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Hot Stove League



Glenn Cowan

This is an extraordinary, and I hope singular, edition of DV. None of our stories this month are about contemporaneous Potomac events. This DV is an enthusiasts' edition as against the more typical participants' journal. That said—it's a very interesting selection of experiences. It's somewhat akin to what was called the Hot Stove League in winter editions of baseball publications.

- Kevin Naughten writes about the importance of the Tankverschluss on engine performance in a 1982 911SC. Your German a bit rusty—read on.

- Jim Pauli manages to open the hood on his 2000 911 C4 after many unexpected and seemingly impossible obstacles in a story so replete with difficulties it is to be continued next month!

- Linda and Craig Davidson regale us with a story about a Vintage Rally in Texas including armadillo warnings.

- Tom Neel waxes almost poetic about Gentian, Carmine Red, PTS and Mamba Green in a combination rainbow and thesaurus discourse.

- Tessa Hall tells of her initial experiences as a high performance driving student that, given her

unfamiliarity with high speed dynamics, unexpectedly has her moving to training to be an instructor!

- Merle Edward Townley III, a software engineer who may have owned a hammer, screwdriver and wrench undertakes the virtual rebuild of a flood damaged 2002 Boxster S.

- Finally, in his Fuel for Thought column, Tom Neel wraps this issue with a commentary on Time.

Please enjoy this "eventless" but nevertheless action filled edition of DV. I hope to see you all "out there" soon. DV



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"The New Normal"

Like many people in our car club, I am a "people-person". I am happiest going out every night to be with friends, meeting new people, and sharing experiences with others. The COVID-19 pandemic has put a swift halt to all of that, as we are now into the 9th week of quarantine. PCA Potomac Region's geographic area is still considered a hot-spot of the virus infection and though some other parts of the country are slowly opening, our area is still under stay-at-home directives.

Through our virtual happy hours, leadership calls and our covid19@pcapotomac.org email account, I have listened to our members tell their tales of family members infected (some recovered, some tragically not), furloughed or laid-off members' jobs, pangs

of guilt not being able to spend time with loved ones in nursing homes or hospitals, the senior class members of 2020 missing their graduations and of course, the stories of heroic service by our members on the front line, in many different capacities.

Photography has become a respite for me during this time. I was pleased to have a neighbor and friend, John Ashford, drive to Cromwell Valley Park next to our farm for a photoshoot on this month's DV cover. John's 1971 911S in Irish Green took home the first-place award at the March 2020 PCA Werks Reunion in Amelia Island in the (P3) 911/912 1965-1973 category. I have 148 pictures detailing this beauty and it was hard for our editor to choose just two!

My other favorite task this month was to organize and design the "secret message" to you, our members, from our leadership team. Each leader was given a single word and didn't know why until it was assembled together. Please see page 11 for this image.

In the meantime, our Program Chairs are actively working to put safety policies and procedures in place for when we will be permitted to start back with our programming. Mini-bottles and gallon jugs of hand sanitizer and face mask coverings for our volunteers arrived at my home today as part of this process!

I look forward to seeing you all soon in whatever our "new normal" will be. DV



Mia Walsh

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2020 CALENDAR OF EVENTS

The following events in June and July are scheduled but could be canceled. Check Potomac's website at pcapotomac.org for further information and the most up-to-date information.

JUNE

13

Autocross
Summit Point/Potomac Circuit

17

Greenbrier Treffen Registration
opens at 1500 on treffen.pca.org

21

MSReg registration for Charlottesville
D&D Tour (August 14-16) opens

26 - 28

Drivers' Ed—Pitt Race
(*see Tech Inspection info on MSR)

JULY

4

Drive & Dine—Harpers Ferry

10 - 12

Summit Main—Mid Summer DE

17

Drive & Dine—Virginia Spring Drive

31

Summit Point—PorscheFest DE

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

WINCHESTER, VA

3RD SATURDAY, 8–11AM

Truban Motor Company
60 W. Jubal Early Drive, Winchester, VA
All car types invited. Rain or shine.

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

First Saturday of each month, 11am

City Grille, 10701 Balls Ford Road, Manassas, VA, 20109

Maryland

Third Saturday each month, 11am–1pm

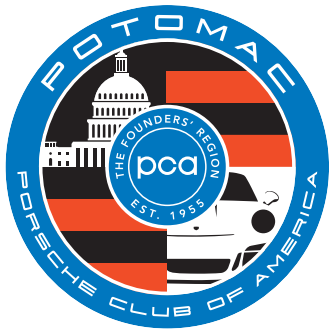
Irish Inn, 6119 Tulane Avenue, Glen Echo, MD

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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 pca.org/user/join/membership



Potomac Program Highlights

Rally Adventures

STORY BY LINDA DAVIDSON



In 2006 we got our first Porsche, a Guard's Red 2000 911. After a birthday present trip to The Porsche Driving Experience in Birmingham, Alabama, Craig became a regular at Summit Point testing his newly acquired driving skills. Fast forward one year and picture Red Car sitting in the middle of the bridge over the Potomac River with a blown engine, after having its best track day ever. That is how we became dedicated to rallying!

I am an avid puzzle person, and being the navigator in a PCA rally run by the late Gary Brindle was a perfect fit for me. Craig got to drive some of the great Porsche roads we have in the area, and I got to solve a new kind of puzzle. A gimmick rally is like a scavenger hunt in the car, always different and always challenging. After winning all the rallies from 2007-2009, we were tactfully asked not to compete anymore and instead take over the program. This summer would have been our 11th year as Rallymasters, if not for the unprecedented Pandemic we find ourselves in.

