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Cover photo of the rear taillight of a 911 by Richard Sherman.



der Vorgänger

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The editors' column
Hello (x3)

With this February issue we say thanks to Richard for five years of fantastic work getting dV up to a standard worthy of our cars and the great people of this club. He passed the baton to three people who hope to live up to his standard.

new 1985 white 911 Carrera. I learned how to drive stick in this car, how to wax on this car, and how to push the car in neutral down a long driveway at night without waking my parents. Not an easy task, I might add, without power steering: the trademark throaty rumble and metallic whine of the engine made starting it anywhere near the house simply out of the question.

I am now the proud custodian of that same 1985 911, although I no longer have to sneak it out of the garage at night. I joined PCA four years ago as a way to get to know other Porsche enthusiasts, and had the good fortune of meeting Tuffy von Briesen and Mike Smalley at my very first event. A few more events and it was clear to me that the kindness and courtesy exemplified by these members is par for the course in the Potomac Region.

Together with my fellow co-editors, I look forward to continuing the good work that had been done on der Vorgänger during Richard Curtis' tenure. There is much to learn and many people to meet, but with your help I am confident that der Vorgänger will remain a publication of which we are proud.



Carrie Albee

Carrie Albee: Back before the days of children's car seats, I can remember my brother and I riding in the back of Dad's white 1970 911T as we wound through the Frederick County, Maryland countryside. This was no trailer queen: it was well-loved and well-worn, like a fine leather briefcase...that backfired regularly and had a hole in the floor big enough for me to see the pavement racing by underneath. This was the first of Dad's three 911s, and my introduction to the passion that we all

share as PCA members.

Growing up, it never occurred to me that anyone would want to own any other kind of car. Sure, there were the cars that you used to get from here to there - our family's was a brick red Ford LTD a la Ace Rothstein in Casino - but Porsche was the car you wanted. After a brief period without one in the early 80s, my father acquired a

Glenn Cowan: I have driven 9 Porsches since 1980, interrupted only by a passing fancy for an M5. Before joining PCA 11 years ago, I enjoyed driving and occasionally street racing both a 924 and 944 Turbo, two 993s (I should have kept the '97 triple black cabriolet) and two Boxsters. Even after becoming a member it was another 3

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Glenn Cowan

years before I attended my first HPDC, Autocross event, Autocross school and a couple of track days. For the first time I was beginning to understand what truly wonderful cars I had been driving to work and was able to better appreciate what a Porsche really is.

It took me so long to begin this learning out of fear of participation, a notion that I would be intruding on the club. I wouldn't know what to wear, where to park, what to say. I finally just showed up and although I stopped

short of DE, I continue to Autocross and participate in Rallies and Drive and Dine and tech events. I know my car better (2013 Triple Black Boxster S with PCA plates) and I even drive it pretty well based on Autocross times!

When Richard Curtis decided to retire as dV Editor, I approached John Eberhardt (who I knew from having backed over his carefully laid out trunk contents at an Autocross event) about helping out in some fashion. So I find myself as one of the Co-Editors!

Richard has tried valiantly to teach us how to do this. We hope that this issue is at least acceptable. We have some new thoughts. I would like to use dV as an active mechanism for recruiting passive PCA members to try us out and do something new with their cars. As a former "passive" I have some ideas about such articles.

For now, we want to just get this right and continue producing a magazine that works as well as the publication that Richard has made so compelling.

. . .

Michael Sherman: My fascination with Porsche started at about age 8 when like most young boys I started leafing through Road&Track, getting car posters on my bedroom walls, and building model cars as a hobby. My attention was always on the Porsche 911 for some reason; even at a young age I found Ferraris and Lamborghinis too impractical.

The days of high school and college only fanned the flames, and I found myself the owner of an older 3.2 911 Carrera after entering the real world. I joined the PCA right away because I thought it was just what all Porsche owners did. Unfortunately, I wasn't very active. I enjoyed the newsletter and Pano, but for some reason the events seemed to be for other people; not me.

Fast forward 15 years and I started down the path of getting a new 911, and with that my interest in the club was renewed. I vowed to attend events, and I did! Autocross, car shows, social events. It was at one of these social events that Richard and I discussed my involvement. I expressed interest in helping out however I could, and next thing I knew I was part of a co-editing team on dV! Involved, indeed.

I'm looking forward to doing my best to continue the level of dV we've all come to enjoy under Richard's tenure. From my perspective as a long-time member who wasn't really engaged at first, I want to do my best to bring content that will help demystify the events and help more people get more involved; whether it be Autocross, DE, Drive n' Dine, or just a breakfast. In my humble opinion, one of the best things about our club is the huge variety of activities available. I'll do my best to showcase these as the dV issues come together.



Michael Sherman

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The Road Ahead

Overall, 2013 was an excellent year for the club. After years of hard work by many, many people we won the coveted Ferry Porsche Trophy for Region of the Year. We continue to grow our membership, which is a basic measure of how successful we have been in providing value to our members. Most of all, speaking for myself, I think we had a lot of fun in 2013.

But while it is always fun to romanticize about the past, it is important to look to the future. With this in mind, the Executive Committee, Program Chairs, and a number of Club Leaders met after our annual elections to discuss planning for 2014 and the future of the club. I have to say that I was blown away by the discussion. In addition to sorting out a very full calendar for 2014 (which has just as many diverse events as we had in 2013!) we also had a very frank discussion about the future of the club. I was surprised at how many creative ideas people had to make our club even better – and in particular to focus on making our club even more welcoming to members new and old.

The result is “A Vision for Potomac” – a document drafted by Club Leadership to try and put forward a vision of where we want Potomac to go, and the kind of club culture we would like to have. Rather than a radical shift from Potomac tradition, I feel that this is a logical extension of what we have already been doing and puts into the words the kind of culture that many of us already believe in.

Obviously, the overwhelming majority of the membership did not participate in the planning meeting in December, but this does not



John Eberhardt

mean we don't want them to participate in defining our Club direction – on the contrary, much of a Vision for Potomac speaks to the desire of the Executive Committee to get more input from the membership and to engage the membership more in the life of our club. One of the steps in this direction is to revitalize the position of Volunteer Coordinator. Linda Gifford has volunteered to take on this job, and in this role she will help members who want to get more involved navigate the various committees and people to find the place in the club that feels right for them.

