT4. Tessa Hall came in second place in her GT4 and Bill Schwinn in third place with his 911 Carrera GTS.

We are all looking forward to joining our friends again for the next PCA Potomac autocross! **DV**

Concours

THE GATHERING OF THE FAITHFUL

SATURDAY, SEPTEMBER 5, 2020

10AM–2PM

NEW LOCATION - 2 SILOS BREWING COMPANY

2 Silos Brewing Co. is located on the Farm Brew LIVE campus at Innovation Park.

\$5.00 Pre-Registration Required—Online Only
Please go to PCA Potomac’s website to find the registration link*

*Pre-registration will be required to participate as a member of the Porsche Club for this event due to necessary waivers and fees that must be collected prior to the event. All other applicable Federal and State regulations related to COVID-19 will be in effect during this event.

ITINERARY:

10am–11am:	Arrive when you choose and park your Porsche and socialize
11am:	2 Silos Brewing Company opens for patrons
1pm:	We will draw for the one large door prize—valued at over \$200
2pm	Gathering of the Faithful Officially ends

ALL ARE WELCOME TO STAY, DINE AND SOCIALIZE AS LONG AS YOU WISH AFTER THE SHOW.

The Gathering of the Faithful, Potomac Porsche Club event is a relaxed and fun car show. There is no judging at this event, just fun and a big door prize. This is a chance to display your Porsche, enjoy a meal and the company of fellow club members.

This year, the “Gathering of the Faithful” will be taking place at the 2 Silos Brewing Company in Manassas, Virginia. Take a nice drive and come join us for a relaxed gathering of Porsche cars. Here we will hold the next Potomac Porsche Club Concours event where we will award one large door prize this year worth over \$200.00, socialize at a distance of 6 feet, eat & drink and enjoy driving your Porsche. 2 Silos Brewing Company offers great food and drink and is conveniently located near I-66, Rt. 234 and Rt. 28.





Hunt McMahon's #611 race-prepped 1999 Porsche Boxster exits Turn 1 along-side of Brian Walsh's #71 2011 Porsche Carrera GTS.

HPDE at Pitt Race June 26–28, 2020

Sponsored by OG Racing

**STORY BY SUSAN KIMMITT AND
BOB MULLIGAN DE CO-CHAIRS
PHOTOS BY MIA WALSH**

A year ago, no one would have been able to believe how these past four to five months have changed the world. Short of a World War, or a 1929 -style stock market crash resulting in a great depression, nothing else could have turned our society on its head as this pandemic has done. Unless you were in the medical field, maybe even infectious disease specifically, it is unlikely that you would have even heard of a corona virus before this year. Well, welcome to our brave new world. And welcome to the opening of our new, changed, and modified season of PCA Potomac High Performance Driver Education in 2020.

After 3 ½ months of enduring shut downs and social distancing restrictions that kept us away from high speed driving events, June 26th found a group of us enjoying getting back into our favorite cars at Pittsburgh International Race Complex (Pitt Race) in Wampum, Pennsylvania. Potomac PCA joined with Audi Club of North America (ACNA) to put 89 drivers onto this world class track in western Pennsylvania at our first away Drivers Education (DE) event of the year.

The Pitt Race track is 2.8 miles of interesting twists, turns, and straights resulting in 17 corners, 3 fast straights, several blind turn in's and lots of fast S-turns. It is a very technical track with some significant elevation changes that require finding the right line into and out of these challenging corners. Being willing to keep your foot on the throttle even as you approach the upcoming corner keeps you on your toes and rewards you with a good, fast lap.



Kathy Stout's #4 Porsche 2019 GT3RS sports the Pitt Race logo on the side, her "home" track.

We were fortunate in having great weather for the most part, with a few heavy showers and a bit of lightning on Saturday, which did not interfere with anyone having a good time. Everyone had about 7 hours of track time available during this 3-day event. We were also fortunate to be joined by the owners of the track, who participated as drivers at our event. They brought out two amazing cars (a monster Viper and a 2019 GT3 RS). They were a pleasure to have on track with us, and we hope to see them at venues to come.

It was both refreshing and rewarding to be able to engage with our old friends and find new ones during this weekend. Catching up with everyone, interacting in the pits and on the track, and even being able to go out and eat in restaurants (under socially compliant conditions) were all reminders of many of the reasons we love track events. Who does not look forward to and love the sounds, smells, and sights of being at a race track with fast, high performance cars running at speed?

Many people took advantage of the availability of camping on-site at Pitt Race to stay at the track, close to the action. They were lucky in having cool, dry nights making the sleeping conditions comfortable and lengthening fun time sitting around enjoying evening beverages and food (socially distanced, of course!) Campers were observed in various cooking activities on site, including one of our instructor drivers trying to flip his morning omelet and only catching part of it back into his fry pan. I think he ate it anyway!



Pitt Race has a "Zipper Grid" for cars entering the track. This was featured on the cover of our June 2019 DV magazine.

Unfortunately, due to Covid-19 re-opening restrictions, we were not able to allow 2 people in a car for this event, which kept us from being able to instruct students in-car at this great track. This made things both easier and harder for everyone involved in this DE, and caused us to hold this as an "advanced non-instructed" event. Nearly every instructor expressed how they missed having students at this event. Students are what makes a DE what it is.



Scott Bresnahan references his Porsche 911 Carrera service manual to troubleshoot issues with his 1988 model.

This was our first at-track event since the onslaught of the Covid-19 crisis, and required a huge amount of thought, planning, and work to successfully host it. For weeks and months prior to this DE, people behind the scene spent many hours in this endeavor. Special thanks are owed to our registrars (Diane and Chris), our at-track registrar (Lara), our club president (Mia), our track coordinator (Jay), our at track tech (Mark), and our CI's (Steve, Don, and Sean), who all did their best to figure this out, coordinate with the folks at Audi, and make it work. Many hours of Zoom meetings later, we were able to put on a fun event despite many adjustments to try to meet all needed criteria. As usual, we also need to thank our grid crew (Pat and her helpers), and Mike and Mark, who stepped up to work as stewards for this event.

