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Cover photo: Cars and Coffee in Great Falls is a popular spot for Porsches! Photo by Kevin Naughten.



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der Vorgänger

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of the Founders' Region, Potomac,
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OCD

Yesterday I had to meet a colleague for lunch in Crystal City. My office is in Bethesda. I could have taken Metro Red line to Gallery Place changing to Yellow Line to Crystal City? No way, I'm driving. I had decided to drive the day prior and looked forward to the trip all evening. No insult to my colleague but the highlight of my day was making that 40 mile roundtrip drive.

Most weekdays I drive 4 miles to my office and 4 miles home. It takes me 15-20 minutes each way. I love that drive. It's the one time each day I get to be with my car. Be with my car? What does that mean? The notion is somewhat frightening. But as I think about it my Porsche is not just an inanimate object. Among other things it communicates with me through a variety of medium including spoken voice. It reacts to my inputs and I feel better when my actions and the cars reactions are in synch.

I worry about my car: is it dirty, does it need fuel, is it parked safely? I look at and admire its aesthetics. I am proud of driving it and know other people judge me, in part, because of my association with it. I look forward to spending time driving it.



Glenn Cowan



Michael Sherman

My children are aware of this relationship and are careful not to park too close and know they can only drive Dad's Porsche when Dad is in the car. They joke about going for a solo joy-ride only to quickly assure me they are kidding.

My wife never drives my car. The consequences of mishap are too great to contemplate. Kathy enjoys driving with me but does wonder about my worrying with a smudge on the windscreen or a stray leaf on the floor mat. I'm not sure what she really thinks but I'm reasonably certain she accepts my attachment as a harmless obsession.

Sometimes I'm not sure. I just got back from moving my car a little further away from the car parked next to me. Definitely a case of Obsessive Carrera Disorder.

— Glenn

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Choices

We've reached the mid-point of the year and Potomac's schedule of events is well under way. We are fortunate to have more than 2,400 primary members in Potomac; one of the largest regions in PCA. That large membership allows us to provide a variety of events and activities. On some weekends, we have multiple activities occurring – requiring sometimes tough decisions about which to attend.



David Dean

My participation in Potomac events began with Driver's Ed. When I have to choose, usually I'll pick a DE event. This past weekend, I attended Potomac's DE on the Shenandoah Circuit at Summit Point. A DE gives me time enjoying driving our cars and time socializing with fellow members. For the driving part of the weekend, I get to enjoy both my own sessions on track, and the time on track instructing my student, riding with a fellow instructor (to both pick up some tips or provide some), and sometimes going on a check ride to determine whether a student is ready to be advanced to the next run group.

The social part of a DE goes on all day. We begin the morning with drivers and instructors meetings – and while there is the important and serious part of providing the necessary information to run a safe and successful event – you can usually count on someone (or several people) to add some levity. After the track goes cold, our social hour allows everyone to get together and talk about how well (or poorly) they drove, and enjoy a beer or a soft

drink and some snacks. Add in to these time just sitting around the paddock with people between sessions, a quick conversation with someone that you “played with” on track, and dinner out with a group of your fellow drivers, and you've had a full day of hanging out and enjoying being with your friends.

At the same time that our Shenandoah DE was happening, our Drive and Dine program had a couple of events going on. One was our regular monthly brunch at the City Grille in Manassas. The other was a Friday through Sunday trip to the Eastern Shore of Maryland. The trip included a group drive to Ocean City, a group drive to Assateague, and a group dinner. I believe this is the second or third year Potomac has done this trip and each year I've had to make a choice between events. One of these years, I'll manage to attend this.

Finally, this same weekend was the Zone 1 PCA Club Race. Several Potomac members who you normally find attending our DEs were in Watkins Glen, New York, racing instead. The history and location of the track make it a favorite to drive. This race and our Shenandoah DE are always the same weekend, so every year, a choice is required.

This isn't the only weekend that you can find multiple events on the Potomac calendar. Check it out – and see how you do with the tough decision of which event to attend!

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Photograph by Ken Hills - PCA Potomac Club Race 2015

Potomac's calendar

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

July

- 1 Potomac's first Saturday brunch, City Grille, Manassas. 11am – 1pm.
- 4 Potomac's Independence Day Wine and Pie Drive, Breaux Vineyards, 9:30am – 3:30pm.
- 6-9 Nemacolin Drive & Dine / Fallingwater.
- 8 Tech Inspection for Summit Main DE, IMA Motorwerke, 9am – 12:30pm.
- 14-16 Potomac's mid-Summer DE, Summit Main.
- 15 Potomac's Maryland Brunch at Glen Echo, Irish Inn, 11am – 1pm.
- 21-23 Potomac's Virginia highlands Drive & Dine, The Inn at Gristmill Square.
- 29 Tech Inspection for Porschefest. 9am – 12:30pm.

August

- 5 Potomac's first Saturday brunch, City Grille, Manassas. 11am – 1pm.
- 11-13 Porschefest DE, Summit Point Main.
- 12 Drive and Dine to Porschefest, 1pm – 6pm.
- 13 Autocross at Porschefest, Summit Point Main.
- 19 Tech Inspection for VIR DE, Auto Therapy, Inc., 9am – 12:30pm.
- 19 Potomac's Maryland Brunch at Glen Echo, Irish Inn, 11am – 1pm.
- 27 Potomac's Augustoberfest Rally.
- 27 Potomac Autocross # 4, Baysox Stadium, 7am – 2:30pm.
- 27 Potomac's AugustoberFest Drive & Dine, 9am – 3pm.

Cars & Coffee

Hunt Valley, MD

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

Burtonsville, MD

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

Great Falls, VA

Saturdays, 7 – 9am, Katie's Cars & Coffee located at 760 Walker Road, Great Falls, VA. This is perhaps the premier gathering of interesting cars in the D.C. area. Don't look for many cars if the weather is inclement.

Fairfax, VA

Sundays, 8 – 10:30am, Fairfax Circle Shopping Center. There is a very nice, low key cars and coffee event

Bethesda, MD

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

Potomac Monthly Brunches

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

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

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



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The Golden Ages of Porsche

Story by John Truban. Photos by Charlene Truban.

Car manufacturers often celebrate a “Golden Age” of manufacturing in their history. This era represents their pinnacle achievement when all of the stars align with the right people and right ideas coming together to produce automotive excellence. After which, their brand uses this success for decades to build upon, while at the same time paying tribute with products and corporate slogans to remind us all of glories long past. “Hey, remember us. We are the guys that did that great thing way back when.” Some of these roots are founded in racing success, like Ford’s GT40. Others originate from ground breaking innovative technology, like disc brakes, turbochargers and hemispherical engines. Some are even by accident – like Doc Brown’s Flux Capacitor that makes time travel possible in a DeLorean. Many great automotive successes originate from a single individual’s pure genius – like Henry Ford, Ferdinand Porsche or Karl Benz.