So if that is what Club Leadership wants in 2014, what do I want in 2014? I would love to meet more great people and spend as much time with my friends as I can get away with. As I look back at 2013, I see a long list of great people that I have gotten to meet and know better this year, like Sam Al-Mukhtar, the Four Stooges (Roger McLeod, Jonathan Van Hise, Erik McGunnigle, and Dave Fox, with Rob Lorndale thrown in four good measure), Leah Price, Felix Freueh, Carol DeZwarte, John Walters, Scott Jackels, Scott Hoffman, Otto Burgess (who looks very sinister covered in brake dust), Irfan and Annabelle Alvi, and a host of others.

2013 wasn't a perfect year – in addition to lots of great news, it also had its share of issues, problems, and sadness. But looking back, I think it reinforced the bonds of friendship and showed us how important the people in our lives can be and how much they contribute to our world. So I think I would like more of that in 2014. Happy New Year!



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Potomac's 2014 calendar

The information below is accurate as of date of publication. However, circumstances may change through the year. 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.

Get ready for the new year of activities! Why not pick a new event this year to try for the first time? As the weather warms up look for events of all types to come fast.

February

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

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

8 PCA Potomac Volunteer Award Dinner at Maggiano's Little Italy in Tyson's Galleria. Cocktails at 6:30 pm and a family style dinner will be served at 7:30 pm. Registration required.

15 Maryland Brunch at The Irish Inn on Saturday, 11am - 1pm.

March

1 Open Board Meeting 11am - 12pm.

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

March (cont)

8 New Members Party! 10am - 12:30pm. Location TBA.

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

14 Zone 2 DE at VIR, 8am.

15 Zone 2 DE at VIR, 8am.

15 Maryland Brunch at The Irish Inn on Saturday, 11am - 1pm.

16 Autocross School at Baysox Stadium, 8am - 2pm.

16 Zone 2 DE at VIR, 8am.

22 High Performance Driving Clinic at Summit Point, Jefferson Circuit, 7am - 7pm.

29 Tech inspection, 9am - 2pm.

Program Chairs

Autocross: Gary Baker, autocross@pcapotomac.org
Club Race: Starla Phelps, Fred Pfeiffer, clubrace@pcapotomac.org
Concours: Ron Davis, concours@pcapotomac.org
Drive 'n Dine: Andrew Fort or Claude Imbt, driveanddine@pcapotomac.org
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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, 11 am at the City Grille, 10701 Balls Ford Road, Manassas, VA, 20109.

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

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

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

Cars 'n coffee gatherings

Fair Lakes, VA

Sundays, roughly 8:30–10:30 a.m., 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, 8–10 a.m., Hunt Valley Towne Centre @ Joe's Crab Shack, 118 Shawan Road, Hunt Valley, MD. Many, many cars of all types.

Burtonsville, MD

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

Great Falls, VA

Saturdays, 7–9 a.m., 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 7 a.m. 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, 8–10 a.m., Corner Bakery Cafe, 10327 Westlake Dr., Bethesda, MD, Westfield Montgomery Shopping Mall.

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Photos by Michael Sherman

Above: A brief stop overlooking the Black Forest at the top of the High Pass.

Below: A photo op by the vineyards along the Burgenstraße.

European delivery: Driving a 911 on the Autobahn

By Michael Sherman
for *der Vorgänger*

In part 2 I described the process of going to the Zuffenhausen factory, taking a tour, and finally picking up my new 911. The car was safely parked in the hotel parking garage after a euphoric day of Porsche fan heaven.

May 23, 2013 - Burgenstraße to Rothenburg ob der Tauber

My wife and I were up early today as this would be our first long day of driving! We grabbed a nice breakfast at the hotel, then it was off to find the A81 north to Heilbronn where we would catch what is known as the Burgenstraße (Castle Road). This is a trail through some back roads leading through some picturesque German countryside which was rumoured to feature castles. We got off at exit 10 from the A81, took a left on B39, then eventually found L1036, which was marked with a little brown sign as being on the Burgenstraße. These little brown signs would end up being problematic, because apparently in some cruel trick they removed half of them along the route just to see what would happen. We made our way East towards Öhringen, Neuenstein, and then down South a bit to Schwäbisch Hall. The drive was relaxing and full of views of sweeping farmland, vines, and the occasional castle. The path eventually took us North to Rothenburg ob der

Tauber, which was the real destination for the afternoon to grab some lunch and wander. It was odd getting stares from the locals along the way; I had assumed it was commonplace to see new 911s around this area, but I guess even near the birthplace people know they are special cars.

With just a few stops made, it took about three hours to reach Rothenburg, and we arrived in time for lunch. Pro-tip: The parking in Rothenburg is awesome if you use the bus/car parking lot. We were the only car there with tons of space. Parking is €1 per hour. After parking, we first had to enter the walled part of the city through a bridge and gate, then we were into the mostly pedestrian-only section of the old town (Altstadt). First priority was finding lunch, so we walked up through the Marktplatz and stopped at one of the many hotels (Reichskuechenmeister) for lunch in their restaurant. Sauerkraut, potatoes, and bratwursts were the imperative meal, along with a few beers.

After lunch we proceeded to tour the city, visiting some touristy spots but also meandering around back alleys. There were a lot of tourists around, but if you

go off the beaten path it's quite tranquil and quaint. We visited St. Jacob's Church and saw some amazing wood carvings and stained glass. We walked outside the city wall for a bit to marvel at the engineering of it all. Then it was to the Christmas Shop. A cup of coffee and some Schneebälle later, we were ready to depart.

On the way back, we decided to just head on the Autobahns for the quickest route back to Stuttgart - the E43 to the A6 and the A81. It started to rain, heavily at times, so it was a good opportunity to get to know my windshield wipers and the handling of the car at speed in the rain. I was still able to hit 100 mph in the rain, so I can't complain.



This was my first full day with the car, and it went from sunny conditions on winding roads to rainy weather on the Autobahn. Overall I was impressed with the stability of the car, yet it was nimble for a vehicle so much larger than my older 1986 911, but I learned early to stop comparing it to my old car. This new 911 is so drastically different! The seats are incredibly comfortable, the clutch and shifter snappy, and the even though I've been keeping it under 4000 rpm, the throttle has a quick response to move this larger vehicle. The interior ergonomics are fantastic, and I especially love the elevated shift knob.

May 24 - Baden-Baden, Schwarzwaldhochstraße, and Triberg

Each morning we would breakfast at the hotel, then head over to a little coffee shop to use their WiFi which was free to customers. Turns out WiFi isn't as freely available as it is in the States, and the hotel wanted something crazy like €15 per day to use theirs. There we could check our email, and plan our upcoming route to the day's destination. Today would be a double waypoint of Baden-Baden then Triberg. Baden-Baden is known for its natural spas and baths, and Triberg is known for a waterfall and cuckoo clocks. It was off to the Autobahn to take the A8 and A5 to Baden-Baden.

