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Cover photo: GT Le Mans class winning Porsche 911 RSR at the Daytona Rolex 24. Photo by Mike Smalley.



der Vorgänger

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Drive it like it's meant to be driven?

I really like my car. Sometimes I simply stand in the driveway and look at it like a kid in a showroom dreaming that one day it might be mine. I sit in it and listen to music. I wash it and clean it and polish it. I even drive it, sort of. It takes me to work every day — occasionally topping 40 mph!

Autocross beckons and I will get six or so glorious seat minutes once a month during the season. I take my car for what passes for country drives in nearby Maryland and Virginia and a few times a year go on a PCA Potomac rally or Dine & Drive which gets me away from speed cameras. Like many, probably most, readers of this magazine I don't drive on a track, work on my car, or know nearly enough about it. But I do like reading about what fellow club members are up to and how they enjoy more fully than I can, or do, the experience of owning, caring for and driving Porsches.

This issue of *dV* has stories that excite the senses in ways that make you want to get out there and do some of these very things. I hope you enjoy this issue and encourage those of you who are similarly getting special enjoyment from your Porsche to let the rest of us share your fun.

Come to think of it, as soon as the weather warms up just a tad, I'll put the top down and drive up to Penn State and take my son out to lunch! —Glenn



Carrie Albee



Glenn Cowan



Michael Sherman

I like to think I know a thing or two about my cars, but it wasn't until last year when I went to the autocross school that I gained a profound respect for the old 911 I owned. Like Glenn, I don't get to drive it like it wants to be driven too often. I commute to work. At least I'm driving a Porsche while I sit in stop-and-go traffic on the Dulles Toll Road, right? Well, that morning at the Baysox Stadium parking lot I realized my car can do a heck of a lot more than I can. It's my fear and lack of skill that keeps it from reaching its true potential.

This year I'm doing something different again and will experiment with a track thanks to this club's High Performance Driving Clinic, and much like Leah wrote last month, I'm nervous. I'm making lists of things I need to do to prepare. I'm thinking about trying not to brake early. I'm remembering that feeling of typical 911 oversteer and trying to remember what the heck to do about it. If the instruction is anything like what I got at the Autocross school I'm in for a fantastic day.

As the weather turns to something more favorable for spirited driving, I'm looking forward to taking road trips and learning about my car; much like we read about each month here thanks to everyone in the club who enjoys sharing their experiences. —Michael

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The virtues of compromise

The leadership of PCA Potomac is exploring how to make the club even better and how to improve our engagement with members as we continue to grow. As part of our explorations, we are engaging in a dialog within club leadership, and within each program itself.

We are discussing ways to engage with members better. Ways to share information better amongst club leadership and with members. Ways to ensure ongoing succession of leadership, both to ensure continued leadership and to take the pressure off of existing volunteers. Ways to try and make our programming more responsive to member needs to be more agile in how we do club planning. Finally, we are looking for ways to make our leadership closer to our membership.

Exciting changes are already underway. Our autocross and drivers' education committees continue to expand to embrace the participation of more members at the volunteer and leadership levels and bringing in new faces and fresh ideas. Our new safety chair is looking at safety for the region as an integrated whole. The Drive and Dine chairs are looking at new ways to encourage both member participation in activities and volunteer participation in the committee. The editors of *dV* are engaging in a dialogue about how to keep the content current and exciting. Our tech committee is reviewing our tech rules to keep abreast of new developments. The website committee is in the process of testing new designs. Thank you all for your hard work!

Most of these conversations are over dinner, by phone, in meetings, or informally at club events. As president, I am involved in many of



John Eberhardt

them. I have seen new ideas, new friendships, innovative approaches to old problems, and a desire to do the right thing.

I have also seen some things that are less positive. Newer members and club leaders get frustrated because they can't get their ideas through fast enough or they feel they aren't being listened to. Veteran members and leaders get frustrated because they feel new leaders don't take the time to appreciate why certain things are done a certain way and don't always understand the heritage of the club.

As president, and the de facto customer service department, most of these issues find their way to me eventually. In response, I say there is nothing wrong with compromise.

Compromise means that everyone gets some of what they want, and no one feels left out or undervalued. Compromise means we can avoid extremes that leave people feeling alienated. Compromise means that we can try new things, but we try them carefully without upsetting the entire enterprise. For us to achieve compromise, I am asking everyone for two things: patience and understanding. On the part of new folks, patience as ideas work their way through leadership and process and understanding that the way we currently do things is usually for good reason. On the part of existing leadership, patience with new leaders and members who are still learning their way around the club, and understanding that new ideas deserve thoughtful consideration and encouragement.

With any luck, we'll get by with a little help from our friends.



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Potomac's 2014 calendar

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

April

4 Instructor Day/Instructor Candidate School, 7am – 7pm, Summit Point.

5 First DE of the season. 7am. Summit Point.

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

6 First DE of the season (second day). 7am. Summit Point.

12 Drive & Dine, 10am – 4pm. Drive to the Bavarian Chef.

12 Virginia Breakfast at Thirsty Bernie Sports Bar & Grill in Arlington on Saturday from 10am – 12pm.

19 Maryland Brunch at The Irish Inn on Saturday, 11am – 1pm.

26 First rally of the season! Saturday, 10am – 2pm. Manassas Battlefield to the Miracle Valley Winery.

27 Tech inspection for the Mid-Ohio DE. Location TBA.

May

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

4 Deutsche Marque Concours, 9:30am – 5:30pm. Reception at 3pm. Nottaway Park, Vienna, VA.

9 DE At Mid-Ohio, 7am.

10 DE At Mid-Ohio, 7am.

10 Virginia Breakfast at Thirsty Bernie Sports Bar & Grill in Arlington on Saturday from 10am – 12pm.

11 DE At Mid-Ohio, 7am.

17 Tech inspection at IMA Motorsport.

19 Drive & Dine, 10am – 4pm. Ending at Little Washington, VA.

19 Maryland Brunch at The Irish Inn on Saturday, 11am – 1pm.

25 First autocross at Baysox Stadium, 7am – 1pm.

31 DE at Summit Point on the new Jefferson Circuit.

Program Chairs

Autocross: Gary Baker, autocross@pcapotomac.org
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Concours: Ron Davis, concours@pcapotomac.org
Drive & Dine: Andrew Fort or Claude Imbt, driveanddine@pcapotomac.org
Drivers' Education: Alan Herod or Bruce Dobbs, dechair@pcapotomac.org
DE Tech: Dave Diquollo or Dave Riley tech@pcapotomac.org
Rally: Linda and Craig Davidson, rally@pcapotomac.org

Potomac monthly brunch locations

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

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

Virginia: second Saturday of each month, 10am – Noon. Thirsty Bernie Sports Bar & Grill, 2163 N. Glebe Road, Arlington, VA, 22207.

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

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

Cars & coffee gatherings

Fair Lakes, VA

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

Hunt Valley, MD

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

Burtonsville, MD

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

Great Falls, VA

Saturdays, 7 – 9am, Katie's Cars & Coffee located at 760 Walker Road, Great Falls, VA. This is perhaps the premier gathering of interesting cars in the D.C. area, but be there early, around 7am. If you're much later than that, parking can be difficult. Dozens and dozens of interesting cars. The coffee and food at Katie's are also tasty.