Golden Ages take time to percolate. They can only be assessed after much time has been given for history to judge the results. No one knows if they live in a Golden Age at the time. Markets decide these matters, and usually with great fairness. History has a way of discarding the fat and keeping the quality beef. In the long run, car buyers don’t fall for gimmicks or manufacturer “fluff.” Some styles are timeless while others are labeled a fad. Corporate Boards and Accountants can spell disaster for an otherwise great de-

sign. A single marketing department can take a burning hot idea and throw water on it. It is a fragile thing finding fifty years of success in the automobile business – not unlike the Rolling Stones in the music industry. There are only a few ideas the public will latch onto and buy for more than fifty years without getting bored.

Manufacturers are notorious for taking their past successes and milking them for all they are worth. Anniversary Editions, Commemorative Pace Cars and Retro Redesigns typically don’t end up being the main course, but instead are an aftertaste of a great meal served long ago. “Why not buy the real thing?” buyers ask themselves. Take the Plymouth Prowler design of the 1990’s. A great idea in concept, but not executed faithfully to the original hotrods it was paying tribute. Plymouth failed us all by putting an automatic transmission in the car and under powering it with a wimpy engine. They could have done what Dodge is doing today with the Hellcat and crammed a 700 horsepower engine in the Prowler with a 6-speed manual transmission and plop it all down on big fat tires. We would still be buying them today and Plymouth might still exist (although a long shot). Imagine the fun we all would have had before ending up in jail, all the while giggling behind bars recounting our mischief. That would have been a real deal retro hotrod and not some loser wearing mom jeans idea of one.

Porsche is a performance automobile manufacturer. All of its products deliver performance whether a sedan, SUV or coupe and offered at various price ranges. As a result, performance is what is valued most among Porsche collectors and drivers. The more extreme the performance, the better. For instance, Bentley owners value luxury, and Lamborghini buyers value calling attention to themselves. Each brand has its own self-identity that draws consumers to that manufacturer. If Porsche owners value performance, how do we judge success? In Porsche circles, it means “give me the maximum amount you can legally drive on the road without killing me.” Take the 4-Cam 356’s of long ago, RS variants of the 1970’s, Clubsports of the late 80’s and GT cars of today— all are examples of standard Porsche models that were designed right up to the limit of being a track-only race car. Then they were backed off just enough to put on city streets. As a result, many of these variants went on to great success in racing while in the hands of privateers. Think of it as “Accessible Performance.” These rides do not require years of dedicated training or special licenses to drive.

Porsche has the tendency to design a particular model and then squeeze all of the juice out of it. Porsche ultimately engineers the model to its maximum capability. Once that is completed then they retire the design and commence with the next generation. They squeeze not just the power and performance to the max but also the design elements to their relative end. A model may start out relatively plain only to end up years later with multiple spoiler options, wheel variants, endless color and interior choices and engine configurations. This can best be explained by the number of Porsche 911 models one can choose from currently. It is reminiscent of a Baskin Robins.

Imagine a generation of the 911 that could have continued on indefinitely without any changes? It would have spelled disaster. What if we were all driving 2016 2.4L 911S Coupes around topping out at 190hp? Sure it would be fun and the purists still dream of the idea, but everyone else would be laughing at us with their 500+hp beasts, carbon brakes and satellite radio. We would also be getting lapped at every competition. Eventually the market moves on and if you do not move with it then you are left with an orphaned vehicle because someone else is offering a better option. The product becomes a dead end street. This explains why the Corvette, Mustang, 911, 3-Series, etc. are still around to this day and quite successful. They evolve.

Every so often, Porsche blows the idea of the 911 up and starts over again, like being stuck in a never ending Star Trek space time continuum disaster in which Captain James Tiberius Kirk builds the perfect 911, only to wake up the next day and find he must start all over again. We are essentially enjoying Ferdi-

nand Porsche’s 911 design over and over again in more than a dozen different ways. All of them are the same concept, but from a different perspective as time changes and technology advances.

Porsche has had times in its history where they achieved that pinnacle of perfection across all product lines. Like a rock album where all of the songs are hits, this can be a rare feat. These eras are easily identified by following the habits of collectors and car buyers. The vehicles that fall under these periods of greatness are heavily valued because they represent the best that Porsche has to offer. If you want an early 911 then you end up narrowing your search to a few years. This is not to say that all of the other years of early 911s are substandard. It means that Porsches own high benchmark is sometimes exceeded and these years stand out above the otherwise great products. After all, a Porsche is still a Porsche.

Porsche can point to these eras as Golden Ages of design and performance that still garner the respect of Porsche drivers to this day. We can all think of other manufacturer’s models that are the pinnacle of automotive design and capture the mood of the time period in a bottle. Mercedes has the immortal 300SL Gullwing, BMW has 3.0 CSL which the “M” cars of today owe their thanks, Ford still celebrates the Shelby Mustangs of the late 1960’s and Chevrolet has the chrome beauties of the 1950’s to include the Bel-Air and Corvette. No one can deny the Ferrari’s of the 1960’s – all of them are classics not since repeated. These cars are the winners at prestigious car shows and will likely grace the fine cut grass of Pebble Beach, Amelia Island and Inn at St. John’s for years to come. We will not see Camry’s, Accord’s, Fusion’s or Caravans taking Best of Show in 2045. These vehicles make compromises in order to sell to the masses, and compromise does not pave new paths or win trophies.

Porsche has been so successful that they have multiple Golden Ages where their entire line-up shines and missteps were avoided. The following looks at the best, not necessarily the most significant. 1964 had the first 911 and 1975 introduced the Turbo. Both tremendously ground breaking achievements, but few would argue they were the best versions to drive and enjoy decades later. Here are the Golden Ages of Porsche when their finest automobiles were produced for the public:

1957 - 1958

When one closes their eyes and pictures a 1950’s Porsche they often recall the lines of a 356A Coupe. The quintessential look of the Porsche 356 is on display in 1957 and 1958. The Speedster is a crowning jewel in the Porsche crown achieving legendary status among drivers. The 356 earned its stripes through competition and put Porsche on the map. The lines of the 356A Coupe brought the model to its most elegant and memorable state. The 4-cam variations of



Above: The 1957 GT Speedster.

Below: The 1973 Carrera RS possibly the best driving 911 ever produced.



the 356 from 1957 and 1958 transformed the car into the supercar of its era. The Porsche 356 would continue in various forms for a few more years, but was at its prime fighting weight in 1957 and 1958.

1967

In 1967 Porsche unleashed its performance 911 on the public – the 911S. This brought the 911 Coupe into the sports car class where it belonged. Prior to this the 911 sports car variations remained very limited in the racing/rally categories. The 1967 911R is the prime example of this racing variation. They were

not likely to be spotted at your local drive-in, but raised the bar to a new high and dragged along the rest of the 911 line-up to share in the success. The Porsche 912 also was at its finest in 1967 with both coupe and soft-window variations. Future years of the 912 would see compromises to styling and performance.