Going forward, we anticipate getting back into having students at our events, while keeping well aware of the progression (or regression) of the process of society re-opening in the midst of this pandemic. Using masks while outside of cars and within 12 feet of others, use of hand sanitizer, and generally maintaining six feet between people is harder to do than one might think, but required to hold these events in this present situation. When we add in students at our next event, more adjustments will be needed to try to protect everyone from this virus. Still, many of us feel it is worth enduring these restrictions and changes to have a chance to get back to the track.

Thank you all for your patience and willingness to be part of our solution this year. Hope to see you soon. DV



Lennie Goldspinner, Pocono Region member, passes by in a flash in his 2006 Porsche Cayman S.



Inspectors and Drivers have required masks in Potomac's contactless Tech line each morning.

Anybody Want to Rally? BY CRAIG DAVIDSON

Yes, we're all tired of being quarantined and need some exciting Porsche events to relieve the stress. How about a rally?

We're planning a simple "All About Speed" rally for Saturday, August 29. The starting location will be Traville Gateway Center in Rockville at 9:30am. The drive will meander its way over all our favorite back roads and end at the home of PCA member Tony Pagonis in Monrovia, MD. There will be a food

truck at the finish, and the property is large enough with lots of outdoor space to properly practice social distancing.

The cost of the rally will be \$50 per car, with lunch included for both driver and navigator and entry will be limited to 25 cars. For further details, please see our registration link: msreg.com/PotomacSummerRally2020. DV

PPE at the Track

PHOTOS BY MIA WALSH

Hot off the track and right before going to press, we wanted to share some of the precautions which we implemented to limit the COVID-19 contact-exposure points for our drivers and volunteers at our Mid-Summer Drivers' Education event at Summit Point (July 10-12). DV



Kurt Leta takes the temperature of Bob Simmons in the morning contactless Tech and Registration line.



Daniel Salsbury and Diane Sullenberger inspect John Hannah's 996TT. Pre-signed Tech Forms are placed under the windshield wipers and windows are up while in the Tech line.



All drivers and volunteers wear their masks going through the Tech Line each morning.



Chief Instructor, Steve Wilson, leads the mandatory morning drivers' meetings outside with participants at least six-feet apart with mandatory masks while walking through the paddock.



Instructor Tom Chan proudly displays his instructor goodie bag, which included three KN95 masks, a 2 oz bottle of hand sanitizer and a sanitizing wipe baggie. (Photo submitted by Tom Chan)

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A Challenge to Myself (Part 2)

STORY BY MERLE EDWARD TOWNLEY III

In the last DV our author introduced the answer to the question: Could I, a non-mechanic, a computer IT guy take a Boxster S that no one else wanted and rebuild it? He was ready to start the engine for the first time:

I had no idea whether this engine would start. Had I made a ridiculous bad bet? Maybe. Nevertheless, I knew the car had not started for many months. I decided to pull the fuel pump fuse to circulate the oil and build up oil pressure by cranking it—then replace the fuse and start it. Even though I didn't pay a lot of money for the Boxster, it was a tense moment. I turned the key and it started rough and a lot of black smoke came out the back exhaust (that was a bad AOS), but I didn't care. I laughed like a child.

The dashboard warning lights lit up like a Christmas tree, but before I would tackle that. I would need to clean every part of the interior and the mess of grease on the bottom of the car.

Challenge #1—The Filth

To describe the stench in the interior of this magnificent car with just words couldn't capture the vomit-inducing nausea of the smell. It permeated everything. Mold was on the carpet. I stripped everything off the floor and wiped down the metal with a lemon disinfectant. I then spent days cleaning the carpets and letting them dry in the open air. I wiped down the rest of the interior and steam-cleaned the vents.

The bottom of the car was covered in oil-dirt sludge from both half-axle CV boots that spewed grease. The design of the axles for the Boxster S models are at a more extreme angle than the regular Boxster and therefore there was a greater tendency for boots to tear. It took hours with degreaser solvents to clean up the mess.

Challenge #2—An electrical nightmare

After I replaced the immobilizer, the full range of electrical issues I had expected were there, plus many more. The biggest challenge was the air bag. The Durametric software detected five different error codes just with the air bags and the air bag warning light was on. Where to start?

In the back of the Bentley book there were pages of electrical wiring diagrams. They illustrated detailed electrical circuit information and were necessary to understand how to troubleshoot and repair electrical problems. To make matters more complicated, there were often multiple sources of power or grounds in the Boxster S. The complex wiring overwhelmed



me at times, even though I had a basic understanding of how electricity worked. Access to some parts were difficult (e.g. the air bags, for good reason—there were explosives attached!) and I had to fashion home made tools in some cases.

I persevered.

I broke each problem down into smaller components and memorized the circuit diagrams in the Bentley book. This took many hours and was my main lunch reading material in a coffee shop, not too far from the White House where I worked. A multimeter was the main tool. I tested every wire and component until I exhausted all the possibilities. The air bag problem would not go away. Finally, I had one area that I had neglected—the bundle of wires leading into the immobilizer that were still wrapped with the factory tape. I decided to cut the tape and visually inspect the airbag wire going into the immobilizer. Every other inch of the circuit had checked out ok. I put the light of the flashlight on the wire and I saw a glint of exposed copper? Could that be it?

I took a nickel's worth of electrical tape and wrapped the wire. I put the seats back in and ran the software. Success!

In addition to the air bag issue, the main locking system had a short in it, various components of the door locks had shorted out, the gas cap door was frozen, and the console storage area wouldn't lock. I took apart the doors and replaced all the defective components.

Challenge #3—The toughest exhaust bolts in the world

I moved to the exhaust. I needed access to the exhaust because the triangular fit between the pipes connecting the headers to the catalytic converters—the Exhaust Mounting Flange—were loose and the bolts horribly rusted (Salisbury, MD was near the ocean on a peninsula and subject to salt corrosion.) The gaps caused a flapping noise by oscillating the triangular gaskets.



The gaskets, nuts and bolts, along with clamps needed to be changed. The overall condition of the exhaust was excellent, but anything not stainless steel or aluminum was rusted.