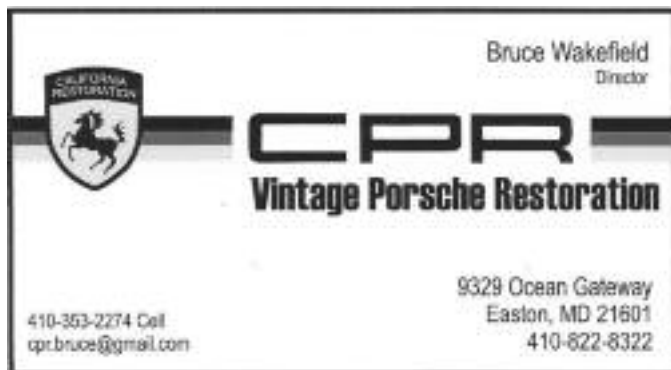
Don't look for many cars if the weather is inclement.

Bethesda, MD

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



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2014 North American International Auto Show

Pursuit of speed, design, elegance, and passion for car lovers



Story and photos by Kenneth Becker
for der Vorgänger

Since I was a young teen, I always had a passion for seeing the new sport cars, new car technologies, future car models, and the glamour of going to the auto show. I have been to the Milwaukee Auto Show numerous times during my youth. One year, I remember going to the Milwaukee Auto Show with my brother and we saw a

Bugatti EB 110. My brother and I fell in love with the Bugatti and while driving home my brother thought his 1989 Oldsmobile Cutlass Supreme was a Bugatti and completely missed our exit going back home.

I never had been to the North American International Auto Show (NAIAS) in Detroit. I was hoping to bring back the excitement that I remember as a young teen, seeing an exotic sports car and imagining driving myself back home in it. Hopefully, this time I would not miss my exit. I asked my girlfriend Emily if she

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Opposite: The new Macan Turbo 3.6L 400hp V6 engine.

Right: The engineering marvel, the 918 Spyder in its hybrid glory.

Bottom: The new 911 Targa with its cleverly engineered retractable roof.

would be interested in making the journey to the 2014 NAIAS auto show. She had the NAIAS auto show on her bucket list so that meant a resounding yes. We booked our trip to NAIAS show and the Henry Ford Museum.

Once Emily and I got to the show the pursuit of speed, design elegance, practicality, and passion for cars was on full display in the more than 500 showcased vehicles.

The new Porsche Macan Turbo features a 3.6 liter V6 engine with 400 hp. I only wished the doors had been unlocked to sit inside. I was impressed with the design. To my disappointment the Macan Turbo was not electric blue: I would order that color if I could. Perhaps the Porsche paint to sample (PTS) program could assist at some time in the future! The Macan Turbo was definitely one of my favorite relatively affordable models seen at the auto show. We also saw the new Porsche 911 Targa with its impressive mechanic roof system.

Walking around seeing all the beautiful cars was draining my energy. Fortunately we made our way to the Porsche Drivers Area where we could relax and recharge our batteries next to Porsche of North America's new hybrid supercar, the 918 Spyder.

Porsche of North America brought their new hybrid supercar,



the Porsche 918 Spyder. I completely understand why Porsche would place this car behind glass, given the 800,000 people itching to touch, sit in, and play with the controls of the \$845,000 machine.

After impatiently waiting for the lines of people to move, I finally got to see the 918 up close. The bygone teen years came back. I felt like I was sixteen again as I gazed upon this sports car, feeling the heart-pounding sensation once again.

I could picture myself driving up to Nemacolin Resort in Guards Red Porsche 918 Spyder. Select race mode and fly down the back roads of Pennsylvania, praying that the food in my stomach stays put while speeding up and down the hills. I would once again speed past my exit back to the resort.

Emily and I had a wonderful weekend at the NAIAS Auto Show, and can cross it off of our bucket list. Next, the Geneva Auto Show or maybe a nice drive up to Nemacolin.





2013 West Coast Adventure

The Best Road Trip Ever! Part 2 of 2

In part 1 Eric Stratton recounted the adventures of planning a west coast track trip and the amazing times at Sonoma. It was time to move on to Laguna Seca...

• • •

Our arrival and participation with the BMW Oktoberfest event at Laguna Seca was special, but not without its complications. To start with, we arrived immediately following the Monterey Historics, the biggest event of the year at Laguna Seca, and held simultaneously with several large collector car auctions. Our hotel was the headquarters for the Mecum Auction, and it took a few days for them to clear out 1,400 cars, big rigs and equipment — but we were able to check out some very interesting cars in the garage, including a classic 1938 Delage that had a high bid of \$2.4 million but didn't sell because the reserve wasn't met, and my favorite, an elegant 1930 Duesenberg.

Then there was the fact that access to the track and paddock was restricted because they were still tearing down structures from the Historics. However, with no one manning the gate we drove right in and accessed a normally prohibited road to the inside of the Corkscrew, the most famous turn in the U.S. Wow; it looked awesome! It was also obvious that there would be a severe penalty paid for going off, as there was a big and deep drop-off and culvert on the right. Another inconvenience was a result of BMW deciding to use about 90% of the paddock for autocross, car clinics, and Michelin test drives. This meant that no trailers were allowed in the paddock, and they also weren't planning to allow drivers to enter until 7:00am the first morning of the event, with instructor meetings starting at 7:30. As you might imagine, that was an unexpected inconvenience when we had an 18-wheeler full of cars and spares to unload.

Gary Church's Ruf Turbo in the foreground leads the row of cars waiting patiently in the garage. Photo by Eric Stratton

After months of working with the organizers they finally agreed to allow rigs to enter the day before and unload in a gravel parking lot about half a mile from the paddock. Not ideal, but we managed. While unloading we noted that there was a series of hot laps being run in different cars, so we ventured up to the garages to poke around. It turned out the Motor Trend had rented the track for the finale of its annual Best Car test, and Randy Pobst was there as the primary test driver. While taking photos of the Ferrari F12 (that wasn't supposed to be seen, let alone photographed) I was cautioned by a woman that Motor Trend didn't want any photos taken. We started talking after she saw the TPC logos on John's car, and it turned out she had remembered driving with me at Mid Ohio at a past event, and she was Randy's girlfriend. Well, that was the perfect opening for a chance to talk with Randy and get a great photo with him.

Whenever running with a new group it is important to remember that you are a guest and that you must adapt to following their rules. The first morning revealed that every group runs their events differently, and reinforces the things that PCA Potomac does well. BMW typically assigns two students, but on the first day Gary was actually assigned three students (there were only four run groups) and they had the nerve to scold him when he took too long getting from one car to the next; absurd is putting it kindly. And Joe was assigned a total of 10 different students over the four days, including a 0/0 in a Cayenne SUV. It was fun driving the first few laps over the corkscrew, great visibility but very unsettling!



Top: Clockwise from left, Joe, John, Tom, Jody and Gary under the tent in the paddock compound at Laguna Seca. *Photo by Eric Stratton.*



Left: Melonie chasing John through the famous Corkscrew. *Photo by Hazel de Burgh.*



Below: The rolling hills of the Artesa Vineyard. *Photo by Eric Stratton.*

Then there was the track. We had all long envisioned the grandeur of driving one of the most famous and legendary circuits in the country. However, Laguna Seca is located on county parkland and is being rapidly encroached upon by high-end residential development. As in many similar locales, the pre-existing irritant, in this case a noisy racetrack, comes under heavy pressure. As a result, Laguna has some of the most strict noise limits in the country at only 92dB (90dB in 2014). Both Tom with his GT3 and me with my RSA took the extra precaution of buying rotating downturned exhaust tips. To no avail; we were both black

flagged early in the first session, followed not long after by both John and Melonie Sullivan — and they drive nearly silent turbos! As a result, we had to lift from Turn 5 to the next bridge, which totally screwed up any chance for meaningful lap times.