1972 - 1973

This period could be argued to be the most significant and important time in Porsche product history. If one had to pick a single Golden Age of Porsche, 1972 and 1973 would be it. The legendary 911 Carrera RS was born and often considered the best driving 911 ever produced. Porsche's bench was deep throughout 1972 and 1973. Every model was great. The 914-6 was a strong performer and carried that model to its peak success. The entire 911 line-up, including the 911T, 911E and 911S were flawless and could

not be improved upon. The products were strong and quality was high. They all still deliver wide smiles on drivers to this day and epitomize the early 911 experience that so many seek.

1987 - 1989

The Poster Cars of the 1980's are not complete without the Porsche 959 and 930 Turbo. Probably the second best era of Porsche products come from 1987 to 1989. The cars were great on power and customers desiring exclusivity could still get truly "special wishes" from the factory. The Porsche 959 is a technological mountain peak first reached by Porsche. Never has a car been so many years ahead of its time. This was the birth of the "Supercar." Every manufacturer since has attempted to replicate Porsche's formula. Years of investment in racing technology were paying off in huge dividends. The 930 Turbo reached the end of its glory in 1989 and likewise achieved legendary status. The 1989 Speedster brought back the glory of the 356 and may be the first example of a retro design that reached the same pinnacle as the original. The entire 911 lineup and 944 Turbo S shine greater than their predecessors and end a long running era of 911 designs on a high note.

1994

The year of 1994 stands out all by itself. The year is filled with wonderful variations of some of the finest styles of 911. This was an expensive production era resulting in few examples being produced. It can be



Above: 1994 offered a refined finish on the 911 with wraparound body panels.



Left: The 928 GTS was Porsche's flagship in the mid 1990's.

difficult to find a great 1994 964 for sale at any price. The 3.6 Turbo was both powerful and striking. A one year production made the model exotic and desirable. The 1994 Speedster, RS America and C4 Widebody are all bright spots that allow 1994 to shine a little brighter than other years. The 1994 928 GTS also brought the 928 model to its peak and cemented it into a grand touring legend over 15 years after its inception. It is hard to believe that just five years earlier the Porsche product line was essentially redesigned. In a few short years they already achieved great results.

1997 - 1998

This will likely be the last chapter in volume one of the "Porsche Book" a hundred years from now. It marks the divide between "classic" and "modern." The 993 model was the last home for the air-cooled engine. Porsche squeezed that last drop of performance it could from the technology. The 1997 Turbo

and Turbo S live in a class by themselves. The styling of the 993 is sleek and could only have been designed by Porsche. Pictures of the wide-body C2S do not do it justice. One must see this art in motion to truly appreciate how the car moves through the air and the light reflects off the angles of the body. The 993 was still relatively small – as the 911 was originally designed to be. The 911 would only get bigger and bigger in size from here on. The 993 is highly sought, not just because it is the last air-cooled 911, but also because it is daily drivable by today's standards. It is the bridge to the future of the modern 911. Roughly 35 years after the 911 was designed, the 993 still held close to its roots – but that was about to change. In a 993, the radios work well, the air-conditioning blows cold air and the cars are exceptionally reliable. You can drive a 993 every day and be satisfied while still getting that old world feel.

2004 - 2005

Only ten years ago, 2004 and 2005 seem like yesterday. While it may be too soon to predict, it is likely that the cars of these two years will stand out. The 996 GT3, Carrera GT and 996 GT2 are starting to make moves among drivers and collectors. Their performance numbers are strong and design elements pleasing to the eye. They are all cars that reward the driver who is skilled and punish those who deny their



Top: A 2004 996 C4S Cabriolet is rare due to its one year only production.

Above: The lines of the 993 C2S are quintessential Porsche.

hardcore roots. The Turbo, Turbo S and C4S all stand out among the era. They offer great driving fun and stellar performance. Porsche had worked out the 996 bugs and finally produced the water-cooled 911 that they had wished to produce years earlier.

Future Prediction: 2011

2011 is likely to be the next "Golden Era" of Porsche. It has been only five years and markets are still moving and buyers are grading the product. However, the GT3 RS 4.0, Speedster, Boxster Spyder and Cayman R all stand out as more than just exceptional vehicles. They represent milestones in the individual models life. The RS 4.0 is the possible end of an era with manual transmissions and a change in engine technology. The Speedster with its limited production always garners respect. The Boxster Spyder and more importantly the Cayman R show Porsche's hand with respect to the direction of the company in the future. Could the Cayman R be just like the 1973 Carrera RS? The first performance variant of a leg-

endary car? With the disappearance of the manual transmission among the top-line models, could the GT3 RSs of this era be a turning point in history? Or if the manual transmission returns, could it spell disaster for the PDK GT3RSs and GT3s of the following era. We will have to wait and see.

It takes a quarter of a century to determine the importance and status of an automobile. Some cars take longer if they are not an established brand or model. Some

get lucky and hit their stride in ten years. These "Golden Ages" happen because the ideas of the manufacturer and the buyers lineup completely. They give us what we want! The concept seems so revolutionary. However, all too often automobile manufacturers are cramming products down our throats that compromise here and sell-out there and leave us with some pip-squeak idea of what a car should be that ultimately no one wants. Detroit sold us all out decades ago and is just now showing signs of recovering its soul. The Asian manufacturers sell one product – vanilla. The Italians are still trying to work out the kinks with electricity and the British have secretly put all of their money into oil cleanup technology. The Germans, with Porsche leading the way, have never wavered from the idea of what an automobile should be – performance with style.

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Autocross

Story and photos by Glenn Cowan

It's Sunday morning of Memorial Day weekend. The opening strains of Phil Collins "Another Day in Paradise" wake me at 0600. My wife says "have fun" and rolls over. The weather was supposed to be terrible but it looks pretty good even if through blurry eyes. I'm going to invest the next 8 hours so I can experience 4.5 minutes of pure joy – I'm going to a PCA Potomac Autocross!

I've been going to Potomac Autocross events for more than a decade and I have to say that the current managers have got this program down. The schedule is determined well in advance, instructions for participants are straightforward and timely - the event is organized, safe and inviting. If you don't have a helmet; they have loaners. You are a novice; they have instructors for ride-alongs. You aren't sure of something; ask anyone and you will get help. Much of this is designed to attract new participants some of whom will find that Autocross is gateway to Drivers' Education (DE) events and even Club Racing.