In a typical year we would run four events which begged the question, what do rally competitors do when they can't compete locally? We have often sought out rallies with local car clubs, which sometimes provides insight and ideas into how others run their rallies. Undoubtedly the best fun connection we have made is with Vintage Rallies, run by a couple based in Connecticut who run rallies throughout the country.

Rich and Jean Taylor were writing for an automotive journal about the 1000 mile rallies in Italy when they decided to bring a version of the format to the United States. Each rally is approximately 1000 miles over a week. While "Vintage" denotes any vehicle over 25 years old, entry is also open to "exotics"—Porsche, Lambo, Ferrari, and pretty much anyone who wants to pay the entry fee. Many of the participants we have met have car collections and show up in something different every time. (On our first rally Craig was asked how many cars he had in his collection. He replied "It's in the parking lot".) Over the years the Taylors have staged 113 events and donated over \$2.5 million to charity from the proceeds.

Teams are provided with specific routes broken into four or five legs each day. Some legs are timed, some are considered "transit" legs, just to get you to the next destination. Each day starts and ends at a different hotel. All your luggage magically makes its way from one hotel to the next and finds its way to your next room before your arrival. All meals are included, along with beer and wine at dinner. Participants come from every corner of the country, and we have met some very interesting people along the way. The format is a modified Time-Speed-Distance variant with checkpoints along the way, but many participants do the rallies just for the cars and the drives. There are often historical excursions and museums



as points of interest, and if there's a track anywhere close by, chances are there will be a track day included in the activities.

Until last year all the driving events we have done, be they rallies or Porsche Parade, we have driven our own car to. Our benchmark was that we had to be able to drive to the venue or start point in one day. Last November we did our fifth Vintage Rally, but this was different from all the previous ones in that shipped the car to San Antonio to drive the Texas Hill Country. We were not about to drive 1500 miles to Texas in order to drive around the state for another 1000 miles, and then have to drive another 1500 miles home. We like to drive, but that seemed a bit much.

We arrived at Eilan Hotel and Spa the day before the car was due to arrive. Cars were already lined up outside the hotel entrance welcoming all the teams—Ferraris, Alfas, a couple of Jaguars, and an old Bentley. By the time all the cars pulled in the next day there were also 5 Porsches, of which our 2017 911 was definitely the “low end” of the entrants. Ever hear of a Renault Megane or a Smart Brabus Roadster? Neither had we. And what is a Marcos 1600 GT? The welcoming dinner included a boat tour on the Riverwalk and buffet dinner at the top of The Tower of the Americas, the perfect opportunity to meet our new friends and competition.

Driving in Texas is not like driving on the East Coast. Roads are long and flat, although Texans might argue that point. Think gently rolling hills, for miles and miles. You can come over the crest of a hill and see for five miles dead ahead straight, with NO CARS ANYWHERE! And even better, NO COPS! Imagine driving the “front” straight at Summit Point Main, but for 20 minutes, and you get an idea of what driving in Texas is about!

Locals frequently pull onto the shoulder to let you pass, but cows not so much. There are many unfenced ranches and warnings to watch for cattle. Another warning was to not “straddle” an armadillo if you encounter one on the road (we did). Apparently when they're frightened they jump straight up, which obviously can do some serious damage to an engine. This we learned from someone who had learned it the hard way. We were careful.

The rally had a total of 17 stages, ten of which were timed. The longest day we drove five legs for 341 miles, the shortest day was 228 miles. Our hotels included Horseshoe Bay Resort on Lake LBJ, and a rustic little resort called “Canyon of the Eagles” on Lake Buchanan. Everyone had their own cabin on the lake, and although they did not have air conditioning, one did come with a live scorpion (thankfully not ours!).

The drives each day were awesome. Long stretches past ranches with no end, small towns that were throwbacks to the Old West (with the addition of Starbucks), and an incredible tour through the Invenenergy Wind Power Center—miles and miles and miles of wind turbines. We saw Longhorns, llamas, and even a buffalo. And the people on this trip were an eclectic bunch like their cars—the 85-year old guy and his wife in his 1998 Bentley Continental, the French pen distributor from Miami in his 2019 911, and the gun-toting 6'5" Texan in his brand new yellow Ferrari with matching tees and shoes.

After 5 days the car was reloaded onto the trailer for the journey home. It arrived safely without a scratch. This was one of the best rallies we've done with Vintage Rallies. And yes, we came in first, again. **DV**

My Introduction to High Performance Driving

STORY BY TESSA HALL

I have always loved driving. In a way, I felt betrayed when that didn't automatically translate to my introduction to high performance driving. It turns out that the problem was simply that there were gaps in my driving knowledge. High performance driving and street driving are completely different animals. Breaking down the differences into smaller pieces helped me start to master them.

I went to my first Drivers' Education class in November 2017 at Summit Main in Summit Point, WV. I knew nothing of any aspect of performance driving. I'd never even driven a go-kart in my life. I seriously questioned my sanity at getting up so early. Then I grumbled while I stamped my freezing feet as my car went through tech inspection. I wondered how the disgustingly cheerful volunteer tech crew put up with the cold...for free.

My first challenge was that the meanings of the flags used to show drivers track conditions utterly confused me. I had serious doubts about spotting and deciphering them while driving faster than I ever had before in my life. At some point during my first driving session I blurted out, "How do you DO everything at the same time?"