At the end of the first day I left discouraged and disappointed. I wondered if I had built it up too much in my mind, or if the circuit just wasn't that much fun. A good night of sleep and a refreshing talk on Skype with my girlfriend Jackie in Chile restored a positive outlook. I realized that every day, every session, was a continual process of assessing and adapting to track conditions.



Eric in his 911 RS America. Photo by Dito Milian/gotbluemilk.com

The condition presented to us was a sound booth located just after Turn 5. Once I accepted this fact and adjusted, the rest of the circuit was an absolute blast and I enjoyed it immensely. Turn 1 is a blind left kink in the front straight, and with confidence you could take it flat out in 4th gear; the downhill braking zone into Turn 2 never failed to amaze me, as every time the grip was so incredible that it defied perception and always inspired to go deeper next lap. Many of the BMW's were braking once they passed the apex of Turn 1, leaving substantial additional passing opportunities and an exhilarating speed differential! Turn 2 could be taken as a double apex, but unless passing, the optimal line seemed to be a single late apex. Turn 3 was tricky to get lined up for, more than 90 degrees with low grip and requiring patience, and Turn 4 while not having any camber to work with was quite fast.

Turn 5 is a fast, slightly uphill left hander; even with the sound booth we learned that it was possible to stay full on the throttle until a seam in the pavement at track-out. Then short shift and stay easy on the throttle until the bridge, then gas, brake and downshift for the fast left-hander at Turn 6. As an added bit of local knowledge, the guy in the sound booth mentioned to Tom that when two cars were present, the sound meter could only measure the total noise and could not differentiate between them. That meant the instead of waving off passes we could take them at full throttle! There was a small dip at the apex of Turn 6 to let you know when you had it right. Then it was flying up the hill using overhead wires as a very obvious visual reference to line up for the braking and entry to Corkscrew.

Anyone that has driven over the hill and down into Turn 12 at Road Atlanta, or even Turn 2 at Mosport, can tell you that at first it is intimidating, then you gain confidence and speed to find new levels of excitement. Corkscrew is similar in that it is blind,

with very little sight line or reference other than trees in the distance, but it is much slower speed than the corners at Road Atlanta or Mosport. What it lacked in speed, it more than made up for in quickness. The entry is blind and you had to turn-in as you saw the start of the apex curbing, then turn back to the right before you could see the track as it fell away! The left-right flick of the wheel was seemingly instantaneous, and it wasn't until after you turned right that you "landed" and had any idea of how well you nailed the line and if you were able to hit the right hand apex of Turn 8.

Turn 9 is a downhill left-hander with off-camber track-out. This was the most difficult turn on the track to get the most out of, and overcooking it was a sure off to the outside. Turn 10 was a fast right with great camber at apex, but flattened out at track-out; it was fairly straightforward until you carried more speed through Turn 9. A short straight led to Turn 11, the slowest turn on the track. Several of us were pinching the exit and coming to mid track too soon; Bob observed this from the pit wall and informed us, which made a solid improvement. As if the track itself wasn't challenge enough, the area around the track is home to many short-legged little squirrel/weasel hybrids, though there were a few less of them after the event...hence earning the nickname squeasels.

Fortunately with the autocross wrapped up we were able to bring the rig to the paddock for loading. Seemingly a loading time constant, we again had everything loaded back up into the transporter in about 3 hours. We were left one last night to bask in the glow of the past 17 days before flying home and waiting for our cars to arrive.

Absolutely awesome! Best Road Trip Ever; Wow!!!

Tales of a Recent Porsche Convert

Story and photos by Reed Hitchcock
for *der Vorgänger*

As a compulsive car buyer and “casual” professional automotive journalist, I have been fortunate in that I have had the chance to meet a lot of interesting car people and do a lot of interesting car things over the years. One of my best car buddies is Dan Trent, editor in-chief of Britain’s PistonHeads website and enthusiast extraordinaire. As the fellow who introduced me to the Autobahn, the Nurburgring, Noble, Ariel Atom, and well, you get the idea, I always know there’s going to be something fun involved when I see an email from Dan in my inbox.

This past September just such an email arrived. “Fancy a little fun in L.A. with some Porsches?” was the vague yet intriguing question to which I replied with a simple “absolutely” and with that the gears were set in motion for what would be a paradigm-shifting weekend. You see, in about 27 years of driving I’ve

of the road as opposed to getting the most out of the driving experience. Concurrent with Dan’s email, I had lately been craving something fun to add to the stable which at that point included a Mercedes 211 E320 4Matic wagon, a 300CE Cabriolet, and a hybrid commuting appliance to facilitate my 25-mile I-66 daily round-trip to work. Prior to the trip I’d been thinking about another Miata, since they really do offer so much fun for so little money and a seemingly unlimited aftermarket to play. But that was before.

I met Dan on the tail-end of the L.A. Auto Show where he was staying at Porsche’s host hotel which was adorned with all sorts of Porsche bling all over the lobby, and a fleet of new cars including 2 Macans in the tiny forecourt. We sat for a drink and mapped-out the next two days. First, our press car would be a brand-new Carrera S manual that was optioned to the hilt. Second, we had a few folks to visit with: on day 1 we would visit with self-styled “Urban Outlaw” Magnus Walker and his impressive collection of air-cooled 911s and 930s, then over to Porsche specialists RPM Motorsports to check-out their shop and then do a little canyon carving. On day 2 it would be over to some place called “Singer” to see their “re-imaginings” of classic 911s then some more driving, and on the last day it would be Cars & Coffee Irvine, and, well, some more driving. As a casual Porsche fan but not someone even remotely “in the know” I had no idea what the weekend had in store. And it did not disappoint.



owned about 70 cars, but the vast majority were sub-\$10K Craigslist and eBay finds, and mostly Mercedes and BMWs, with the occasional oddity thrown in from time to time.

I grew up appreciating Porsches, and was taught by my PhD mechanical engineer dad that they were cars worth aspiring to, but prior to L.A. I’d driven maybe three Porsches ever: a ragged 914 1.7, a worse 1983 944, and a brief stint in a RHD 997 Carrera 4 that found me more focused on staying on the proper side

Our Trusty Steed

As I said, I’ve appreciated 911s – and Porsches in general – as far back as I can remember. I like clean early short-wheelbase cars (preferably in dark green), I like mid-1980s Targas (without the whale tail), and I like the later water cooled cars. Until this trip my favorite of the modern breed were the 997s, probably thanks to the fact that I got substantial wheel time in the RHD car driving from Hertfordshire, England to Essen, Germany a few

years ago. I was particularly struck by that car's fit and finish, and I'm a sucker for alcantara, which our 997 Carrera 4 had in spades. I was a little skeptical of the 991's Panamera-esque interior layout, but was pleased to find when I sat in our red-on-black beauty that it works. The seats grabbed me in just the right places, and all of the controls fell to hand right where I thought they should be. Fit and finish were at least as good as they'd been in the 997, and the steering wheel was on the correct side of the car.