I naively thought it would be simple and take a few hours for removal. I was wrong. Those six bolts that held the two flanges were notorious for being some of the toughest bolts to remove in the automotive world (see: YouTube channel Road and Race, “My nightmare with my Porsche exhaust”). The bolts, splined and wider at one end than the other, were press-fitted into the flanges with great force. After futile attempts trying to pound out the bolts and cutting off the ends with a Dremel, I knew I had to have another strategy.

Challenge #4—I make the ultimate mistake—I break a header bolt



In every project, there comes a low point, and in the Boxster S rebuild project a broken header bolt was perhaps the gravest sin for a DIYer to make—and I made it!

After I failed to remove the flange bolts, I decided to remove the entire exhaust unit going all the way back to the exhaust manifold or the “headers”. I had considered using a MAP torch under the car to heat the flange bolts to facilitate removal; however, in my garage setup, I didn’t have a lift and trying to heat up the bolts without proper space was too risky.

Sixteen bolts separated me from a solution. If I could remove those header bolts, I could remove the exhaust and apply heat from an oxy-acetylene torch out in the open to the flange bolts and punch them out.

I failed on the sixteenth bolt that snapped off in my socket wrench. I was in trouble. This meant I had to remove the transmission, then the engine, and have a machine shop handle it. Or did I?

After extensive research on the Porsche forums, I thought I could drill it out myself, with the engine in place, if I had a template to guide me. I found Stomski Racing, based in Annapolis, MD, (www.stomskiracing.com) and the Boxster/996/997 Exhaust Bolt Repair Kit. It would allow me to create a perfectly perpendicular and centered hole that can be chased by an M8x1.25 tap. A faulty repair could lead to a damaged head. The stakes were high. I called Steven Stomski on the phone and asked him what the odds of an IT guy were who had some mechanical experience utilizing his system to successfully extract the broken bolt—he said I had a greater than 80% chance of success. I bought the kit for \$342.

With the meticulous care of a neurosurgeon, I ground the bolt flat two millimeters above the head with a “whiz wheel”, cleaned

the header surface with a wire brush and Scotch-Brite pads, and then fixed the jig securely. Safety glasses were mandatory. Unlike the video provided by Stomski, I worked upside-down. I used the 3/16” bit to drill a pilot hole in the broken stud aided by the self-centering drill guide. I then checked the depth of the bolt holes in the head and marked the drill bits. If I were to drill too deep, I could ruin the head by going into the water jacket. Lubricating the drill bit to keep it cool was difficult and I had to spray it often and constantly remove the shrapnel churning out of the hole. I continued with the 3/16” and then switched drill guides to the 17/64” and changed the button-head cap screw. It was make or break. I finished and hoped I could find an edge to uncoil the material still in the threads. I was not that lucky. I chased the bore with a tap and that seemed to clean everything out.

I carefully screwed a new M8 stainless steel bolt in the hole. It worked!

Challenge #5—The convertible roof

After my near disaster with the header bolt, I used the confidence I gained to tackle another difficult, if not impossible task for the DIYer: replacing the convertible roof.

I ordered an aftermarket replacement (\$650) and chose the plastic window option because the opening was wider than the glass option and I thought it would be too dark with the top up. The glass option was not available until 2003, so I decided to keep the car as original as possible.

Of course, the instructions that accompanied the convertible roof were brief and only addressed a few things. I needed an entirely different knowledgebase and skillset for this task.

I triangulated between 101 Projects for your Porsche Boxster, “Roaring Tigers Garage” (a channel on YouTube which had a beautiful video detailing the steps to replace a convertible roof) and the crude instructions that came with the roof.

With a little bit of fear, I removed the back clamshell and then removed a variety of screws (including “hidden” screws), the rubber lining, plastic parts and metal strips around the frame of the roof. There was no stopping now.

I moved on to the removal of the two-way tape at the front and carefully popped the flat aluminum metal top side plates out with a putty knife. I peeled the roof back and unhooked two spring-loaded cables screwed into the sides deep down in the car. I removed three more rubber pieces and fabric in the back. Finally, the old roof came off.

Putting the new roof on required mastering the art of gluing, shaping and manipulating the fabric into place. It had to be taut, but not too tight. I made mistakes.

After many hours of work, the new roof was put on and it looked great—but I couldn’t close it. I started to panic. Luckily, in another Porsche forum, someone wrote that if you left the new roof exposed in the sun for an hour, the fabric would soften up and become pliable enough to stretch. After one hour, the roof closed like butter and I left it in place for a couple of weeks to permanently seat it.

Challenge #6—The secondary injection system.

After I safety inspected and registered the car, I had not driven the Boxster S enough miles to pass the emission inspection. Once I drove two cycles, in preparation for the test, another problem arose: the Boxster S threw two error codes from the check engine light (P1128 and P1130, Oxygen Sensing Adaptation Range—Enrichment Limit). This problem would take me nearly two months to solve on my own and lead me to a scientific study of the interplay between the Mass Air Flow Sensor, the Oxygen Sensors, the Secondary Air Injection System and the role of fuel trim. I relied exclusively on the highly sophisticated YouTube channel Shrodingers Box and “The Secret of Engine Problems Diagnosis- Fuel Trim” Series to master basic concepts and the Durametric software tool to provide data.

The fuel/air mixture was lean on both banks, according to the codes, and the control was up to the maximum enrichment level. The Durametric software showed a high level of long-term fuel trim at idle speeds below 1700 rpm (RKAT was greater than 0) but not at higher rpms (FRA was at 1 on both banks). The MAF sensor was 15.5 kg/hr at idle and that was perfect (I had replaced it with a Bosch MAF, \$255), yet I was far from the ideal 14.7 to 1 stoichiometric mix of air to fuel. The oxygen sensors signaled for more fuel because too much unmetered air (a vacuum leak) was entering the system—or a fuel delivery problem was altering the ratio.