My instructor laughed. "It'll come. Now straight-line brake."

If you've never heard of straight-line braking, I can tell you I thought it meant warped rotors that prevented you from braking in a straight line. It turns out straight-line braking just means braking ... in a straight line, and not on a curve.

I figured out straight-line braking during my second session on the track. I misjudged my speed going into a turn, so I braked in the middle of the turn. The way the car wobbled told me I needed to get my foot ever so gently back on the gas instead.

On the second day of the event, I tried to focus on flags and what they meant. Some of it actually started to stick. I didn't have to ask what they stood for as many times that day on the track. I felt vaguely proud of myself.



I did exactly half of the sessions that weekend if you count the last one I limped through most of and pitted early for. It made me wonder whether I had the mental stamina for DE.

Fortunately, logic won out. Since I couldn't immediately pick up all the nuances it seemed everyone else took for granted, I studied what the flags meant. Then I signed up for my second DE at Pittsburgh International Raceway.

My first session at Pitt consisted of trying to follow what seemed like riddles. Once I realized I felt overwhelmed, I began responding automatically when an instructor told me to turn in and out of corners. I concentrated solely on making everything I did as smooth as possible. How smoothly could I turn the wheel? How seamless could I make the transition from gas to brake and back?

My mistake with straight-line braking during my first DE taught me what upsetting a car feels like. If I couldn't control mentally mapping out technical aspects like apexes or the line while on the track, I would control what I could instead: keeping the car from jerking around.

After the second session my instructor said, "You're the smoothest student I've ever ridden with." Once he mentioned it, I realized that smoothness seemed to play into what old hands at performance driving call "the line" without working at it so hard.

During the next session, my instructor asked, "Do you dance?" I snorted, "No." "There's a rhythm to it," my instructor said. "Knowing how to dance helps with smoothness on the track."

I might not dance off the track, but on the track, my smoothness pushed me past more and more drivers. "Smooth is fast," my instructor said, "but it doesn't feel fast."

I started to relax. I liked the rhythm and flow of the track that I began to tease out of my sessions. For the first time, enjoying myself outweighed being slightly terrified and very confused.



I still couldn't drive all four sessions each day. As I drove smoother, inputs flew at me faster. My new speeds left me drained as I tried to step up my mental processing. Worse yet, because I seemed to stumble onto this secret of being fast by being smooth and was getting good at passing, I had next to no experience getting passed at higher speeds.

I got flustered the first time a car went to pass me at more than 100 mph. I constantly checked my mirror. My foot fluttered off and on the gas pedal because I focused too hard on the car behind me. I caught myself and went fully back on the gas, much to the consternation of the driver in a lower horsepower car trying to pass me with the speed they had worked so hard to build up.

I gave that car the signal to pass me on the next long straight by lifting off the gas entirely as a non-verbal way to say, "Sorry." I quickly realized my mistake, however, when I lost my smoothness trying to recoup my speed. I came close to creating a mini conga line with six drivers behind me until I sorted myself out.

No matter how smooth I was, better drivers and cars with more horsepower meant I needed to get used to being passed. So, I deliberately started driving slower and learned a few lessons.

I found it's a lot harder to drive "the line" slow and smooth. I learned the importance of being predictable when someone passes you. I realized "lifting" to help a car with lower horsepower pass doesn't mean, "take your foot entirely off the gas until they pass you."

Two of the main differences between street driving and high-performance driving are communication and cooperation. They don't use flags to communicate road conditions on the highway (although they should). Tailgating isn't called "presenting yourself" to communicate to the driver in front of you that you would like to pass them. I love the "contract" DE

drivers hold with each other. Knowing that all the drivers are doing what it takes to stay safe gives you the room to learn.

I started writing this after my second DE as a beginning instructed student in May 2018. I'm finishing it now a year and a half later as a solo driver starting my own instructor training once COVID-19 restrictions get lifted.

Like anything else, high performance driving takes focused work on manageable tasks. The first task: sign up. The second task: show up. Everything else sorts itself out. **DV**



#PCA TOGETHER

STORY BY MIA WALSH



Bringing people together is the heart of the mission of PCA; with, of course, the commonality of the love of Porsches at its center.

PCA Potomac's Leadership team thrives on organizing events for the sheer joy of our sharing asphalt, meals, and stories with one another while the thrill (or relaxation) of driving our Porsches as a unified group is the result. The COVID-19 pandemic has shattered those plans for the time being.

Pulling together the secret message you see here was a bit of a dichotomy. Each individual was asked to take a picture with a

single word, not knowing why it was requested. Once all images were submitted, the words together created a unified message for not only our Leadership team, but also for every one of our PCA Potomac members!

While we can't be together in person, many of our members are having to make substitutions to get their Porsche fixes. Kevin Naughten submitted these photos with the message: "Obviously, things are SLOW in our Reston garage so the boys broke out their Playmobil Porsches and set them up under the 1982 911".

What are YOU doing to #PCATogether during this time? DV





A Challenge to Myself

STORY BY MERLE EDWARD TOWNLEY III

One day, a Porsche Boxster S passed me on a winding back road in Virginia. I had always wanted a Boxster S and at that moment driving on a beautiful Fall day, I wanted one badly. A Norwegian friend of mine who has owned many of them and raved about them told me that it was the perfect blend of a mid-engine sports car with the signature Porsche flat six engine. The car is made for turns thanks to its even weight distribution, and the roar behind the driver's seat is sublime. "They are the best value out there", he said—because of the notorious IMS bearing issue.