The trip was pretty uneventful, with a few brushes with 100+ mph speeds. Traffic was heavy and there was a lot of construction. When we arrived at our first destination, parking was again a concern, but I was able to find an end-space and it contained all angle spots, which made me feel more comfortable. Overall, parking during this whole trip stressed me out more than anything else. Be prepared to spend time searching for safe spots due to the relatively small size and awkward positions of all parking places.

My wife had the crazy notion of spending three hours at the famous bath houses, so she went off to do that while I declined to walk around naked and, more to the point, see people naked who might properly justify the invention of clothing. Instead I visited a coffee shop and brought my new car's owner manual collection with me to peruse. The entire set took about an hour to read; there are volumes of books to review. Now I know the intricate steps on how to extract the car key in case the battery totally fails (because it won't let go if there is no power). After coffee I went to the Lowenbrau Restaurant for some Maultaschen and a beer. Another hour was taken up by wandering around the city streets until my wife was done bathing or whatever goes on in there.

It was off to Triberg! This meant a nice



Photo by Laura Sherman

It was a chilly 37°F in late May at the top of the Schwarzwaldhochstraße.

drive South through the Black Forest, along route 500, which is called the Schwarzwaldhochstraße, or Black Forest High Pass. This is a twisting road up and down the mountains which was probably the best drive of the trip. It was unusually cold this day, and the lowest temperature seen was 37 degrees Fahrenheit at the top! My summer tires held up OK, but it was weird to see snow on the trees in late May.

When we reached Triberg we found a really nice parking lot, much to my relief. It was a brand new, wide open lot with only three other cars in the entire lot. We headed down the street and found a nice place for dinner - The Tick-Tack-Stube; once again some wursts and beer were ordered. After dinner it was getting past 6 pm so all the stores were closing down. My wife was dismayed that we couldn't visit a bakery and get the real Black Forest cake for dessert. This was odd as I am used to restaurants staying open until 8 or 10 pm. We hopped back in the car and punched in the destination of the hotel to get us back as it was getting dark. A few miles to the A81 and we were heading north back to Stuttgart.

May 25 - Heidelberg

Today it was back up the A81 towards Heidelberg, a classic tourist stop. We decided to walk up to the castle first and tour the grounds. It's quite impressive, but it was starting to get crowded with tourists, so we made our way down to the city to scope out some lunch options. Once you get off of the tourist-clogged

Hauptstraße, one can more fully appreciate and experience the beauty of the city. Vetter Brewery was our stop, and we were only the second group in there. They brew their beer on site, so naturally we had to try a few, and order some bratwurst to wash it down.

Most of the day had been partly cloudy, but on the way back the weather was sunny again and the roads were completely dry and relatively free of traffic. This was my last big drive with the car, and I had this desire to break my land-speed record. When would I get another chance to drive as fast as I wanted on a public highway? On the A81 South it opened up and the speed limit was lifted, so I decided to go for it. For the past few days I



Photo by Michael Sherman

Enjoying one of many beers along the way.



Photo by Laura Sherman

Back at the factory where it all started; the end of the journey meant removing the tags from the car to keep as souvenirs.

had hit 110 even 120 once, so I knew the car was stable and wanted more. Slowly and carefully edging up I hit 135 mph - officially setting a new record for me. I was mindful of the 4000 rpm limit that I should be keeping for the first 2000 miles of break-in, so any faster would have been getting up in the revs. The car hunkered down and wanted to go faster - it seemed to enjoy passing cars as if they were standing still - but this was enough for me. It was a great way to end the driving tour and a good story of enjoying the Autobahns.

After getting back to Stuttgart, we went out for drinks at Bar Lillet in the Le Meridien hotel. Lillet is an ingredient in the Vesper Martini, the famous drink of choice for James Bond. After cocktails, we arrived for dinner at Ochs'n Willi, for which we had made reservations weeks prior. It was a good thing, too, as the place was packed. Excellent, hearty food and drink. I highly recommend this restaurant. The waitress was patient with us as we tried to make it through the whole meal speaking only German.

May 26 - Dropping off

Sunday would be the last day with the car. It had certainly been a short trip, but we managed to pack a lot in and drive back roads and busy Autobahns. After the usual breakfast

and checking out of the hotel, we left the parking garage for the last time and headed up to the factory in Zuffenhausen. Since it was Sunday the factory collection department wasn't open, but the guards at the gate would collect the necessary items such as a key and some paperwork. We parked the car, took a few last pictures, then I removed the license plates to keep as souvenirs. The guards then had me sign a form, and they took one of the keys. That was it! They called a taxi for us, and this would be the last time I saw the car for a while. The mileage on the odometer read 1006 kilometers, meaning I put exactly 999 km on the car. I should have driven around the block a few times to make it an even thousand.

That afternoon we took the train back to Munich where we would spend the last night before leaving.

May 27 - Flight home

We took the S8 from Munich to the airport, checked in, got some breakfast, and eventually left Germany on our United flight home. A week-long trip that seemed a lot longer.

If there is one negative about the European Delivery Program it's that you have to drop your new car off and then ... wait. Many weeks or months in fact. You fly home and

your car slowly makes its way through trains, boats, and trucks to eventually meet up with you again. Having now experienced the car, it was much harder waiting for delivery than I had thought. My impatience was at an eleven!

June 1 - Waiting

I passed the time by making sure I have all the proper car care equipment. I've researched some new paint care products and purchased an array of new items; Griot's clay bar, P21 wax, OptiSeal, a new wash bucket, wash mitt, and plenty of microfiber cloths.

In the meantime I also took the European Delivery photo folder that I received with my car and one of the Stuttgart license plates to a local framer to create a large framed collection of the folder, the photo, the 911 rendering with the metal plate with details of my car, and the license plate. It should make a nice addition to the garage wall.

Three weeks and one day since dropping it off, time seemed to pass so slowly. One more email to check in with Jamie at Porsche Cars North America resulted in the best update ever! Instead of not even being at port yet, my car had already left Emden on a cargo ship (the Paradise Ace) back on June 5th: It arrived in Rhode Island on June 14th, and then was ready to spend a week getting

through customs and out of port. A truck ride down I95 later, it would arrive at my local dealer.