The most likely cause was a vacuum leak according to Shrodingers Box—not faulty oxygen sensors. Rubber boots and hoses over time probably cracked and failed. When I scanned the interior of the Boxster S engine, it was complex and filled with all kinds of hoses. It was difficult to find vacuum leaks with the naked eye or to discern hissing sounds with the engine running. It was possible to diagnose vacuum leaks by spraying liquid over the hoses and seeing if the engine rpm altered, but I wanted a more guaranteed way of diagnosing leaks—I needed a smoke machine.

Smoke machines were expensive and could run over \$1000 dollars. After searching the internet, I found a one-person-company in Alaska (Brian) who only had an email address (kustomsmoke@yahoo.com) that sold me his deluxe model for \$120. It was a paint can with a low-pressure regulator with a ball valve, a wire and wick assembly, an inline fuse with wire and six feet of smoke hose with a Delrin tip. I added a small Costco emergency tire compressor and baby oil and went to work.

I removed the MAF sensor and taped up the hole. I turned the smoke machine on and put the cone adapter in one of the hoses going into the intake. I had already determined that the vacuum problem was probably with the intake manifold system and not the crankcase vacuum system by removing the oil cap at idle the day before. (The pressure altered with the cap removed, and the car ran poorly.) The smoke started to pour out of the engine compartment. I had multiple leaks.

Not only did smoke pour out of the microcracks around the aged boots, but smoke escaped from the intake manifold gaskets and multiple areas associated with the Secondary Injection System. The previous owner or mechanic, I discovered, had bypassed parts of the Secondary Injection System by



rerouting vacuum hoses. It took many hours following a cryptic diagram on the back-trunk lid to hook everything up correctly. And replacing the gaskets on the intake manifolds were beyond difficult because of nearly impossible access to the bolts. In the end, I replaced all the different components of the Secondary Air Injection System except for the blower fan.

The engine soon ran smooth as silk and the codes disappeared!

Florida

The Boxster S was finally ready for my trip to Florida. After nearly two years of on-again off-again work, teaching myself as I went along, and a few months waiting for paperwork and an onsite inspector to verify that the salvage car was restored properly, the car was finished. I chose not to repaint it and I did not replace the IMS bearing (that would be a future project when the clutch needed to be replaced.) I was not sure whether the Boxster S would make it to Florida, but it didn't hold me back.

Two days after I started, I pulled into my parents' driveway. My dad, in his eighties, came out and studied the car intently. He had been sent every video and picture I had recorded.

I quickly unpacked, put the top down and Dad climbed into the Boxster S. I drove him for an hour on some of the back curvy roads of Volusia County and then towards the beach. The car hugged the ribbons of road like glue as I extracted maximum performance. We heard the rawness and light roar of the engine as the wind ripped through the cabin. We felt the force of gravity on the tight turns. We were experiencing the Boxster S at its best and having fun.

Dad looked at me and smiled.

He said, “I wish I were ten years younger.”

The Boxster S had brought us close together again. I had accomplished what I set out to do.

It meant the world to me. DV



The Track: A Non-Driver's Perspective

STORY BY MARCIE CALCAGNO

It's a rainy day and I am wondering why I am at the track. I look around and see the nice cars and great people and then suddenly the rain does not bother me as much. Luckily most track days are not so wet. I am not a track driver but I love being at the track. My husband enjoys a good adrenaline rush and loves the track experience. He thrives on working on the cars, his cars as well as any car in need of help, and embraces the challenge of the track. This is not me. I may dabble with Autocross but have no desire to be on the track. However, I do love the track for many other reasons.

The track involves more than cars, it's about the people. As a strong extrovert, I need to be around people. I thrive on all of the social stuff that takes place in the paddock, at the happy hours once the track goes cold, and the many social events that take place.

In the paddock, I get to hang out with awesome people who support each other, lend a helping hand or tool as needed and may even tell a good story or joke at unexpected moments. I have met great people in the paddock. We all have something in common, the cars, so meeting new people and striking up a conversation is easy.

I grew up around cars and would go to junkyards and car shops with my father as a kid. Being around cars feels natural and comfortable. And how can one not like the view of gorgeous cars, especially Porsches! So being a track groupie is a natural fit for me.

A couple that plays together, stays together. We play with cars. Being at the track is another way to do something with my husband. We have this common interest, and we can share this

time together. There are the good moments when the car runs great and then there are the not so good moments when the car has issues or there is a blunder on the track. But we are in this together, the good and the not so good. It can be said that the track is good for enhancing relationships.

There are many ways to enjoy and help out at the track. I have volunteered at a number of PCA events, have helped in the pits and kept track of the flags that are waved during Club Race and DEs. I enjoy the chatter on the radio during Club Race and relaying important information so the hubby can drive better. I may not go on the track but I feel that I have a meaningful role in the events that take place.

The track is great for meeting other people, enhancing relationships and for its naturally supportive environment. The driving is the just the mechanism for so many other positive aspects that come with the track experience. I encourage others to come out and enjoy the track. More significant others should know that there is a place for non-drivers too. Volunteer, socialize and check out the beautiful cars. It's not just for drivers, it's for fans too. There is something fun for everyone. Join me in the paddock. I hope to see you at the track soon! DV

Editor's Note

For the foreseeable future, track events will operate under COVID-19 constraints necessitated by our first responsibility—the health and safety of our members. No guests or visitors will be permitted to access events; only drivers, essential crew and volunteers will be admitted.



THE “BACK STORY” OF PRODUCING DV MAGAZINE

STORY BY JOHN DRIESBACH AND MIKE BRADY

As you hold in your hands this issue of **DER VORGÄNGER** magazine, there is obviously a printing production back story of how rolls of paper become a magazine. How the designer's ideas are transformed into the printed pages and how the tangible package of articles, schedule of events, and the value of our advertiser's products and services is produced into a magazine for your reference and enjoyment. Printing the magazine starts after receiving the designer's digital pages, which are electronically positioned into an imposition template for plate-making and subsequent printing.

For magazine production, web heat-set offset printing is commonly used, which utilizes a continuous web of paper running through the printing press at speeds of 2,000+ feet per minute. Printers have a “need for speed”, and as such, utilize high speed web heat-set offset technology to print **DV** magazine. The term “Web Heat-set Offset” describes the process where a roll of paper (web) is pulled through printing units at high speed and tension. The image is printed on the paper by the transfer of ink (offset) from an aluminum plate mounted on cylinders on the press, onto a soft rubber surface (the blanket), then onto the paper you are holding.