While I had owned a Jaguar when I lived in Spain, I had wanted to own a Porsche since I was a boy. But, like so many of us, family life led me down the typical safe path of Toyotas, Hondas and other suburban family cars. Now in my fifties, I decided it was time—I was going to buy one.

Several lines of thought began to emerge. My father was a car aficionado. How could I get Dad involved in this? I am also someone who has always enjoyed learning how things work. I wanted to know, on a detailed level, how the Porsche Boxster S was put together. I wanted to appreciate the engineering and the beauty of the design by understanding it deeply. Could I

buy one that needed a lot of work? Could I save a car from the crusher and find value as well?

And of course, as any Porsche owner knows, another ingredient was my appetite for risk. I like to roll the dice and create adventures. How could I make this interesting and exciting?

Thinking these things over as I drove home that Fall day led to a personal challenge: I decided I would rebuild a Porsche Boxster S purchased from a junkyard; do the work in my garage at home with no outside help; record my progress with video and photos for my Dad; license the car and drive it down from my home in Virginia to my Dad's house in Florida—and take Dad for a ride with the top down!

Could I, a non-mechanic, a computer IT guy, take a Porsche Boxster S, that no one else wanted and pull this off? In a word, yes. But it wasn't easy. I had much to learn. I read an enormous amount of material and, what a surprise, make some mistakes.

But where to begin?

THE SEARCH

I started by investigating the murky world of salvage cars, those cars that no one wants except for parts or complicated

restorations, cars that had been burned, flooded, involved in crashes, abused or even stolen. Some started, some didn't. Some had keys, some didn't. Their issues ran the gamut.

After a lot of investigation, I decided to buy a salvage car from a reputable auction site. I believed that there was less chance of fraud with an insurance company salvage and I used IAA (www.iaai.com) as my search engine. I also hired a broker (www.erepairables.com). They were able to purchase cars that I couldn't (some states required dealership licenses) and handle the transportation of the vehicle.

Next, my lack of experience with body work meant I couldn't buy a car with serious body or frame damage. So, fire damage was not an option. That left flooded cars. And, since I didn't want saltwater damage, that left fresh water. There have to be some limits after all.

My research led me to a curious fact about Boxsters: the immobilizer computer was under the driver's seat and several people had written online horror stories of flooded cars because of a tear in the roof or blocked drains that caused water to pool under the driver's seat. The car would then have much of its electronics shorted out and things such as the front hood, the roof, and the door locks wouldn't work—and the car was impossible to start. That was my target market!

Now it was simply a matter of finding a suitable salvage car. After a couple of months I located a 2002 Boxster S in a Baltimore junkyard. It had 89,689 miles on it, looked to have no body damage, had a torn roof and was in a "flood." The inside no doubt was a mess and who could predict the condition of the engine. A perfect candidate.



There was also a VIN number. This proved to be a key item in determining my next useful tool: CARFAX (www.carfax.com). I ran the history report and saw three owners. It was registered in Salisbury MD. Owner One was a commercial business based in Illinois and the Boxster was regularly serviced with oil changes and driven about 9,000 miles/yr. It was sold to Owner Two, a private owner, after five years. Owner Two hardly drove it—less than 1500 miles per year. I noted that the alternator was replaced after 50,000 miles. Owner Three bought the car five years after Owner Two. Owner Three, the one in Salisbury MD averaged 8,500 miles/yr and had it serviced regularly up to the 72,000-mile mark. Then, everything stopped until a Maryland Damage Report:



- Vehicle declared a total loss by an insurance company
- Non-collision damage reported
- Water damage reported
- Vehicle Towed

The Boxster S was now owned temporarily by an Insurance Company and a salvage title created.

The Boxster S had regular oil changes—good. Some of the theories I read about the IMS bearing issue were linked to infrequent oil changes. The Boxster S looked to have no body damage and a torn convertible roof. But was the flood due to rising water which ruined the engine or water from a heavy rain? Or both? Since I had the date of the damage, I searched the local Salisbury newspaper online for the weather that day. A tropical storm had battered the region and dumped eight inches of rain. I guessed that the duct tape marks on the convertible roof meant the patch job had failed and it fit the profile of immobilizer damage and probably wasn't driven through high flood waters.

I put a bid in for \$1800. I won.

WHAT DID I BUY?

After I wired the money to the broker (plus their \$400 fee), I arranged transport to my house: \$90 more.

After the Boxster S was dropped off in my driveway, I had to remove lots of shrink-wrap around the exposed convertible top. The smell was horrendous. The interior was saturated with water. There was a couple of inches of standing water on the floor. The seats were ruined. The immobilizer was shorted out. The car would not start and I couldn't even get to the battery in the front. The back trunk could be opened, and I checked the oil—the oil was not milky and therefore water did not enter into the engine. From below I drained the oil and checked the filter—no metal shavings—and that meant the IMS bearing was probably ok. Both boots were torn on the back-half axles and grease had covered the surrounding area, the front windshield had a small crack in it, the handbrake didn't work, and one of the half axles was a Chinese-made cheap replacement. The back trunk was filled with personal items suggesting the car was repossessed. What had I gotten myself into?

The body was solid and had no issues, the paintwork was not bad. But where should I start? I needed knowledge.

MY REFERENCE MATERIALS, PARTS SUPPLIERS AND TOOLS

Two reference manuals were key: Porsche Boxster Service Manual 1997-2004 by Bentley Publishers and 101 Projects for Your Porsche Boxster by Wayne R. Dempsey. Both manuals were indispensable, but not without their errors.

