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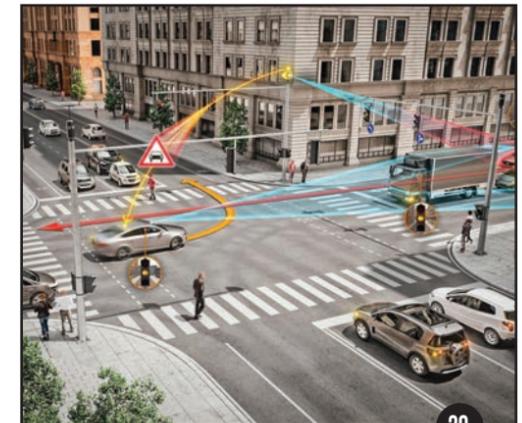
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Life Approaching Normal

Traffic is back—I'll Take It!



Glenn Cowan

Last Friday I drove from my home in Kensington, MD to a lunch engagement just south of downtown Alexandria, VA—some 30 miles. For the past year, this trip has taken less than 40 minutes via I-495 and the George Washington Parkway. Not this time! 75 minutes each way and traffic volume wasn't nearly back to 2019 levels but it is clearly heading there.

Some of the congestion is because drivers have lost their "touch" and need to regain whatever modest skills they once had. Initially, I was bothered by this resurgence of modern urban/suburban life. On second thought it doesn't really matter that one of the great annoyances of living in the DMV is storming back because the rest of our lifestyle is charging back with it!

For close to 18 months, I have been able to go for a drive and find a not

very congested highway to some rural route where I could flog my car around—alone. My "drive" generally lasted less than an hour as I would quickly become bored and drive home thinking about how much I missed PCA Potomac events.

The other side of it now taking 75 minutes to go 30 miles is that in the past two weeks my wife and I have participated in a Potomac Rally and a weekend Drive and Dine to Hershey. There is no question—I will take the congestion every time if what it signifies is a return to a not quite normal, new normal.

Driving the Porsche alone has some merits but being able to see friends and make new acquaintances again, even if obstructed by congestion, is so worth the tradeoff. My wife Kathy and I plan to participate in every Potomac event possible and

will relish the companionship as much as the drive. We may even branch out and do something with the Chesapeake Region or visit Porsche friends in surrounding states and join them in their PCA events.

As traffic continues to build and your employer "suggests" you come back to the office and getting the kids out the door becomes routine again—keep building Potomac events into your schedule, relish that great car of yours and be glad the new, old normal is coming back! DV

PCA National Strategic Plan: Focus on Technical Resources

To develop the 2021 Strategic Plan, PCA National took an in-depth look at the PCA COVID-19 response; assessed club strengths, weaknesses, opportunities, and threats; and reviewed how to meet the needs of PCA stakeholders. Based on that analysis, PCA National decided to focus its strategic initiatives on membership engagement and growth, technical resources for members, PCA media (print, digital, social), leadership in Porsche performance driving, and region engagement. What does that mean for PCA Potomac? In this column I'll focus on the technical resources available to members.

Take a few minutes, if you haven't already, to check out the Technical Resources offered on the newly updated PCA National website. If you want to talk with an expert about appraisals, upholstery, or your specific Porsche model, the PCA National Technical Committee has a great list of technical experts and a Tech Q&A. As part of the

Strategic Plan to expand the range of technical resources and to engage with members, new initiatives include PCA YouTube technical videos, Tech Tactics Live YouTube streaming, and Porsche Panorama Tech articles. Whether you're interested in Brakes 101, Detailing Secrets from a Pro: From Cars and Coffee to the Pebble Beach Concours, or What You Need to Know to Buy a 2012-2016 911 (991.1), Tech Tactics Live offers focused information for current and future Porsche owners.

PCA Potomac is also committed to offering a wealth of technical expertise to members. DV offers engaging and practical how-to articles and technical tips. As a club member, whether you're attending an upcoming Drivers' Education event or not, you're welcome to bring your car to a tech inspection session at a local shop, known as "shop tech," to meet other members and get tips about the care and maintenance of your

car. Tech Chief David DiQuollo and his team of knowledgeable inspectors will show you how to put your car on a lift and check for leaks in the engine, hoses, and lines, as well as how to check tires, wheels, wheel bearings, brake pads, rotors, fluid, suspension, belts, throttle return, and safety equipment.

At Drivers' Education events, during daily morning "grid tech," Tech Chiefs Daniel Salisbury and John Vrankovich and their team will give your car a once-over: brakes, rotors, wheels, camera mounts, car numbers, and more. I've learned to avoid paddock panic by always bringing a spare set of brake pads to the track.

If you work on your car or if you prefer to leave it to trusted professionals, PCA National and PCA Potomac offer a variety of technical resources for the care and feeding of your Porsche. I encourage you to take advantage of this member benefit. DV



Diane Sullenberger

Matt Curry's CRAFTSMAN auto care

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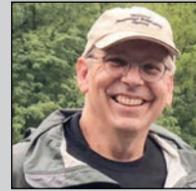
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2021 CALENDAR OF EVENTS

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

JUNE

5-6
Drivers' Education
Shenandoah Circuit
Summit Point, WV

12
Tech Inspection for DE
at PittRace on June 25-27
GT Peace Automotive, Chantilly, VA

13
Autocross #4
Summit Point, WV

25-27
Drivers' Education
Pittsburgh International
Race Complex, PA

26
Tech Inspection for DE at Summit
Point on July 9-11
Intersport, Ashburn, VA

Barboursville Winery Drive & Dine
Barboursville, VA

JULY

9-11
Drivers' Education
Summit Point, WV

11-17
Porsche Parade
French Lick, Indiana

23-25
Virginia Highlands I
Drive & Dine Tour
Warm Springs, VA

CLUB Announcements

YOU ARE INVITED TO THE OPEN BOARD MEETING ON TUESDAY, JUNE 8TH @ 7PM

Although we can't be together in person, we will have fun during the Zoom meeting and hope to return to in-person meetings soon!

Register on MotorsportReg @ msreg.com/2021-q2-obm

Please submit any questions you may have using the registration form, by email to the Secretary (secretary@pcapotomac.org), or in the Zoom chat function during the meeting. Depending on the time and volume of questions, we may answer these by email.