The origin of printing dates back to the 15th century, with the printing of Gutenberg's Bible—fast forward to the 21st century, printing high quality magazines now utilizes technology, precise controls, completely digital workflows, high resolution color photos, and high speed printing presses. Today, the basics of the offset printing process begin with imaging the digital page onto an aluminum printing plate. The image areas on the plate, which transfers the image to the paper, while the non-image areas become hydrophobic, or water-averse to resist transferring ink. A delicate balance of ink and water is

required to clearly transfer the image onto the paper, preventing over-saturation of ink while guarding against too much water solution. Excess water will emulsify the ink and trigger print quality issues. Excess ink will cause toning of the non-image area and muddy photos. This is where printing craftsmanship meets technology.

From years of experience, press operators learn the many variables associated with ink and water balance. All the photos and color images are separated into four ink colors called “process colors”, consisting of Cyan, Magenta, Yellow, and Black ink. Take a magnifying glass and look at the pictures in **DV** magazine—you'll see the dots. All the color you see on the pages of **DV** magazine are created from a combination of percentages of each of these four process colors.

Taking a moment to describe the printing press, the **DV** magazine press is 100 feet long, 20 feet wide and 18 feet high. With four printing units, one for each color, and each weighing 4 tons. The entire press line is 24 tons of iron, electronics, drive motors, and computer controllers. Printing units are electro-mechanically controlled with computer functions that assist in all aspects of operating the press and facilitate set-up, change-overs from job-to-job, plate loading, ink settings, and color image control during the press run. With a press crew of 4 people, the press system requires hands-on skills to maintain print quality and overall performance.

IT ALL STARTS WITH...PAPER

The actual printing process starts with paper. Supplied in 2,000 lb. rolls, a roll clamp truck transports rolls of paper to a roll handling unit at one end of the press line. The issue of **DV** magazine you are holding is 32 pages, printed in two press runs, each producing a 16-page section called “signatures”. The first



signature has the pages between the front cover to page 6, and page 23 to back cover. The second signature is page 7 to page 22 consecutively.

The unwinding paper roll, referred to as the “web”, is under tension—and is pulled through the nip points of each printing unit, with each printing unit printing one of four colors on both sides of the paper, all at a speed exceeding 2,000+ feet per minute. Put in other terms, 2,000 FPM is equivalent to 80,000 printed copies of a 16-page signature per hour.

After the roll of paper travels through the printing units and the images are transferred in precise registration onto the paper, the web travels through a heated dryer unit to flash off the solvents in the ink, which bonds and dries the ink onto the paper. The web is then pulled at high speed into the folder, where the continuous stream of paper is pulled under tension around a folding cylinder, is cut, then precisely folded by a steel blade the web is folded into the finished signature with pages in order. The 16-page signatures are delivered in a stream out of the folder, then bundled and put on skids. As each press run of signatures is printed, folded, and placed on skids, they are ready for the final production steps—binding and mailing.

BINDING, MAILING, THEN INTO YOUR MAILBOX

After printing the signatures they are transferred to the Bindery, where they are gathered, bound, trimmed, and addressed for mailing. For **DV** magazine, each 16-page signature is “saddled” on a bindery machine, one signature saddled on top of the other—then passed under stitching heads that stitch (staple) the 32-page issue. After stitching, a belt conveyor transports the stitched product into a guillotine 3-knife trimmer assembly, where head, foot, and face of each

individual copy is simultaneously trimmed to its final size. Further downstream, the stitched and trimmed copies travel under an ink jet addressing head where each copy is personalized, with the recipient’s name and address on the back cover. The mailing list data file, containing address records, are electronically controlled, and processed in zip code order. Stacking equipment sorts and stacks addressed copies by both zip code and mail carrier route sequence, ready for delivery by the US Postal Service.

As you can imagine, the mechanical parts of printing a magazine involve substantial equipment, electronics, software, and hardware. And yes, printing remains a craft! **DV** magazine is printed and mailed by Evergreen Printing in Bellmawr, New Jersey. Printing and the allied professions are skills that take time to learn, and then it is a never-ending learning process for the length of an operator’s career. Printing technology is always developing and advancing to meet market need and demand. As much as print competes with other media—print’s relevance and value are distinguishable as a “hard copy”. For advertisers it is a marketing vehicle that can make their products and services more tangible, more memorable, and can be referred to again and again. And a printed product will always have “pass-along value”, the value of passing it on to others...so pass it on! **DV**



AMELIA ISLAND WERKS REUNION OR BUST

“Pmmpkin” (sic) rides again!

STORY BY MIKAEL SEVEREID

I was raised to respect my elders and “basically,” follow along with their directions and counsel. Thus, when my dad said, “Want to do a weekend ‘Cannonball Run’ down to Florida to attend the Werks Reunion and Amelia Island Concours?” I was all in...so I thought.

After I’d exuberantly jumped in with both feet thinking aviation or more modern auto transit was under consideration, my intrepid dad said, “We’ll take the 914/6!” aka “Pmmpkin”[sic].

“It’s the old dear’s 50th anniversary! We cannot arrive in anything else,” he proudly said.

What? Wait: my mind quickly began to calculate and permutate all that could go wrong with driving a 50-year-old car more than 1,400 miles in a weekend and, live to tell about the adventure! Yep, 11.5 hours steady in the saddle one-way was a major concern then, turn around and do it all over again in a few short days, not to mention the daily transits to and froing from the events elicited serious doubts in this young man’s bones, mind or whatever protoplasmic exceptions a mere mortal’s marrow can conjure. As all the negative thoughts of mechanical maladies of what could go really wrong conjured in my head; a serious consideration crept in as to whether or not my usually sane steadfast intrepid father had [as the Brits say] indeed lost the plot! Really dad; have you thought this thing through completely?

So it began, staging an all-out drive to Florida, in a 50-year-old car. My dad began accumulating all the usual bits and pieces that potentially could go sideways on a road trip, not readily replaceable on the road and stockpile them. Belt and suspenders as they say.