When I arrived home this day I had a small package from Porsche waiting for me. It was a very nice welcome pack with a letter,

DVD of tips about the car, a hardbound history book, a pen, and a card with all the 24-hour roadside assistance information. I believe I now have four Porsche pens collected throughout this process. Hey, if you buy a car they can throw in a few free pens.

The new car is finally parked in the garage next to its much older sibling.

Photo by Michael Sherman



June 26 17:00 - Stateside Delivery

The car finally arrived! Exactly a month to the day since I dropped it off at the factory. I walked over to the dealer, met my sales person Bill, and he handed me the key. It arrived just a bit before noon, but they had to do the state safety inspection, detail it, and fill it up for me. When I got it home the first thing I did was swap out the orange side marker lights for clear ones to better match with my Agate exterior color.

So ends a chapter that is a pretty special one all things considered. I always had this dream in the back of my mind of buying a new 911, but I never thought it would actually come to fruition. With a lot of hard work and a supportive wife, I was able to do this and I definitely don't take it for granted. Now on to my next era of Porsche ownership!

Michael Sherman, of Herndon, Va., has been a PCA Potomac member for 15 years. His first Porsche, a 1986 911 that he still owns, was also his first car.



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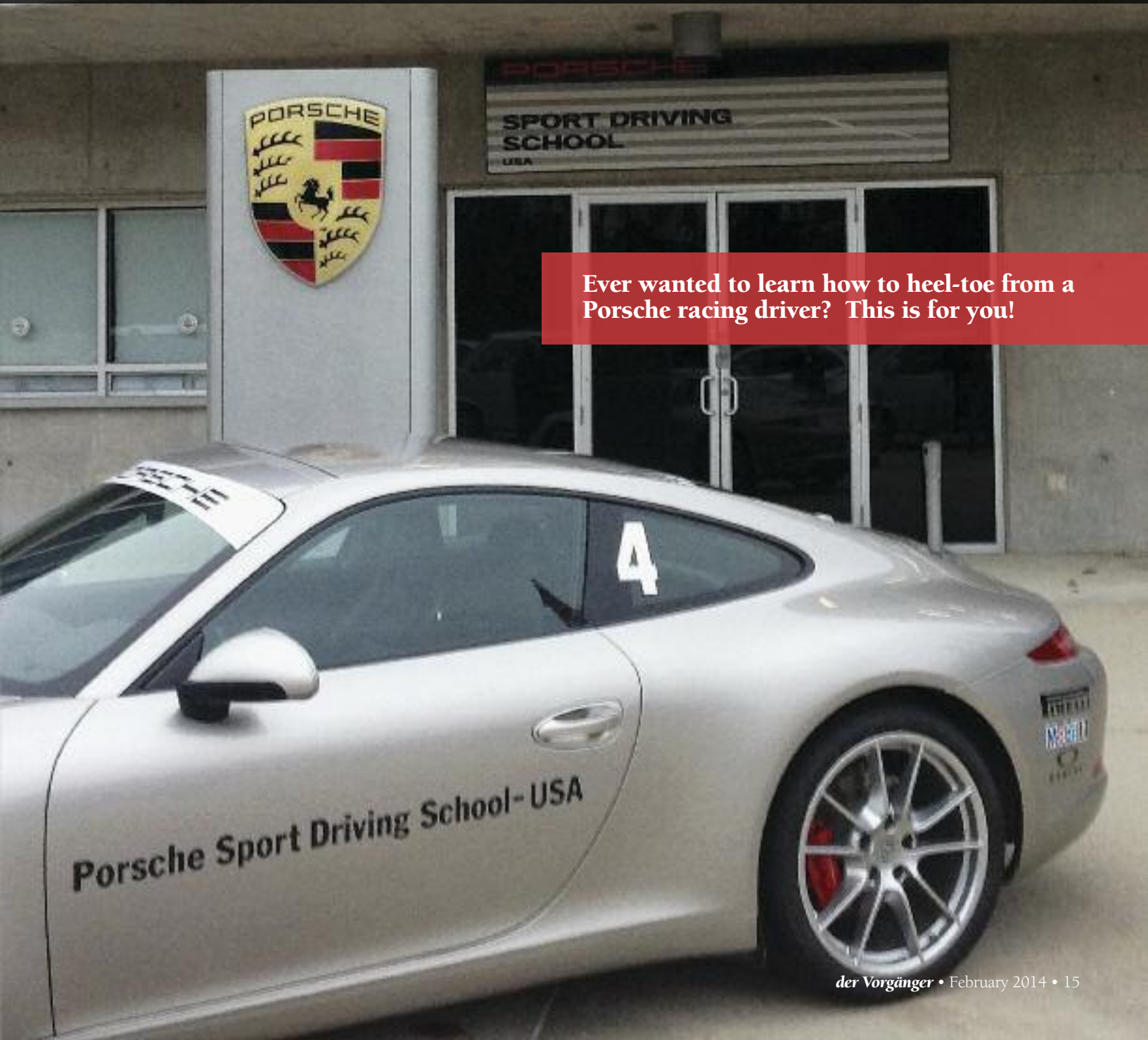
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A Fast Weekend with the Porsche Sport Driving School

By Blaise Warren
for *der Vorgänger*



Ever wanted to learn how to heel-toe from a Porsche racing driver? This is for you!



Photo by Blaise Warren
A fleet of 911s and Panameras ready to take on the track.

The Porsche Sport Driving School at Barber Motorsports Park in Birmingham, Alabama, offers the chance to drive Porsches in their intended environment –the racetrack or the backwoods – and learn how from the best in the business. I attended the two-day Performance course a few weeks ago and had a ball.

The School offers courses ranging from a one-day “Precision” course to 2- and 3-day advanced classes. It is a tiered program: to take the two-day “Masters” course, for example, one must complete the two-day “Performance” course, with each program building upon previous programs. There are also courses for couples (the “romantic all-inclusive package” – presumably you supply the

romance) and there’s a women’s only course too.

The two-day Performance course is the foundation. It covers the basics: car control, autocross, skidpad, track driving, lead-follow lapping, and off-road driving. Day 1 kicked off at 7 am sharp with a bus from the Ross Bridge Renaissance hotel (the hotel partner of the school) to the track for breakfast. The morning sessions began with an hour of classroom instruction on steering, weight transfer, oversteer/understeer, threshold braking, late apexing, and other topics that make great conversation starters at parties. From there the group breaks into smaller teams and rotates through each tactical training activity. There was autocross in a

For more information about the Porsche Sport Driving School visit porschedriving.com.