The agenda, previous open board meeting minutes, and virtual Zoom meeting link will be provided in pre-event communications.

REMINDER:

The Annual Picnic has been moved to 17 October and will be at the Fairfax Hunt Club, Reston, VA.

POTOMAC MONTHLY LUNCHES & 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, 11:30am
City Grille, 10701 Balls Ford Road, Manassas, VA, 20109

Maryland

Canceled Until Further Notice

25
Tech Inspection for PorscheFest
at Summit Point on 7/30 - 8/1
Matt Curry's Craftsman Auto Care
Merrifield, VA,

30-AUGUST 1
PorscheFest
(Autocross, Drivers' Ed, Drive & Dine)
Summit Point, WV



Potomac Program Highlights

AUTOCROSS



Photo by Bill Schwinn.



Jeff G. in his 2007 Cayman S competing on Sunday. Photo by Waleed EL-Mehalawy.



Cary E. in a 2007 Boxster S with an Instructor at Saturday's Autocross School. Photo by Jordan Strait.

A Weekend of Brake-throughs

STORY BY JEFF GARY
PHOTOS BY WALEED EL-MEHALAWY,
JORDAN STRAIT AND BILL SCHWINN

What beats a beautiful spring day spent out in the beautiful countryside? Obviously—all that but with cars! The PCA Potomac Region recently held its Autocross School at Summit Point Motorsports Park. Novice autocrossers from all over the region came to spend a day learning basic autocross techniques like throttle steering, slalom maneuvering, and trail-braking. As a bonus, the school was followed the next day by the second competitive autocross event of the year.

Students arrived pre-dawn to practice three basic skills required to eventually “master” Autocross. After tech and registration, the first group was sent to the skid pad, where they learned how to steer their cars using throttle control, rather than constant jerking on the steering wheel. Each student got the chance to squeak their tires around the pad at least a dozen times, going both directions as they tried to keep as close to the line as possible. This was my first lesson, and the improvement of my entire group was clear from start to finish as 911s, Caymans, and a stray Volvo all got comfortable pushing the limits and trusting their cars.

The second group started on the slalom, where a tight pinwheel opened up into a five-cone course. This lesson gave the group a chance to enter the slalom from either direction, which forced drivers to think about how they would enter the turns differently based on where they anticipated exiting. Most importantly, the long course gave drivers a chance to learn how to carry their cars weight through a fast slalom (this one topped out at nearly 45 mph!). Slaloms have always challenged me, and while I can report a personal record of crushing three of five slalom cones (more is better, right?), by the second or third run, I learned to trust the suspension and the car and really let myself be pulled through the pivots of the slalom.

Lastly, students had a chance to practice trail-braking, where a driver applies hard brakes going into a turn, then gently lets off as the car stabilizes around the curve. For me, this was the biggest break—brake?—through moment. The course was fast: ten seconds around a sweeper right into hard braking and gently releasing around the turn. In my past events, I’ve struggled with braking. On the street, I think of braking as either on or off, rather than as part of how to steer or control the car’s weight. Being able to run the turn almost twenty times and really think singularly about how to use the middle pedal as a part of the steering mechanism really gave me confidence and new skill in my driving.

With the lessons completed, the students took a break for lunch while volunteers remade the lesson setup into a full autocross course. Instructors guided their students on a course walk, showing them how to apply the techniques from the school to different parts of the course. With that, it was off to the races: students hopped in their cars, many for their first-ever autocross experience. The course was an absolute delight—fast in the right places, technical enough to be interesting, but straightforward enough that new drivers didn’t get frazzled. The proof is in the times, and it was clear that nearly everyone improved significantly over the course of the afternoon.

The next day I was fortunate enough to also attend the second autocross of the season. I’m not a novice driver by any means, but I still have much to learn, and often leave events wishing I had just one more run to lock in what I was working on that day. The opportunity to learn new techniques Saturday morning, run the course Saturday afternoon, and then come back fresh Sunday morning to compete was a huge confidence boost for me. This sequence let me really think about how I wanted to approach the course, what I was doing right or wrong in each run and gave me the chance to lock in techniques I hadn’t even been thinking about before I came to the Autocross School. Two days, many slaloms, and a tank of gas later, I came away confident, smiling, and eager for more autocross events with PCA Potomac.

I would like to take a moment here to thank the instructors, station captains, and volunteers who came out to make the event so enjoyable. I joined PCA two years ago, and I’ve come to love and expect friendly faces, patience, and generosity from all the regulars. This event was no different—instructors rode along (masked) with their students to show them the ropes, station captains gave pointers to students who were waiting their turns to drive, and everyone pitched in to ensure the event ran smoothly. Potomac truly put its best face forward for newcomers and old hands alike. DV

Fastest Times of Day

Rank	Class	First Name	Last Initial	Car	Best Time (sec)
1	G	Danny	K	Mazda MX-5	49.717
2	G	Stephen	K	BMW M3	51.071
3	G	Howard	L	Lotus Exige S240	51.095

Class Winners

Rank	Class	First Name	Last Initial	Car	Best Time (sec)
1	I	Marcus	F	Porsche Cayman RS	53.414
2	I	Karl	H	Porsche Cayman S	56.733
3	I	Mike	F	Porsche 991 Turbo	64.077
1	M	David	S	Porsche 924S	53.878
1	P1	Steve	V	Porsche 911SC	59.696
1	P2	Graham	M	Porsche Boxster S	58.543
1	P3	Jeffrey	B	Porsche Cayman S	52.733
2	P3	Vu	N	Porsche 996 Carrera	53.294
3	P3	Jeff	G	Porsche Cayman S	55.073
1	P4	Steve	F	Porsche 997 Carrera S	54.505
1	S1	Douglas	T	Porsche Boxster	71.125
1	S2	Damon	L	Porsche Cayman	53.699
1	S3	John	C	Porsche Cayman	53.278
2	S3	John	B	Porsche 997 Carrera	53.622
3	S3	George	E	Porsche Cayman	57.301
1	S4	Kevin	K	Porsche Cayman S	52.312
2	S4	Eric	C	Porsche Cayman S	52.957
3	S4	Jeffrey	C	Porsche Boxster S	56.141
1	S5	Michael	T	Porsche 718 Cayman	51.572
2	S5	Gary	B	Porsche GT4	52.128
3	S5	Kurt	D	Porsche Cayman GT4	53.011
1	G	Danny	K	Mazda MX-5	49.717
2	G	Stephen	K	BMW M3	51.071
3	G	Howard	L	Lotus Exige S240	51.095



Adam M. in his 2014 911 Turbo S with Instructor at the Saturday School. Photo by Jordan Strait.