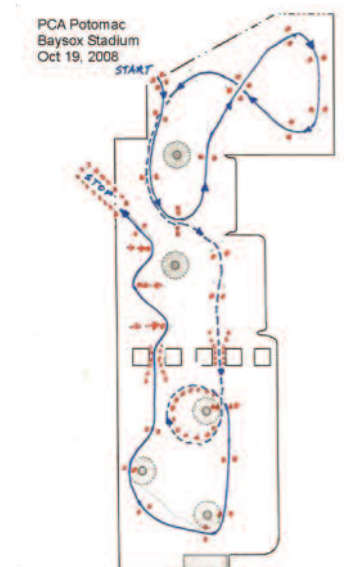
The day starts with registration, a basic technical inspection and just in case you are hungry, a very nice breakfast is offered. Once no longer famished, most

drivers will walk the course once or twice to familiarize themselves with the "sea of cones" that direct your car through the maze that constitutes an Autocross course. This sport is about best speed over distance but is more about car control than it is pure speed. It's stunning how fast a 45 MPH curve can seem when trying to avoid cones and prepare for the next slalom.

After a drivers' meeting and safety briefing the first heat gets off about 0930. Generally each driver will get 6 or 7 runs through the course. You go easy at first and hell bent for leather the last run. Conversation in the Grid area is something like: "How did I miss that 4th gate" and such. In no time your runs are done and the past couple of hours have vanished in the memory of those six burst of 45 seconds each.

If you drive first heat you will work a corner on the track or assist with other duties to keep the process safe and organized. But not until after lunch – and I do mean a real lunch – fantastic sandwiches, various chips, drinks and pastries remaining from breakfast. I try to drive first heat so I can load up on lunch and not worry about driving in a food coma.

Around 1400 the event is done and you will have spent 8 hours having more fun than you can imagine even if only for a total of 270 seconds. This last Autocross I finished 3rd in my Class and 19th overall which is just great – I had fun, performed pretty well and had good conversation with fellow Potomac members. That's 8 hours well spent!



HPDC

Seventeen years ago I traded my 1995 993 Cabriolet for a new Boxster. This past month, after three more Boxsters, I am again at the wheel of a rear engine Porsche. Even in driving home from the dealership it was clear that, despite all the electronic and mechanical wizardry to make me feel otherwise, my 991 Targa 4S has a significant rear weight bias. In the next days it became apparent that I needed to learn to drive again. Potomac PCA's High Performance Driving Clinic (HPDC) was the obvious solution.

HPDC in combination with Autocross provides novice drivers with the experience necessary to begin participating in Drivers' Education (DE) events. Even if you have no intention of pursuing DE, the learning and experience of HPDC are well worth a day at Summit Point. After a day of purposeful hard driving and friendly advice and guidance from your dedicated instructor, the car you arrived with is much closer to really being yours. My car drove me to West Virginia but I drove my car home!

The volunteers who manage HPDC are serious. You won't be flat out racing but the difference is one of degrees – okay, quite a few degrees – but nevertheless, you have to prepare your car and yourself for a competitive environment. No loose stuff rattling around in the boot, no floor mats to snag your foot, no slip on shoes, natural fiber long sleeve shirts (don't ask), SA2015 Snell certified helmet. It's all designed to be safe and being prepared is better than being sorry.

The early morning begins with a tech inspection to be certain your car can perform in a safe manner – enough tire tread and brake pad, responsive throttle, and roll bar head clearance. Tech is followed by an hour or so of instruction which is a basic course in cornering, braking and understanding the geometry of apexes. After classroom instruction come the first on-track exercises.

With your assigned instructor you will learn how to run through a slalom course made up of traffic cones set up on the track. Next is a series of short high speed runs ending in braking exercises to learn control in hard stops and on curves and how to control stopping after fast lane changes. You will also get to challenge a wet skid pad to experience your car's reactions and how to counter skids when you induce your car into over-steer (drifting!).

After lunch, you and your instructor will begin your first laps on a portion of the Jefferson Circuit. There will be 8-10 cars in your run group, passing is only in specified zones and the driver being passed must indicate his permission for you to overtake. Before even thinking about passing another car you have to learn the line through the course and how to hit the correct apex for each turn. You have to learn the best braking points and how quickly you can come back on the throttle as you come out of an apex.



This may sound dry and mechanical – it is anything but. Inputs come at you in rapid fire sequence but by the third time through the course you and your instructor are learning to work as a team and by the end of the day you will almost be laughing at how much fun this is. Many participants in HPDC will go on to DE or even Club Racing. But even if not, this is a great day with your car. Driving home you will have a much better appreciation for exactly how good a Porsche can be and how much you still need to learn – but the learning can be just spectacular.

Over the years I have encouraged family members to try Autocross or HPDC with limited success. My younger son enjoys the moments on the track but thinks the time investment too great. My older son doesn't care. My wife enjoys Potomac Rallies, Drive and Dines and social events but, even having been a spectator at DE's and at several Indy 500s and F1 races, would not enjoy HPDC. Performance driving is not for everybody and certainly not worth a family argument but I think it's enough of a really good thing to warrant friendly persuasion.



Story and photos by Glenn Cowan

First Class Rallying 1000 Miles – No Problem!

Story by Linda
Davidson.
Photos
by Craig
Davidson

We have been the rally chairmen for PCA Potomac since 2010. We were champions for 3 years prior to that. Together we have done rallies with SCCA, other PCA chapters, and nationally at 2 Porsche Parades. This year we participated in the 2017 New England 1000. Most of you have probably never heard of that rally, and up until a few years ago neither had we.

In 1991, Rich and Jean Taylor went to the Mille Miglia (an Italian rally that dates back to the 1920's) to write an article, complete with photographs, for Town and Country magazine. They came home with the conviction that they could do that too, and thus Vintage Rallies was born. The first event was the New England 1000 in 1993, which made this year their 25th Anniversary. During this time they have staged 100 separate events from coast to coast and raised over \$2 million for various charities, with no end in sight. Read about their personal journey and their events at www.Vintagerallies.com.

PRE-TRIP PREP began about 3 weeks prior to our May 19 departure with new tires and a maintenance check by our trusted mechanic Hamm of Tag Motor Werks in Gaithersburg, MD. A week later we discovered a “puddle” in the garage, so back to the shop we go. Diagnosis: not one but two leaking radiators! Of course, the wrong parts got shipped, losing 2 more critical days to be up and running again. So while the car was up on the lift disassembled, why not replace the brakes, and let's install a satellite radio too! Once the right parts arrived, Hamm pulled an all-nighter to put the car back together again, like Humpty Dumpty! Now \$6000 poorer, we're ready to roll.

On Thursday May 18 Craig came home early to wash the car. 92 degrees outside that day, but the car looked like new, shiny with no layer of yellow pollen. Craig was wilted from the heat, only to come inside to discover our home AC had died while he was working on the car. Inside temp was rapidly approaching the outside temp, so just like our GPS, it was time to “recalculate” the plan. We got our dog sitter

to take the pups early, and we slept in the only cool room in the house, the basement! A very auspicious start to our vacation.