Kevin and Stan at RPM dutifully ran through all the issues my dad had listed and, then some.

As we packed, what you see in the photo; bags to the left of the rear wheel contained our clothes etc...while everything to the right of the turquoise lunch box, overalls and shave kit were the spares, tools, safety equip and spare gas cans. Not good to trust a 50-year-old gas gauge let alone a multitude of other antiquated "original" parts!

While packing up on Wed eve, my dad smelled raw gas. Not a good omen. After a frantic tracings of fuel lines rear of the firewall and engine compartment, AOK but, the smell persisted. In biblical terms, "The cock crowed once..."

The stock plastic lines in the tunnel had been replaced with stainless, thus taking away that common 914 malady. Then, the drip was found; it was coming from under the gas tank. In the words of the now famous film character Captain Jack Sparrow, "NOT GOOD! NOT GOOD!!!" Questions/doubts:

1. Had the gas tank rusted through at this very moment?
2. Was it the neoprene connecting lines under the tank?
3. Had the upper breather/overfill lines given up the ghost?
4. Was the situation salvageable? Could we realistically consider taking the car now?

In a frantic panic, my dad did his diligence and determined that we had overfilled the gas tank and when we had the car's rear up for most of the day reviewing "things," the overspill reservoir had filled due to the car's extreme angle and only began to drip its contents once the car was on the ground pointed slightly uphill. Phew! Dodged that one but not good future foreshadowings...

And so, it began, 5am on Thursday March the 5th, we headed out. It was an inauspicious beginning with my dad packing two thermoses of coffee to keep him attentive on the first sleepy-eyed leg...

He quickly drained the first and, when lifting the second, it was significantly lighter; aka, "empty." Yep, the top leaked and we now had coffee-soaked carpets well, at least on the driver's side. "The cock crowed twice..."

Was Murphy trying to tell us something and, it would be prudent to turnaround and take a more modern steed? Nope! Dad pressed on...superstitions? Nonsense! Murphy was our copilot!

We were 2/3rds the way through North Carolina when, as the cliché goes, "The heavens opened up!" Not a big deal for a modern Porsche but, 914's were not the most water tight of cars when new and after 50 years, they have not improved with time [Cheap German parts, they don't last more than 50 years!]

So, through NC, SC and GA, we shipped more water than the Titanic as it went down. All the while, I was still thinking of every antiquated moving mechanical thing that could break, go wrong or, just simply declare like the boxer Duran, "No mas!" and give up after 50 years of use...But now, a new fear set, or in our case, seeped in; water and electrics—not normally a good mix/brew. As I watched the water pour in either as a passenger or driver, my thoughts focused on what impact this could have on the aged electrics or, havoc would it wreak in yet-to-be thought of places? Paranoiac, we soldiered on listening for any

abnormality from the heretofore very content and smoothly humming motor with the oil temp gauge staying barely in the warm zone all day long. Ah the wonders of air cooling coupled with water sloshing around the lower end of the motor. If there was a burp, clank or whatever odd noise, we'd look at each other rhetorically saying, "Did you hear that?" What was it?"

Ten hours in at a gas stop/driver's change, I was checking the oil level and my dad pointed out a large amount of smoke puffing out of the exhaust. If it was oil, was it the guides? Was it the rings? Or, was it something even more sinister preparing to pack up? We both bent down and wafted the smoke to our nostrils [much to the skeptical and questioning looks of the local residents; obviously doubting the sanity of two grown men, sniffing exhaust fumes!] to determine it was [thankfully] not oil but rich running carbs and, water in the exhaust [don't ask.]

So, onward we pressed looking forward to a warm room, slipping into a hot shower, dry clothes and a good meal. With over 6 hours of steady pouring rain, there was so much water shipping in that we would have been well served to have a bar of soap with us thus saving the need of a shower later that night! Everything was soaked! Or re-soaked in the case of the coffee laden driver's side carpet. Indeed, Murphy had warned us of excessive liquid to come.

All the way down, my mind wandered and permutated what would go wrong and, what was our weakest component that would bring our 11.5 hour run to an abrupt halt!

The answer soon came: 3 exits from our end destination, the red light on the oil temp instrument came on which indicates in a 914 that your prime mover is about to seize! However, the needle on the gauge was reading just into the operating temperature zone as it had all day long. At 75 mph, 11.25hrs into a 11.5hrs journey, what do you do?

Was this the cock crowing thrice?

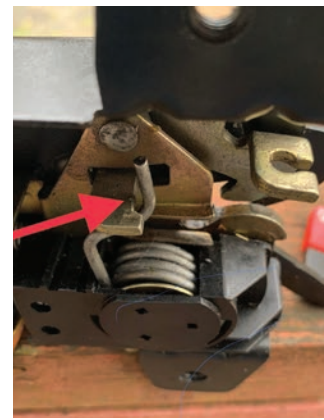
My dad lifted, quickly cut across two lanes and we coasted up the exit ramp and then, rolled downhill to a convenient well-placed service station. We jumped out, felt the external components of the engine, then the oil on the dipstick and gently increased the revs on the motor to determine any "pending trip ending congestion."

AOK. The oil was barely warm; the engine to the touch was not out of the normal "ouch factor" and, most important, the motor spun willingly and freely. So, based on roadside diagnostics, onward we pressed. For the more astute inquisitive reader out there, water had crept into the instrument pod and shorted this bit of the gauge. The temp reading was spot on and, they don't call them "idiot lights" for nothing. We made it!!!!!! 11.5 hours without a hiccup from the 'old dear' only perpetual paranoiac permutations on my part of what would go really wrong. What a sweet little car! Not a complaint or bobble for 11.5hrs and, the original stock seats are still comfortable! **DV**

Next Month—The Werks Reunion

Front Hood Latch *Kaput* (part 2)

STORY BY JIM PAULI



In my last article, I described my trials and tribulations in trying to open a broken front hood latch on my 2000 911 C4 Cab. After I removed the broken latch, I did not immediately replace it; I reveled in being able to access my frunk.