CONCOURS

Porsche Spring Concours Event

STORY BY TOM COYLE, CONCOURS CHAIR

PHOTOS BY MICHAEL COPPERTHITE AND KEVIN DAVIS



A bright day greeted the many Concours participants at Occoquan Regional Park.

This year, despite a myriad of Covid-19 issues and resulting venue challenges, we held a very successful Porsche Spring Concours event at the Occoquan Regional Park in Lorton, VA. We were blessed with perfect weather, a mostly flat, large grassy area to park our “moveable art” with plenty of space that provided for sufficient “inspection elbow room” between vehicles. We were also fortunate to have wonderful food provided by the Park’s own Brickmaker’s Café, a short walk from the inspection area.

We had three wonderful Sponsors: Abbey Payne, a locally—based artist specializing in oil color Porsche paintings (www.abbeypayneart.com); Carlos Ambrosini, who is an electronics expert and a certified auto mechanic and James, from Paint Protection Film Installers in Northern Virginia (www.profilmppf.com).

Gary Sidell, the Concours Vice-Chair, and I want to thank the Judges who came and worked hard in the heat and sun to determine the best cars on the field. We had a well-rounded group of judges and volunteers, including Ellen Beck, Steve Bobbitt, Donna Brandt, Paul Duray, Larry Finkel, Ron Gordan, Neil Green, Bob Gutjahr, George James, John Klish, Steve MacKellar, Gary Sidell, Scott Smullen and Mike Zriliek. All generously gave of their expertise and time for the benefit of those showcasing their cars.

As noted within the MotorsportReg.Com website, this Concours continued a newer tradition of not using a score sheet with technical deductions, but rather a subjective ‘French’ style Guide sheet, common to larger Concours events like Amelia Island. This requires increased discussion with the owners and, for this event, seemed to be quite popular among the Club members. To partially quote from the Instruction to Judges: This event is less a contest of who has removed dust from the deepest crevices

in their Porsche, but rather a judged show that rewards a Porsche that has been lovingly maintained and presents itself well on the field. Our judges do not use Porsche Parade Concours score sheets but rather rank the cars according to certain attributes discussed prior to judging.

On the field we saw some great examples of virtually every model of the past 70 years of production, e.g. 356’s, early 911’s, 944, 928, late model and current cars. This year we added a Modern Production Class for Cayennes,

Macans, Taycans and Panameras, and returned the always-interesting Outlaw Class for all Porsches that have been noticeably modified from the original specifications.

Many of us were fascinated by a beautiful eight-year-old Cayenne, with 126,000 miles, customized to the max and clean as a whistle. It received a lot of attention and many accolades (and a trophy as well!). As my first time as your Concours Chairman, I had a ball introducing the winners and sharing a few “back stories” along the way.

Next year we are hoping to return to our traditional Deutsche Marque format that will include Mercedes and BMW in the festivities. Congratulations from your Concours Committee and we look forward to seeing you soon at our next event! DV





DRIVE AND DINE



The extraordinary number of Porsches of every type, condition and color lined up at the Swap Meet in Carlisle.

Hershey Drive and Dine: Sweet Spot and Swap

STORY AND PHOTOS BY GLENN COWAN AND HAVINOVSKI

My son, Michael Cowan, and I have been to the Hershey Porsche Swap meet twice in the last ten years. I still have the remains of a bottle of “The World’s Best Detailing Paste” and several brand-new antique Porsche signs for the garage I don’t have. Michael will not be making a third trip. So, when the registration for this year’s Drive and Dine (D&D) to Hershey was posted, I asked my somewhat skeptical wife to join—which she did despite some second (third even) thoughts. She did point out that we could take our often tripped over, now older brand-new antique Porsche signs back and try to trade them for more detailing paste.

We (both of us) had a great weekend. We met up with 30+ other Porsches just north of Rockville, said hello to a few folks and met some new members and headed out under the able guidance of Glenn Havinovski and his team of Leaders and Sweepers whose job it was to keep us all corralled. In my past trips to Hershey, I had taken Interstates and other such direct but boring roads. PCA Potomac D&D navigators had none of that. Obscure back roads, that, while perfectly safe, made for wonderful scenery and a fun drive were the order of the day. They take longer but this was about the journey at least as much as the destination.

Along the route, we stopped for lunch at The Stables of Westminster (MD) and later at Mack’s Ice Cream by Wendy in Red Lion, PA for handmade ice cream. Eventually we made our purposely circuitous scenic and fun way to the Hershey Hotel (the World-Famous Hershey Hotel!). We were greeted by staff who directed us to a “reserved for Porsches” extra wide space parking area and then helped us navigate the Covid protocol check-in process.

We continued to meet new companions prior to dinner and then drove in formation to one of Hershey’s finest, Fenicci’s for a very nice Italian dinner.

The next morning, we were off to the Porsche Swap Meet in Carlisle—yes, Carlisle. This event has become so large it attracts more participants than the Fair Grounds in Hershey can handle. We made the 30 or so mile drive to be stunned by an



The Potomac Hershey group in front of the Kissmobile.

extraordinary number of Porsches of every type, condition and color imaginable lined up for our inspection—and that was just the parking lot.

Hundreds of vendors ranging from established speed shops, to well known Porsche dealerships, to manufacturers of various Porsche add-ons and enhancements kept us walking up and down aisles looking for just the right thing.

PCA National sponsored an “enthusiasts’ choice” informal concours event and invited attendees to vote for their favorite car. This provided an opportunity to actually get close to many of the special option colors that Porsche offers as well as a collection of Paint to Sample (PTS) colors that buyers have ordered directly from the Porsche factory. We were fascinated by the number of purple and specialty blues on display.

There was still enough time in the day to return to Hershey and tour the Chocolate Museum which was an interesting look at the life of Milton Hershey and both the company and town he created. Upon his death, he left his entire fortune to educational institutions, particularly the world-renowned Milton Hershey School for children from lower income families and the Penn State Medical School which was built and maintained in Hershey by funds he provided.