Friday morning we loaded the car like a giant jigsaw puzzle to make everything fit. We nailed our ETD of 10:00am on the nose, maybe an omen of things to come as we headed to a week of TSD rallying. (Time-Speed-Distance). Our first stop was to visit our grandchildren, in Pelham NY, about halfway to our destination of Stowe VT. Our room in our son's house is a converted attic suite, but they had forgotten to turn on the AC before we arrived and the temp was 94 degrees. Fortunately, it rained and cooled down, so we were able to open the window and sleep in the attic instead of the basement. Temperatures and rain always seem to be factors in our Porsche adventures...

Saturday morning, after spending a few more hours with the kids, we left Pelham to complete the additional 314 miles to Stowe. Traffic through NY, Connecticut, and Massachusetts was heavy but moving, and then virtually disappeared once we hit Vermont. Time to put the pedal to the metal! The drive through the mountains was beautiful, and I can only imagine how it must be in the fall. While signs in Maryland warn drivers of deer and bicycles, in Vermont the dangers are a bit more perilous – bears, cows, sheep (really!), falling rocks and snowmobiles. But more



than anything else, MOOSE. And we were given special instructions as to how to react if we do meet one. (Apparently, someone in years passed totaled their car in a moose encounter.) We considered ourselves warned. Luckily, we avoided all of the above and safely arrived at the Stowe Mountain Lodge, the start and end point of our week. It's 59 degrees and there's still snow on the ground. And there's a frost warning for tomorrow morning...

The agenda for Sunday, after registration, was a concours and welcome dinner. We were given a swag bag with rain jackets (which got LOTS of use), cleaning supplies, hats, a stuffed moose (to remind us of their presence), and the Rally Book. This book became our Bible for the week. It was 89 pages of photos and instructions of EVERYTHING we needed to know, laid out day by day, stage by stage; times and where we needed to be; contacts and info about all the other entrants. A bit more detailed than the General Instructions we hand out at PCA rallies.

With it being 39 degrees and raining, the concours was cancelled. We used our free time to scout out the local attractions, the coolest of which, no pun intended, was a tour of the original Ben & Jerry's factory. The evening brought an incredible dinner of lobsters and other fresh local seafood, and we began to meet some of the other entrants (the competition!). While most of them hailed from the Northeast, there were others from as far away as Florida and Colorado, Texas and Ohio, and Chicago and St. Louis. We were one of the few who actually drove to the event.

THE CARS were awesome. Originally, this was a Vintage rally, meaning cars needed to be 25 years and older, but over the years was expanded to also allow "Exotics". That was us. There were 46 cars, 12 of which were Porsches, including a 1965 350SC convertible and a 1973 911 Carrera RS. (One day Craig caught the owner washing it in the rain and couldn't

help commenting to him. His reply was "You know what this is, don't you?" Not wanting to look stupid, Craig replied "Of course I do" and then immediately went inside to search Google! Now he knows).

The other marquis heavily represented was Ferrari with 8 entries, the oldest of which was a 1969 365 GTC, and a 1992 512 Testarosa driven by Chuck Schwager. The only American cars were a '57 T-bird, a 1952 Chrysler, a '65 Corvette, and a VERY loud 1972 GTO. The rest of the field included 3 Morgans, 2 Aston Martins, an Austin Healy, a 1950 Allard, and a 1970 Jensen. There were also two Jaguar XK-140s, including one owned by Gene Ponder. And a bright yellow and black Lotus with the license plate "BUZZZZ".

THE PEOPLE turned out to be just as interesting as the cars. PCA has an expression "It's not the cars, it's the people". In this case it was both. As we quickly learned, these were not just car enthusiasts, but collectors. In fact, we could have been the only one's WITHOUT a collection. As Craig liked to say, "Our collection is out in the parking lot!" Undoubtedly one of the most fascinating was Gene Ponder, a true rags-to-riches story from Marshall TX. As a kid, his family was so poor they didn't even have a car. He built a cabinet business from the ground up and started collecting cars. He now employs over 600 people and has a collection of over 80 cars, every one of which he's personally restored. Take a tour of Gene's collection at <https://www.youtube.com/watch?v=pWdtGy0DAKk>.

On one of the drives the group stopped at what appeared to be a couple old barns in the middle of the woods along a lake. Inside was a breathtaking sight – over 20 of Chuck Schwager's collection, which is where his very rare 1964 Porsche 904 lives. This was just the overflow – the bulk of his cars are at his home in Kennebunk, Maine. He too restores all his cars

himself, and leaves the keys in them all for his friends to drive whenever they want! And being a true rally enthusiast, one time he did a 38-day rally from Peking to Paris, and another similar rally in South America. The friend he did these with, Lloyd Dahmen of Boston, loves all thing auto-related, so he's built a 2.5 mile track in Tamworth NH. It will eventually be a private club for motorsport enthusiasts, but on this particular day he opened it up to all of us for 5 lap sessions. Cars were divided into "spirited" and "less spirited" groups. We chose the first! Check out



Left: Linda on Mt. Washington. Notice her hair and nametag blowing in the wind!!



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THE RALLY itself began Monday morning in 48 degrees and pouring rain (surprise!). Every day began with temps in the 40's, and only got above 60 once all week. Well, if we wanted warm we would have gone to the beach. But this was much more fun. Every day had a minimum of 4 stages ranging from 10 miles to 98 miles. There were 20 stages total, but only 8 were timed. On those legs you had to get from Point A to Point B in an exact amount of time, down to the second. You were given one point for every second you were either early or late, with a maximum of 500 points given for any particular leg. Therefore, the goal is to have as low a score as possible.

way, where the incline increased dramatically. That was it for us. Time to descend (eyes shut again).

The resorts we stayed in were first class. One night we stayed at The Woodstock Inn in Woodstock VT (we had a fireplace in our room!), and two nights at the Mountain View Grand Resort in Whitefield NH before heading back to Stowe. Every night included fabulous dinners and socializing. At most events that you attend where you don't know most of the others, after you introduce yourself the most common question asked is usually where are you from or what do you do. The question asked here was "What are you driving?" and next was "How many times have you done this before?" We were one of a handful of rookies, whereas many of the others had been to so many they lost count.

On the final night at the Gala Dinner, prizes and awards were given out to all. The most appropriate prizes went to the two cars that got lost the most – jigsaw puzzles of Vermont!

On Friday, after breakfast, final goodbyes, and thanks to Rich and Jean, our amazing hosts, it was time to head home. We decided to avoid Interstate 95 and the George Washington Bridge and take a

more inland route. The first 177 miles were in pouring rain. While it was only 17 miles longer than the northern drive up the interstates, it took us 12 hours to get home. Just another day on the road....