Photos by Blaise Warren

Right: A Cayenne works offroad too.

Below: Participants gather for a photo before the school begins.





Photo by Blaise Warren
**Racecars at the Barber
Vintage Motorsports
Museum.**

brand-spanking new \$100K (!!) Cayman S with yellow seatbelts; skid pad training in a 991 S; skills lessons in a fleet of mid-engine Caymans and Boxsters, covering heel-toe shifting, trail braking, and lane-change maneuvers; and track driving around the full Barber circuit. The track sessions were set up as lead-follow sessions, with individual drivers following an instructor in a lead 911 Turbo. Track sessions were conducted in a 911 S, Cayman S, or Panamera GTS, and students swapped through the cars so that everyone drove each model. Day 1 ended with a steak dinner with the instructors back at the hotel.

Day 2 was more of the same, with an early wakeup and a succession of classroom activities and tactical sessions, building on the first day. Day 2 also included off-road training in Cayennes on the same grounds where the Cayenne was first introduced to the media 10 years ago. Did you know that a stock Cayenne can ford a river and balance on two wheels on a boulder? Well, it can. The course ended with an awards program

and a complimentary tour of the Barber Vintage Motorsports Museum. The Museum is a destination in itself, with hundreds of vintage motorcycles and racing cars in a spectacular building.

Despite the December cold and rain, the weekend was a total blast. It is an opportunity to learn from professional racing drivers how to drive your Porsche at the limit – but safely. It also shows how each Porsche model (all bone stock) can really perform at the track. Although the courses are not inexpensive (they range from \$1,800 for the one-day introductory course to an eye-popping \$10,000 for the two-day 911 GT3 Cup Experience), there are distinct advantages: (1) courses are all inclusive, covering transportation from the hotel, all meals, and everything at the track; (2) the School takes care of owning and maintaining the cars; and (3) the courses are first-class, from the quality of the instructors to the beauty of the venue to the performance of the cars. It's a great way to enjoy your weekend and learn to drive fast and safe in a Porsche.

Why I Love My Porsche

By Andrew Jett
for *der Vorgänger*

One gray cloudy November afternoon, I decided to chase away the doldrums. I started up our father/son project car, a 1979 Porsche 911, customized into a 3.0 IROC RSR clone. I put the key in the ignition, left of the steering wheel, pulled the shift back, and gave the knob a few side-to-side tugs. The motor coughed and sputtered for an instant, then exploded into life. I prodded the throttle a few times to even out the idle, then checked the vital signs before heading out to the winding roads of Virginia.

Rounding a curve I saw a 360 Challenge Stradale in my rearview mirror. With a thumbs up, I pulled over to let the Ferrari take the lead. We enjoyed a playful drive; the two of us taking turns leading on empty twisting roads snaking through the Virginia countryside.

When we went our separate ways, I honed in on the Porsche. All my senses were heightened and I felt every curve; breaking softly on the wet pavement, laying into the throttle with a little care exiting the corners. I felt as though I was one with the car, flowing with that agile, machine of potentially lethal power.

My dad has owned many Porsche 911s over a thirty-five year span and has been a longtime member of the PCA. I have been a Honda fan, spending my weekends at Maryland International Raceway pouring blood, sweat and tears into an all motor Acura Integra and Acura RSX, trying to break into the 12s on the quarter mile. Dad would extol the virtues of a Porsche and I would argue that the Honda technology is cutting edge and Honda owners are willing to try new ideas and get creative.

When we purchased a rough '79 Porsche that needed TLC, many shouting matches ensued over a

project that lasted 15 months. I argued that we should port the heads and port the intake manifold runners and install 964 cams, and my father reluctantly agreed after many spirited discussions. We upgraded pistons and cylinders to a Mahle 9.8:1 spec compression ratio. Finally an IROC 3.0 RSR clone emerged from its chrysalis, with a full rebuild and matching body.



Andrew in front of the white 1979 911 project car

Heading home that day with a smile on my face, I knew that Porsche had delivered an unforgettable driving experience. It made me think, it made me work, and it made my heart pump. Its all about fulfilling that itch for adrenaline, and nothing does that better than the raw, hard core nature of this '79 Porsche 3.0 IROC RSR clone.

Why did I buy that?



Dan Rowzie

Right: Rowzie on the downhill in his Targa at the field trial course (laid out like an autocross course but in an open field). Rowzie did every sort of event in this car.

Story and Photos provided by Dan Rowzie

In the mid '60s and early '70s old Porsche race cars were not sought after as they are today. Someone actually asked me, "Why did you buy that?" after I had bought a used 550 Spyder around 1968.

By that time, more Porsches (mostly Speedsters) for me had come and gone. One of these was a '58 GT, with aluminum panels, a large gas tank and a four-cam Carrera engine. I kept the 550 Spyder until this rare Speedster came along around 1969.

Both the Spyder and the GT Speedster had been victims of over-revving at Marlboro (Maryland) Raceway. Willy Schultz, a Navy chief at Patuxent River Naval Air Station, had killed the Spyder's engine during one of the annual six-hour races at Marlboro.

In another Marlboro race, Skip Reber took the advice of noted Porsche racer Bruce Jennings and other Carrera racers "not to worry about the green oil light." These cars seemed practical to me since they both had the more docile and easier-to-care-for pushrod engines. All early Porsches had a green light on the dash to warn of low oil pressure.

The 550 Spyder cost me \$1,100, with a small tilt trailer,





Top: No. 771 GT Speedster that Dan bought from Skip Reber; the original four-cam engine had been blown up at Marlboro Raceway. When Dan bought it from Reber it had a replacement pushrod engine installed. Reber was the first OD of Potomac's first driver's school held in the late 1960s at Marlboro.



Left: A yellow wide-body 911 photographed from the rear in a line-up of cars at what looks like Summit Point hot pits (ca. 1979). This car was the RSR that won at Sebring. The '75 body and centerlock wheels had replaced the original '73 body. The car is now restored and in a collection in Great Britain.

while the GT Speedster was about \$1,500. Today, my former Spyder is in a museum in Belgium, while my No. 84711 GT Speedster was advertised two years ago at 425,000 Euros (approximately \$575,000), by an English restoration shop.

My next factory race car was a '64 904 bought from an advertisement in PCA's *Panorama* magazine in the spring of 1971. I paid Ed VerSchneider, a GE engineer in Syracuse, New York, his asking price of \$6,800 because I knew I would have serious competition. The car was stored in his dad's lace in Croghan, New York, near the

St. Lawrence River. When I was preparing to drive that silver-with-French-blue racing stripes beauty home, I asked Ed how many people I beat out. "None," he said.