That evening we dined at The Mill in Hershey and shared stories of our various experiences at the Swap Meet and in the town of Hershey.

On Sunday, a hardy group of 25 headed to the Antique Automobile Club of America (ACCA) Museum, only one of two auto museums affiliated with the Smithsonian. In addition to the requisite photo opportunity in front of the Hershey

Kissmobile at the entrance, the group was split between two tour guides and got to see various turn-of-the-century (19th!) vehicles, the world’s largest Tucker Torpedo collection (including the “Tucker” movie car), one of the largest collections of buses (including buses used in the movies “Speed” and “Forrest Gump”), a collection of various hemi Chryslers (and a hemi-powered water pump), and Betty White’s mint green Cadillac Seville.

The joy of Drive and Dine events is certainly in the roads driven, places visited, wineries, hotels and restaurants enjoyed but equally about the PCAers you meet, many of whom will become lifetime friends. DV



Drive and Dine Chair, Glenn Havinovski, thanks attendees.

RALLY



Cars lined up on the lawn prior to the start of the rally.

Rookie Rally Team Stuns Veterans

STORY BY LINDA DAVIDSON AND PHOTOS BY MIA WALSH

There are lots of moving parts when planning a rally. First, you have to find a starting and ending location that can accommodate a large number of cars and people. You then have to plan a route and drive it multiple times to make sure the roads are safe for our tightly sprung cars. The toughest part is coming up with a gimmick or theme for the rally, always trying to find something that will be easy enough for the rookies but challenging enough for the more experienced ralliers. Then you have to plan the food, order trophies, get insurance (mandatory for all driving events), set up registration and start advertising.

This year was especially challenging as CDC and state guidelines were constantly changing. We planned the rally, then had to cancel it when we were only allowed 25 people. Then restrictions opened up to allow 50 people and we reinstated the rally. Registration for 25 cars filled up in four days with ten more on the waitlist! It seemed EVERYONE was anxious to get out of their homes and go for a drive. Then guidelines changed again allowing us to accommodate the ten on the waitlist, maxing out at 35 cars. All we needed now was good weather.

The title of this rally was "Shortest Distance". Teams were given a map and a list of destinations they had to locate on the map.

Then they had to plan their drive to get to every location, take a photo to prove they were there, then return to the starting line while driving the least number of miles. Seven of the places to visit were golf courses, and contestants had to photograph the entrance sign of each. The other three locations involved answering somewhat vague questions which became obvious once teams got there and could see exactly what they were looking for. These last three would be the deciding factor in who would eventually win.

PCA members Tony and Cindy Pagonis were gracious enough to open their home to us to stage this event (they hosted our rally last fall also). The property is large enough to keep everyone at a safe distance, and Tony's garage is always a fun experience for the "car folks".

After the brief drivers' meeting, teams set about plotting their routes (yes, GPS was allowed this time). Some immediately took off, figuring on winging it as they went, but most teams put in a serious effort in planning a winning strategy. One of the last teams to leave was Kenneth Feng and his daughter Katie. Katie is a cadet at VMI (Class of 2022) and took a weekend pass to rally with her Dad. She took command from the start and told her Dad to just follow her directions, and she used her Army

"Excuse me, Sir, do you have any of the World's Best Detailing Paste?"



AACA Museum: "Tiger" the Tour Guide at the AACA Museum.



Nancie Havinoviski boarding the bus on which Jenny left when she said goodbye to Forrest Gump in Washington DC.



Teams work diligently for the 20 minutes prior to taking off on their quest to find the shortest distance between 8 pit stops which they need to photograph.



Glenn and Kathy Cowan start the map planning on the hood of their 2020 Porsche 911 S.

map reading skills to find dirt and gravel roads that most Porsche drivers would shun. She was focused on the task.

Co-Rally Master Craig Davidson parked his new Taycan near the food truck, and it became a focal point and conversation starter for all while we waited for the teams to return. Once they were all back and enjoying their lunch, scores were tallied to determine who had indeed driven the fewest miles.

Third place went to the team of James and Kathy Carr who drove 88 miles. There were other teams that also drove 88 miles, but remember those three questions? One of them required a photograph of the “National Birds” at a particular intersection. One was an extremely obvious large eagle carved out of the trunk of a dead tree directly on the side of the road.

Less obvious was another eagle carved a short distance away. The Carrs noticed the plural spelling of the clue and found the 2nd bird. Other teams did not.

Second place went to Eric Kohls and Sarah Ellers who clocked 85 miles in their Subaru. Eric won last year’s inaugural Shortest Distance Rally, so his near repeat was not a surprise!

First place went to—you guessed it! First-time ralliers Kenneth and Katie Feng with an astonishing 81 miles. I can honestly say she was the happiest navigator we have ever seen!

We’re hoping to have another rally in the Fall. Time to start planning. **DV**



Pure joy as 1st place winner, Katie Feng, comes to receive the trophy, with her proud father, Kenneth, following.



1st, 2nd & 3rd place winners line up with their trophies.