The other stages are called "Transit", which are meant to get you from one location to another, as in lunch or to our next "point of interest". One of these was a breathtaking (and harrowing!) drive up Mt. Washington in White Mountain National Forest in New Hampshire. At 6288' Mt. Washington is the tallest mountain east of the Mississippi and is famous for having the world's record for the highest recorded wind gust of 238mph. The drive to the top is 8 miles, but our plan was only for the first 4.3 miles. After that the road is no longer paved with asphalt, although the dirt is packed hard enough for transport. Like all mountain roads it twists and turns along the side of the mountain, but this one is special in that IT HAS NO GUARDRAILS, just a row of rocks! Through a series of unexpected obstacles, we were unable to stop at the 4.3 mark and had to continue farther up. I'd love to say it was beautiful, but my eyes were glued shut for most of the rest of the ascent. At 5700' there's a spot above the clouds where you can pull over. We watched 2 motorcycles continue up the rest of the

Left: Gene (dark hat) and Kenny Ponder in their 1957 Jaguar XK-140.

Below: Chuck Schwager's 1964 Porsche 904.





VIR

Story and photos by Ken Marks

ALTON, VA – The pro racing season at Virginia International Raceway started early this year with the Grand Prix of VIR on April 28 – 30, 2017. The weather felt like August – hot. It turned out to be a weekend of very fine open wheel and sports car racing. The highlight of each day was the SprintX racing -- the first two races of the 2017 season.

Saturday

The Saturday SprintX event (Race 1) was won by Daniel Mancinelli and Andrea Montermini in the No. 31 TR3 Racing Ferrari 488 GT3. It was a wild 60-minute sprint event, with a required a driver change mid-race.

The No. 82 McCann Racing Audi R8 LMS of Mike Skeen and Andrew Davis in the Pro-Pro class finished second, 0.239-seconds behind the Ferrari. Mid-race the Audi mounted a challenge to the Ferrari and Mancinelli and Mike Skeen came together between turns 8 – 9 and both cars spun. Little damage was done though. It certainly did not hurt their finishing positions.

The Pro-Am team of Michael Schein and Jan Heylen, finished third overall in the 33-car field and won the Pro-Am division in the No. 16 Wright Motorsports Porsche 911 GT3 R. The No. 16 car was moved to third after the No. 14 Porsche GT3 R of Laurens Vanthoor and James Sofronas were stripped

of their GT Pro-Am class win and third place overall finish after being given a 40 second “drive through” penalty for passing under a yellow flag. The No. 16 Porsche was given a 2 grid spot penalty for Race 2 for avoidable contact in Race 1, but retained its third place finish in Race 1.

Seven two-driver teams miscalculated the 60-second pit lane minimum during the required driver change and were forced to serve “drive through” penalties in the second half of the one-hour contest. The teams included the No. 2 CRP Racing Mercedes AMG team of Ryan Dalziel and Daniel Morad, the No. 58 Wright Motorsports Porsche 911 GT3 R of Patrick Long and Jörg Burgmeister, the No. 61 R. Ferri Motorsport Ferrari 488 GT3 of Alex Riberas and Kyle Marcelli and the No. 3 Cadillac Racing Cadillac ATV-V.R. of Johnny O’Connell and Ricky Taylor.

Class wins in the SprintX contest on Saturday were awarded to Kris Wilson and Drew Regitz in the No. 007 Lasalle Solutions/Abode Road Winery/TRG-AMR Aston Martin GT3 in the GT Am-Am class; Yuki Harata and Alesandro Bressan in the No. 55 Dream Racing Motorsports Lamborghini Huracan in the GT Cup Pro-Am; Joe Toussaint and Cory Friedman in the No. 90 Autometrics Porsche 911 GT Cup in the GT Cup Am-Am; Adam Merzon and Trent Hindman in the No. 017 Case-It Porsche Cayman GT4 Clubsport MR in the GTS Pro-Am; and Cameron Cassels and Phillip Bloom in the No. 018 Case-It Porsche Cayman



GT4 Clubsport MR in the GTS Am-Am.

Now, what about those 7 drive through penalties? It was determined that the penalties were given in error. It seems that the timing beacon and cones at pit-out were not properly aligned. For Sunday's race (Race 2) a two second "joker" was added to the total pit stop length. No other adjustments were made.

Sunday

Sunday, at least, was a little cooler. Mercedes dominated the SprintX event. The No. 2 CRP Racing/DeVilbiss Mercedes AMG GT3 driven by Ryan Dalziel and Daniel Morad led every lap Sunday in the scheduled one-hour SprintX contest. Morad putting on a superb showing in his first Pirelli World Challenge event as well as his first race in the Mercedes. The race was shortened to 58 minutes after a violent crash involving former Formula One and IndyCar racer Stefan Johansson, sports car veteran Kris Wilson and GTS competitor Phillip Bloom in turn 7. All drivers were treated and released from the trackside medical center. The incident brought out the caution flag with 2 minutes left and the race was stopped due to wall damage.

Coming from 6th place, Alvaro Parente of Portugal and Ben Barnicoat of England in the No. 9 K-PAX Racing McLaren 650S finished second. Completing the top-three in SprintX was the pairing of Michael

Cooper of Syosset, N.Y., and Jordan Taylor of Orlando, Fla., in the No. 8 Cadillac Racing Cadillac ATS-VR.

Other drivers scoring SprintX class wins Sunday were Tyler McQuarrie and Henrique Cisneros in the No. 30 MOMO/NGT Motorsports Ferrari 458 GT3 in the GT Am-Am class; Yuki Harata and Allesandro Bressan in the No. 55 Dream Racing Motorsports Lamborghini Huracan in the GT Cup Pro-Am; Joe Toussaint and Cory Friedman in the No. 90 Autometrics Porsche 911 GT Cup in the GT Cup Am-Am; Adam Merzon and Trent Hindman in the No. 017 Case-It Porsche Cayman GT4 Clubsport MR in the GTS Pro-Am; and Aristotle Balogh and Greg Leiffooghe in the No. 019 Stephen Cameron Racing Aston Martin Vantage GT4 in the GTS Am-Am.

The overall winners after the 2 races, were Jeroen Bleekemolen of Germany and Tim Pappas of Boston (Pro-Am) in the No. 54 Black Swan Racing Mercedes AMG GT3. Other podium places went to the No. 14 GMG Motorsports Porsche 911 GT3 R of James Sofronas and Laurens Vanthoor in second and Michael Schein of New York and Jan Heylen of Florida in the No. 16 Wright Motorsports Porsche 911 GT3 R.

SprintX Rounds 3 and 4 are scheduled for Canadian Tire Motorsport Park (CTMP) on May 19-21.

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If The View Fits, Wear It

One thing I find interesting about Porsche is their simplicity towards things. Their exterior designs are beautiful [at least to my eye], yet simplistic and purposeful. The same can be said of their interiors and I'm not sure that's a 100% good thing. Sure you can option their sport cars, 911, Cayman and Boxster, to a higher quality via materials such as leather, alcantara, carbon fiber and painted parts. You can change instrument faces to optional colors and add the extra dial of the Sport Chrono package. Through options, you can also add embossed emblems, change the steering wheel and add a bunch of additional buttons. But you can't change the landscape of things. By sending your new baby to the exclusive department for a laundry list of very expensive upgrades, you can highly personalize things, but the actual view of things is the same.