The 991's exterior retains that classic 911 look, and I love how later generations of 911 have the automatic spoiler so that the lines of the rear flanks are not interrupted by big 'ol bolt-ons. While not generally a fan of red cars in general, our test car's red-on-black leather was more attractive than I would have expected. Compared with a red-on-very-light-beige parked at the hotel, this one most definitely got my nod. But then, I always prefer a dark interior.

I'm not a huge fan of keyless ignitions, because I like the responsibility of having to remove and take the key. As Dan and I traded off driving a lot and were frequently riding with others, the key was a frequent hassle of "WAIT!! Don't forget this!!" — heaven forbid one of us got stranded somewhere, keyless. I'm also not a fan of auto-stop. It makes sense to me in cars like my hybrid where efficiency and economy are paramount, but in a Porsche 911 it strikes me a little more than a gimmick. Our car's auto-stop also developed a bit of a mind of its own, often stopping when we weren't expecting it — like in the middle of a coasting turn through an intersection. We turned it off, and life was better.

Apart from the auto-stop, my only other real complaint about the Carrera S was the 7-speed transmission. Having been reared on a manual transmission and vowing only to drive manuals for life (until practicality and the reality of DC traffic got the better of me) I've driven a lot of sticks, and I'm a sucker for a smooth-shifting snick-snick shifter. My Alfa had one (until second gear went), my Prelude had one, my 533i had one, and my Miatas all had them. Heck, even that 997 had a brilliant 6-speed. For one, seven cogs is one too many. I mean, I get adding gears to enhance the smoothness and variability of an automatic, but when rowing my own it just doesn't make sense to me, especially in a car that could spend all day between second and fourth gears. I frequently forgot that 7th gear was there, and I didn't really miss it. When I did use it, it just seemed like a lot of shifting. The other thing is that this transmission felt, for lack of a better term and to overuse this one: rubbery. In a \$100K+ performance car, the gearshift should feel every bit like an extension of my arm and serve as a solid interface between man and machine. This one just didn't.

It's easy to find fault, especially when a car has so few that those it does have stand out, but don't get me wrong: the 991 Carrera S is an amazing machine, and can largely be credited with making me a bona-fide Porsche enthusiast. Sure, it's fast — as we expect it to be — but it's also just so competent. While other cars lose composure at super-legal speeds, this one gets better. All of the normal clichés apply: it corners like on rails, it thrusts you back in your seat like a jet fighter on takeoff, and it does all those things that a proper performance car is supposed to do. The other thing is that it seems to be in its element no matter the driving circumstances: equally at home in a relaxed cruise on

the highway as it is on winding mountain roads, limited more by the average driver's threshold and confidence than by the car's limits. I am fairly confident that I didn't scratch the surface of this car's abilities. Well, maybe once or twice.

Magnus Walker: Urban Outlaw

We were running early for our appointment with Magnus Walker, so we took a little time for photos of the 991 in and around the back streets and aqueducts near Long Beach, at one point nearly accidentally driving into heavy aqueduct currents resulting from recent rains. When the time finally came, we pulled



into the parking area for Walker's loft to find three brand-new Porsches: a 991, a Cayman, and a Panamera. It seems Walker was behind schedule as well, and when we arrived was in the middle of a guided tour of his home and his collection for a delegation of Porsche brass from Germany including heads of business and heads of design — no names mentioned. So we did what any self-respecting car journalist would do: we joined the tour.

Walker's home is an eclectic mix of medieval and post-modern, with a little bit of 60s chic thrown-in. But it's the garage that we really wanted to see. The garage that housed all but a couple of Walker's collection — all cars that he found, some built up to his specification (like the famous 277 car) and others — like the first US-spec 930 originally delivered to Brumos Porsche — left in their original, as-found condition. If the cars weren't enough, one

wall of the space is loaded with various parts, bits, baubles, and even Porsche-related artwork, while the opposite wall is adorned with what appears to be every article written about him. I'm not calling it a shrine, but...

Once the Porsche folks left, we got a chance to sit with Magnus and talk to him about his passion. He clearly started as a guy who liked Porsches. Well, he likes all sorts of cars having been head-deep in E-Types, Mopars and Mustangs before achieving his unique brand of Porsche fame — before he started making those

The 911 restoration artist Magnus Walker outside his shop



videos that really put him on the Porsche map. After his larger-than-life tour through his personal museum I was a little concerned that there would be relatively little substance to the man, but over a lunch of Mexican from the burrito truck in his kitchen we found a different guy: a guy who isn't totally sure how he got the prestige he has in Porschedom, but who also understands that he is incredibly lucky to have gotten there. The factory guys don't stop by to visit every Porsche enthusiast, much less loan them a new Cayman for a week just to let him see how he likes it. Underneath the image is a guy who likes cars, and has managed to acquire some really cool ones.

After lunch while he was showing us some rough edits of his next video to be released, a delivery truck arrived carrying a big wooden box with the factory logo branded into it. It was a quar-

ter-scale model of the new Macan. Your guess is as good as mine as to what he is planning to do with it. It's really big, and represents again that it's good to be in with the bigwigs at Porsche.

TRE Motorsports

The little "TRE Motorsports" sticker on the lower front flanks of Magnus Walker's 277 car told me that our next stop was not going to be just another Porsche repair shop. In some ways it is, with Porsches of every manner in varying states of repair parked in and around the shop, but RPM also does some very interesting work on some very interesting cars. First walking into the unassuming front office, you find a veritable treasure trove of display cases and NOS parts – seats, cylinder heads, lights, you name it – crammed into a pretty small place. And while that's all very cool, it's when you get out into the shop that you really get an idea about the scope of this operation.

TRE's garage – the size of about 2 gymnasiums put together – is a mix of cars on lifts and ramps and parts from what must have been dozens of complete dismantles. But it's the machinery that draws your attention: a 356A over here, a 991 over there. One particular beauty was a gunmetal grey 1969 911S that retained a hyper-stock aesthetic but had been extensively modified both in the chassis and the motor, while another early 911 – a black one – had loose connections to Steve McQueen. A technician was busy at work grinding on a brake backing plate that had been rubbing against a rear wheel and generally annoying the owner. Around the corner from there was a pair of early 1970s 911s – one green and one orange – looking as fast standing still as they surely were on the road.

And it was that green RS that I had the pleasure of chasing up a dark, dusty canyon road after dark in a brand new Carrera 4 that I was really in no position to pay for. Per the extensive paperwork I completed prior to the trip I was ostensibly covered by Porsche's insurance, but that wasn't something I really wanted to put to the test. I didn't have to. While the green Carrera was a brilliantly fast car and its driver knew the road like the back of his hand, I was able to keep up through the magic of modern technology like traction control and ABS coupled with the ability to do the whole drive shifting between 2nd and 3rd gear. I love a classic car, but there is something to be said for technology. I fared better than the RPM customer who was following me in his PDK 991 Carrera – he just couldn't keep up. But then, I was just borrowing my car and he owned his.