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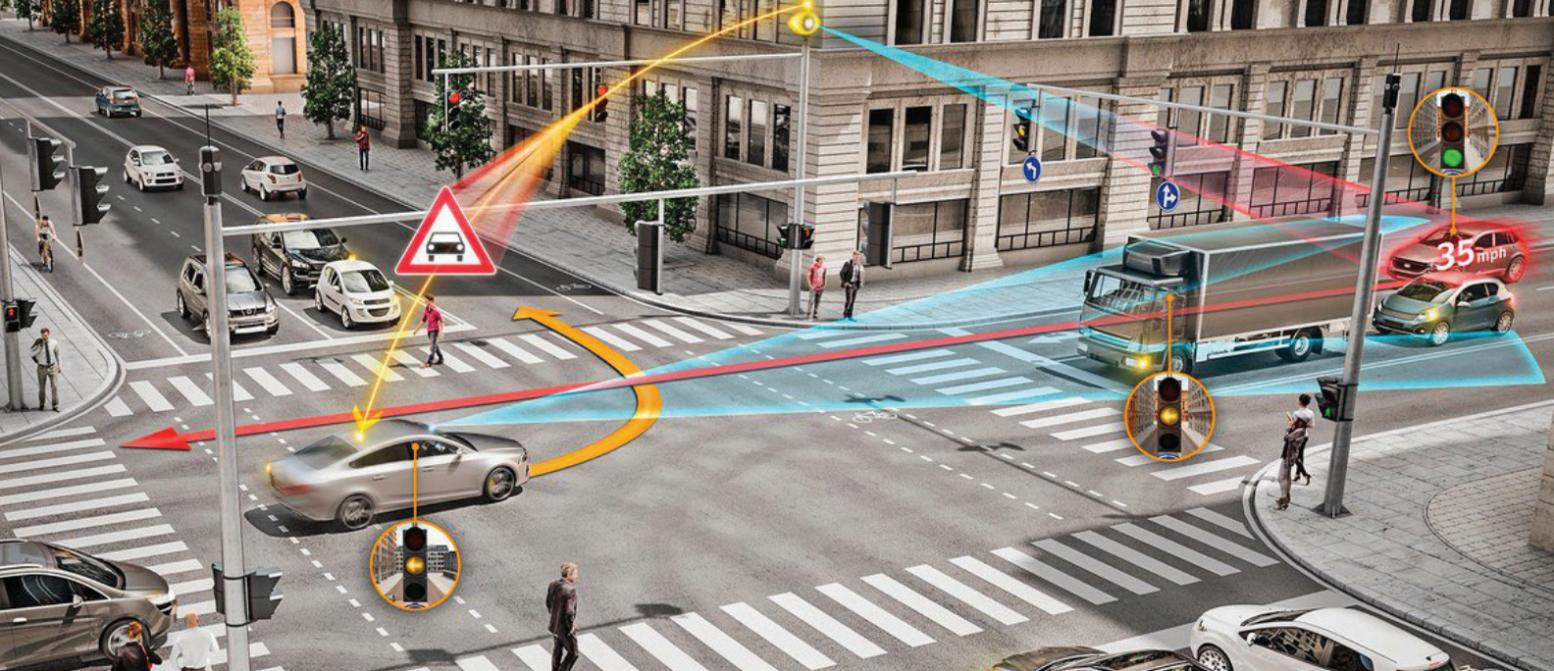
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DER THRONFOLGER IN THE FUTURE, VEHICLES AND ROADS WILL TALK TO EACH OTHER. BUT WILL ANYONE BE LISTENING?

STORY BY GLENN N. HAVINOVSKI

Most of us were weened on cars that were purely analog in nature, and often without hydraulic assist for steering and brakes. Remember when you could open the engine lid and see the entire motor in plain sight and work on it with common, commercially-available tools? There are many who think Porsche Stability Management and anti-lock brakes are Big Brother-like nannies. And there's the continuing war of attrition between manual transmissions and PDK (we already know, from a sales perspective, which has won). At the same time, the automatic rise of the rear spoiler at 75 mph has been taken for granted by anyone with a Type 964 or newer Porsche, and no one seems to want to disable that, except by getting a bigger wing!

Like it or not, vehicle technologies have moved way beyond the traditional design boundaries of steel, glass, and rubber. In this article, we look at the areas of automation and connectivity.

THE FANTASY AND REALITY OF AUTOMATION

Until 3-4 years ago, Automated Vehicle (AV) developers, researchers and evangelists vowed that "Level 4" (driverless, unsupervised vehicle operations for all except impassable roads and weather conditions) would be the standard for all vehicles produced by 2025, that human driving will be obsolete, and that by 2026, we could start removing signs and traffic signals from the road. All cars would have LiDAR, laser and radar sensor technologies that would be all-knowing and all-telling. And best of all, no one would ever die in a car wreck or be hit by a car ever again!!

Yet we continue to hear about AVs hitting pedestrians, crashing into trucks or other vehicles, often without braking, or conversely, coming to a stop after seeing and thinking a stop sign on an advertising billboard is a real stop sign. Tesla, Google's AV spinoff Waymo, and others have been faced with crashes because their systems could not approximate how a capable human driver would react. It hasn't helped that Tesla's CEO (and recent Saturday Night Live host) has ascribed numerous misleading qualities to his automated driving system (like calling it "Autopilot"), and that one of the Teslas that crashed while in Autopilot was completely driverless, with no one in the front seat to take over vehicle operation to prevent the crash.

In the DC area, besides the occasional sidewalk delivery robots I've seen rolling around the City of Fairfax "Old Town" area, one can experience automated low-speed micro-transit shuttle vehicles (typically 18 mph maximum) at National Harbor as well as the Mosaic District in Fairfax County. Dominos in the meantime has debuted its automated delivery vehicles from Nuro, enabling timely pizza delivery while avoiding the resurrected "Noid".

Having ridden shuttles elsewhere, such vehicles tend to overreact with sudden and jerky stopping whenever another vehicle passes too closely or cuts in front (as well as when a pedestrian casually steps in front). While artificial intelligence is evolving, the brains of automated vehicles will have a long, if not infinite way to go to simulate the reactions of a human to every possible scenario, and do it smoothly.



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What does the human in the driver's seat have to do?

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You are driving whenever these driver support features are engaged – even if your feet are off the pedals and you are not steering			You are not driving when these automated driving features are engaged – even if you are seated in "the driver's seat"		
You must constantly supervise these support features; you must steer, brake or accelerate as needed to maintain safety			When the feature requests, you must drive	These automated driving features will not require you to take over driving	

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What do these features do?

These are driver support features			These are automated driving features		
These features are limited to providing warnings and momentary assistance	These features provide steering OR brake/acceleration support to the driver	These features provide steering AND brake/acceleration support to the driver	These features can drive the vehicle under limited conditions and will not operate unless all required conditions are met	This feature can drive the vehicle under all conditions	
<ul style="list-style-type: none"> • automatic emergency braking • blind spot warning • lane departure warning 	<ul style="list-style-type: none"> • lane centering OR • adaptive cruise control 	<ul style="list-style-type: none"> • lane centering AND • adaptive cruise control at the same time 	<ul style="list-style-type: none"> • traffic jam chauffeur 	<ul style="list-style-type: none"> • local driverless taxi • pedals/steering wheel may or may not be installed 	<ul style="list-style-type: none"> • same as level 4, but feature can drive everywhere in all conditions

Example Features

The Society of Automotive Engineers (SAE) vehicle automation levels.