My 904 is now in the Collier Automotive Museum in Naples, Florida. I often gaze wistfully at its picture in Lucinda Lewis's book, *Porsche: the Fine Art of the Sports Car*. It's the red centerfold.

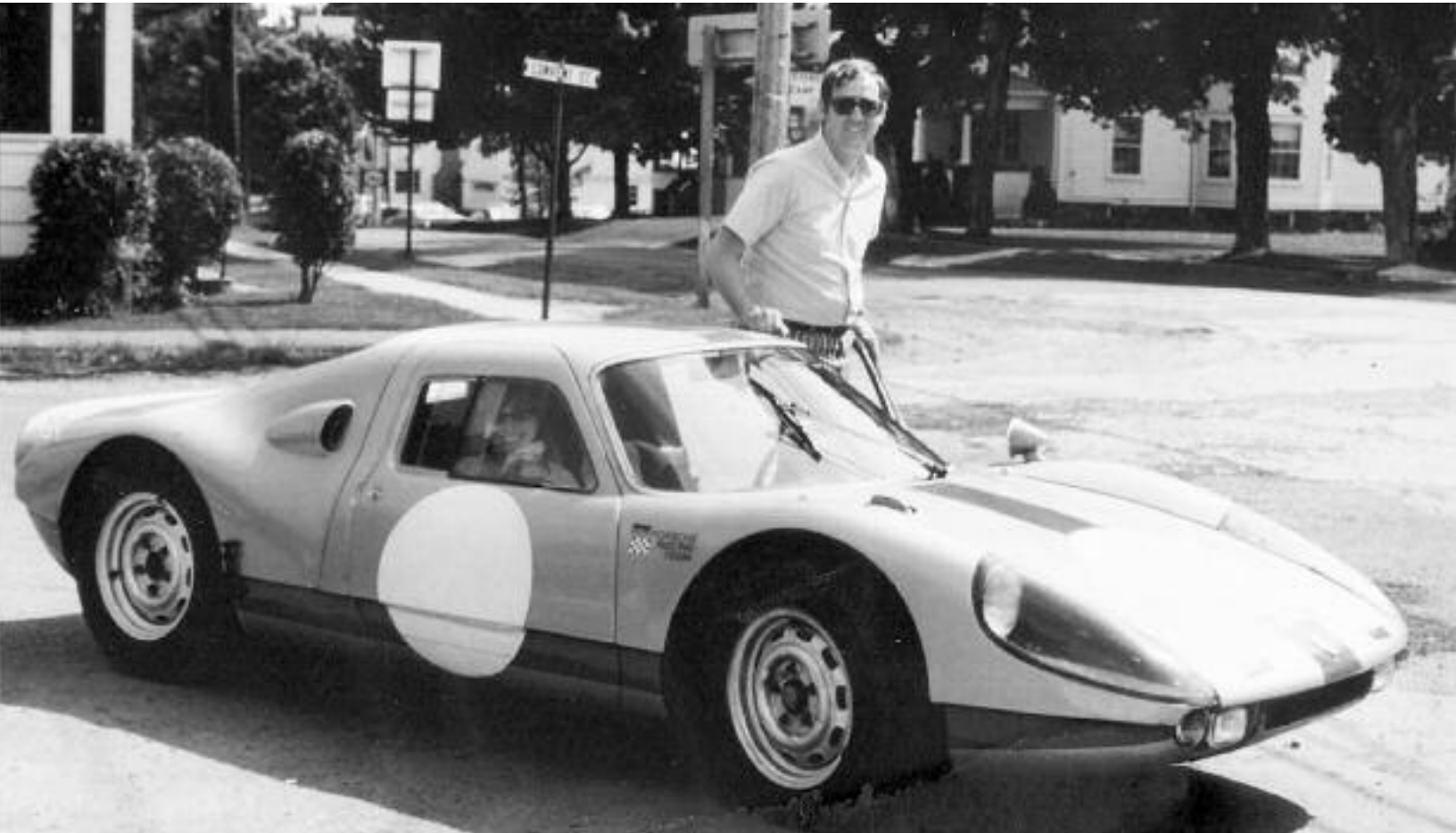
One of the more interesting of the limited production Porsches I've owned was a '59 Carrera GS Deluxe coupe that was more of a rescue. When I pulled it away from the back fence of WagonWerks body

shop in the late '70s, the police impound tag was still tied to its steering wheel, and it looked awful with flat-black primer, big Buick-sized dents and a flat tire.

There were also three bullet holes; one went through the top of the engine lid, one through the back window into the dash close to where the driver's right hand would have been, and one creased the roof over the driver's head. I paid \$500 for that puppy knowing that the engine and mechanicals were good.

My friend, Tom Barrett, who passed way in 1985, pleaded with me for ownership of that Carrera but not until I doubled the purchase price! Tom turned the car into a black beauty with a full red-leather interior.

My next Porsche factory race car was bought some years later. I co-drove the 1975 Cannonball Baker Sea-to-Shining-Sea Memorial Trophy Dash in Leo Lynch's '73 911S with a former spare 3.0 liter IROC engine. All that power made me want to have a car with an



Above: Snapshot of 904 at Convent Street in the middle of Croghan, N.Y. when Dan picked up the car, a very young-looking Dan Rowzie standing beside driver's door wearing a pink shirt.

Right: 904 in snow in (noted on back of photo as 1967 near Lowville, NY) Previous owner Ed VerSchneider was in the car, not Rowzie. This was before Dan bought the car.



engine that performed like that!

Years later in the late 1970s, I had my chance. After spotting an advertisement in *Panorama*, I made a cold trip in December to St. Paul, Minnesota, and for \$24,000 bought another 911, this one a dedicated race car.

The Minnesota 911 had been updated to wide '75 bodywork. It had never been hit during its racing career. It started out as the light-yellow No. 59, famous for winning the 12 Hours of Sebring in 1973 with owner Dr. Dave Helmick sharing driving duties with Hurley Haywood and Peter Gregg. That car has now been restored to its configuration when I owned it and is now showing up in events, mostly in Great Britain. It's pictured on page 52 of the November-December issue of *Classic Porsche* magazine.

These were my most notable Porsches, bought because I liked them. If I had kept them, each would have been a wonderful investment, but I bought and sold them for what they were worth as the time.

There are a lot of stories about the three-way trades, and the hell of trying to make a deal work. The best stories, though, are about the people I've met through these purchases and the friendships I've made.