In addition, I purchased diagnostic software from Durametric Software, Inc. (the Enthusiast Kit, \$287, www.durametric.com) that helped me troubleshoot a range of error codes, assess how hard the car was driven in the past and help me fine tune the engine to its optimum performance.

Online resources that I found helpful: www.pedrosgarage.com, Burner's Cars on www.youtube.com and—for the science-minded and those needing diagnosing of MAF and fuel issues—Shrodingers Box on www.youtube.com.

Essential tools, apart from the obvious, consisted of a powerful low-slung hydraulic jack and super sturdy jack stands. I tried to avoid Porsche specialty tools and fashioned my own, if necessary.

Parts were purchased from Pelican Parts (www.pelicanparts.com), Suncoast Porsche Parts (www.suncoastparts.com), Los Angeles Dismantler (www.ladismatler.com), Ebay (www.ebay.com) and when I needed them quickly, local dealers.

I BEGIN

I removed the ruined and saturated seats and took them to Pollet Automotive in Fairfax, VA for re-covering and testing the electronics. I re-covered them in Savannah leather (\$1800).

Next I removed and inspected the immobilizer—it was shorted out by water and needed replacement. I received one key with the purchase of the vehicle, but now I needed new

reprogrammed keys. The immobilizer, ECU (also known as the DME) and the key transmitters had to be reprogrammed with the same security code. If they all didn't match, the car would not start.

I found Specialized ECU Repair (www.ecudoctors.com), based out of Florida, and decided to go with them. They also offered a waterproof case (\$1,000).

While waiting for the new immobilizer, I looked over the brakes. The pads had no meat on them, the calipers worked, but were ugly, and the hand brake did not function because an improper smaller spring that had been used and was ultimately overstretched. I rebuilt, refurbished and repainted the calipers as outlined on Pedro's Garage's website, put new pads on, replaced the discs, and replaced the parking brake shoes along with the new spring. I then flushed the brake fluid with a different color of fluid to ensure a complete flush (I didn't have the complication of dealing with the Porsche Stability Management gear). Now I could stop the car safely.

I changed the oil, oil filter, spark plugs, and spark plug tubes.

I accessed the front trunk where the battery was located, by a manual hood release hidden in the front right wheel well. I rerouted it to the towing package hole in the front bumper for future easier access. I replaced the battery.

The waterproof case, keys and the immobilizer arrived from Florida a few days later. Installation was easy. I was now ready for the big moment. Tune in next month for the rest of the saga when the work begins!

To be continued next month! DV



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COLOR ME CRAZY

STORY AND PHOTOS BY TOM NEEL

In the 1940s my father attended High School at Montgomery Blair on University Boulevard in Silver Spring, Maryland. (As a matter of a fun reference, actress Goldie Hawn would later attend and graduate from Blair.) Possibly trying to redirect some of my own silly behavior as a teen, my father told me of mischievous pranks he and his buddies would pull off during his formative years. One such escapade had his gang of no-gooders make their way to Blair's dark parking lot during an evening basketball game. With parents cheering the students inside, he and his compadres set off with their scheme of deception.

The plan began by hunting out the several Buicks in the parking lot. It turns out that during the '40s all models of Buick had a unique hood set-up where, by using its latches, you could raise the large hood to the left or to the right for access. Conveniently, by releasing both the left and right-side latches simultaneously, you could also raise the whole hood off the car. This characteristic fit perfectly into their devious plan of hood-switching!

Now remember, this was the 1940s and while there were a few actual colors available on the Ditzler color chip chart, not unlike today there was favoritism towards the abundance of black, dark blue, dark grey, dark red and even dark green choices. So when the hoods got switched, the unsuspecting fathers leaving the game in darkness, wouldn't discover their fate until morning as they headed off to work. There in the driveway might be a Maroon car with a dark blue hood, or a gray car

with a green hood, or black and blue, representing the bruise they had gotten. You can just imagine the logistics in locating each rightful owner's hood and the process of re-swapping one to another and another. I'm not proud of Dad's actions, but I can only imagine the group of fathers meeting up in the same parking lot a day or so later, and once in possession of their correct hood, getting at least a little chuckle out of it.

Now ask yourself, how well would this plan have worked with the other colors on that color chart like, Sequoia Cream (yellow), Sherwood Green (turquoise), Permanent Red, or even Canterbury Blue? I think there would have been a few fathers approaching their cars that night bellowing out, "Hey, wait a minute!"

So what is it about color, specifically Porsche colors, that makes choices like Black, Agate Grey, Night Blue, Aventurine, or



Dolomite Silver, Chalk, or Carrera White the standout picks of the color palette? As a professional artist of over 30 years, you might imagine I have a few opinions about this. I can also share that after just going through the frustration of color configuring a new 718 Spyder, I found myself choosing GT Silver, and I know exactly why.

Without hitting my fellow members up with too much color theory, here's a fat paragraph just to put us all on the same page. There are three primary colors—red, blue and yellow. As a quick note, Porsche offers Guards Red and Racing Yellow, but I feel in recent years they've fumbled around with finding a proper blue. Sapphire Blue has been the closest thing to a "regular" blue in this time frame. It's been largely dropped and replaced by the new color of Gentian which to me is more like a deep candy blue. If you take the primary colors, for example, and think about your home printer cartridges, you will find they are represented by magenta (acting as red), yellow and blue. The three primary colors in blended form can make all other colors, and technically mixing all three in equal parts makes a black. Take the three primary colors, mix any two and you'll come up with three secondary colors. Red and yellow make orange. Yellow and blue make green. Blue and red make purple, and all of these blends can be formulated endlessly to make endless different choices. To further complicate matters, there are endless shades of darks and lights. Mixing black and white, we all know, will make endless shades of gray, and adding metallic and pearls can create all sorts of variations including silver.