After the canyons we went for a BBQ dinner and mused about things Porsche – and that was the first time I had a true conversation about my own Porsche aspirations. I got to talking to David Bouzaglou, the owner of TRE, about my want to get something small and fun, preferably convertible, but that I was looking to do something different. Given my desire to get something moderately modern and for a price less than about \$10-\$12K, he offered-up the 986 Boxster. I hit back with every little snippet I've ever read about OAS, RMS and IMS failures, to which he responded, as one who works on them, that: 1) the overall percentage of catastrophic failures is very low; 2) a well-maintained, well-driven car will always be just that, and finding the right example will trump a lot of concerns out their about reliability; and 3) they are better-balanced and more forgiving than most Porsches, and excellent cars in their own right while presently at or near the absolute bottom of their depreciation curve. Coming

from a guy who cherishes 911s like that green RS for a living, this got my attention. But more on that later.

Singer Design

I didn't realize who Singer was until we walked into their well-hidden facility. I'd read an article on these guys not too long ago: they take 964s (because they prefer the earlier rear suspension to that of the 993) and "re-imagine" them into their version of the

ing around the value and quality that their mark represents. The problem is that to hear them tell it even at the price they charge they still lose money on every build. But oh, the details. I don't give much credence to those "if I won the lottery" things, much less buy tickets, but if I did I would be all about a "Singer-Reimagined" 911.

After touring the shop, Singer's Maz took us out on yet another canyon drive. It turned out it was the same road we'd torn up the

evening before, but in the daylight — which should have made it easier. On one hand it was easier given the ability to scan up the canyons for oncoming traffic and to gauge where my pilot car was. On the other hand Maz was driving his 987 Boxster Spyder, so unlike my previous evening's pilot, he had all of the same technologic accoutrements that I did in the 991, but in a car that was lighter, arguably faster, and driven by a better driver who also knew the road. We stopped after a little jaunt on the lower roads, at which point I told them just to meet me at the top. In retrospect that was the right move, because trying to keep up with Maz would likely have found me either flat

against a mountain wall or pancaked at the bottom of a ravine. Instead I enjoyed a spirited drive up the hill without stressing myself out. Even so, I managed to have a little fun. Especially on the sandy areas. Going down the hill went much the same way. It was probably sometime on that drive that I decided I needed a Porsche, and probably teared up a little as I contemplated our income, mortgage, school payments, and, you know.

Maz (of Singer) drives his Boxster Spyder



Inside the Singer shop

ultimate 911 — with styling of the early cars and motor and chassis improvements of the later ones. I'd also read in that same Autoweek article that Porsche was none too happy about what Singer was up to, hence the whole "Singer-Reimagined" thing. Apparently that satisfies the lawyers while letting these guys do what they want to do. Walking through their clean facility and admiring the level of detail and craftsmanship in each of the \$400K+ cars in varying stages of completion, I can't help but wonder what the Porsche guys see in Walker's operation but take exception with here. But that's obviously not my concern.

Singer Boss Rob Dickinson gave us the grand tour and delivered what almost came off as a prepared speech for the media, given the attention they'd had over the course of the L.A. Auto Show with its specific focus on Porsche. After the rehearsed bit, however, we got a little more of the inside scoop. We saw Rob's original 911 — the car that the whole concept of the business was based on. He'd purchased it a long time ago during his L.A. rock-and-roll days, and kept it in its original condition hoping that some day when the Singer business took off that he would get the chance to give his baby the full treatment. He also talked to us about how they are considering a scaled-back version of their build that would be more attainable for the "average" Porsche enthusiast. The challenge they have is in carefully tread-

Window Shopping

Both of us suitably jet-lagged, we woke up at about 4:30am on the last morning. Considering that folks wouldn't start even arriving at Cars & Coffee for another two hours, Dan mapped us out a driving course through some new canyons that should take us an hour or so – basically the really long, fun way to Irvine from Laguna Hills. This was also where we got the best of the photos for his live blog from L.A. for a whole lot of jealous Brits.

What we found was a road with far more broad sweeping curves than the canyon road had, and a lot more room for pull-outs and buffer just in case you overcooked it. I also spent more of this road as passenger as opposed to driver and was reminded that I have serious control issues. Still, it was the perfect start to our last day with the Carrera S, and got us in the right mood to go and look at some more cars.

We made our way to Irvine's Cars & Coffee which is the off-spring of the original C&C that used to take place in a small shopping center off the Pacific Coast highway but was eventually relocated due to businesses being interrupted and folks irresponsibly wreaking havoc on the PCH. It's like a larger-scale version of our own Great Falls, VA C&C with all manner of enthusiasts coming out in all manner of cars. We had several folks compliment us on "our" sexy new 991, and after trying to explain the situation a few times we finally gave up and just accepted the praise.

With the 986 conversation of a couple of nights earlier still fresh on my mind, I found myself scrutinizing the small corral of 986s at C&C, and realized that they were growing on me. I found

cedes buddies at the Mercedes Benz Classic Center (all of whom wanted rides in the 991), and then on to the airport and home. In all it was one of those weekends I would relive a hundred times if I could, because everything just worked. Great cars, great company, great drives, and I didn't kill myself. That's a winning formula if ever there was one, and it made me want a Porsche of my own.

A Porsche of My Own

When I returned home regular life hit me like a ton of bricks. There were things to do around the house, work had piled up, and Thanksgiving was less than a week away. Still, I found myself poring over Boxster ads on Craigslist and eBay, although I really wanted to stay local this time especially after that "get the best one you can" advice from Mr. RPM. The first car I drove was a 1999 base car in green-on-tan that had clearly been ridden hard and put away wet. But it gave me a good taste for the way a Boxster drives. A little drunk with Porsche envy I even dragged my poor wife to look at it, only to have her chastise me for wasting her time. She wasn't wrong.

The next one was a silver-on-black 2001 car that, while better than the first one, came with zero history, had about 140K on the clock, and smoked more than I would have liked on startup. I drove that one too, and found that it rode much better than the first car, but as I looked around the interior at scraped-up plastic, missing storage box covers, and a smell I couldn't pinpoint, I passed again. I figured it may be best to just wait for spring, but I did poke around a little more.

Just for fun I went to the Porsche Tysons Corner website, really with the intention of drooling over a bunch of cars I had no hope of affording, and started poking around. I was surprised when I stumbled across a 2000 Boxster base in speed yellow on black leather with just 70K miles. The thought on my mind was that as a franchised dealer owned by a public company, they wouldn't take the chance of putting an absolute train wreck on the lot for retail sale, so I went over to take a look.

It was a rainy day — the Wednesday before Thanksgiving — and I dragged the poor salesman out to show me the cheapest car on the lot by a longshot. To his credit, he was

more than happy to show me the car, and talked to me about his experience with the first Boxster he ever bought. We took an extended, if wet, test drive and I found a car that looked, felt, smelled, and sounded like new. What's more, the dealer had two file folders full of records from the two previous owners, both of whom had spared no expense in the maintenance of the car. After the test drive I texted my wife with a picture of the car and a simple "do you trust me?" Armed with the spousal green light I made the deal. I was sold before we even talked price, but in spite of the rain I walked out a very happy new Porsche owner and I haven't looked back. Anything can happen, but as of now I'm hooked.



Reed's very own Boxster

myself admiring the side ports for engine breathing, and I recalled how much I liked the original Boxster show car when it first came out every bit like a modern-day 550 Spyder. Although I'd been enjoying the heck out of the Carrera S for the past few days, I also liked the fact that the Boxster's top goes down. I am a convertible sports car guy when it comes right down to it, and I find the Boxster's proportions as a convertible far more pleasing to the eye than the 911 Cabriolet. Of course, that could just be because I know what I can afford.