The National Highway Transportation Safety Administration (NHTSA) has released several "guidance" documents on AV development, but no regulations or standardization mandates on AV manufacturers. Congress is looking to further beef up future AV regulations to replace often-conflicting state guidelines for testing and operation. The recent high-profile crashes, while not typical, have been concerning enough that some form of Federal intervention may be considered necessary.

DIFFERENT PATHS TO DIFFERENT FINISH LINES

In 1991, with passage of the Intermodal Surface Transportation Efficiency Act (ISTEA), the US Department of Transportation (USDOT) was charged with two layers of activities to improve safety and, as was deemed most critical in that era, reducing traffic congestion. One activity was development of an Automated Highway System (AHS) demonstration. The second was Intelligent Transportation Systems (ITS).

By 1994, General Motors and several other firms were leading a high-profile \$650 million partnership with the USDOT, Caltrans, and two universities to test an AHS using a reversible express lane in San Diego, CA. The demonstration in 1997 involved 8 Buicks traveling together tightly in a platoon with no driver interaction with the vehicles. They were equipped with forward and rearward-looking radar sensors as well as automated cruise control. The lane was equipped with tracking magnets to preserve the automated path, in lieu of still-emerging GPS technologies. The demo worked but was met with a collective yawn by the auto industry, enthusiasts, and soccer moms (and dads) alike.

At the same time as the AHS demonstration, USDOT implemented the national ITS program, providing Federal funds for states and regional authorities for regional traffic management centers and roadside systems that include color video cameras, traffic flow detection, electronic "dynamic message signs", computerized traffic signal control and monitoring, regional traveler information phone systems and websites (now known as "511") and the expansion of ramp metering signals at freeway entrances, all connected with high-speed communications networks using fiber optics.



The Nuro from selfdrivingdelivery.dominos.com.



Highway information system example from swarco.com.

But tucked away in the ITS program in the 1990s was a series of future services involving wireless connectivity between vehicles, as well as between vehicles and roads, to enable collision avoidance and reduce/eliminate vehicle and pedestrian fatalities.

By the 2010s, Federal and industry research efforts coalesced into a "Connected Vehicle" program for testing and demonstration of technologies using Dedicated Short-Range Communications (DSRC). The new standard enabled very low latency (information transfer delays of less than 0.1 second), vehicle-to-vehicle and vehicle-to-infrastructure connectivity within a 900-foot range, which is enough for vehicles to utilize automated on-board systems for braking and/or avoiding a collision.

At the same time, another Federal agency was going in a different direction. In 2005, the Defense Advanced Research Projects Agency (DARPA) began a series of competitions between universities and other consortia that entailed automating vehicles through desert environments as well as urbanized environments, ostensibly to enable warfare in places like Iraq, without human operators or soldiers. The vehicles used a mix of different sensor and map technologies to navigate, without instrumentation on the road or in the environment.

Google was intrigued by the concept of using high-accuracy digital mapping as the basis for their Google Maps "Street View" feature. Google proceeded to hire many of the "DARPA Challenge" researchers by 2007, as well as contracting with other experts to develop their own AV using LiDAR as well as their own mapping platform.

Known as Pribots, (the enterprise was eventually spun off as Waymo) the tiny cars would be out-and-about in the San Francisco Bay Area, the seed planted for vehicle automation and sensor technologies as the way to future safety, health and happiness.

By the mid-2010s, no less than 16 companies were developing automated vehicles, and industry evangelists were everywhere. With the earlier advent of app-driven ride-hailing services Uber and Lyft, those firms as well as Waymo re-imagined their future business models as driverless. Until recently, with the pandemic inducing economic changes and significant travel impacts,

ride-hailing firms were very much in the forefront of AV development activities.

The largely private-sector orientation of AV development by and large ignored the Connected Vehicle efforts, even as some automakers including General Motors and Toyota continued to support government initiatives. From 2016 till now, several Federal demonstration projects deployed day-to-day use of Connected Vehicle technologies (notably in New York, Tampa and Wyoming). Smaller demonstrations involved firms like Audi working with the DC and Virginia DOTs to import traffic signal information into their vehicles. Other demonstrations throughout the country involved communications between traffic signals and vehicles.

WHAT NEXT?

It's clear that vehicle automation and connectivity have followed different paths, even as a growing chorus of transportation professionals feel that completely autonomous vehicle operations that don't use some form of vehicle-to-everything (V2X) communications will continue to suffer reliability and safety concerns.

Can automated vehicles benefit from the same intelligence that we humans have access to? We use Waze, Google Maps, Inrix and other apps that use crowdsourced traffic data. Google Maps and other apps can tell you when the next bus or train is arriving, and in some cities, where parking slots are available. An automated vehicle with access to the universe of real-time information, its onboard sensors (with up to a 900-foot range), and other infrastructure data such as pedestrian push-button activation, could operate more safely and efficiently.

In reality, the next few years will likely see a mix of connected information thanks to current applications and the advent of V2X technologies, and the automation of freight deliveries, micro-transit and other services that use lower-speed operations that can replace or supplant larger, less efficient vehicles. Conversely, Automated Driving Assistance Systems (ADAS), often called "Level 2" technologies, can help drivers become safer through various applications such as maintaining safe distances through adaptive cruise control and low-speed "jam assist", providing advance collision warning and automatic braking, and summoning vehicles to and from narrow parking places.

The ADAS tools of Tesla and Mercedes have been arguably far ahead of other automakers, including Porsche. Provided they are not falsely marketed as "full automation", such technologies will likely become more common as a safety feature on all cars, and of interest for family vehicles in particular. As well as another nail in the manual transmission coffin.

Does this mean Drivers' Education at Summit Point in the future will face challenges for newer vehicles that overreact with their ADAS systems kicking in as you enter Turn 1? Well, even the most advanced systems still allow users to override the functions, to a point, at least most of them. Some fundamental things won't change, as long as, in the end, you get to drive the vehicle yourself. **DV**

Glenn Havinoviski is Chair of PCA Potomac Drive & Dine, and recently appointed Vice President and Director of Intelligent Transportation Systems for Johnson, Mirmiran & Thompson (JMT) based in Maryland. He is an international expert on transportation technology and road pricing.