There were two reasons why I needed to open my frunk. First, I needed access to the storage space and the battery and spare tire. Second, the issue I described in an earlier article, difficulty restarting my car, had become worse.

In this article, I describe the repairs to my broken frunk latch, describe the continuing restart problem and let readers diagnose the cause. The winner will have lunch on me at a PCA Potomac lunch at the Irish Inn of Glen Echo. Our Editor will select a winner from members (non-mechanic, non-auto dealer/shop employee) who provide the correct answer. First, a reminder of the restarting issue.

THE PROBLEM

For years, the car has had some difficulty restarting after it warmed up. It always restarted, but it took a little effort. A number of years back, my mechanic, Hamm Mohammed, replaced the main engine ground. That seemed to help, but the problem did not completely go away.

I described how my car was having difficulty starting after I filled the gas tank so I had replaced the gas cap. The problem stopped for a while. Yet, the gas fill spout continued to whistle and occasionally the engine light would come on with a P0446 error code. Last summer I replaced the Fuel Line Vent Valve. Except for the fact that no one mentions that there is a magnet that fits into the top of the Vent Valve that holds the valve open when you fill the tank, it is a relatively easy replacement. The car still whistles!

In the fall, I would fill the gas tank. The car would start, I would drive 1/8th of a mile and the car would stall out. It would usually restart. Sometimes I would open the gas tank cap and it would restart. I really don't know if this problem is related to the overall occasional difficult engine restart.

This past winter, it got so I would only drive the car to one location and then return home. The car would start cold but rarely would it restart more than once. It seemed like the battery was weak on the restart. I bought a battery pack to jump-start the car. Additionally, at night, I would put the car on a trickle charger.

Somewhere I read that 964s had a problem with the positive battery cable. After the car warmed up, the cable became less conductive. This occurs because as the electricity flow through the cable, the cable heats. When the cable heats the molecules move further apart and electron flow is decreased.

So once I was able to open my frunk, the first thing I replaced were the positive and negative battery cables—very easy—loosen two battery nuts and take out two battery cable bolts.

Cleaning the Radiators and Air Scopes

Next, to rewire the emergency frunk release, I took off the front bumper cover. To remove the bumper cover you have to find screws located in three locations—under the vehicle, under the side running lights, and under the hood. The amber running lights are only held in with a spring. Push the light forward from the wheel well and the light will pop out on the wheel well side. There are three Phillips head screws that need to be removed. Two you will see. The third is under the wheel liner. If you have not removed the wheel liner, you



should be able to pull out part of the liner to reach the screw. See photo.

To reach the two screws under the hood you need to remove a plastic cover. The cover is held in place by four plastic caps that look like screws. You only need turn these caps 90 degrees and they come out.

Once all the screws are removed, one can easily pull the bumper cover off. On the left side of the bumper cover you will see a sensor (I assume it is the outside temperature sensor). Be mindful of it when you pull the bumper cover off and when you replace the cover. With the cover off you will see black plastic air scoops on each side. These funnel air to the two radiators on the 2000 996. You can slip a vacuum cleaner inside these air scopes to clean out the leaves—and you will have leaves and other crud in there. Since you have already removed about 20 screws to remove the bumper cover, removing four more to remove each air scope makes sense. There were a pile of leaves and a plastic wrapper inside my passenger side air scope. If you remove the air scope, it is easy to vacuum and then wash the radiator. With the air scope off, I cleaned and sprayed it with one of the plastic revitalizing products. They look like new. Turn four screws and they are back in place.

The extra steps of cleaning the leaves and crud out provides many benefits, including the radiators having greater air flow which allow the car to run cooler, the risk of damaging the radiators is reduced and the likelihood of corrosion is less.

Unfortunately, this cleaning did not help solve my underlying stalling problem.

Now Back to my DIY Adventure Replacing the Front Hood Cable and Latch

Next, I replaced the hood latch and cable. The hood latch is easy. Three bolts to take it off and put back on. Take off and reattach the main and emergency release cables. The latch needs to be aligned so the hood opens easily.

So you need to replace the cables before you replace the latch.

On 2000 911s and Boxsters the hood release lever is in the driver's door well. The car uses a manual pull cable. Later models have an electronic latch. From the door well the

cable travels behind the fuse boxes, through a hole in the front firewall, through another hole three inches away into the front wheel well, under the wheel liner and through a track between the headlights and the hood to come out the front of the car. Once in the front, it winds its way behind the bumper cover through a plastic fascia and through a hole in the metal lock compartment and then into the lock.

To replace the cable, I first focused on maximizing the visibility of the existing cable. Off came the wheel and the wheel liner. Next the hood release lever compartment was opened. On the inside of the lever cover there are three plugs that need to be removed to access three hex bolts. The difficult part is putting a three-inch Allen wrench into the holes and finding the nuts. The seat is in the way. One could remove it, but in the end, I was able to fit the Allen wrench in to the holes. As you insert the Allen wrench in the hole you probably need to push the carpet down with the wrench and then you can probe for the hex bolts. Essentially the bolts are suspended in mid air and it is hard to figure out where they are. The first couple of times, I tried to find them, I gave up.

Once you find the screws, just loosen them. Once they are loose, you can just pull the front and rear latch lever mechanism out of the door well. Recognize that the front and rear cables are still attached to lever mechanism. As you remove the mechanism, notice how it is inserted behind the screws and note that the rear cable has a different type of cable release. The rear cable release has a protruding rod that must be placed in a plastic circle inside the door well.

You will also need to remove the fuse box cover and take out two screws holding the fuse box to the wall. One screw you can see from inside the car. The other is inside a trap door under the hood and next to the firewall. To remove the trap door there are two screws. To remove one of them you need to pull out the wiper fluid fill spout—easy—and use an offset screwdriver to remove the screw that is under a metal lip.

To actually pull the cable through, I taped the new cable to the end of the old cable and, as a backup, tied a string to the old cable. An additional problem occurred. The cable plugs would get stuck behind the fuse box and not move forward with the cable. In the end, I taped the cable behind the plugs

so they could not move. Fitting the plugs in the holes was relatively easy.