From there it was off to lunch, a meet up with some old Mer-



24 Hours at Daytona

Mike Smalley takes an epic trip down to Daytona to witness Porsche's LMGTC class win first-hand.

Story and photos by Mike Smalley
for der Vorgänger

When January comes around and the weather has been particularly poor, like this year, there is always one thing to look forward to: the Rolex 24.

My last visit to this incredible event was two years ago, on the 50th anniversary of the longest race held in America. As was the case then, my plan was to drive to the event. As a Porsche fan, driving a Porsche to Daytona is not a chore, not a burden but a pleasure. It is almost a duty to make the pilgrimage down to the race driving one of the cars I truly love.

Of the cars I have available to choose from, the best choice was my 1996 993. It is the newest Porsche street car I have, it has heat and A/C (something that cannot be said for my older cars), and with its TPC-installed supercharger kit, it is effortless to drive at any sane speed. I prepared the car in the same fashion as when there is a track weekend approaching: tire pressure & condition checked, brake pads checked, wheel lug nuts torqued, fuel and oil full. Additionally, I topped off the windshield washer fluid and ran the car to test the heat operation. Belt is fine, spare in trunk, wheel lock key in tool kit, ready to go.

So here was the plan: leave Thursday afternoon and stay with my good friend Bruce and his family in Aquia Harbor, Virginia, a two-hour head start from my home in Middletown, Maryland. This would get me through Washington, and with a 5am departure on Friday morning, should get me through Richmond before rush hour. Then it's clear sailing to warmer climes. Sounds pretty simple, right?

What happened next is part of what prompted me to write this article. It was four degrees outside when I started the car in

Bruce's driveway, by far the coldest conditions I've ever driven a Porsche in. Snow and ice on the ground and road, salt all over the car. I said to myself "these cars are meant to be driven, right? So chillax". Bruce's daughter Aryona had said this term when talking to her dad the night before, and it seemed to fit the situation perfectly. I'm not sure her dad found it amusing as I did.

Getting out of the maze that is Aquia Harbor was interesting, but uneventful, so I merged onto I-95 south a little worse for the wear. About 20 minutes into the drive south, I had an experience I've never had behind the wheel before, in any vehicle. I was accelerating to pass a slower car (don't say it...), and after completing the pass and returning to the right lane, I felt the throttle becoming a bit stiff and non-reactive. I pushed the throttle down a bit more, and it stayed there as I lifted my foot. I decided to try to free it by pushing more, thinking it might spring back to normal — it didn't. Now the throttle was on the floor, stuck, and in 6th gear with the supercharger whining, and I found myself picking up speed rapidly. I'm slapping the pedal with my foot, lifting it with my toe, all to no avail.

As I passed 120 mph, it was clear I needed to shut things down and get to the shoulder. Upon inspection, the throttle return spring was intact, there were no foreign objects involved, so I manually pulled the throttle mechanism back to the idle position. It was clear now that the cable itself was sticking, and it was probably frozen moisture in the line. I idled the car for a few minutes, after attempting to smear some chap stick MacGyver-style onto the cable where it went into the outer sheath. The throttle returned to normal, so off I went, cautiously optimistic that I had the problem solved. A few minutes later, I realized that wasn't the case.

After several stops, manual resets of the throttle, restarts, and

re-freezes, the cable started becoming hard to operate and return to idle position. I tried slight modulation to constantly keep the cable moving, and some WD-40 I acquired from a service guy at a rest stop, but nothing was working. One of my emergency stops to reset the throttle left me face-to-face with a Greenville County Sheriff Deputy. He didn't offer any assistance when I asked if he had any lubricants in his car, and seemed annoyed that I was calling attention to his speed trap. I guess a 911 with its flashers on in plain sight isn't good for business. He switched his attention to the northbound side. Thanks for your help officer! At this point, I feared the cable might break, so I decided to get on the road and let it freeze at about 75 mph. Time to start playing dodge ball with my fellow drivers. I found that a small amount of brake applied while approaching an unaware driver in the left lane would buy me some time until they finally moved to the right. It was a lesson in just how unobservant, unaware, and unskilled many drivers are on our roads.

As the temps climbed into the low 30s, at about the middle of South Carolina, the throttle returned to normal. After all was said and done I drove for 3 hours with a stuck throttle. Thankfully, a 911 has three times as much braking power as horsepower. I was just a little lighter on brake pads! Now that it was clear there was moisture in the throttle cable assembly, I would be sure to change it out. Even though it is unlikely that this will happen again as I will probably not see these temps again, the cable could rust, and break. The point is: once you find a problem, solve it and put it behind you.

Now that the roads were clear, and the car was operating normally, I decided to try to find a car wash and improve my appearance appearance — well, the car's appearance, that is. I located four car washes as I approached the Savannah/Hilton Head area. I eliminated all the ones attached to gas stations, and decided on one a few miles off the highway. Unfortunately, it was a drive-through only car wash. I have never taken any Porsche through an automatic car wash, and I would soon be reminded of why. To my dismay, the system malfunctioned with one of the wands wedged up against the front left corner of the car. I exited the car, hoping the system would not re-start, after calling the store and telling them of my situation. There was some minor scratching on the car, and although I was irritated, I felt it could be rectified with some polishing. I filed a report with the manager and was on my way.

Once checked into my hotel, I was looking forward to getting to the track on Saturday. The race start time wasn't until 2:10 pm so I could get some much needed rest. So far the trip has been interesting with a few challenges. These challenges served to make the trip memorable.

Saturday brought with it great weather, and the crowd at this event was impressive. Both the infield and the grandstands were heavily populated. Strolling through the garage area watching the teams preparing is always interesting, and this time was no exception. Having ALMS prototypes, Daytona prototypes, and 2 classes of street based race cars all together was very impressive. I was starting to see why this merger between Grand Am and ALMS had come to be. I watched the pace laps and race start from an observation deck above the garages. Once the race was underway, it was time to walk the grounds and see where the



A nearby beach-goer is recruited to capture Mike on his law-breaking sand excursion in his 993.

best photos could be had. Soon, I found myself in the main grandstands for the first time ever.

Ordinarily, the stands were empty, with all the spectators watching the race from the infield. After noticing how many people were in the stands, I decided to check out the race from there. It was amazing to stand right at the fence as the cars ripped by at 200+ mph. The sound of the Porsche Cup cars and the RSRs was incredible. I prefer the ripping, high-pitched sound of the high-revving engines like Ferrari and Porsche. I do feel the Porsches had the best sound this year. I was even able to stick my cell phone through the fence and record some video of the cars as they approached and streaked by. This has to be experienced to be believed. The cars physically move you when they race by!

After my first Daytona 24 two years ago, on the 50th anniversary, I realized my favorite place to photograph the race cars

The #911 911 RSR running through the horseshoe at night. This is the car that would go on to win first in its class.



was at the horseshoe at night. The cars enter the horseshoe under hard braking, rotors glowing, with the Ferris wheel lit up in the background. The problem is, you need to get above the fence to get good shots. Many people had small step ladders, but traveling in a 911 leaves little room for extra luggage such as ladder. To solve this problem, I found a trash can, inverted it, and took a few hundred pictures while perched on its rusted-out base, panning as the cars streaked by. All I needed to make this experience worthwhile was one crisp shot of the RSR with rotors glowing, in just the right location. I was able to get this shot, and many more. Over the course of the next two days, over 24 miles were covered, and every step revealed another unique Daytona

site: the infield, filled with Porsche fans, including one particularly committed individual who had lifted an entire leather sofa onto his truck for choice viewing; the Patron Pavilion, where I relaxed with the "IMSA" margarita while watching the race. Every part of the Daytona experience makes this trip worthwhile.