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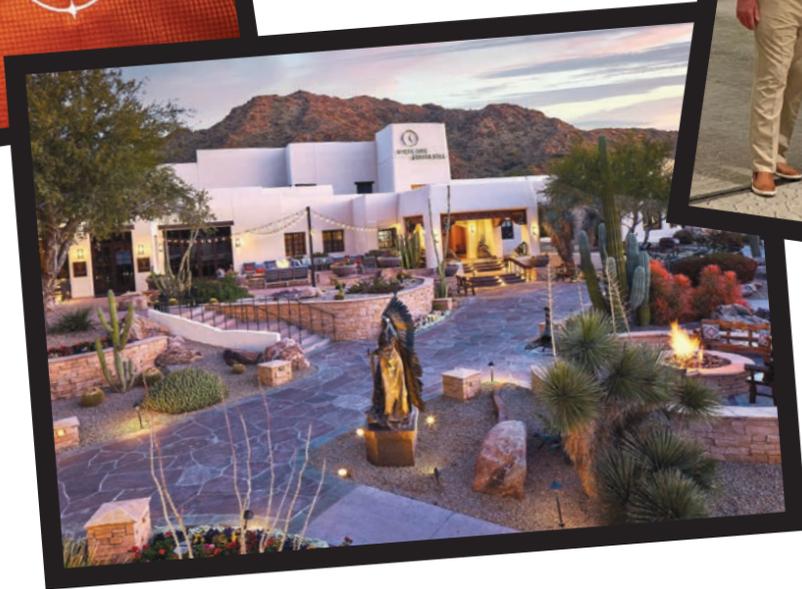
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Left to right: Steve Grumbach, Steve Pera, Lonnie Pera, Alan French & Sarah Cameron.



Variety keeps it interesting.



Fun lunch destinations are standard.

POTOMACANS ATTEND 2021 SCOTTSDALE TREFFEN

STORY BY ALAN FRENCH AND PHOTOS BY ALAN FRENCH, ANN MCGLOON & STEVES PERA & GRUMBACH

The PCA Spring Treffen took place in Scottsdale, Arizona on May 5-9th this year. The Camelback Inn Resort & Spa hosted ~140 Porsches and 300 people from across the US, including a group from our region. The idea of a Treffen in the southwest sun was difficult to resist for our group of Potomacans who sat waiting at their laptops for the moment registration opened on February 24th. Successful registrations were followed by speedy rental bookings of local Porsches for the driving tours, with the exception of Steve Grumbach who bought a rare Boxster in Phoenix earlier this year and arranged for it to be stored until Treffen. After Treffen, I joined Steve for part of his return drive back to Leesburg, VA. That story is coming soon to DV.

Treffen is all about the drives, socializing with friends and meeting other Porsche fans. The drives from the Camelback Resort were varied and very different to the Greenbrier Treffen held in the Fall of last year. This included an amazing mix of cacti, high desert landscape, alpine tree covered mountains and interesting residential developments in and around the suburbs of the city of Phoenix.

Drives to historic Prescott (pronounced Preskit), scenic Sedona and Mingus Mountain were the most popular. As usual, a wide variety of Porsches arrived early in the morning each day for a final briefing and marshalling before being released into the desert for a morning of sunshine driving and lunch.

Evenings at the resort usually started with happy-hour cocktails and tales of happy hours in the car that day. Heavy hors d'oeuvres were usually sufficient

to feed our hunger, and a South Western style BBQ grill one evening gave us an opportunity to don hats and boots.

I was introduced to a custom I had not been aware of: the naming of your car, usually after a little alcohol. Many names appeared on license plates, but an equal number were just conversational names like Barney (a purple 911), Clockwork (an orange 911), and Longshot (a Porsche with a very rare specification that took years to find). My wife, Sarah, and I had a Panamera for the tour, which quickly became Juan Panamera (with tune from the Guantanamo song). Steve's new Boxster with a red convertible top became "Ginger".

It was great to see folks from previous Treffens, many of whom had spent time or lived in the Potomac region.

On the Navigator's Day Off (NDO), a group of us decided to explore the Tonto Forest to the east of Scottsdale; some wonderful, big scenery, interesting mountain roads to explore the grip of the Panamera and some authentic wild west saloons with excellent food and beer with which to get acquainted.

Dinner on the last night was followed by awards, prizes and the shock announcement that Harry and Delores Season, the amazing volunteer couple behind the last seven Treffens, were stepping down and retiring. If you ever want to see what PCA Volunteers can achieve, attend at least one Treffen. DV



Friends & family enjoy a beautiful desert evening BBQ.



Many horses out front of the Saloon at Tortilla Flat, AZ.