So what do I mean by this exactly? Well, as an example, I owned a GT4. For those of you who haven't sat in one, but do own a Cayman (981) of any kind and wonder what it must be like to drive a GT4, the landscape, meaning the view, is the same. Sure, with its alcantara steering wheel and seats, the GT4's interior materials give it a bit of a different feel. But sit in your Cayman and you have the same view. It's not as though Porsche reinvented the wheel, or the view in this case. My point is that the GT4 is special, but from just sitting in the driver's seat, it doesn't intoxicate you with it being way more special than a Cayman S.

I happen to have a 2015 Carrera now, which has been seen in dV on occasion. It is not an S, or a GTS, or a Turbo S, or a GT3 or GT3RS, all of which I've peered through the window of, and news flash, the view is the same. I have a close friend with a 2015 Turbo S. This is a car that cost \$90,000 more than mine and to be frank, under let's say 85% of the time when I'm driving my car, it feels just as special and not a far stretch to imagine it being a Turbo S. A big part of this is because the dash is basically the same, as is the steering wheel and seats, and so is the view through the rear view mirror and windshield. I see the same fender lines on the left and right, gracefully making their way down to the nose. I look at the same mirrors on each door and life is good.

I personally think even sitting in a \$195,000 Turbo or GT version 911 should feel way more special than the more entry level or pure street models, inside as well as outside. I don't wish to pit Ferrari against Porsche here, but if you drive a 488 Ferrari, which I have, there is nothing else which replicates that view. It is not as though Ferrari has a less expensive version offering a reasonably close interior or even view out the front glass. It is it, and the experience is more unique because of it.

Now we all know that these higher level cars have tons of extra performance, I get it. But on the street all of them are limited. So what you see and experience inside is an important feature in ownership. I ponder if Porsche, within its simplistic, very functional envelope, has thought much about this. As there are about five handfuls of different 911 models or varieties alone, it seems to me to make sense that at least the GT cars and maybe the Turbo S, should bring with ownership, a change to the landscape. That maybe the dash unit itself and even the door panels should represent a racier, more special character, something a Carrera S owner should possibly lust for. As it is, the view from my base Carrera feels in some ways a bargain by comparison. I wonder if the GT/Turbo S owners feel the same way. I guess if the view fits, wear it!

Story by Tom Neel. Photos by Porsche.

From top to bottom: Interiors of the 911 Carrera, GT3, and the new exclusive Turbo S.



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Cars and Coffee

On a typical Saturday morning 0700-0900 one of the oldest and premier Cars and Coffee's in the Mid-Atlantic region is held in Great Falls, VA. Katie's Cars & Coffee House in Great Falls, Virginia usually fills up with a wide-variety of classic cars by 0600. Parking by 0700 is scant. Of the hundreds or more cars, there are always at least ten Porsches, from the early 1960s to brand new, sometimes as many as twenty five parked throughout the vast easy walking parking areas. The atmosphere is casual and uber friendly for young and old with moms, dads, kids, and dogs all walking around the shady parking areas admiring perhaps a million dollar Ferrari F40 to a beater old 1966 VW Beetle.

Katie's Cars and Coffee started over a decade ago with a small group of car enthusiasts and has grown to one of the premier Cars and Coffee shows in the mid-Atlantic region with some PCA members driving from as far as South Carolina. The Owner of Katie's Coffee House, Mr. Kearney, has graciously organized the event and provided delicious coffee, orange juice, donuts, muffins, and tasty light breakfasts, so no one goes thirsty or hungry on Saturday mornings. On a sunny Saturday it is easily one of the best car shows you have ever attended and best of all it is free.

On this past Saturday veteran PCA Potomac members gathered with a gorgeous blue Spyder, 911 twin cam, 968, 996 Twin Turbo, 911 50th Anniversary, and a 1982 911sc Targa. A brand new PCA Potomac member arrived for his first PCA Potomac event with his week-old new used 1980 911sc Targa with 80k miles. He bought the Targa sight unseen from a family friend in Texas and quickly joined the Porsche conversations eliciting what the veteran PCA folks thought of his new purchase. About 5 PCA members gathered around his Targa and quickly assessed he

bought a solid Porsche with straight body panels, recent valve service, new head bolts, and only needs paint and light body work. He was most appreciative of PCA recommended Porsche repair shops in the Washington metro area and left Cars and Coffee relieved knowing he made a great purchase and list of next steps on his project 911.

Story and photos by Kevin Naughten



May 2017 new Potomac members

New Members

Craig Ballog - 2001 911 Turbo -
from Falls Church - transfer
from Heart O' Dixie

Matthew Bloomfield - 2009
911 Carrera S Cabriolet -
from Herndon

John Carson - 2009 Boxster -
from Gainesville - transfer
from Central Pennsylvania

Michael Cesena - 2017 Macan
GTS - from Potomac Falls

Anthony Connor - 1956 356 -
from Washington

Cheyne Daggett - 2007 Cay-
man - from Warrenton

Ever De los Rios - 2002 Boxster
- from Fairfax

Nicholas J. DiSipio III - 2005
Boxster - from Mount Airy

Alan Dye - 2015 911 Carrera S
- from Bethesda

Ken Hayduk - 2017 911 Car-
rera 4S Cabriolet - from
Great Falls

Phillip Kempf - 1965 911 911 -
from Falls Church

Andre Koneczny - 2014 Boxster
S - from Chantilly

Nicholas Lins - 2006 Cayenne
Turbo - from Alexandria

Mark Logan - 2016 911 Carrera
GTS Coupe - from Frederick

Eugene Noble - 2015 Macan S -
from Bethesda

Eric Peterson - 1990 911 Car-
rera 4 Cabriolet - from
Stafford

Eric Rivera - 2004 911 Carrera
4S Coupe - from Wood-
bridge

Samed Rizvi - 2006 Cayman S -
from Bristow

Bryan Sandler - 2000 Boxster S
- from Fairfax

Hugh Strain - 2012 911 Car-
rera S Cabriolet - from
Alexandria

David Svec - 2017 911 Carrera
4S - from Washington

Paul Thelen - 2013 Panamera
GTS - from Ashburn

Louis Trigg - 2015 Cayman -
from Bryans Rd

David Wales - 2017 911 Car-
rera - from Arlington

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June 2017 Potomac anniversaries

Anniversaries

40 Years

Robert & Capria McMurtray

35 Years

Phil & Nadette Boughton
Stanton & Kevin Fox

30 Years

Chris & Christine Gaylor
Maurice & Patricia Long
Matthew & Lynn Stanton
Robert Williams