Okay, now imagine with the many variations of color mixes at one's fingertips that there are a few more complicating matters, but all pretty much circle around subjectiveness. Let's face it,

color is personal. Color is also something that changes from car to car, with each body style, year, shape, etc. Not every color looks good on every car. But behind all of this personal taste are color designers at places like Porsche whose task it is to choose what it is they think you will buy. They usually do this color selecting several years in advance, and I, for one, don't think they do it all that well - but we have to remember that we are only one country of many they are trying to please.

An example - Mamba Green. Are you one of those few who has chosen this color for your Macan or even Taycan? Now I ask, how could Mamba be a better choice than the historic Irish Green or even better, the stunning Oak Green Metallic? Now think about this: blue is unquestionably the average person's favorite color. Porsche today has only a couple of choices which they feel properly represent their current lineup of models. They are Gentian and Miami. Now I'm not kicking them to the curb, but they are no Voodoo Blue. Look at what the new Corvette or even BMW offers. Even look at Carmine Red, (which I do like), but I find myself comparing it to some of the beautiful deep metallic reds on the market and I think we could do better.

When it came to the new Spyder, Porsche offered us just nine colors for this beautiful car. Out of the nine, they broadly offered white, metallic white, GT Silver, and Chalk. They then boldly offered the German rainbow of black, red and yellow, topped it off by offering Gentian and Miami Blue (basically turquoise), and no paint to sample (PTS). You might see why I chose GT Silver. But I ask, with a car so special, couldn't Porsche have picked their top three PTS colors that customers have chosen and offered them at premium? Maybe Mexico Blue, or Yachting Blue would be on the list? How about British Racing green or Arena Red or even Zanzibar Red?



For those of you interested in the new 718 GTS, Porsche has expanded the color range (at least so far in Europe) to seventeen colors. Along with the Spyder's nine, the standard favorites of Agate Grey, Night Blue and Carmine Red are added back, with Lava Orange and a new color, Python Green, which I'll describe as Kelly Green. It's basically what you think of when someone says, "Think Green."

For many of us color choice is difficult, and to be honest, that makes it even harder for the dealers to figure out what to put on their lots. They want to make your decision easy and it's safer to leave choices like Racing Yellow, Mamba Green and Miami Blue up to customer special order cars. Inventory is expensive, and so many of us are happy to live with the absence of color or powerful hues. Color me crazy, but I wish Porsche would bring back some of the colors that have historically been favorites. Alas, until then, I find myself joining the masses. **DV**

What is it about color, specifically Porsche colors, that makes choices like Black, Agate Grey, Night Blue, Aventurine, or Dolomite Silver, Chalk, or Carrera White the standout picks of the color palette?



Front Hood Latch *Kaput*

STORY BY JIM PAULI



While the market may be down, I am as giddy as a school child. It is time for another episode of my DIY journal. With enforced time at home, I have commenced a number of Porsche projects that I have delayed, delayed, delayed, and then procrastinated.

Again, my car is 2000 911 C4. To open the frunk there is a cable pull release in the driver's side door frame. My front hood latch has always been a bit temperamental. Five or six months ago, the release started making a new noise. One day, I pulled the release and nothing happened. The hood stayed latched.

A few weeks later I was working on a gas cap issue. I had taken the front passenger wheel off and wheel liner out. I figure it was a good time to try the emergency pull. I found it in the front passenger wheel well. I pulled, my friend Tony pulled, and nothing. I tore my skin and gave up.

I did nothing for months. A month or so ago, after a flat tire (during which event it never occurred to me that I had a spare tire), I decided I ought to open the hood to fill the wiper fluid reservoir. Again, first I try the emergency pull again. No luck. Next, I put a rope through the loop in the emergency pull. I pulled hard—nothing. My 17-year-old strong, gymnast granddaughter, Jessica, stops by. Together we tug and tug—nothing.

Then I thought I could reach the latch from under the car. I took out the bottom bumper cover screws out. Spent an hour reaching up under the hood. I found the emergency cable and pulled and pulled—nothing.

Later that day, in an on-line article or maybe through a YouTube video, I learned one could access the main release cable under the driver's side front wheel liner. One can pull on the cable and the hood might open. Without jacking up the car or removing the front wheel, I found the cable and with an awkward one-handed grip I pulled. There was lots of slack and no latch movement. I tucked the cable back under the wheel liner.

Ten minutes later, I changed my mind; I decided to see if I could get a better grip. I reached under the liner and could not find the cable. Ok, I jack up the car, take off the lug nuts, and pull on the wheel. The wheel does not come off. The front driver's wheel has not been off for five or six years; it is rusted, brake dusted to the hub. Time to pound the wheel with a rubber mallet; I cannot find my rubber mallet. Ok, I'll use a board as an intermediary and use a regular hammer. Bang, whack, bang, whack, bang, bang. I whack the board and then bang my thumb. OWWWWW! That hurt. Immediately, my wife Dana comes through with a bag of ice. The pain mostly goes away. Work is done for the day.



From left to right:
Cleaned radiator. New battery
cables. Broken hood latch.