After taking in plenty of day and night racing, snapping hundreds of photos at the horseshoe perched atop my rusted out trash can, and shooting video through the fence at the front straight, it was time to head back to the hotel and enjoy the sounds and sights the Florida beaches had to offer. Just south of my hotel was a string of stores and an amusement park area with another Ferris wheel and a tempting ride called the "slingshot", a



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The official Rolex clock counts down to 00:00:00, marking the end of a grueling and exhilarating 24 hours.

thrill ride on the beach that was launching brave participants into the air. With no safe place to stow the camera, I decided to pass. I played around taking photos of the pier, which had a restaurant on it called "Joes", and took some photos of the Ferris wheel, trying to capture the colors accurately.

Sunday morning started with the race on the TV in my room, and a re-cap of what I had missed. All the cars were showing the wear and tear of 18 hours of hard racing. Time to get back to the track for the last few hours and witness the finish. I again found myself in the main grandstands as the race neared its conclusion. I was able to document the race end, and the official Rolex clock as it came to 00:00:00. I made my way through the tunnel to the infield and to the garages to shoot some pictures of the battle scared participants of what was an amazing race.

At this point, I was reflecting on the weekend, with many emotions flowing inside me. All the experiences had been incredible, but now it was all over. All that is left are the pictures and the memories acquired over the past 3 days. Sunday evening

was quiet with some more beach time, and some much needed rest to prepare for the trip home Monday morning.

After checking out of the hotel I decided to take the car on the beach, something I had done on my visit two years ago. I thought the pier would make a nice back-drop, so I drove in that direction. Of course, I couldn't resist the urge to do a few donuts and practice some car control on the hard-packed sands of Daytona.

After parking in front of the pier to recruit a passer-by to take a picture of me with my car, I found myself accompanied by two beach patrol officers. Neither was amused with my car control lesson, and worse yet, they informed me that the area I was on was protected beach and thus off limits to vehicles. The words "hefty fine" and "arrestable offense" were tossed around, and I was getting the feeling the weekend was going to end on a less than positive note. To my great relief and surprise, the officer writing the citation presented me with a ticket for unauthorized parking on the beach with the modest fine amount of \$25. I thanked Daytona Beach's finest profusely for their mercy and understanding, and followed them to the exit of the beach as directed.

The trip home gave me plenty of time to reflect on the adventures of the weekend, and was uneventful until about 10 miles from home, when below-freezing temperatures again seized my throttle. I was able to work around the freezing throttle and get back home, only to find a snow drift across the bottom of the driveway. After a few minutes with the plow, this problem, too, was solved. The car was safe inside the garage, and I could start focusing what was important: the Rolex 24, 2015.

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Porsche in the News

Porsche unveiled the 919 Hybrid at the 2014 Geneva Motor show. The car was built for Porsche's return to top-class motorsports at the FIA World Endurance Championship and the 24 Hours of Le Mans. The vehicle was in development for over two years shrouded in secrecy. The car features a V4 engine (yes, really) with two different power regeneration technologies for added battery power. This new vehicle comes after 16 years without a factory LMP1 entry in the famous Le Mans 24 hours race, a

historically important event for Porsche. In the LMGT class Porsche has already had success with the 911 RSR and introduced new livery for this season matching the 919; both featuring "Porsche Intelligent Performance" text on a white base.

The new 911 Targa is making its European debut after its world premiere earlier this year at the North American International Auto Show in Detroit. Just like the original 911 Targa of 1965, the new models feature the distinctive Targa roof bar, a movable front roof section, and a wraparound rear window. But unlike the classic 911 Targa, the roof segment can be opened and closed at the push of a button. The fully automatic roof system stows the Targa top behind the rear seats.

Porsche Cars North America, Inc. (PCNA) announced February 2014 sales of 3,232 vehicles, an increase of 15 percent compared to the same period last year and making it the best February on record for Porsche in the U.S. Year-to-date sales total 6,328 units, three percent more than in the first two months of 2013.

The 911 RSR and 919 Hybrid in new livery.
Photo provided by Porsche AG



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Autocross Thoughts

By Tony Pagonis, former Autocross chair

As an avid autocrosser, and former PCA Potomac Autocross Chair, I can say without a doubt that autocrossing is probably the least expensive and safest way to really explore the driving potential of yourself and your car. Autocrossing allows you to push yourself and your car to the driving limit, but within very safe boundaries. Autocrossing can introduce you to a broad range of driving dynamics, including oversteer, understeer, threshold braking and traction control. And as long as you stay prudent and reasonable, the worst thing that can happen is scoring an off-course run or knocking over a couple of rubber cones. As with most motorsport events, there is a certain level of risk involved. But it would take a serious mechanical failure or a considerable amount of inattention by the driver to cause any real damage.

PCA Potomac has been starting off its Autocross season for many years now with an Autocross School. The school introduces folks to the sport of autocross by having them experience segments of a typical autocross course, while riding with an instructor that coaches them through the various exercises, including braking, slaloming, and getting comfortable with the "sea of cones". After a lunch break, the segments are combined into a



A Cayman navigates the cones. Photo by John Walters

full course, and the students experience the thrill of navigating the course while using the timing system to gauge their improvement. In the process drivers become familiar with plotting a desired course through the coned gates, and learning how to drive their car closer to its potential. The skills learned in autocrossing translate into better drivers on the street, by becoming familiar with what their car can and can't do, and learning to be more aware and strategic while behind the wheel. I even advocate using autocross as a terrific and safe way to introduce young new drivers to proper driving skills.

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PCA Potomac Safety Program

By Irfan Alvi, Safety Chair

The Potomac Region is committed to carefully balancing safety, fun, and learning during our diverse activities. Our approach draws on decades of safety research in fields such as road use, aviation, and outdoor activities. This research indicates that, while safety incidents may often appear to occur randomly, they typically develop from interactions of human and physical factors which begin well before incidents occur and serve as indicators of their potential development.

For driving activities, examples of human factors include organizational culture, policies and procedures, leadership and management practices, and characteristics of individuals, such as attitude, situational awareness, visual/motor skills, and driving experience. Examples of physical factors include cars, safety equipment, roads and tracks, and weather conditions.

The safety research indicates that having a 'safety culture' is of key importance. This involves:

- Everyone placing high value on safety, with conscious awareness of tradeoffs between safety, fun, and learning
- Maintaining reasonable safety margins and humility, rather than overconfidently stretching to (or beyond) the

limits of drivers or cars

- Everyone being on the lookout for indicators of potentially developing issues and proactively reporting concerns, so that we can 'connect the dots' and nip potential safety issues in the bud
- Redundancy in our monitoring of safety and our ability to respond to safety concerns
- Precautions to reduce consequences of safety incidents
- Appropriate balance of safety decision-making between those in leadership positions and those who are 'on the scene'
- Use of safety checklists
- Organizational culture oriented towards learning from experience, including learning from safety incidents

In short, we're ALL responsible for safety and taking care of each other.

We appreciate your contribution to the safety of our activities, and welcome your comments and suggestions (safety@pcapotomac.org).