25 Years

Thomas & Holly Mayer

20 Years

Ian Cooke
Timothy Giras & Kimberly Cooper-Giras
Mark & Jeannie Padgett
J Rogers & Randi Korn

15 Years

Bill & Lisa Jones
Scott & Deborah Mayster
Daniel Perti & Toni DeAngelo-Perti
Andrew & Donna Smith

10 Years

Walter & Deborah Ziffer

5 Years

Otto Burgess
Fidrik & Michael Iskandar
Bart & Alaleh Jenkins
Lawrence Jenkins
Stephen & Debra Kiraly
Kenneth Kissell
Angel Lee
Fabian Lopez & Mike Iannarelli
William & Joanne Serelis
David Wallen



Contribute to *der Vorgänger*

Join PCA the easy way

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

The Founders' Region, Potomac is the founding region of PCA. The club offers over 100 events each year, including Driver Ed events and free Tech days for all members, Drive 'n Dine and other social events, autocrosses and rallies.

To join the PCA, visit <https://www.pca.org/user/join/membership>.

Your favorite Founders' Region monthly magazine can benefit from your experiences with your Porsche.

We are always in need of articles and photographs to help tell Porsche stories.

All around us are wonderful stories just waiting to be told. If you feel you don't have the time or expertise to tell those stories yourself, at least pass along your ideas or photos. Here are some ideas that resonate with readers:

- Travel stories that involve a Porsche. An example is Michael Sherman and his wife's trip to Europe for delivery of his new 991.

- Visits to car museums.

- DIY (Do-It-Yourself) articles on some small or large project that you've done. Examples abound, from rebuilding an engine to replacing hood struts.

- Interviews with interesting people who own interesting Porsches such as the one

on Sal Fanelli, who owns a Porsche *tractor*.

- My first experience with PCA Potomac, which could be what your High Performance Driving Clinic was like, or your first Drivers Education event or just an entertaining Drive 'n Dine.

- Why I Love My Porsche articles are always welcomed. Please include a photo of you with the car.

- Photographs of yourself or fellow Porsche owners enjoying their cars. No low-resolution photos, please; we simply can't use them. Send original sizes.

Write your stories, snap your photos, and send them to dveditor@pcapotomac.org. **All photos must be originals digital files; please do not re-size or crop them before submission.**

If you are old school, you may also send hardcopy materials to Carrie Albee at 216 Dill Ave, Frederick, MD 21701.

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Readers and Their Cars

Right: A 914 with 2 hp motor (human power).

Dan Rogers, Richard Antonaros, and Paul Brockman removed the engine for a little TLC.

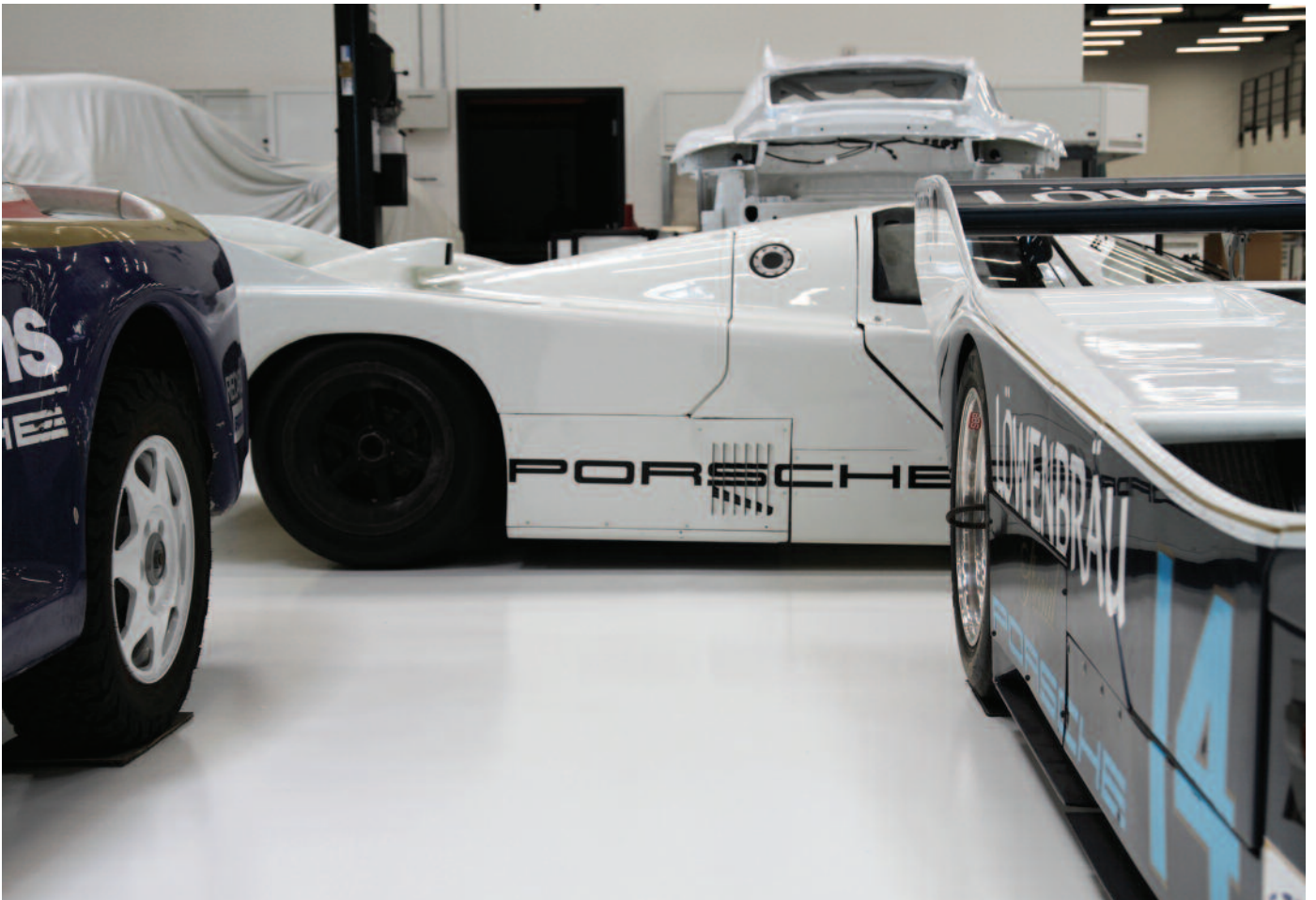
Below: Cars and Coffee is a great place to meet some PCA members are their cars.
Photo by Kevin Naughten.





Left: Members learn about proper paint care from Darryl Nichols.

Below: A preview of next month's story about Casey Parkin visiting the Porsche LA Experience center. Photo by Casey Parkin.





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ON AUGUST 7TH, 2017 - 10PM EDT