New Potomacans

ANDRE ABRANTES

2014 911 Carrera
from Vienna

ZIAD ALI

2021 911 Turbo S Cabriolet
from McLean

LEON BACON

2018 911 Carrera S
from Great Mills

WILLIAM BALDWIN

2008 911 Carrera S Cabriolet
from Manassas

WILL BLACK

2013 Boxster
from Silver Spring

RAINA BLAIN

2021 Macan S
from North Bethesda

AL BLOCKER

2008 911 Carrera 4
from Boyds

WILLIAM CARL

1986 944 Turbo
from Arlington

WILLIAM CHAO

2006 911 Carrera S Cabriolet
from Potomac

CODY CHENOWETH

1988 924S
from Alexandria

SHAWN DAVIS

2010 Cayman S
from Washington
transfer from Los Angeles

NORMAN FAAS

2008 911 Carrera S Cabriolet
from Clifton

ANTHONY FATEMI

2018 Cayenne GTS
from Potomac

MICHAEL FORD

2016 Cayman
from Alexandria

BEN FRANK

2017 911 Carrera S
from Vienna

CHAD HARDING

2005 Boxster
from Fairfax Station

JIMMY HARRIS

1960 356 Cabriolet
from Middleburg

ZHEN HUANG

2016 Cayman GT4
from Rockville

DANIEL JUDGE

1970 914-6
from Millersville
transfer from Chesapeake

JOHN LANDMAN

2016 911 Carrera GTS
from Stafford

DARRYL LEW

from Potomac

STEFAN LUTEIJN

2015 Boxster
from Bethesda

CHRISTOPHER MARRA

2006 911 Carrera
from Brunswick

STEPHEN MARTY

1986 928S
from Vienna

THOMAS MCGOWAN

2001 Boxster S
from Warrenton

SULTAN MEGHJI

2020 Taycan 4S
from Washington

JACK METZNER

2015 911 Turbo
from Middletown

DEAN MEYER

2014 911 Carrera
from Oak Hill

CHRISTOPHER O'CONNELL

2018 911 Carrera 4S
from Vienna

DR. OYE OWOLEWA

2009 Boxster
from Washington

NICOLA PINTO

2014 Cayman
from Frederick

JACK QUINN

1988 911 Carrera
from Leesburg

SAM RATHBONE

2006 911 Carrera Cabriolet
from Herndon

CRAIG RICHMOND

2014 Boxster
from Springfield

GARY ROBERTSON

2007 Cayman
from Alexandria

RAJNIL SATASIA

2006 911 Carrera
from Centreville

PETER SPIVACK

1960 356
from Bethesda

NIKKI TOMLIN

2012 Panamera 4S
from Woodbridge

SHAWN TWIGG

2018 911 Carrera GTS
from Winchester

JOHN VALDIVIELSO

2003 911 Carrera 4 Cabriolet
from Vienna

KENNETH VEREEN

1973 911T
from Bowie



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25 YEARS

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20 YEARS

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Ryan Magrab
Joe Sperber

15 YEARS

Jack & Colin Anderson
Aaron & Will Aulabaugh
Kirk Junker & Darcey Wilkes
Tim & Georgia Katsapis
Stuart & Chrisann Wirtz

10 YEARS

Drew & Gretchen Leonard
Hong Lim
Mark Logan
Aris & Eva Pappas

5 YEARS

Jeff Abel
William Catron
David Green
Ryan Hambleton
Andre & Lois Koneczny
Randy McCullough
Eric Middleton
Patrick & Thomas Tansey
Jerry Thomas
Themistocles & Koutsis Tzamaris
Jack Welsh
Jack Welsh Jr.
Percy White

DER VORGÄNGER

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

- We are always in need of articles and photographs to help tell Porsche stories. All around us are wonderful stories just waiting to be told. If you feel you don't have the time or expertise to tell those stories yourself, at least pass along your ideas or photos. Here are some ideas that resonate with readers:
- Travel stories that involve a Porsche. An example is Michael Sherman and his wife's trip to Europe for delivery of his new 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.

Browse the MAGAZINE area on pcapotomac.org for submission instructions, the latest edition, 50+ years of archived DV, and more!

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The Perfect Storm

As many of you have likely been made aware of, Porsche issued a recall for a small group of 2021, 718 GT4, Spyders and GTS models due to connecting-rod bolt issues with the 4.0 engine. Much like pulling the pin from a hand grenade, the resulting mess could be catastrophic. So new engines are the key to a life of normalcy. This fiasco not only created an immediate recall, but also a stop sales order for cars at port. Suppliers are likely to blame, but what a mess in the middle of an already messy inventory shortage.

I was in attendance at a PCA meeting in North Carolina where a dealership salesperson came to speak on the subject of limited inventory. The net result of his talk was essentially an informative plea of "we need your cars!" There was no beating around the bush, there was only straight forward talk about low inventory and the need for good used cars and top dollar paid.

This is like the perfect storm. Auto sales, especially Porsche, were already good and manufacturers like Porsche were gearing up for a great 2020. Then the pandemic hit, a triple whammy. First were the serious health issues to the whole human race. Second was the need to close factories, and third, the closing of a very complex international supply chain. When you turn the ka-chunk, ka-chunk machine back on some months later, you have in inventory only what is at the factory. I was on the lucky side of this as my 2020 Spyder had a May build date and I'm guessing everything needed to construct my car was in hand, or had been on the way, and the car was built on time for delivery in July.

Re-ramping up a complex international supply chain is a massive logistical nightmare. What if you have everything to build a car, but no wheels, or no script saying 911, or no rear-view mirrors? The whole thing goes ka-boom pretty quickly. I'm guessing this hurry up and get us parts thing is what dropped the ball on the connecting rod issue. The last time I remember this happening was with 785 of the company's 2014 GT3s which were catching fire. The net result of that recall was a directive to owners to stop driving their cars immediately and engine replacements followed.

Now as with the GT3, this 718 4.0 issue will also be handled with Porsche's excellent customer service. Porsche did every reasonable thing it could to please and make whole those affected customers. In the case of the 991 GT3, I believe part of the pampering also included a ten-year 120,000 mile warranty.

FUEL FOR THOUGHT

BY TOM NEEL

Pretty exceptional for a track-day car! Porsche was seeding the future for return clients, along with the pending resales of those affected cars for both the customer and its dealers. I still think that model year somewhat reflects one of the softest GT3 resale prices, even if the car wasn't affected. But Porsche did all they could do.

So here we are today, with dealers scarce on inventory, a new 922 GT3 on the way, and a major recall on their hands. So what's up? At least part of the issue is a shortage of microchips, which has affected not only all auto manufacturers, but every product that needs them, be in a Porsche or a Play-Station. How bad is it? Bad enough to shut factories down not made any better by a colossal container ship blocking the Suez Canal for almost a week!

It has been suggested to me that chips were just the tip of the market iceberg and any way you look at it, Porsche and others who were doing well had the pandemic pull the rug out from under them as we consumers all stayed home and stopped driving. Not now though, as this has been followed by a major surge in automotive sales! One salesperson told me the month of February 2021 was the third best month he had experienced in his long automotive sales career, sixteen of which were with Porsche. If not for these inventory issues, it seems sales would be through the roof. He also mentioned crazy good sales for Taycans.

His Taycan comment got me thinking. On one hand you'll never get a Taycan recall for connecting rod issues. On the other hand, the Taycan basically is a rolling cart of microchips! The net result of all of this is that if you are waiting on or wanting a new Porsche, especially something other than a Macan, be patient. This could take a while. On the other hand, if you have a Porsche in your garage that you haven't been using or have possibly been thinking about selling, now is likely as good a time as any to move it. Demand is in your favor. DV



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