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New Potomac members & anniversaries

February 2014 new members

Ron Etzyon - 2001 911 Turbo Coupe - from Potomac
 Joe Grimsby - 2008 Cayman Coupe - from Poolesville
 Louis Hernandez - 1988 944S Coupe - from Alexandria
 Jojo & Craig Hicks - 2004 Porsche Coupe - from Fredericksburg
 Mac Holt - 2002 911 996 Coupe - from Ashburn
 Derek Hughes - 1998 Boxster - from Clifton
 Tommy Ivic - 2006 Cayman - from Baltimore
 Karen & Michael Katnich - 2009 911 Carrera - from Potomac
 Rajat Mittal - 2011 911 Carrera Coupe - from Vienna
 Ludge Olivier - 2011 Panamera - from Mount Airy
 Gabriel Robleto & Melissa Stringfellow - 2007 911 Turbo Coupe - from McLean

February 2014 transfers

Steve Bobbitt - 2008 Cayman Coupe - transfer from First Settlers
 Dennis Freeman - 2005 911 Turbo S Cabriolet- transfer from Roadrunner
 Chris Martin - 1995 993 C4 Coupe - transfer from Coastal Empire
 Aamir Rehman - 2009 911 Carrera Coupe - transfer from Northern New Jersey

February 2014 anniversaries

40 Years
 Patricia Jernigan

35 Years
 Richard Steiber

30 Years
 Peter Garahan
 John White

20 Years
 Steve Lynch

15 Years
 Daniel Ancona
 John Forrest
 Eric Kritzler
 Roger McLeod
 Kurt Mickelwait
 Joseph Tagliareni
 Ad Yeaman

10 Years
 Refugio Delgado
 Stuart Fain

John Firestone
 Jonathan Gillibrand
 Sander Lee
 Naoko Slack
 Randy Staudinger
 Tony Zelones

5 Years
 Kingsley & Joy Achikeh
 Alex & Victor Anti
 Chris Case
 Barbra Chatman
 Antonio Conceicao
 Matthew & Valerie Custer
 Doris Glovier
 David Grossman
 Patrick Harris
 Scott Henry
 T & Lara Hudson
 Beth Koch
 Charles Luskin
 Gary Madison
 Timothy & Erika McCoy
 Lisa Morais
 Stephen Oberther
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31st Deutsche Marque Concours d'Elegance Set For Sunday, May 4th

By Ron Davis

Sitting here with snow still on the ground, the Deutsche Marque seems to be a long way off, but May 4th will be just around the corner by the time you read this. Just think, while we were getting “cabin fever, our Porsches were getting “garage fever”. They are dreaming about Spring—who isn’t-- and how good they will look at the area’s premier German car show featuring the sharpest Porsches, Mercedes and Bimmers. The show will again be held at Vienna’s Nottoway Park. So when you read this article, start polishing and on May 4th start your spotless engines and head for Vienna, Va.

Each club will again organizes its own concours event and judging. The Porsche show will have both “officially judged” classes and “Peoples” Choice” classes. Those entering the “Con-

cours” class will be judged by a team of 3 judges and scoring will be based on cleanliness and overall appearance of interior, exterior, engine and trunk compartments. Remember there will also be “Peoples’ Choice” (Wash & Shine) classes, so there is no excuse for not entering.

The exact number of classes will be determined based on how many models of each year register, but we usually have classes for 356s, 914s 928s/924s/944s, early & late 911s, Boxsters and Caymens.

At about 3:00 pm, trophies will be presented at the “wine & cheese” reception in the adjacent Hunter House gardens featuring German wines & beers as well as soda and water. The registration fee for this event is \$30.00 per car regardless of class. Registration fee includes one ticket to the reception, additional tickets are available at \$10 each. Children under the age of 12 attend



Registration form: “31st “Deutsche Marque Concours”

Event Date: Sunday May 4, 2014

Location: Nottoway Park Vienna, Virginia

Cars enter field between 8:30-11:00

Entrant Name : _____

Porsche Year _____ **Model** _____

Address: _____

Phone: (Cell) _____ **(Home)** _____

EMAIL: _____

JUDGED: _____ **Wash/Shine:** _____

Registration fee, all classes \$30.00

Reception - \$10.00 for each additional person

Registration Fee: _____ **(make checks out to PCA Potomac)**

Mail to:

Ron Davis

8508 Browning Ct.

Annandale, Va. 22003

free. There is no charge for spectators.

Anyone willing to help with judging, placing cars, working the reception or counting up score sheets, etc, please contact Concours Chair Ron Davis at concours@pcapotomac.org or at Cell: (703) 409-0513

Directions: From the beltway take the exit for Rt. 66 West and go about 1 mile to the Nutley St. exit which is the 1st exit after you leave the beltway. Head North towards Vienna. You will pass the Vienna Metro station which will be on your left. Go 2 stop lights on Nutley to Courthouse Rd. Take a left onto Courthouse Road, go about 2 blocks to Nottaway Park on your left. If coming on Rt 66 from the West, as in from West Va., take the Nutley Street exit and follow above directions. If coming via Rt 29/211 (Lee Highway) look for the traffic light at Nutley St. and follow above instructions. If coming on Rt 50 from either direction turn onto Nutley Street, go one very long block to light at 29/211, cross over and continue on Nutley St to Courthouse Road and left to Nottaway Park.



A 2.7 Carrera RS at last year's Deutsche Marque. Photo by Ron Davis.

Join PCA the easy way

Pointing your smartphone with a QR app at the image below will take you to the website where the membership form is located.

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, surf on over to <http://www.pca.org/Membership/JoinPCA.aspx>.



How you can contribute to *der Vorgänger*

Your favorite Founders' Region monthly newsletter/magazine can benefit from your observations and experiences with your Porsche.

We are always in need of articles, photographs, illustrations, maps and charts 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. Those can be of interesting Porsche people you meet, or interesting Porsche cars you come across.

Here are some ideas that resonate with *der Vorgänger* readers:

- Travel stories that involve a Porsche. An example is Michael Sherman and 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 intertaining 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; examples are seen in every issue of *der Vorgänger* on Page 31. No low-resolution cell-phone photos, please; we simply can't use them.

Write your stories, snap your photos, and send them to dveditor@pcapotomac.org.

If you are old school, you may also send hardcopy materials to Carrie Albee at 216 Dill Avenue, Frederick, MD 21701, along with your name and telephone number.

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Readers and Their Cars



Above: Tom McInnes shows his entrance ticket to the Porsche Museum in Stuttgart.

Right: John Eberhardt, John Deford, and Eddy Davis. Eberhardt is current club president from D.C., Deford, also an instructor, is from suburban Maryland, Davis is from Fairfax and a DE instructor. They're rolling Deford's 914 toward his trailer. It has a turbocharged flat-four Subaru engine developing some serious horsepower.

Photos by Richard Curtis





Above: A wonderful panorama of Porsches at the City Grille PCA Potomac breakfast.



Left: Ray Wills, a long-time Potomac member, is posing with his 1972 911. He also owns other Porsches, including a pristine 356.

Below: Ross McNair, a DE instructor, and his daughter are in Ross's GT3 at Watkins Glen.
Photo by Mia Walsh





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Tom Trew dropping down through the famous Corkscrew turn at Laguna Seca. *Photo by Hazel de Burgh*