A month later, it seemed like a good day to retry. First, to flood the latch with WD-40, I spray under the hood at the Porsche insignia. I jack the car up higher than normal. First, try the emergency pull again – no luck. Off comes the front passenger wheel and out comes the wheel liner. It is not where it should be; I can see it, but can't reach it. Apparently when I yanked on the emergency pull from under the car, I pulled it from the wheel well. I bend a hook in the end of a metal clothes hanger and try to hook it - no luck.

Pop the sidelights and unscrew every bumper cover nut. Reach under the car; pull the emergency cable out. Pull, yank, pull—nothing! My neighbor, Mark, walks by he pulls, yanks and pulls—nothing! I look under the car—we have pulled a six-inch tear into the bottom of the bumper cover— choose any expletive! Many were said.

Loren, Rennlist's 996 expert, suggests one person pull the emergency release and another, with a rubber spatula, pries the hood beneath the Porsche insignia. A neighbor walks by, his 17-year-old daughter, Jamison, volunteers to help. I yank on the emergency cable she pries with my plastic kitchen spatula—nothing. My wife is upset I used a kitchen spatula. I leave the car on the jack stands, put the passenger side wheel back on, and call it a night.

Thursday, temperatures will be in the seventies—great! Let's have another go at it. First, I reach up from under the car to find the emergency pull and the primary cables. I actually feel some movement when I pull on the primary cable, but the hood does not release. The primary cable pulls a lever. I try to use the hooked hanger to reach the lever through a hole in the side of the lock. After an hour or so, I was unable to hook the lever.

I call my buddy, Jeff, in Raleigh, NC. He has a 2001 Boxster S that has the same front-end and a similar front latch but with an electronic actuator. He takes pictures of his lock. He says, on his car you cannot reach the bolts holding the lock on from under the car. Yet I feel nuts (or am I crazy). I look on parts diagrams; there is nothing else there. They must be the latch nuts. I find three nuts and take them off. They have to be the latch nuts even though there are only two latch nuts (I am crazy). I pull, wiggle, and push—no luck. Call it a day.

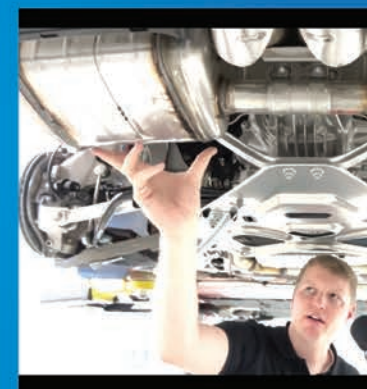
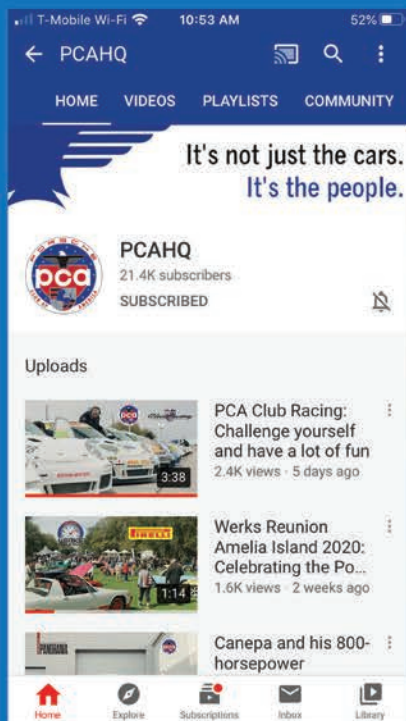
Friday, temperatures will hit 80. From on-line forum discussions, when nothing else works, people just pull the bumper cover off. You tear it in four places where there are screws and fasteners, but it works. Today is the day to fish or cut bait. Find a way to open the latch or tear off the front bumper cover. Before I yank the bumper cover off, I want another try at pulling the main release cable on the Driver's side.

The car is already on wheel stands. Off come the lug nuts. I soak the wheel and lug nuts with WD-40 and brake dust cleaner. The wheel doesn't budge. I borrow a rubber mallet from my neighbor, Mark, a different Mark. My 22-year-old grandson, Matthew, whacks the outside of the wheel—nothing. Then he gets under the car and whacks the wheel from behind. It loosens! More whacking, it is looser. Finally—off the wheel comes. Off the wheel liner comes. There is the cable! Matthew grabs and pulls. Something moves, but the hood does not pop. I put a metal putty knife under the hood. Matthew pulls. The hood moves. I inch my fingers under the hood corners. The hood rises.

Hallelujah! Hallelujah! Hallelujah! I am as giddy as a school child; I am dancing in the street. Who could have more fun? Is there a better way to keep your mind off a pandemic and market crash?

Five days maybe 20-25 hours thought and work and the frunk is open. If a Porsche mechanic had done it my way, it would have cost thousands of dollars. On the other hand, a good Porsche mechanic would have had the driver side front wheel in a jiffy. The mechanic would know that it was easier to reach the primary cable than the emergency cable. The mechanic would have pulled the cable while someone was using a spatula or putty knife under the front hood. The mechanic would have opened the front hood in under an hour. But, would the mechanic have had as much fun as I did? Would the mechanic have involved the whole neighborhood? Would the mechanic have written a Der Vorgänger article to amuse you? **DV**

Next Episode—The Repairs



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PORSCHE CLUB OF AMERICA

TANKVERSCHLUSS

IMPORTANCE OF OIL CAP SEAL

STORY BY KEVIN NAUGHTEN

Have you checked your classic Porsche 911 Tankverschluss? What is a Tankverschluss? German translation is fuel or filler cap. In this case the filler cap for your Porsche Oel (oil) filler neck. The most important part of the Tankverschluss is a fresh clean black rubber gasket on the lower side. Oil is the life blood of a classic 911 engine—all 11 quarts. Yes that's right—11 quarts of oil!