Rowzie autocrossing in the Spyder at what appears to be Montgomery Mall in Maryland.

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After an Accident, Don't Forget the Diminished Value Claim

By Sam Russell
for *der Vorgänger*

A Porsche driver stops at a red light and is rear-ended. The Porsche is seriously damaged. The other driver admits responsibility, the police report confirms the other driver's culpability, and the other driver's auto insurance company accepts liability on behalf of its insured. The insurer fixes the Porsche to within industry standards. Good as new, right?

Not even close. Two years later, the Porsche driver tries to sell his car, and a would-be buyer pulls the Carfax report and discovers that the car has been in a major accident. The gently-used car that would have been worth \$40,000 had it not been in an accident is now worth \$26,000. The driver has already signed away his right to sue the driver who rear-ended him, and the insurer that paid to fix the car argues that it has no responsibility because its policyholder no longer faces any liability.

What happened? The Porsche driver trusted that the at-fault driver's insurer would make him whole, but the insurer cut a very big corner: without compensating the innocent driver for the diminished value of his car, the insurer has left the driver holding the bag. And it's a big bag – as much as half of the value of the loss due to the accident is never compensated, and the innocent driver must bear it when

he tries to sell or trade in his car.

The law in most jurisdictions unambiguously provides that the amount by which the innocent driver's car decreased in value – even after being repaired perfectly – is part of his damages. The at-fault driver owes him this money, and, ultimately, the at-fault driver's insurer needs to pay it. However, insurers are in the habit of not compensating this loss, probably because most drivers simply never ask for it.

This may not have been a big problem thirty years ago, when a car with a significant accident in its past may command a decent resale price if it had been repaired well. These days, where every potential buyer of a pre-owned car can instantly access the car's history, an accident will have a dramatic impact on the car's resale value. A significant accident with frame damage may reduce a car's resale value by more than a third.

So what should you do in this situation? After the at-fault driver's insurer pays for the repair to your car, take it to an appraiser to document the diminution in value as a result of the accident. Submit this documentation to the other driver's insurer along with a claim for diminished value. Be persistent, because the insurer is likely to drag its feet or deny the claim outright. If you encounter a brick wall, consider retaining counsel to get things moving. Whatever you do, do not allow the insurance company to stick you with this large loss.



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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, 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 interesting 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 cellphone 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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PCA Potomac 2014 Autocross Season will begin soon; register now online

Gary Baker at the 2013 Autocross School

Photo by Tony Pagonis



By Gary Baker
for *der Vorgänger*

The Founders' Region 2014 Autocross School is scheduled for Saturday, March 16, 2014 at Bowie Baysox Baseball Stadium in Bowie, Maryland. There are no special requirements to participate except a valid unrestricted drivers license. No special tires, brakes or other car modifications are needed. "Slip down the slippery slope with Autocross" and become a "Conebanger"!

The first step is to read this article, get excited and register online through the PCA Potomac website at www.pcapotomac.org. Find the programs link, click on Autocross and click register. Registering for an Autocross is as easy as 1, 2, 3, and you will receive your confirmation immediately. Please feel free to check out our 2013 results under the Schedule/Results tab. The Schedule/Results tab also includes photos from our School as well as each of our other 2013 events. The cost to Autocross is \$45 per event online registration

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and \$55 if you register in person. Autocross events do fill up as we cap them at 66 participants.

The all-day March 16 Autocross School at Bowie Baysox Stadium costs \$95, which includes breakfast and lunch. Each driver must drive their own car. Cayennes (as well as their sportier siblings) are welcome!

This all-day event includes discussion on a range of topics, including:

- Preparation, Tech
- Course Walk
- Vehicle Dynamics
- Seating
- Weight Change
- Tire Pressures
- Acceleration
- Braking
- Skids
- Line Theory

Hands-on activities include:

- Auto-crossing Basics - Course Components
- Reading/Walking the Course
- Start Gate
- Decision Gate
- Finish Gate
- Braking
- Staying on-Course

- Driving the Fastest Line
- Slalom Exercise
- Figure 8
- Skid pad

Discussion and hands-on activities are followed by an afternoon timed full-course session. Sign up today at www.pcapotomac.org.



Photo by Tony Pagonis

Cars line up as they move between exercise areas during the 2013 Autocross School

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A black and white advertisement for TPC Racing. The top left features the 'TPC Racing' logo. To the right is a white sports car. Below the logo are two images of turbo conversions: a 996 & 997 CT520 Turbo Conversion and a 986 & 987 Turbo Conversion. The bottom section displays various performance parts: a 127mm intercooler, Pro Series Suspension components, PASM Compatible Race Series Coilovers, and a Proprietary VGT 997TT Blitzkrieg Turbo.



Photo by Glenn Cowan

A crowded showroom
at Porsche of Tysons
Corner

2013 Annual Meeting

By Glenn Cowan
for *der Vorgänger*

An overflow crowd of Founders' Region members gathered at Porsche of Tysons Corner on December 7, 2013 for the Annual Membership meeting and election of executive officers. Prior to the formal agenda we enjoyed breakfast surrounded by the latest Porsche models which provided the perfect backdrop for the event.

Nominees for Potomac officers John Eberhardt for President, Howard Hill for Vice President, Michael Handelman for Secretary, David Dean for Treasurer and Tuffy von Briesen for Past President were all elected by acclamation amid much shouted thanks and encouragement. Newly re-elected President Eberhardt orchestrated brief but informative and lively reports from each of the program chairs and adjourned the meeting in a claimed record time!

Following the formal meeting, officers and program chairs met in an open session to discuss issues of interest to Potomac leadership, much of which focused on building a more active membership. Even though PCA Potomac was recently awarded national region of the year, here is continuing concern that less than half of club members participate in one or more club events. The conversation led to a proposal to adopt an informal vision guided by four principles, the first two of which flow from the National PCA:

- Promote the highest standards of courtesy and safety on the roads;

- Enjoy and share the good will and fellowship engendered by owning a Porsche and promoting the marque;

- Provide innovative programming to the membership and the larger community that fosters new friendships; and

- Strongly encourage active member engagement by creating a welcoming atmosphere at every event.

It was clear from the conversation that members at large share this vision with club leadership, and that broadly engaging the whole club in the discussion is central to increased participation. Initially this will result in more regular and open committee meetings results of which will be communicated through the Web and other social media.

It is hoped that a new open leadership will lead innovative efforts to expand the volunteer base which is a first step to increasing overall member participation.