Next you need to attach the cables to the latch. The main cable is squeezed into slots on the lever and the latch. The emergency cable enters from the passenger side of the latch. The emergency cable slides into a notch. My emergency cable kept coming out of the notch. Finally, I taped it in place. The second decision you to make is: where do you locate your emergency pull cable? The standard location is in the passenger wheel well. To access it you need to remove the front wheel and the wheel liner. Then you have to search for it. That location was not for me! I led my emergency cable so it could be reached through the front bumper cover at the top of the passenger side air scope. You can just reach through the bumper cover and pull the latch.

Of course this did not help me directly solve my stalling issue.

REPLACING THE BATTERY

Once the hood latch and cables were installed and the brake pads replaced, I drove the car. I still had trouble restarting the car. So I replaced the battery. I chose an Interstate Battery MTZ-48 H6 battery. It was Consumer Report's top rated battery for the H6 size with 730 Cold Cranking Amps.

THE FINAL PROBLEM

With a strong battery it became clear the battery was not problem. Initially, the car would stall when it reached just over 180o, but the car could restart if I could coasted the car to 25 MPH and popped the clutch in second gear.

The problem evolved. A few weeks ago, I was driving home from my mother's house (5 miles from my house). The car stalled. Popping the clutch did not work. Once the engine temperature reached just over 180o the car stalled. It would not restart until the engine temperature fell below 100 o. The car stalled twice between my mother's house and my house – a distance of 5 miles. It took about 45 minutes for the car to cool each time.

WHAT IS THE PROBLEM?

So that is it. I could not figure out was wrong. I scheduled my car for service at my local dealer for Friday, May 22nd. But on Wednesday, May 20th, through research, I figured out what I thought was the problem. I cancelled my appointment at the dealer and ordered parts from Pelican Parts.

For the problem I had, most articles I read said no error code occurs and the check engine light does not come on. When I connected my Durametric Code Reader, and ran the engine diagnostic routine—three codes were indicated. Further, based upon those error codes, my third cousin, Joakim Pauli, a Swedish Knight who lives in Sweden and is responsible for Volvo's diagnostic systems, confirmed the likely cause of the problem.

One last clue—the estimated time for repair was 1 hour. It took me 6 hours. And, I had to borrow a tool from my neighbor, Terry Parker, one of the foremost BSA motorcycle mechanics.

So send your guesses to Glenn Cowan at dvpublisher@pcapotomac.org. DV

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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 original digital files; do not resize or crop them before submission.

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FUEL FOR THOUGHT

BY TOM NEEL

Why Porsche?

I asked myself an interesting question the other day. Why Porsche? How has Porsche become my passionate automotive brand of choice among all other cars made? I was raised in a Mopar family. I suppose because back in the day, my father worked for L.P. Stuart Chrysler Plymouth in Silver Spring, Maryland. During that time he did buy a 1964 Fiat 1500 Cabriolet for my mother, which became the first car I learned to drive. Its Italian-ness must have moved me because as a young man I found my way to servicing Ferraris, though a few choice Porsches crossed my path as well. This included a comparative drive with a Dino and 914/6 in the 70s. Even standing still it was hard to beat the Dino in the looks department.

I also started young working in drag racing, CC/Dragster and a BB/FC, both Chevy powered. Heck, the first engine I rebuilt was a small block Chevy. Through the years I owned a few Chevrolet and GM products, but there are a lot of different manufactures I've driven more. I owned a Ford Ranger pickup as a farm vehicle for 18 years and remember owning a Datsun pickup too! I've had the opportunity to experience so many interesting cars from the best Ferraris to crazy things like a Nash-Healey. I've even had six Subarus as work vehicles. At least they have all had boxer engines! All that said, since late 2015 I've had four Porsches in a row and the fifth is in my sights. I've never felt so enthusiastically connected to a brand like I have been to Porsche.

So again, I ask myself why Porsche? So many of you likely have stories like "my father owned one" and are able to recall fond youthful memories of your time with your Dad and his Porsche. Like those I have with the Fiat I learned to drive, your father's Porsche may have been your first drive as well. Some of you may have first experienced Porsche while serving in our armed forces. I've talked to more than a few that found themselves stationed in Germany and not only driving a Porsche, but buying and shipping one home. I salute you on all counts!!

Some of you may have come to Porsche by way of being a race spectator, where Porsches were the ones you cheered on and saw go on to victory. You yourself may have then chosen Porsche when it came time for your own track escapades! Or maybe it was a simple ride along with a buddy in his Porsche that gave you the bug. Maybe it was an auto show or Concours event that put that gleam in your eye. Be it waxing or racing, Porsches do just fine among the competition.

No question that Porsches did continually jump in front of me throughout the years, but ownership just never happened. I lay blame for that on a buddy motivating me towards owning the first one. It started innocently with a why don't you just consider it? Then it became putting my name on a list for a GT car of all things. That was five fun filled years ago. One thing led to another and a few months after simply putting my name on a list for a car I didn't think I'd likely get, I found myself being offered a new GT4. There's a long juicy story to this, but this became a very spontaneous decision and poof, there was a car in my garage. I was now a Porsche owner.

After that the Porsche talons were deeply imbedded. I also have to give credit to the PCA for keeping the Porsche crest front in center in my mind. From that point forward I not only couldn't stop thinking about Porsches, I couldn't stop writing about them either. In many respects Porsche came to me and my wife Linda at a great time of life appreciation. Pandemic aside, it is a great and evolutionary time for Porsche too!

The best parts though, have been those wonderful friendships made in this abundant Porsche family. Friendships that stretch across regional and national levels. Ones that are within the company itself. But also many who work within the field of Porsche press. At a time of bewildering world affairs, Porsche may actually be that one rock that grounds not just me, but many of us. My Porsche thoughts are all generally optimistic ones and optimism is at a rare premium these days. So what is the answer to my own question of why? I hate to sound corny, but I do think there's really something about Porsche feeling like family. It is more than just about cars. There's a special interconnection with likeminded people, and hey, the cars are pretty fun too! Question answered. Porsche is fun! **DV**



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