If you have not inspected your oil filler cap gasket recently on your classic Porsche, you should. A quick check of the gasket is important and should reveal a pliable rubber o-ring that seals tightly on the filler neck. A tight seal for your fuel and oil cap is critical to optimum performance of your classic Porsche engine. The air-cooled engines run much more efficiently with tightly sealed oil and fuel systems. Loose gaskets cause air to enter the fuel and oil systems which cheats performance and can lead to costly engine repairs if not corrected.

Our 1982 911SC with the original 3.0L engine had a deteriorated 38 year old "Bayonet" oil cap (see photo). I easily ordered a fresh OEM Porsche Tankverschluss and installed it for less than \$100. After a few drives with the new cap I noticed the engine was much happier with a tight oil seal on the system. Success with another easy-to-do at-home repair replacement to keep your Porsche at optimum performance! Our 1982 has 289,300 miles on it and any way I can keep her running smoothly is a must. **DV**

A note on oil changes—Frequent oil changes are supposedly the most important thing you can do to maintain and prolong the life of your Porsche engine. With the better oils available today, the requirement for frequent changes is diminishing. Even though Porsche now recommends oil changes every 15,000 miles or so for newer Porsches, it's still commonly recommended by mechanics to keep the changes under the 5,000 mile limit. If you don't drive your Porsche too often, then change the oil yearly with a fresh filter.



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from South Riding

LAMONT JOHNSON

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PETER KAIMAN

1999 Boxster
from Alexandria

JOSHUA KEARNS

1973 914 2.0
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ROBERT KERR

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RICHARD MARTIN

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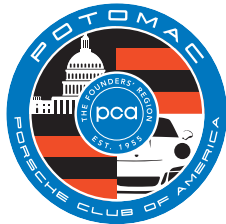
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Contribute to DER VORGÄNGER

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 99L.
- 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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“How Time Travels”— When you’re having fun!

FUEL FOR THOUGHT

BY TOM NEEL

Come this fall, I will have celebrated just my fifth year as a Porsche Club of America member. But it feels as though time has been racing by. I purchased my first Porsche in 2015 after turning sixty years old. This also happened in parallel with the PCA’s 60th birthday celebration on September 13th, as we were both born in 1955. This on its own is kind of cool, but likely of little significance to you, the reader.

Now, with all the flair of an infomercial, I’ll say “Wait, there’s more!” Thinking back on that September in 2015, at the Frankfurt International Motor show Porsche debuted their newest concept car. Called the Mission E, its aesthetics captivated all who saw it and sent Porschefiles into a spin with the fact that it was NOT to be powered by an internal combustion engine! This was to be the company’s first all-electric production vehicle. Little did we know about Porsche’s planned redefinition of the word “Turbocharging” by pilfering the Turbo and Turbo S model designations and applying them to an electric vehicle.

If the timing of all of this September 2015 activity wasn’t enough, the EPA also chose the same time to issue a violation of the Clean Air Act to Porsche’s parent company Volkswagen Group. So Dieselgate, as it came to be known, actually came right as the PCA was turning 60, while I was buying my first Porsche and becoming a PCA member, and with the introduction of Porsche’s EV future! All within a two week period! You just can’t make this stuff up. It’s a convergence of lines hard to imagine, but it’s all flown by so quickly. Amazing!

Less than five years later, after countless spy shots, promo bits and its worldwide release, the Taycan is now a reality. My reality is that I’m now sixty five, awaiting my fourth Porsche, a third generation 2020 Boxster Spyder. There are a lot of numbers in that sentence, and it’s again hard to believe in less than five years we’ve already cycled through the second generation of Spyder (the first coming in 2009, the second in 2016), and newsworthy things seem to indicate a next generation Boxster might be an EV. I feel like I’m a time traveler.

Back in September of 2015 there was also already talk of a future 8th generation 911. One must remember now that the 991 was barely three years old without even its first refresh happening yet. By 2017 the 991.2 refresh came and went, bringing with it turbocharging (the real kind), a new GT3, GT3RS, GT2RS, and a new Speedster, the last of which were just delivered in the last few months. And all of this while that eighth generation 911 has not only been announced, but arrived, in dealer showrooms and customers’ driveways! How do I slow this train down?!

Though I’m still not use to it, if my years have taught me anything, it is that time travels and travels quickly—especially when you’re having fun. So, my fellow PCA members, if you find yourself waiting on the latest-greatest thing and combing the internet for every new spy-shot, trust me, it too will come and pass in the blink of an eye. It’s so easy to get caught up in future possibilities, only to forget what we actually have today to enjoy. It’s like shaking a rattle in front of the baby who has a pacifier. Seemingly content, they now become mesmerized with the prospect of something new and move toward it, robbing themselves of the full enjoyment of what they already have.

Whatever Porsche is cooking up will come soon enough. The problem is it will be in the past way too soon as well. New things are not bad and gazing into the future is fun. But tomorrow is the future, so live for today my fellow time travelers! The greatest form of new car depreciation is the lack of personal appreciation for what we already have. (You air-cooled time travelers have learned this and chosen to stay with the past! Possibly a very wise decision.) Now get out there and drive! **DV**



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