Linda Gifford accepted the new role of Volunteer Coordinator to work with the program chairs to help them focus on encouraging active participation from now passive club members by looking to the right opportunities to foster that first activity so crucial to real engagement.

New Potomac members & anniversaries

November and December 2013 new members

Ahmed Abahussain - 2013 Cayenne SUV - from Fairfax
 Kathy & Steve Akridge - 2011 Cayman - from Falls Church
 Gregory & Jeanne Avila - 2014 Cayman - from Waterford
 Toti & Arturo Bantug - 1979 928 Coupe - from McLean
 Clark Barnes & Debbie Miller - 2008 Boxster - from Buckhannon
 Uzi Blumenkranz - 2009 Cayman - from Rockville
 Tony & Breanna Booker - 1985 944 - from Arlington
 Brad & Dria Boyer - 2008 911 4S - from Delaplane
 Vic Braschnewitz - 2012 Carrera S - from Washington
 Donita & Carlus Breland - 2010 Boxster - from Manassas
 Ryan & Daniela Brukaradt - 2006 Carrera S - from Reston
 Eric Crowe - 1988 944 Turbo - from Germantown
 Dan & Mary Cummings - 1998 911 - from Lorton
 Janet & Michel Davison - 2009 911 - from Cheltenham
 Gene Dwiggin Jr. - 2013 911 - from Bowie
 Erich & Pete Engel - 1987 944 - from White Post
 Ben Fischer - 2014 Cayman - from McLean
 Peter & Keegan Flynn - 2013 911 Carrera - from Darnestown
 Anthony Foulk - 2000 Boxster S - from Herndon

Andre & Colette Gingles - 2008 911 - from Laurel
 Rick Goshorn - 1988 911 Targa - from Reston
 Rich Henneberry - 1968 912 Targa - from Washington
 Reed Hitchcock - 2000 Boxster - from Fairfax
 Phil Jalbert - 1999 Boxster - from Reston
 Atul & Ishaan Kathuria - 2013 911S - from McLean
 Michael & Pat Kaunitz - 2009 911 - from Potomac
 Keith Kennedy - 2002 Boxster S Roadster - from Falls Church
 Paul Krogh - 1995 911 Coupe - from Bethesda
 Robbie & Jeanie Ladd - 2011 Panamera S - from Lorton
 Bradd Lewis - 2014 991 S Cabriolet - from Haymarket
 Greg Maier - 1995 911 - from Arlington
 David Mason - 2006 Carrera Coupe - from Lanham
 Bill McIntosh - 2006 Cayman Coupe - from Oak Hill
 Chris Milensky - 2003 Boxster Roadster - from Springfield
 Joe Mullen - 1982 911 - from Lovettsville
 Dennis Nalli - 1977 911S - from Vienna
 Richard Nargiz - 2014 Cayman - from Winchester
 Nic & Stephanie Negretti - 2013 Carrera - from Arlington
 Ed & Grace Novak - 2014 Cayman S - from Chevy Chase
 Cherie Pleasant & Meredith Wells - 2014 Boxster S Cabriolet - from Arlington

Bruce Pollekoff - 2012 911 S - from Potomac
 Peter Reneau - 2011 911 Turbo - from Woodbridge
 Mike Saft & Candace Cotton - 2002 911 Cabriolet - from North Potomac
 Ric & Maryann Segovia - 2008 911 - from Manassas
 Rob Settle - 2010 GT3 RS - from Ashburn
 Brad Surdam - 2012 911 - from Lorton
 Kurt & Debbi Weaver - 2009 Boxster S - from Woodbridge

November and December 2013 transfers

Clark Barnes - 2008 Boxster - Transfer from Shenandoah
 Denny Bulcao, Jr. - 2006 CARRERA 4S Cabriolet - Transfer from Golden Gate
 Charlotte & Ivan Chirinos - Transfer from Red River
 Dan Cummings - 1998 911 Coupe - Transfer from Northeast
 Fraser Dachille - 1995 Carrera - dual member from Towson, MD
 David Fox - 2006 Cayman S Coupe - Transfer from Chesapeake
 Eric Lee - 2007 Cayman - from Arlington, Transfer from Jersey Shore (JSH)
 Daniel McMath - 1999 911 - Transfer from Pacific Northwest
 Bruce Pollekoff - 2012 911 S - Transfer from Chesapeake
 Peter Reneau - 2011 911 Turbo - Transfer from Loma Prieta
 Dick Seltzer - - dual member from Overland Park, KS

Joey Solis - 1983 911 Cabriolet - Transfer from Los Angeles

November and December 2013 anniversaries

35 Years

Gerhard Dreio

30 Years

James Loftis
 Steve Schrobo

25 Years

Henry Finney
 Levator Norsworthy, Jr.

20 Years

Peter Grenier
 Steve Hunt
 Henry Sobel

15 Years

Bruce Bade
 George Bierlin
 Joseph Cerroni
 John Connolly
 Bruce Dobbs
 Jurgen Giesbert
 Peter Kaufman
 Wesley Nicolas
 Peter Tan
 Dan Whiteman

10 Years

Antonio Araujo
 Gary Brindle
 Frank Conway
 Philip DiFalco
 Thomas Ely
 Melvin Gamble
 Michael Goldser
 Ross Mcnair
 Frederick III Pfeiffer
 Michael Rothschild
 Raymond Shea
 Shep Shepherd
 Stephen Vetter
 Tuffy von Briesen
 Eric Wohlrab, Jr.

5 Years

Rob Bobbitt
 Eduardo Bodmer
 Michael Gonzales
 Glenn Havinoviski
 Sean Ji
 Jeffrey Kuhlman
 Mitchell Marder
 Marvin Morris
 George Perry
 Ihor Petrenko
 Charles Russo
 Mark Shores
 Joey Solis
 Marco Vita-Finzi
 Pete Weishaupt
 Earl Zastrow

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Readers and Their Cars

Right: Tom McInnes next to his concours-ready Cayman S.

Photo by Richard Curtis

Below: Members gather around a 911 Cabriolet and a Panamera at the Annual Meeting at Porsche of Tysons Corner.

Photo by Glenn Cowan





Left: Rob Mairs at the 30th Deutsche Marque Concours d'Elegance on May 5, 2013.

Photo by Richard Curtis

Below: Mia Walsh's fingernails painted as racing flags by Shelly Etienne, a student at the Notre Dame Preparatory School.

Photo by Shelly Etienne





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Rear markings of the 911 Carrera. Photo by Richard Sherman.

